



The Sparkplug



Newsletter of the Deep South Region A. A. C. A. Vol. 31 No. 5 May 1999

Vehicle quality outstanding at 16th annual DSR car show

It may be a bit difficult for those who were not there to understand that as the cars drove onto the grounds or were unloaded from the trailers each one seemed better than the one before it. And maybe that wasn't exactly the case but it sure seemed like it if you were watching as they rolled by. If you go by numbers, the show was down but what it was lacking in that department was more than made up for when you saw what was on the field. A few years ago, the Board made a decision for DSR to go back to an "antiques only" show limiting vehicles entering to those 25 years old or more. This cut the number of entries nearly by half but the quality of cars has increased steadily. Now one will occasionally hear rumblings or maybe the more appropriate word would be grumbling that when it comes to this show, if you can't "run with the big dogs you better stay under the porch". Seven new Prestige Awards were presented this year. Of the 18 vehicles eligible for re-certification of the Prestige Award, 12 were in the show and all scored the required 90 or more points. If you do your math, you can see right off

that at least 19 vehicles pointed out at over 90.

Saturday, May 8th, dawned clear and cool, perfect weather for a car show. The entire week before had seen rain east, west, north and south of us which wasn't all bad. It had been so long since we had had any liquid sunshine that we were actually hoping for some rain to settle the dust. Unfortunately, that didn't happen so we had to live with it. Signs had been erected on the main arteries to the clubhouse early that morning. A few cars and a couple of vendors were at the field as early as 7 A.M. Workers began arriving about that same time. Parking the cars got under way in tandem to the Shriners' Chef Unit brewing coffee and cooking sausage to go in their famous biscuits.

Don't let the monthly meeting slip up on you. Last month had five Thursdays and some folks got confused. The meeting is the **fourth** Thursday. The date is **May 27**, the time is 7:30 PM and the place is the clubhouse. It will be an opportunity to keep up or catch up on what's going on as well as enjoy some great fellowship & tasty refreshments.

Registration opened on time for those who hadn't taken the time to do so before hand. Lots of folks wandered through the clubhouse to look at our displays and chat with friends. It was good to see longtime members who don't always get to make the meetings at the show as well as some former members.

The judges did a fine job under the direction of our Prez, Eddie Anderson, who had to fill in at the last minute as Chief Judge. They got on with the business at hand so that the awards were presented at 3:00 PM and folks were on their way an hour later.

I want to take off my Editor's hat and put on my Car Show hat for just a minute to say thanks to all of the people who helped with the show and you know who you are. Without all of you, it would never happen. A lot of work was done ahead of time and some of it had to be done the day of the show. Some of it was even done on Monday after the show. When you work with a group as willing as this one was, you just have to be proud to be a member of our club. My sincere appreciation to all of you.

Minutes

Deep South Region A.A.C.A. Meeting
April 22, 1999

The meeting was called to order by Eddie Anderson, President, at 7:35 PM. There were 37 members and one guest present. L. Mims, chaplain, gave the invocation.

OLD BUSINESS: Eddie reported that the Open House will be on July 10 and 11. The plan is to invite all car clubs in the area for a get together. R. Sloan agreed to head up the festivities and S. Anderson will help organize the event. **Vice President's Report:** E. Youens reported on the clean up day for Pat Francis. It was recommended that more tree trimming was needed and 4/24 was scheduled for the last clean-up day before the Spring show. **Secretary's Report:** The minutes were approved as presented in the newsletter on a motion from E. Lunsford and second from R. Sloan. **Treasurer's Report:** No old business. **Editor's report:** Patt Paquet reported that the 1999 Member Rosters are still available to paid members. **Activities Chair Report:** Ed Lunsford reported on several upcoming club activities. The members agreed last month to participate in the following displays: Crown Health, Shoney's, Mobile Youth Football and a wedding **Member At Large:** No Report. **DSR Car Show:** P. Paquet announced that more volunteers were needed to help with the show and A. White requested that door prizes be brought the day of the show. **2001 Southeast Division AACA Tour:** No report. **PA System:** R. Cochran not present to report.

