

Sparkplug

NEWSLETTER OF THE
DEEP SOUTH REGION

A.A.C.A.



Vol. 30 No. 3

EDITOR: Patt Paquet

661-4009

1997 OFFICERS

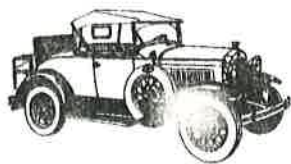
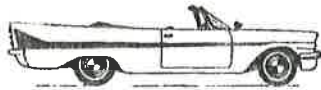
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Deep South and South Alabama Regions Get Together for Outing

By Ernie Youens

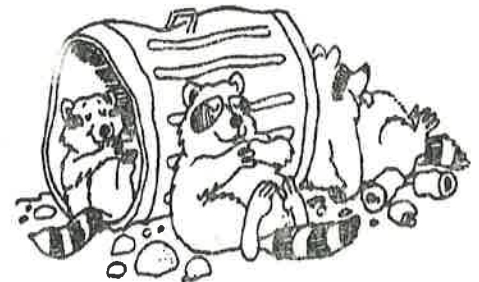
Our March 8 outing was a real success when 34 DSR members in 13 antiques and four modern cars met with 18 members of SAR who also arrived in antique and modern cars at the Stage Coach Cafe in Stockton. It was good to have our President, John Reid, with us after his being in the hospital recently.

It was a warm, sunny day for our caravan and most of the convertibles drove the 24 miles with tops down. We arrive about 1:15 PM and had time for good visit with each other before the Brewton club began to arrive. When all 52 of us got inside, we had a great meal at reasonable prices and lots of the well-known DSR fellowship. Several SAR members suggested we have another joint outing and I certainly agree. James Ward, offered his camp house on the river near Stockton for a barbecue for a future get-together. One of their members suggested a joint outing of the DSR, SAR and Pensacola Region for a trip to the Naval Museum in Pensacola.



Participating in the Stage Coach Run were 1 Bailey, 2 Cammons, 2 Cochraus, 2 Coxes, 1 Crowdus, 2 Francis, 2 Kemps, 2 Kaesers, 2 Lunsford, 2 Lyles, 2 McCuskers, 3 Musgroves, 1 Pugh, 2 Reids, 2 Rowells, 2 Whighams, 2 Whites and 2 Youens.

There were four cars with CB radios in the group. The lead car and the last car had CB's which was a real asset to communicate regarding location on the highway. All "antiquers" should consider installing a CB. They are great on outings; keeping you informed and in touch. Radio Shack has a slide-in/plug-in under dash unit where instant removal is only a matter of pulling it out. Just as easy as eating peach cobbler at the Stage Coach Cafe. You can see how we all looked when we left for home.



May Car Show News

Our annual May show is only seven weeks away and co-chairmen Jerry Finley and Eddie Anderson need your help. Registration chairman is Jane Bruton who will be looking for volunteers to help man the on-site registration table. Ed & Joan Lunsford are handling raffle tickets which will be distributed at the March meeting. Unfilled positions at this time include a Parking chairman, a Door Prize chairman and a chairman to head up the Tables. If you can help with any of these tasks, be ready to volunteer at the March 27 meeting.

Minutes
Deep South Region A.A.C.A. February 27, 1997 Meeting

This meeting was called to order at 7:35 PM by Vice President Mike Williamson. John Reid, President, was absent due to hospitalization. Ernie Youens delivered the invocation in the absence of Hershel Whigham, Chaplain. There were 32 members and four guests present.

Old Business

Mike Williamson introduced DSR's new members, Bill and June Kemp and Jim Whelton. January's minutes were approved on a motion from Al White with a second from Melvin Neese.

New Business

The March 8 outing to the Stagecoach Cafe in Stapleton, AL. coordinated by Ernie and Eugenia Youens was reviewed. After some discussion, a motion was made by Melvin Neese with a second from Buddy Paquet designating May 3, 1997 as clean-up day at the clubhouse in preparation for the May 10 car show. Work will begin at 9:00 AM and lunch will be "brown bag" or on your own.

Copies of the February Treasurer's Report were distributed. It was accepted on a motion from George Demetropulos with a second from Bill Cox.

Lycycle Crowdus mentioned the need for glass shelves in the display case in the clubhouse. Bill Kemp offered to provide the shelving.

