



The Sparkplug



Newsletter of the Deep South Region A. A. C. A. Vol. 33 No. 6 June 2000

Respect

by Rick Hoover

In the beginning here, (the Discussion Forum of the AACA website) there was concern of young persons not finding their way into our hobby of antique automobiles and the AACA. I was quick to respond that I felt that the youth was alive and well within the hobby and others were knocking at its doorstep. Following these conversations, I've come to remember my beginnings and desire to belong to AACA and that's where I see a difference in what I have been reading.

When I joined the AACA, I read words on the application explaining the "Purpose and Aim" of this club, describing a common interest in the preservation and restoration of antique automobiles. It spoke of promoting sportsmanship and fellowship among all AACA members. A club with both competitive and non-competitive events. A club that had many things to offer those of us who would enjoy old cars in original form.

In my years of membership, I followed my father's teachings that only the ones who listen will learn and along with this, we learn RESPECT. This club has had plenty to teach me and still does today. And I found plenty of respect, and none more than for my fellow member!

Respect for my fellow member who has forgotten more than I'll ever know.

Respect for my fellow member who won his First Junior Award in my class when I didn't even place.

Respect for my fellow member who judged my car in a pouring down rain, so I could go home that day proud of my improvements I had made on my own and finally won.

Respect for my fellow member who parked next to me in my class and made friends with me that day, and didn't win.

Respect for my fellow member who broke

down in his old car going to the club picnic and persisted on fixing it himself with his small son at his side. Only to ask softly if I could stick around in case, so his family didn't miss the fun at the picnic.

Respect for my fellow member whose paint job shines more than mine and the one whose doesn't.

Respect for my fellow member who didn't own an old car at the time, and was hoping someone would ask him and his wife to ride along with them on the club run (and we had more fun that day with them joining us).

And finally, respect and patience for those fellow members who are still learning it. This is AACA to me. It has so much to offer us.

In my years as a member of AACA, I have never witnessed another member pointing his finger or looking down on another member for driving their cars, for having a lesser model than his, or making fun because the other couldn't pronounce Hispano-Suiza. Let's not be so quick to judge those who spend hard earned money or small fortunes preserving our motoring past for us and future generations to appreciate, and have chosen to trailer these vehicles to shows. I found most of this membership to have humble beginnings. Many of us started by dragging that first car home from the junk yard. The best part is, most of this membership did not forget this!

We also have a favorite saying here around Hershey, PA. "We all put our pants on one leg at a time. You just have to respect those who TRY to jump in theirs."

Editor's Note: Rick Hoover is a professional antique car restorer, a gentleman and a wise young man who gives of his time helping others on the "net" with their restoration problems. His article really says it all. The preceding article appeared in the Spring issue of the *Rummage Box*.



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 SE Divisional Tour (Nov. 1-3, 2001)
 Chman: Charlie Froehlich (601)749-9935

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Please recycle this newsletter to a friend



Out of the President's tool box
 by Buddy Paquet

It may not be *official* until the twenty-first but I think summer has already begun. Maybe it's because I have become accustomed to an easier way of life in the past few years but I sure notice the heat more than I did in my younger days.

The get-together at Shoneys for breakfast on May 27 was a nice way to start the day. The food was good and the company most enjoyable. Read more about it elsewhere in this issue. A big round of applause for our Activity Coordinators.

The club is fortunate to have three members who are willing to co-chair the seventh annual Hooters Open Car Show. Eddie Anderson, Pat Francis and Bob Vaughan are getting the various committees together. Please don't wait until the last minute to volunteer your assistance. When you see them at the June 22nd meeting, do it then. They will appreciate you making their job easier.

While we are on the subject of volunteering, start thinking about what else you can do for your club. Notice that I said *your* club. It may seem with summer just starting, October is a long way down the road. Trust me, it will be here before we know it. That is the month the Nominating Committee presents the slate of officers for the coming year. Members are needed to serve on this committee as well as someone to chair it. They will be seeking members who care enough about DSR to contribute a few hours each month by holding an office. Every member is capable of doing at least one thing. What do you do best? Remember the slogan "Care enough to give the very best." ? The very best you can give is of yourself.