NEW BUSINESS: **President's Report:** No report. **Vice President's Report:** No report. **Secretary's Report:** No report. **Treasurer's Report:** The April Financial report was approved as written by a motion from G. Demetropolis and second from B. Musgrove. **Editor's Report:** No report. **Activities Chair Report:** Ed presented an opportunity for participation in the Relay for Life. The group decided to not participate. **Member at Large Report:** No report.

ANNOUNCEMENTS: A motion to adjourn came from R. Sloan with second from M. Neese. The meeting adjourned at 8:20 PM. After adjournment, J. Bruton requested that two items be added to the agenda of the next meeting: appointment of a Program committee and how to get more club members involved in activities and increase membership.

Respectfully Submitted,

Jane Bruton

DSR members hear former President

by Bob & Theresa Vaughan



experience.

We learned from friends that on some Sundays, former President Jimmy Carter teaches Sunday school at the Marantha Baptist Church in Plains, GA. Never having been in the presence of a real live President, we thought this would be a memorable

In March we drove to Americus, GA which is only nine miles from Plains. We spent the night at an old Victorian hotel which in itself was quite interesting having been built in 1892 and restored in 1991.

Sunday morning we attended Mr. Carter's Sunday school class. When we arrived about 9:00 AM, there was already a large crowd there including three tour buses. We did secure a seat in the church which is quite small. The overflow of visitors goes to a room behind the sanctuary with a TV screen. Mr. Carter arrived and spoke with all in attendance asking were everyone was from. We found him to be a very interesting teacher as well as a kind and humble person. He raised some very provocative questions in his lesson. This was an experience we will long remember. If anyone should care to take the trip, you can call (921)824-7896 for dates when Mr. Carter will be teaching.

Thanks a bunch!

To those of you who sent cards and flowers, who called, who offered up an extra prayer or two or who brought food for both of us to the house, I will be forever grateful. My surgery went well. I was out of the hospital the next day and recuperating at home for the next couple of weeks. You are very special people.

Patt

New and re-newing members

Please add to page 17 in your 1999 Roster Ray and Katherine Harper. Their address and telephone number are the same as before.

DSR has three new members that you need to put on page 18. They are **Paul A. Dagenais**, 58 South Julia Street, Mobile, AL 36604. He has a 1956 DeSoto Fireflite Convertible which is a nice addition to the club's list of cars. Next are **Jack & Betty Van Bruggen** who live at 10806 Pecan Drive, Fairhope, AL, 36532. Their telephone is 928-3670. They have seven vehicles ranging from a 1915 Model T Touring up to a 1941 Chevy 1/2 ton pickup. They were already AACA members before joining DSR. Last, but certainly not least, are Dayton and Suxanne Whites (yes, it *is* Whites) who are returning to the fold after several years absence. Their address is 463 Dottie Street, Lucedale, MS 39452 and telephone (601) 947-2934. They are the proud owners of a 1926 Touring T and a 1924 Model A pickup. Welcome to all of you and we look forward to your participation in our activities.

Some things just don't mix



Clean-up day at the clubhouse was going along well on April 24 with R.



Jones, E. Lunsford, H. Rowell and E. Youens all doing various jobs. Harold had brought along a chain saw to trim up some of the trees. He and Ed had done some trimming at the back of the property with only a minor incident. They moved on to the east side of the clubhouse and the BIG magnolia tree and that was the one that did them in. Harold had the chainsaw and was up on a ladder that Ed was holding steady. To make a long story short, the limb came down, hit the ladder and Ed, both of which went tumbling. Harold managed to get rid of the saw on the way down before he landed on Ed but not in time to keep from getting a laceration which required eight stitches. Just like oil and water, chainsaws, ladders and trees don't go together.

Antique car racing...it can be more than just a fantasy

by Charlie and Ardie Froehlich

This was our second opportunity to participate in the Gold Cup Race held April 10th. Usually we have a conflict with a Louisiana Region activity, but occasionally the two events do not interfere with each other and we go to Panama City. It was another good one with beautiful weather and a total of 34 vehicles participating. Several additional cars were on display at the various show sites. Those in the race ranged from Model Ts up to autos of the 60s and even included one military Jeep. However, age of the vehicle was no liability in the race as you chose your own speed and the contest is who comes closest to their desired speed.