Patt Paquet, Editor, offered the 1997 Membership Rosters to those present and corrected several errors. It was announced that the Sparkplug won an Award of Excellence from A.A.C.A for 1996. Forms for Junior Membership were available for anyone interested.

Jerry Finley and Eddie Anderson, co-chairmen of the 1997 DSR Car Show, gave an update on how plans for the show were progressing. It was announced there is a new co-sponsor, Advance Auto Parts, for this year and we will be doing a Grand Opening display for their Dauphin Island Parkway location March 15.

Announcements

Bill Kemp won the 50-50 Pot. Adjournment came at 8:20 PM on a motion by Buddy Paquet with a second from Melvin Neese. After the meeting members "taste-tested" this year's numerous entries in the Second Annual Chili Cook Contest. After highly technical judging, the winners were announced. First Place went to Eugenia Youens. Joan Lunsford walked away with second and following closely was Russell Coker with third. They received handsome trophies consisting of crossed wooden spoons set into a varnished maple base with the appropriate plaque.

Respectfully submitted,

Greg McDonald

Just How Safe Is Your Car?

Car show season is here and I am amazed when I walk around looking at the beautiful and expensive vehicles competing for trophies. The cleaning supplies, chairs, coolers etc., are unloaded and arranged nearby. Occasionally, there will even be a small grill set up. One thing I rarely see is a fire extinguisher placed under the car or with the other gear.

Fires can happen quickly and unexpectedly. All it takes is a lit cigarette dropped in dry grass, a back fire, a short in the electrical system or a leak in a gas tank.

After spending so much work and money to get your car ready to show, why not spend a few more dollars and buy a UL approved fire extinguisher. Get a size you are comfortable with and make sure you know how to use it. It just might be what keeps your car ready for the next show.

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1966 Thunderbird Landau HT, beige over chestnut gold (needs paint), solid body, good 390 engine, auto, A/C, tires have 10K miles. Contact Geary Polk (334)645-1216

1963 Saab Sonnet Series 93 2-door all original, 17K miles, all body work completed but disassembled. Needs front bumper and master cylinder. Contact Fred Rettig (334) 343-2300

Members Support Coastal Ford Display

Coastal Ford is back this year as a co-sponsor on our May show. To let them know we appreciate their help, DSR displayed cars at their lot "Coastal Carriages" on Hillcrest and Grelot Roads from Feb. 19-22. Helping during this time were **D. Breland, B. Cammon, R. Cochran, Lycyle Crowdus, D. Dillehay, P. Francis, Richard & Wilma Jones, F. Jordan, D. McLaney, J. Martin, M. Neese, L. Nelson, Buddy & Patt Paquet, R. Sloan, H. Whigham** and **A. White**. We were scheduled to do two weeks but were rained out on the last week. We will be displaying again Mar. 26-29 and you will be asked to help during that time. If you were unable to assist with the first, plan now for this next time.

Mystery AACA Member

This AACA member is a female and a real pioneer. She was the first female graduate in mechanical engineering of The University of Alabama. She arrived there at a very young 16 years of age. She recalls having only one other female in her engineering classes. Despite having no one to study with, no old exas to look at, etc., she completed the B.S.M.E. Degree requirements with a 2.76 average out of a possible 3.0. Her professional career indicates the ability of mechanical engineers to successfully perform in a variety of positions involving design, maintenance or management. Her career included two years as an Engineer with the Turbine Engineering Division of General Electric company, three years as Assistant Plant Engineer at Mobile Paper Mill and almost 20 years at Brookley Air Force Base in Mobile. At Brookley AFB, she became Chief of the Utilities Operation Section, Civil Engineering Division with supervising responsibility for approximately 120 employees.

This is someone almost everyone in our area knows from either the past or from local car shows. The answer can be found elsewhere in this issue.