THE GOOD NEWS IS...the South Alabama Region AACA out of Brewton will be hosting the 2001 "Picnic in the Park" at Claude Kelley (a/k/a Little River) State Park. The date has not been set but it soon will be. The event promises be even bigger next year!

You may or may not be affected by the recent passing of H.B. 282 by the Alabama Legislature. It will allow a county or municipality to adopt procedures for the removal of inoperable motor vehicles on private property when the motor vehicle is deemed a nuisance. If you plan to have a restoration project going on in your garage and your "parts car" sitting outside, listen up. Your neighbor(s) might think it is a nuisance. It's doubtful the Powers-That-Be have the mechanics worked out at the local level yet, but I don't want to be their test case.



Here's looking at you, kid!

Minutes**Deep South Region, A.A.C.A. Meeting, May 25, 2000**

The meeting was called to order by Buddy Paquet, Pres., at 7:30 PM, with 34 members present. He announced that Elvin Few is in Providence Hospital for diagnostic heart studies; but reported that it has been determined that there will be no pacemaker. Surgery is scheduled for Ed Lunsford on June 1st. Physical Therapy has already started for Betty Cordell; and an MRI is to be performed the week of May 29th.

Chaplain Lambert Mims gave the invocation.

OLD BUSINESS:

President: Buddy thanked everyone whose work contributed to the successful car show. He announced that the Hooter's car show is a GO. Three members (Eddie Anderson, Pat Francis and Bob Vaughan) have agreed to head the show. A motion was made by Leah Musgrove and seconded by Paul Dagenais to go forward with the show. The motion carried. **Vice-President:** Pat Francis reminded the members again of the need to replace the steps. **Secretary:** A motion to accept minutes as printed was made by Hershel Whigham and seconded by Leah Musgrove. Motion carried. **Editor:** Patt Paquet announced the availability of applications for the Baton Rouge tour Sept. 15-16 at a cost of \$85.00, which includes everything except the hotel. **Activities:** Susie Anderson & Joyce Francis. Joyce thanked all the participants in the Crown Nursing Home display last month. She also thanked those who helped clean before and after the May 6th. car show. She reminded us of the Breakfast at Shoney's on 5/27 at 9:00 A.M. Susie brought up the Miranda Homes Display in Fairhope, June 17-18, 24-25, (a total of 7 cars is needed each day). Leah Musgrove made a motion, seconded by Carl Bailey, to make this a club activity if the requested number of cars can be obtained. Motion carried. **Member at Large:** Cecil Pugh None

NEW BUSINESS:

President: None, **Vice President:** None, **Secretary:** None, **Treasurer:** Wilma Jones asked for a motion to approve the May Financial Report. The motion was made by Ross Sloan and seconded by Eddie Anderson. It carried. **Editor:** None **Activities:** Joyce asked for four volunteers for the Crown Nursing Home event on the 2nd Thursday, from 2 PM until 4 PM. A watermelon cutting was announced for July 1st. at 2 PM. She then yielded the floor to Ernie Youens who described a very interesting restoration shop he visited in Montgomery. He thought a trip to Montgomery would be a good club activity. It was decided that members should think about it, and if interested, vote on it next month. **Member at Large:** None
Drawing for the 50/50 pot was won by Richard Jones.
A motion to adjourn was made by Junie Jarvis and seconded by Ross Sloan. Motion carried, and a delicious snack was enjoyed by all.

Respectfully submitted,

Reecie Mims

Who said you could never go home again ?

by Ruby _____

The threesome's adventures are coming to an end. They saw and did things that would have curled their mothers' hair had they only known what their daughters were doing.