The opening festivities for this, the 14th annual, began on Friday night at a different location. In the past it was at the home of Rube and Sue Waddell. This year it was at the Martin House owned by the Stone Container Company. The House overlooks St. Andrew Bay and the Miracle Strip Region used it to host a buffet meal (very good). Afterward, drawings were made to assign each car a number. The number was your starting position in the race and also was used to pair you up with another vehicle. The two vehicles each traveled different routes and their combined score was used for a special team award. Pity the poor couple that was paired with us as my stop watch broke and I forgot to bring a calculator to determine my desired times - we did blow our score by a large margin.

The Race was organized a little differently this year in that the trip from Panama City to Port St. Joe was not run "under the clock". We simply drove in small groups to Port St. Joe where the cars were placed on display and judged by the Merchants Association. Port St. Joe has recently renovated the downtown area and it is a quite nice shopping strip now. Unfortunately they are about to see hard times as the paper mill closed. It was by far the largest employer in the area. The Port St. Joe merchants provided a poker run for us - in a poker run you go to desig-

nated merchants and receive one playing card. Whoever comes up with the best poker hand wins one of the prizes donated by the merchants. After lunch on our own, we departed individually on the race. We were given an instruction sheet and started down the road where we passed a timer who recorded our starting time. Following the directions and trying to maintain our chosen speed we again passed another timer who recorded our finish time. From that point we were off the clock and were again free to do as we chose.

Most of the cars parked around the Gibson Inn were again judged, this time by members of the Apalachicola Chamber of Commerce. Folks sat around on the Inn's porch visiting or wandered through town checking out the quaint shops. At 6:00 PM a grand fashion show was held. All participants were requested to model clothing of the era of their vehicle and most did. The models were gathered upstairs and entered the main lobby of the Inn by descending the staircase. A video camera recorded this beautiful show for posterity.

After the fashion show, the awards banquet was held. The MSR really did an excellent job of this. All through the various courses of the meal, presentations were made. One presenter would start and handle a portion of the awards. After a while, another presenter would take over. This continued intermittently throughout the banquet until all awards were presented. This method prevents the tedium that sometimes results when all awards, door prizes, etc. are handed out in one long session. I could not possibly list all awards but will simply point out that the main trophy, the Gold Cup went to a Georgia Model T Speedster that tied with an Alabama Model A only because the Speedster was the older car. Both were one second off the designated time. How's that for accuracy. It also shows that old cars have an absolutely equal chance in this race. To sum it up, we finished totally out of the money but we had a great time.



"MOPARS at the Battleship"

A Special Report by Larry Jordan, SMA

On Saturday, April 24, 1999, the Southern Mopar Association hosted it's fourth annual car show. This club has come a long way in representing Mobile as a place for Mopars to meet. The USS Alabama is the perfect setting for a "blast from the past".

A total of 78 cars and trucks registered for this event - ranging from a 1948 Plymouth Deluxe Coupe to a 1998 Dodge Dakota R/T. There were Roadrunners, GTX's, R/T's and Darts, Dusters, Cudas, Challengers, Chargers and Hemis. Several Mopars were spotted in the parking lot but were not participating in the show.

The show had Top 40 awards for 1974 and older Mopars which were a majority of the show entries and a Top 5 for newer cars. Sponsor awards were also given and I believe that every vehicle that was judged received a trophy. If a Long Distance Award had been given, it would have gone to a 1956 Dodge Royal Custom from Olympia, WA - 3200 miles - it just goes to show you it pays to advertise in Hemmings.

Although this was a closed show, it does not deny old car buffs from participating. The SMA is very fortunate to have some staunch supports among the DSR membership. Eddie and Susie Anderson, Jerry Finley, Buddy and Patt Paquet and Mike Williamson were on hand to help out. What a crew to get you through a car show! John and Brenda Reid stopped by on their way home from out of town. We are already planning next year's show and a date will be set soon. Efforts are going to be made to get the "Mopar Road Show" down from Detroit to experience some Southern hospitality.