My Favorite Car (And a little of my life's history)

By Ernie Youens

I was asked to write something about my favorite car, which ever one I liked best; whether it was my first, last or whatever. I grew up in a small town in central Texas and at 16 and in high school, I became a paper boy. In Texas at that time (1938), drivers licenses were available for 25 cents. Being 14 years old, I owned a small 1929 Indian motorcycle but needed something bigger for delivering papers. I located a 1924 Model T Roadster for \$17.50 in excellent condition. Although I'll have to say it wasn't my favorite car it was my first. Delivering papers brought 75 cents per month or 50 cents per month without Sunday's paper and my profit was only approximately 1/3 cents per paper. I thought I'd never get my little car paid for. To this day I shudder to think how I abused it. Throwing newspapers from the car was difficult because the top was in the way whether it was up or down, So, with my trusty pocket knife I cut it off and threw top, bows and all away. Then I removed the turtle deck and junked it, and yes, it stayed that way in the weather as long as I owned it.

In 1939 I graduated from high school and got a much better job as a "pump jockey" at a local Sinclair service station. It's probably hard to believe today, but we had to wear a uniform and a tie to wait on cars and had strict orders of what to say to customers for politeness. I thought I was doing pretty good making 12 1/2 cents per hour and still living at home so I bought my second car; a 3 year old 1936 Ford three window coupe for \$325. The dealer took the Indian in trade for \$75 and I managed to pay for the '36 in one year. To enlighten some readers, in 1939 gasoline was 10 cents per gallon. I could take a date to a movie at 10 cents each and get a huge box of popcorn for 5 cents. A quarter for everything and we'd have a grand time. Of course, those were depression days.

NOW, to my favorite car of all time! With war clouds looming, and defense build-up, the Chickasaw shipyard advertised for help. My older brother got a job there and wrote me that he'd get

me a job also. So I put all my earthly possessions on the front seat of the 1936, kissed my Mom and Dad good-bye, and was Alabamy bound. I got a job, six 10 hour days (that was 18 hours less than I was working at the service station) at an almost unbelievable \$50 per week! I felt rich! But after a few months all I wanted to do was go home! My brother talked me into staying and on Thanksgiving Day 1941, we went home in his car to visit the folks. While we were in Texas, I found my car. It was a 1940 Delux Ford 2-door and I brought it back to Alabama. It was wonderful for me! Little did we know...two weeks later came Pearl Harbor. We were all confined to our jobs and my brother was drafted into the service. That put me really alone and I started going with the Chickasaw Methodist Young People. At that time I was not of that faith but I really enjoyed the teenage group and the 1940 Ford was a real asset. On July 4, 1912, I met Eugenia. She was visiting a girl from her home town that was with the group. They had a picnic and watermelon cutting at Carre's Lake (How many of you remember Carre's Lake?). There were 16 teenagers in three cars. One of the fellows had to go to work so we decided we could get 15 in two cars for the trip home. Then the other driver got into a spat with his girl friend and left in a huff. The trip back to Chicksaw found 14 teenagers piled into the '40 Ford. The smallest girl was put on the package tray behind the back seat, but we all got in and the doors shut. Somebody suggested that we go to the Saenger Theater for a movie. After the movie, we all squeezed back into the car and I took each person home. *Naturally* I took everyone home except Eugenia, her girl friend and her date. He happened to be a buddy of mine so at last we had a foursome. Now it was off to the Dew Drop Inn for a snack. So, you see, my favorite car was performing just as I wanted it to. Our foursome became a regular thing and Eugenia and I were married on Jan. 1, 1943. We drove the little green Ford all through the war and brought two babies home from the hospital in it. (Cont. on Page 5)

(Cont. from Page 4)

We sold the in 1948 to buy a lot to build our first home. Another fact you may enjoy is that while we were recently cleaning house, we found the 1945 hospital bill for our oldest son's birth. The customary nine days in the hospital, delivery room and infant care came to a whopping \$72.50.

There will never be another car to match the pleasure we both found the in little quiet and smooth running light green Ford Tudor!

Some of you may wonder why I wasn't drafted for service during the war. I went through military physicals several times but was turned down every time for cardiac problems. In the 1980's with the advancement of heart catherizations, I was found to have a defective heart valve that had to be replaced with a metal one in 1989. Believe it or not, this was the first time I was admitted to a hospital. This "after market" device that replaced the original equipment is, praise the Lord, still functioning!

Welcome to DSR's Newest Members

Craig and Dianne Ratkey joined the club the day after having attended the February meeting as guests. They come to us through Jim Henderson who invited them to the meeting. They also belong to the Southern Mopar Car Club and own a 1969 Chrysler New Yorker as well as a 1977 Dodge Charger SE. Please add them to your Roster with an address of 6017 Timberly Road South, Mobile, AL 36609 and the telephone number is 660-7836.