Friday, July 27, 1928

We saw more of the terrible little shacks in which many Tennesseans live. We saw quite a bit of cotton, some of which was blossoming. We reached Chattanooga about noon and being advised by several policemen and the AAA not to miss the trip to Lookout Mountain, we decided to take it. I was surprised because usually we asked the advice of each policeman in town and then do exactly the opposite. The trip was beautiful. We went up 2300 feet and then looked down on Chattanooga and the valley below. There's a regular city up on the top of this high mountain which is quite large on top. There's a cog road making trips up and down the mountain in nine minutes. Mt. Lookout was used as a fort in the War of 1812, and we decided that it would be an ideal place for a fort if you were on top instead of below. On leaving Chattanooga, we saw some of the prettiest scenery we've seen yet when we went over Signal Mountain. It was lovely because it had rained just before that and everything was nice and fresh. The Cumberlands were beautiful, too, but they aren't very high -- like all of the mountains around here. We camped a few miles out of Nashville. As usual, there was a train whistling in our ears at intervals of three or four minutes and there were some Negroes singing just across the way. There were a few dogs, cats and chickens around, too, but otherwise we fared very well. Oh yes, there was a cow too, and Ruth and I ran every time we got near it. As usual, I was the first one to get up in the morning. If it wasn't for me, we'd probably be just a few miles out of Kansas City now. We're all glad that there is a peppy one in the crowd.

Saturday, July 28, 1928

Nashville was very smoky and dirty looking -- it's quite large. We arrived at Cave City at about noon. We were fairly swamped with literature about the fifty-two caves in the vicinity. The competition between the owners of the various caves was certainly bitter. Every few feet you see some one standing in the middle of the road waving you towards the entrance of some cave that you don't

want to see at all. They even charge 25 cents to see the hole where Floyd Collins was trapped. "Caving" is sort of a profession in this part of Kentucky and persons who discover caves are cave hogs. Lois and I were so interested in seeing the caves that we called ourselves cave hogs. Our trip through Mammoth Cave was absolutely wonderful. It took us four hours and we walked nine miles -- then we didn't see it all. First we were given lanterns to carry. The cave has no lights at all and is just as it was when it was first discovered. The temperature was low -- 54° and we walked 360 feet down toward the center of the earth. The size of the rooms is almost beyond description, they're mammoth. Some of the pits and domes are more than 200 feet deep. The guide threw a lighted wick down them so we could have some idea of their depth. It was pitch dark and rather weird to see the string of lanterns carried by the people. After walking for miles on narrow ledges we came to the River Styx. We walked on to the Green River which we rode across on boats. The river is 25 feet deep. We sat on a narrow ledge which ran around the boat -- it was exciting to say the least especially as it was as dark as anyone can imagine. This river has blind fish in it. The guide said that they didn't have any eye sockets even. We came back over Corkscrew Passage climbing right straight up on a ladder and squeezing through narrow cracks in the rocks. Poor Lois had to carry the lantern, too. I don't know how she managed. Coming through the cave we had to stoop for miles because the passage was low. In other rooms the ceilings were so high that you could hardly see the top. There were no formations in the part of the cave that we saw although there are a few in the other parts of it, I think. It was its immensity and the fact that you were were walking around 360 feet underground that were so impressive. We camped right near the Mammoth Cave Hotel. Birds or dogs or some other pests got most of our food supplies so we had to start out with fresh supplies.