"The Handy Man's Secret Weapon"

That's the title of the movie which will be shown at the clubhouse on Saturday, June 19th at 2:00 P.M. There will be fellowship and refreshments in equal amounts following the moving. More information will be available at the May meeting.

New car club puts on first show

By Wayne & Rose Hightower

May Day dawned chilly and windy, feeling more like March than May as our group headed for Atmore, Alabama. Caravanning along were ourselves and Larry and Mary Jo Jordan from the Southern Mopar Club together with Eddie and Susie Anderson and Buddy and Patt Paquet representing the Deep South Region. We made good time traveling Highway 31 rather than that big piece of concrete called Interstate 65. The backroads were not crowded on this Saturday morning and we could take time to enjoy the sights.

Arriving at the show site, we found the Cruisers' Unlimited first car show in full swing. We were soon joined by SMA member Joe Bilitz, then by Billy "I-don't-belong-to-any-club-but-I-help-them-all" Reynolds and his daughter. By then there were more than 40 cars parked in the little church yard. There were 24 classes, a place for any vehicle from the last 99 years.

Across the way at Tom Byrne Park were an arts and crafts show, rides and food stands. The female gender did a little shopping, the males showed the cars and everyone had a grand time being together.

Refreshments for May meeting

Geneva Cammon and the members on her calling list will be providing the nibbles and treats for this month. If your name is Lowe, Martin, Reid, Sloan, Vergos, Whelton, Whigham or Whiting you should get in touch with Geneva at 675-1392. One telephone call for you is easier than her having to call all eight of you. Keep in mind that we are all members and we all have a responsibility to do our part when the time comes. If you know you are not going to be at the meeting, call so she will know ahead of time. Remember, many hands make light work with both the preparation and the clean up afterwards.

Just for the ladies..

How did mothers get a day of their own ?

Traditionally, on the second Sunday of May each year, mothers almost everywhere receive either cards, flowers, telephone calls or gifts of some sort. Bet you suspected it was an advertising gimmick thought up by someone out to make a little extra money for their company, huh?

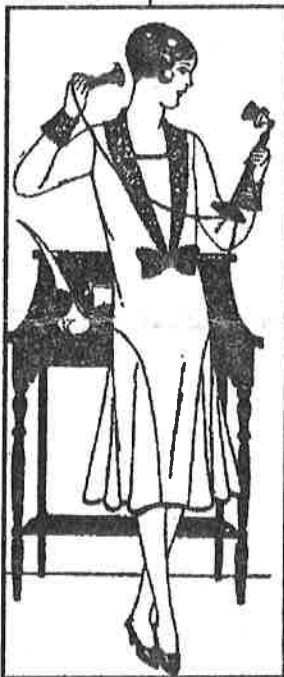
Actually, the practice of honoring mothers dates back to the Greek empire. England was one of the first countries to set aside a day to recognize mothers. Children went "a-Mothering" or going into the city and returning home with small gifts, flowers or special cakes. In the United States, Julia Ward Howe suggested the idea in 1872. (She wrote the words to the Battle Hymn of the Republic and saw Mother's Day as being dedicated to peace.) No *official* Mother's Day existed until the twentieth century when a Philadelphia schoolteacher, Anna M. Jarvis, began organizing a national movement for the establishment of such a day.

On Dec. 12, 1912, the Mother's Day International Association was incorporated. Read carefully because this is where politics reared its head and got in the act. In May 1913, the House of Representatives unanimously adopted a resolution that all officials of the federal government, including the president, the cabinet and the House wear white carnations on Mother's Day. It was on May 7, 1914, a full year later, that Senator Heflin of Alabama and Senator Sheppard of Texas sponsored a bill recommending President Wilson designate the second Sunday in May as the official day of expressing love and reverence for all mothers in the country. The resolution was signed and the first established Mother's Day was May 8, 1914.

At first, Americans observed Mother's day by attending church and by visiting or writing letters to their mothers. Gradually, other sentiments were added, such as giving presents and candy, mailing cards or sending flowers, not unlike the "a-Mothering" in England of centuries past.