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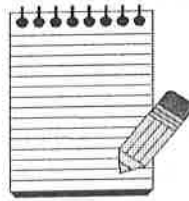
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Bob Gechjian

 **Editor's Note**

In early 1995 AACA iniated a legislative network for Chapters and Regions. After much hard work, it is now functioning. DSR is a part of the Southeast Area which is comprised of Alabama, Florida, Georgia, Mississippi and South Carolina. That same year chapters/regions were asked to designate an individual to serve as their Legislative Representative. Buddy Paquet volunteered to accept this position and report any pertinent information that may need to be addressed to the recently appointed Area Rep, Millard Young. With the EPA running wild, it is imperative that we all keep our eyes and ears open. If you come across any information you feel may be detrimental to our hobby, please call it to Buddy's attention so he can forward it to Millard. Not only are car collectors threatened by regulations EPA would like to impose with their new standards of the Clean Air Act but even the trucking and railroad industry. What's next....your lawnmower?

(The Mystery AACA member is Marten Brent)

Question: Why did Ford produce only black Model T's between 1914 and 1924?

Answer: Allegedly, black paint dried faster!

1906 Ford

Body Style: Runabout Top Speed: 40 mph
 Engine: Vertical Weight: 700 lbs. Model: N
 No. of Cylinders: 4 Maker: Ford Motor Co. Detroit MI

Henry Ford was born in 1863. He was a stubborn, semiliterate farmer with a leaning toward tinkering with anything mechanical. He left school at seventeen to take a job with a firm making steam traction engines; but his real interest lay in the direction of horseless carriages. He put his first car on the street in 1896, built while Ford was working for the Detroit Electric Co. It was a very sparse, unsophisticated machine but it ran on four-horsepower at twenty miles per hour. He was aware, as were so many others, that fame in the automobile business lay in racing, and he began to build racing cars--and good ones since for awhile he was a world record holder. These triumphs assured him of sufficient backing to set up the Ford Motor Co. in 1903. A total of \$28,000 was invested by twelve shareholders.

Ford had the vision and the will to implement it, and when he hit upon the universal car, the Model T in 1908, he changed the lives and habits of millions of people the world over. Prior to the "T" he built the Model A selling for \$800. 1,708 of these cars were made and sold that year. The "A" was followed by the Model C in 1904 and in 1905 the Model F. The Model B of 1905 and the Model K of 1906 (his big six-cylinder mistake) came next. Despite financial losses on the "K", Ford came up with the forerunner of the "T" in the same year, the successful Model N.

Looking very much like the "T", the Model N had a vertical four-cylinder engine up front, planetary gears, transverse springs and a shaft-drive. With its cross-suspension, light weight and good speed, it could negotiate America's awful roads of that period while heavier expensive cars would bog down hopelessly in the mire.

In 1908 came the Model T, Ford's idea of what the automobile out to be and it expressed this to perfection. It was light, incredibly simple in design, cheap to buy and maintain. Anyone with a minimum of tools could repair it and spare parts were in abundance. It held up because it was made of the best materials. In all, between 1908 and 1927 it came down in price from \$850 to \$290. A total of 15,456,868 Model T's were manufactured during this period.

A Motor Romance

Supply the missing word with an auto or part (prior to 1931)

Alice and her beau one day,
 Went riding in his _____.
 Her beau was fat, his name was Frank,
 And he was somewhat of a _____.
 It was too bad he wasn't smarter,
 But he couldn't work the _____.
 She showed him how, the little dear,
 And also how to shift the _____.
 Away they went, but something broke,
 'Twas just a measly little _____.
 He fixed it with a piece of wire;
 Then something popped--it was a _____.
 'Twas mended soon, but next, ker-plop,
 They struck a branch and smashed the _____.
 "Dear me," cried Alice, "that's too much!"
 Then something happened to the _____.
 The next poor Frank, unlucky dub,
 Just grazed a rock and smashed a _____.
 They crossed a brook but missed the ford,
 And sank down to the _____.
 "Oh, Frank", cried Alice with a squeal;
 "I think we are going to lose a _____."
 They climbed a hill and then 'twas seen,
 The tank contained no _____.
 They coasted downward toward the lake,
 But Frankie couldn't work the _____.
 They struck a post a moment later,
 That almost wrecked the _____.
 So both climbed out, and poor old Frank
 Bought gasoline and filled the _____.
 And gathered up from the road and field,
 The fragments of the broken _____.
 They fixed the engine tight and snug,
 And had to use a new _____.
 Just then he slapped at a mosquito,
 And dropped a wrench on the _____.
 'Twas useless then to sweat and toil,
 Nothing would run, except the _____.
 They journeyed home with Frankie pushin'
 While Alice sobbed on a _____.
 So poor Frankie's hopes were doomed to blight,
 And Alice married _____.