Sunday, July 29, 1928

In the morning, Lois and I went through the Onyx Cave. It was sort of a combination of Shenandoah Caverns and Mammoth Cave. It's partly lighted, but we carried lanterns part of the way. We were interested in the gypsum flowers which were (Please see *Diary* on Page 5)

Diary cont.

very delicate and pretty. The gypsum formation is quite soft and crumbly. There were several kinds of onyx in the cave but very little black onyx. Our guide was a typical Kentuckian of the backwoods type. It certainly was interesting to hear him talk. He showed us the hole through which the men first climbed when they discovered the cave. There's a river in that one, too, and waterfalls seventy-five feet high. After driving on for several miles we crossed the Green River on which we'd ridden in Mammoth Cave. It isn't a very large river, but it had a toll bridge over it. The bridge was rickety and was run by an old Kentuckian who chewed and spit. Everyone, young and old, chews tobacco and conversations with them are rather halting to allow time out for spitting. Lois says that the women in Mississippi use snuff and brushes with tobacco on them. At Hodgenville, KY we went to see the little one-room log cabin in which Abraham Lincoln was born. The house stands on the original site, but there is a large memorial building built around the house. The custodian said that the house had been taken apart and removed to the World's Fair, etc., but each log had been numbered and the house had been reassembled exactly as it was at first. It's very small and has just one window and a door. The whole Lincoln farm has been turned into a park for public use. At Bardstown we saw some of the old brandy factories for which Kentucky was noted. They're all deserted now and are fast going to ruin. We also drove out to see My Old Kentucky Home in which Stephen Collins Foster wrote the famous song. It's a lovely Southern home and stands for a great deal in the eyes of Kentuckians evidently because there were a great many people going through the place. At Louisville we crossed the Ohio River and so into New Albany, Indiana where we spent the night.

Monday, July 30, 1928

Today was rather uneventful. Indiana and Illinois haven't proved terribly exciting even though we did have a flat tire. We went through French Lick, Indiana where Pluto water is found -- we didn't try any of it, however. The country we passed through -- level and dotted with cornfields reminded me of home. We expect to get to Hazel's tomorrow. We all have bets up as to the exact minute and second of our arrival there. Time will tell the winner. We camped at a place about thirty miles from St. Louis.

Tuesday, July 31, 1928

It poured down all night and in the morning when we were ready to start. Between intervals of rain, we managed to pack after a fashion and started on our way. We spent most of the day speculating as to when we'd get to *Hazel's and how many miles we'd have and how the roads would be, etc. None of us guessed right so our feelings weren't hurt. We drove 4,990 miles and arrived at Hazel's at about five o'clock rather tired but feeling as if we'd had a keen time.

Total 238 gallons gas divided by 5,000 miles = 21 mpg
 \$72.63 divided by 5,000 miles = \$1.45 cents/mile
 Expenses: Total spent on trip was \$113, of which 24.21 was on gas & oil, etc., remainder of \$88.79 for other necessities.

Editor's Note: *The identity of "Hazel", where she lived and her relationship, if any, to Lois, Ruth or Ruby is unknown. The journal in which all of the preceding has been kept is 3 3/4" wide by 6" long, has a medium tan fine canvas-like cover with white ruled pages inside. It is still in very good condition. Reading the "travellog" as they called it was a unique experience for me and I hope all of you enjoyed the trip as much as I did.



Everybody's Talking

A hairdresser from Madison, Alabama has discovered a unique use for the hair he sweeps up from his shop floor each day. Phillip McCrory was watching news coverage of an oil spill and noticed that animal fur is easily saturated with oil. He wondered if human hair is the same so he took a huge mound of it and stuffed it into an old nylon stocking. He used the makeshift sponge to soak up motor oil. It worked like a charm and now scientists are looking at using hair, an inexpensive waste product, to mop up industrial oil spills.

Breakfast at Shoneys
by Joyce Francis



Saturday, May 27th, found 18 DSR members and two of our MOPAR friends converg-ing on Shoneys in Tillman's Corner for a 9 A.M. breakfast.

Don Dillehay gave the blessing and then we all got down to some serious "breaking of the fast". More than a few were seen in the serving line more than once. Yours truly won't mention any names. There was a little wait for our coffee, but otherwise no complaints were heard. Seems some of us need that coffee in order to start the day. We were a congenial group, as usual, and continued to uphold our reputation of doing what we do best ---- EAT!