What men *really* mean

- "Woman driver!"
Really means...Someone who doesn't speed, tailgate, swear or make obscene gestures.
- "We're going to be late."
Really means...Now I have a legitimate excuse to drive like a maniac.
- "This relationship is getting too serious."
Really means...I like you more than my truck.
- "No, I left plenty of gas in the car."
Really means...You may actually get it to start.
- "It would take too long to explain."
Really means...I have no idea how it works.
- "That's interesting, dear."
Really means...Are you still talking?
- "I broke up with her."
Really means...She dumped me.
- "She's one of those rabid feminists."
Really means...she refused to make my coffee.
- "I missed you"
Really means...I can't find my sock drawer, the kids are hungry and we are out of toilet paper.
- "I'm not lost. I know where we are."
Really means...No one will ever see us alive again.
- "I'll take you to a fancy restaurant."
Really means...Someplace that doesn't have a drive-thru window.



Nutty Cheese Ball

Submitted by Susie Anderson

- 2 - 8 oz. packages cream cheese
- 1 package sandwich ham chopped very fine
- 1-2 stems of green onion finely chopped
- 5-6 Tbsp. Worcestershire sauce
- Chopped pecans

Mix all ingredients together and form into a ball. Roll in chopped pecans. Wrap tightly in plastic wrap and place in refrigerator. May be made 2-3 days ahead.

Cool Cars

by Steve Rinaldo

No, this is not an article about neat cars, but things that we might consider inspecting on collector car cooling systems. These will minimize problems in this area during the hot summer driving season.

What I'm going to do is take a look at the individual components of the cooling system with regard to their inspection areas.

Radiator: This part of the system is often overlooked until there is a visible problem such as a leak. First the radiator core needs to be cleaned on the outside. Bugs, leaves, etc., will greatly affect the efficiency of the radiator. Second, make sure there is nothing blocking air flow to the front side of the radiator. Remember, plaques, badges and novelty license plates may be fun but they can block air flow. It is also a good idea to flush the cooling systems with a cleaner annually to eliminate corrosion and internal contamination. They are very detrimental to the heat transfer ability of the radiator and to the internal engine water passages. Radiator caps don't last forever. They should be replaced after several years to make sure they continue to seal and function properly.

Cooling Fans: Look at the blades to make sure they aren't cracked or loose on the hub. If you haven't seen what happens when a fan breaks, you don't want to. It's not a pretty sight.

Hoses & Belts: If they haven't been changed for a while (5 years is maximum), it's about time. If you aren't going to change them, tighten all the hose clamps and re-tension the belt(s).

Thermostat: There isn't really much to do, unless you want to change to 160° for summer use from your cold weather thermostat. Many cars will run hotter without a thermostat installed because the coolant moves too fast through the radiator and doesn't have enough time to transfer the heat away from the coolant. You might want to check with other people with the same type of car as you have for their experience before running without a thermostat. A 160° starts to open at 160° and gives full flow at 180°. This 20° rule generally applies to all thermostats. Incidentally, 180° coolant temperature is great for an older engine to operate efficiently.

Water Pump: Depending on the car you have, make sure that it is lubricated properly and that the mounting bolts are tight. Wiggle the shaft both up/down and in/out. If there is movement, you may want to replace the pump. This is generally a sign of bearing wear. Feel for dampness around the shaft seals which is a sign of deterioration. This generally calls for pump replacement.

Coolant: This is one of the most controversial subjects among hobbyists, as a lot of our cars were designed to run on only water with an alcohol based anti-freeze solution. As we know, water at atmospheric pressure boils at 212°. When this happens, coolant boils out and cars run hot. New cars run a mix of 50% coolant (ethylene glycol or propylene glycol to 50% water). They do this for two main reasons: (1) Boiling points = 50/50 mixture boils at 227° instead of 212°, (2) Contains corrosion inhibitors plus lubricates the water pump. Let me deal with each area:

Boiling Point: Naturally the higher the boiling point the better for our cars. True? Yes, but the higher concentration there is of antifreeze, the poorer the heat transfer of the cooling solution. A 30% anti-freeze mix is about 20% less efficient in heat transfer. Any efficiency loss greater than this in newer cars is okay because of system design improvements, but 20% is maximum in older systems. A pressurized cooling system will drastically raise the boiling point like a pressure cooker about 2° for pound of pressure. A car with a 15 PSI system using a 50/50 mix will boil at 265°F. While we are talking about coolant concentration benefits, let's mention freeze protection. A 50% solution freezes at 34° and a 30% solution at about 0°, which is more than adequate for many areas.