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Father of DSR Member Dies

It is always sad to report that one of our members has lost someone in their family. This month it was **Ray Harper's** father who passed away. Many of us have met Floyd Madison Harper in the past when he accompanied Ray and Katherine. He had been a resident of Crowne Health Care Nursing Home for sometime and died March 9, 1997. Services were held March 12 in Monroeville, AL. A memorial contribution from DSR was made to the nursing home in his memory.

Anyone Lose Their Shirts?

Azalea Monogramming has a pair of nice golf shirts, in red with the AACA emblem on the left front, which were ordered and never picked up. One is a medium, the other extra large. The shirts do not have the embroidery on the back but it can be added. If any of the new members need a DSR shirt, you can call Janet Varnadore at 661-9361 for more information. The order was placed over a year ago so it is now first come, first served.

The Sparkplug is non-profit and published 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 at 951 Forest Hill Dr. Membership in the Antique Automobile Club of America is a requirement to be a member of this region. Annual local dues are \$15 and AACA national dues are \$24 single/\$26 joint. Views expressed in the Sparkplug or AACA. are not necessarily those of the Region officers

Members Under Restoration



John Reid was in Providence Hospital Feb. 22-Mar. 1 but is home and progressing well. **Linda Rhinehart** is scheduled for surgery at KPH Mar. 26. **Roger Vines** is also to have surgery on his left shoulder Mar. 25 at KPH. The shoulder will be immobilized after surgery 6-8 weeks and unfortunately, Roger is left handed! **Elven Few** was admitted to Providence Hospital Room 943 Mar. 19 for post-surgical problems.

DSR Displays Cars for Advance Auto Parts Grand Opening

March 15 wasn't the greatest when it came to the weather but the cars parked around the new store on Dauphin Island Parkway were. AAP has come on board the year as a co-sponsor also of the May show. One of the ways we are showing our appreciation of their support is more information. The order was placed over a year ago so it is now first come, first served helping when they need us. Participating were **E. Anderson, D. Breland, R. Cochran, J. Finley, P. Francis, E. Lunsford, C. Lyles, 2 Paquets, B. Reeves, H. Whigham, A. White** and **E. Youens**. Our friends, Glenn Callahan with his 32 Ford Coupe Street Rod and Al Holloway with his '28 Ford Pickup Street Rod came by and joined in the fun. Visiting sans vehicle was **Mike Williamson** and just before we left Fred Rettig drove up in his '51 Chevy pickup and visited with us





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IMPORTANT DATES

1997

- Mar. 27 DSR Meeting in Clubhouse at 7:30 PM
Mar. 30 Easter
- April 5 MBMC's Camellia Classic Car Show-John Reid (334) 666-3761
April 12 Panama City-Apalachicola Gold Cup Race
April 12 Strawberry Festival & Car Show-NOTE DATE CHANGE- (504) 429-1957
April 26 MOPARS at the Battleship-Larry Jordan (334) 653-5154
- May. 10 DSR 14th Annual Car Show-Eddie Anderson (334) 649-3231
May. 23-24 Point Cadet Antique Auto Show-Larry Burdeshaw (601) 392-4374
- June. 14 Blueberry Festival Car Show-James Ward (334) 867-2767
June 21-22 Mississippi Coast Mustang Club Mustang and Ford Show-Carmen Jones (601) 255-4708
- July 26-27 Noccalula Falls Car Show-Gadsden, AL-More info on contact to follow

4-10-97
SCOTT
DISCUSS
w/ Mr H

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