Those DSR members attending in our "jewels" or modern vehicles were **2 Andersons, D. Dillehay, 2 Francis, 2 Jarvis, R. Jones, 2 Musgroves, 2 Nettles, 2 Paquets, 2 Vaughans and 2 Youens.** MOPAR members Larry and Mary Jo Jordan completed the group.



DSR Member Honored
by Patt Paquet

The Mobile Exchange Club recently selected James L. Henderson to receive the Citizen Assistance Award at the Law Enforcement Recognition Banquet.

Known as "Jim" to his friends, "Mr. H" to his employees and "Pop" to his nine grandchildren, Mr. Henderson's civic mindedness began at an early age. One of the first things he did was to sponsor bicycle safety courses which he taught himself. While still living in Georgia, he was honored as a Distinguished President by the local Optimist Club. Jim sponsors a day in the country each year for all Mobile Police Department employees and their families and includes residents of Wilmer Hall, the Mulherin Home, Little Sisters of the Poor plus members of the local car clubs.

Jim's love of antique vehicles is well known. He is a member of both DSR and the Mobile Bay Mustang Club. His busy schedule rarely allows time for participating in club functions but he is a solid supporter when called upon to furnish cars for parades, displays, grand openings, etc. He does enjoy taking one of the cars for a Sunday drive.

Hop til you drop
by Tracy Henderson



This was the theme for E. R. Dickson's fifth grade graduation party. The gymnasium was decorated with balloons, streamers and large replicas of an ice cream parlor, a jukebox and a 1957 red Chevrolet. The cardboard replica of the car had four chairs behind it so the children could pretend to be cruising.

The students had a talent show for all that could sing or dance. The girls were dressed in poodle skirts, white blouses and scarves while the boys had on blue jeans and white T-shirts. The guys had their hair slicked back just like the good old days. Deju vu !! I thought I had gone back in time where all the people were very young.



As a surprise, parent Kim Davis made an impromptu request to arrange for a *real* 1957 Chevy to be there for a picture-taking session. To everyone's greater surprise, the car was identical to the replica! It was amazing to hear both the kids and adults saying, "Oh man, this is so cool!" or "This brings back such good memories." The students were given the opportunity to sit in the driver's seat with the convertible top down for the pictures.

The weather got a little warm around noon but the entire group had a great time, especially **Raegan Henderson**, the proud "car owner". Her dad, **Scott**, attended E. R. Dickson in his younger days.

Eastern Division Meet draws largest number of vehicles to date

How does the number 815 sound? That was the number of registrations for this meet hosted by the Shenandoah Valley Region in Winchester, VA. Those 815 vehicles represented 23 states and our northern neighbor, Canada. Fortunately, when it came to judging, there were 45 teams plus the HPOF, National Awards, Administration and Apprentice Teams. Granted, there were a few DNJs and a few no-shows but for the most part, the field judges had their work cut out for them on Saturday, May 20, 2000.

Rain came and went on Thursday but no one really cared when that evening we boarded a bus with a very entertaining driver enroute to Charles Town, West Virginia. The driver and a companion told jokes, pointed out landmarks and generally kept the group laughing for the short trip across the state border for us to enjoy horse racing and slots.

The weather didn't improve on Friday but the afternoon trip to White Post Restorations shop put a lot of mental sunshine in our day. We had the grand tour which was most interesting. The owner of the business, Billy Thompson, welcomed us and conducted the first part of the tour through the facility. Prior to going through the shop, we saw a film which gave us a better insight into exactly what type of work they do there. The shop has 30 work bays of which 27 were occupied with works-in-progress. We saw one of the expert metal workers machine a piece to replace a part that is no longer available. The same was true with wooden parts for older model cars. A new facet has been added to WPR with sleeving and rebuilding brake cylinders. They have an incredible turn-around time plus the work is back with a lifetime warranty.