Corrosion Inhibitors: A car cooling system is a battery, which by definition is two dissimilar metals suspended in acid. Just think of the types of metal the coolant comes in contact with and the coolant itself becomes more acidic with time. The corrosion inhibitors keep the electrolysis/corrosion from occurring, which prolongs the life of the system. Anti-freeze also contains foam suppressers to minimize the creation of foam that inhibits heat transfer capacity of the coolant solution. So, I guess the bottom line is that a 30% coolant to water (distilled water preferred) is the best all around solution we can use in our cars.

Fan Shroud: This is one of the best things you can add, most heating problems are caused by incorrect air flow control.

Ignition Timing & Air-Fuel Mixture: Lean mixes and retarded ignition timing will also cause an engine to run hot.

Additives: Water pump lube and corrosion inhibitors can't hurt. I think the jury is still out on the super cooling additives.

Hope you and your car have a real cool summer!

Editor's Note: The preceding article was reprinted from the April 1997 issue of *Northern Neck 'n Antique Auto News* which is the official publication of the Northern Neck Region (VA) AACA. It originally appeared in the *Peachtree Parade*, newsletter of the Southeastern Region (GA) AACA.



Officers

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SE Divisional Tour (4/09 - 4/11 2001)
Chman: Charlie Froehlich (601)749-9935

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 P.M. in the clubhouse located at 951 Forest Hill Drive. Membership in the Antique Automobile Club of America is required to be a member of this region. Annual local dues are \$15.00 and AACA national dues are \$26.00. Views expressed in the Sparkplug are not necessarily those of the Region officers or AACA.

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Contributions to the *Sparkplug* are welcome and encouraged. The editor reserves the right to edit material that may not be suitable for publication.



Please recycle this newsletter to a friend

How often do you use the AACA Internet Website?

If you haven't visited the AACA Internet website recently, you are missing out on a lot of good information. If you've been there lately, you know there is a box called "Links". If you click on it, you find there are other clubs listed and with another click you can visit their websites immediately. One more click and you will be transported to a vast array of automotive-related websites. AACA Webmaster Peter Gariepy has made the entire process so easy for even those who are not proficient on the computer.

It is no longer necessary to search through everything on the Internet using YAHOO! or other search engines to find the automotive-related site of interest to you. AACA has brought them to you. If you want to read the Rummage Box or Editors Manual, you will find access is limited to AACA members. You will need to E-mail our Webmaster at peter@aacaa.org for the password. This access is one of the many things your dues pay for. Keep the password close to your vest so everybody in the world won't have access to the same good reading you pay dues to receive.

One of the neatest things is "Discussion" which is a forum for members to seek and give information. Simply follow the instructions to post a question or answer. If you wish to read what others have written, just click on the item of interest.

This is just one more way AACA is serving their membership. We're rolling into the next century folks so hang on for the ride. Don't forget, it's <http://www.aaca.org> to get to the website.

Editor's Note: The foregoing is in part taken from the January 1998 issue of the *Rummage Box* which is published quarterly by the AACA Regions Committee. It was written by Earl Beauchamp, Jr., who was Chairman of the Internet Committee at that time.



Members Undergoing Restoration

Well, this certainly would have been a busy month for a "Sunshine Person" if we had one to send cards to the ill and infirm. The following are just those I happen to know about...wonder how many there are that I don't know of? Nell Few has been confined to the house with a severe respiratory infection. So bad in fact that the doctor put her on machine breathing treatments at home. Robbie Lyles has had both eyes operated on, a week apart the middle of April. Toward the end of the month she still had not recuperated to the point of being able do regular household chores. Cecil Pugh had back surgery again on May 6th but was able to come by the car show for a short visit. Hershel Whigham spent a week in Providence Hospital in late April.

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