More fun was on tap that evening at the 50s and 60s "Rock & Roll Review" put on by a local group that was very, very good. We saw everyone from Elvis to Little Richard to Sonny & Cher...all of the "oldies but goodies". It was a toe-tapping, hand-clapping trip down memory lane.

Saturday's weather was only slightly improved from a steady downpour to an off and on drizzle. After the Judges' Breakfast, it was off to work. All the chores were complete so that the cars could be released from the field almost a half-hour early of the usual 3 P.M.

If you've never been to a National Meet, you really should go to at least one. There is so much more than just the cars. For instance, had we chose, we could have gone to Glen Burnie, the beautiful estate of Col. James Woods, founder of Winchester. It is a circa 1740 home filled with period furniture and surrounded by 25 acres of beautiful English gardens. (Needless to say, you know who won the coin toss on Glen Burnie or

White Post, don't you?) Each meet has side trips that are either free or very inexpensive. It's like a mini-vacation. The hosting Region is usually able to get good room rates at the local hotels/motels and they try extremely hard to give you as much bang for your buck as possible. For example, at the Southeastern Division Meet in Nashville, TN June 8-10, there's a visit the Marathon Motor

Works & Museum, home of the only vehicle totally manufactured in the South. On Friday evening the place to be would be the Nashville Nightlife Theater with dinner. Transportation from the host hotel is included in the cost. The car show will be held on the grounds of the historic Two Rivers Mansion, a sight in itself.

The Southeastern Division Special Fall Meet in Charlotte, NC July 20-22, offers a visit to a Racing Shop on Thursday evening plus a bar-b-que dinner. Friday evening is a trip to Dennis Carpenter's Museum (everyone knows who Dennis Carpenter is) with 'burgers and 'dogs afterwards.

A Judging School is a part of every meet. Even if you never plan to judge, you will learn enough to get yourself some extra points at the next show you enter. Besides all of the above, you will see some beautifully restored cars that you might never see anywhere else.



Bringing up the rear

Have you ever wondered what rear end would work best for you? The following may prove helpful. It sure beats roaming the salvage yard with a tape measure trying to find just the right one. As with everything, double check the measurements before you shell out \$\$\$ for that perfect rear end.

Rear Axle Information

- 65-66 Mustang: 57.25 inches
- 65-70 Mustang: 59.25 inches
- 71-73 Mustang: 61-25 inches
- 77-81 Versailles: 58.50 inches
- 74 Maverick 8": 56.50 inches
- 75 Mustang II 8": 57.00 inches
- 67-73 Mustang, Torino, Ranchero, Fairlane 9"
59.25 to 61.25 inches
- 57-59 Ranchero & station wagon rears: 57.25 in.
(Narrowest 9" housing")
- 66-77 Bronco 9", 58.00 inches
- 77-81 Granada/Versailles: 58.00 inches
- 67-71 Comet, Cougar, Mustang, Fairlane: 59.25 in.
- 64 Falcon: 58.00 inches
- 67 Cougar: 60.00 inches
- 67 Fairlane: 63.50 inches (coil springs)
- 72 Ford Van (3/4 ton) 68.00 inches
- 66-77 Bronco: 58.00 inches, but has 5-on-5 1/2 in.
diameter bolt circle
- 67-73 Torino, Ranchero, Fairlane: 59.25 or 61.25 in.
- 67-71 Comet, Cougar, Fairlane: 59.25 inches

Where to find 9" rear axles

- 67-73 medium and big block Mustangs and Cougars
- 67-71 Fairlanes, Torinos, Montegos, Comets and
other Ford intermediates with big blocks.
- 57-59 V8 Fords and Mercurys
- 77-81 Lincoln Versailles & Trucks

Types of 9" Axle housings

- 67-73 Mustang/Cougar-Light duty, thinnest housing material, small axle bearings, 28 & 31 splines.
- 57-68 passenger car and 1/2 ton truck - medium duty, stronger than Mustang type, 28 & 31 splines.
- Ranchero/Torino - heavy duty, thick-wall housing, 3.25 inch diameter axles tubes with flat tops.
- 69-77 Galaxies (coils), Lincolns (coils), and late pick-ups (leaf) 3.25 inch diameter all the way to the backing plate, coil housing have upper control arm mount.

How to recognize 9" housing centers

- 57- No dimples, flat center band up the center of the rear cover, bottom drain plug.
- 58-59- Two (2) dimples on back of the housing, flat center band, some had drain holes.
- 60-67 - Two (2) dimples, flat center band, oil level hole in back cover.
- 63-67 - Lincoln, LTD, Thunderbirds had 9.375 inch centers, housing were cut away at the gasket surface for ring gear clearance, one curved rib at the front portion of the differential, strong but no gears.

Types of 9" axles

- 28 spline axles cannot be shortened and resplined (they are tapered).
- 72 and earlier 31 spline axles have the ability to be shortened.
- 73 and later 9 inch (cars) have a 5-on-5 bolt circle and the axles cannot be shortened.
- 67-73 Mustang axles identified by wheel flange: oval holes - 28 spline, two large holes and counter sunk center - 31 splines.

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Under restoration



Two members have recently been in the body shop for some repair work. **Ed Lunsford** had surgery on June 1 for the removal of a pancreatic mass. He is now home and recuperating slowly. A card would certainly brighten his day. **Dale McLaney** had open heart surgery on June 2 and is also now home and improving gradually. A card or call would surely make his day a little better also. Please keep both of these gentlemen in your thoughts and prayers.

Editor's Notes...

Day trip planned for July
by Ernie Youens



Many of you know we are having our 1947 Ford convertible restored in Prattville near Montgomery, AL. Some of you have shown an interest in seeing the restoration shop and the car under restoration. A DSR tour is planned to the shop on Saturday, July 22. Most of you that I have talked with preferred to go in modern or at least interstate-speed cars with air conditioning due to the heat. Our restorer has a large shop, several employees and usually 10-15 cars in various stages of repair. Normally, the shop is closed on weekends but he has agreed to open that Saturday for us and will serve refreshments! There is a restaurant nearby where we can have lunch

in Saraland (I-65N Exit 13) at 7 AM sharp with a stop on the way for breakfast. Please have your gas tank filled as we do not plan on any other stops. Some of the ladies have indicated interest in visiting a mansion in Prattville if we have time. If you think you can attend please let me (675-3615) or Joyce Francis (342-3398) know so we can let Mr. Rouze know how many to plan for. Wearing our red club shirts would be nice and appreciated.

to the State Board of Veterans Affairs. Carl would replace Charles W. Mills who died recently...Pierre Fontana for having been recognized by the North American MGB Register on their list of recommended British car specialists. Nationwide, this list consists of less than 10 recommend shops ...John and Charles McFerrin who celebrated 50 years of wedded bliss as of the first part of this month.

Important Dates

- June 22 DSR Meeting in Clubhouse @ 7:30 PM
- June 26-30 AACA Founders Tour ~ Williamsburg, VA
- July 1 DSR's Annual Watermelon Cutting ~ Clubhouse ~ 2:00 P.M. ~ Bring a guest or friend!
- July 20-22 AACA Special Fall Meet ! Charlotte, NC
- July 27 DSR Meeting in Clubhouse at 7:30 PM
- Aug. 4-6 Central LA Region's Annual Tour ~ Rober Peters (318) 487-1692
- Aug. 13-19 AAECM's Annual Edgewater Mall Show ~ Larry Burdeshaw (228) 392-4374
- Aug. 17-19 AACA Central Fall Meet ~ Waukesha, WI
- Sept. 4 55th Annual Labor Day Show ~ Mobile Fairgrounds ~ Info: Bryan Daniels (334) 661-1071

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

Watermelon Cutting

The new millennium watermelon cutting will be at 2 P.M. on July 1st in the clubhouse. Donations of melons gratefully accepted.