

# Sparkplug

NEWSLETTER OF THE  
DEEP SOUTH REGION

A.A.C.A.



**1997 OFFICERS**

<b>PRESIDENT:</b>	John Reid	666-3761
<b>VICE PRESIDENT:</b>	Mike Williamson	473-3442
<b>SECRETARY:</b>	Greg McDonnell	476-7178
<b>TREASURER:</b>	Carl Bailey	947-5262
<b>ACTIVITIES COORDINATOR:</b>		
<b>MEMBER AT LARGE:</b>	Jim Martin	661-6133
		661-4009

Vol. 30 No. 11 Nov. 1997 EDITOR: Patt Paquet

## Good Gumbo....Good Friends....Good Times

What more could anyone ask for? Although it was pleasant as long as you were sitting in the sun, there was just enough bite in the breeze to make it a little uncomfortable in the shade. That made the thought of having hot, spicy gumbo even more appealing and encouraged DSR members to wear a path from tables to the simmering pot on the grill for another helping. And another. And in some cases, another. **Geneva Cammon** really outdid herself this time. I can't remember ever hearing as many folks comment on her now-famous gumbo as did this year. And that's not just because we had a few newer members this year. Some who have been every year said how delicious it was. Considering she started out with five gallons and there was only one left tells you something. The side dishes that the members brought to go along with the entree covered a long table so if anyone left hungry, it was their own fault!

Some of those attending met at Alabama Power Company on Highway 158 to make the short ride to the Cammon's home on Shelton Beach Road. The cars parked in a vacant area in their front yard and if it weren't for the fact their property is so large, that would have been nearly impossible. Geneva has one of the "greenest thumbs" I know of. She is the only person of whom am aware that when she runs out of a place to put another plant simply puts in the fork of a tree. Don't laugh, she really does!

The smell of freshly brewed coffee led us to the back of the house where we set up our chairs and put our contributions of food items in place. Shortly after the last arrivals got there, the invocation was offered and we fell to the serious business of filling bowls and plates and tummies.

By the time we finished with dessert and coffee, it was a really useless crowd. That wasn't so bad either; it was just a good excuse to sit around, look at the beautiful yard and socialize with friends.

The only two things missing were some "pickin' and grinnin'" and Al White who had recently had surgery and did not feel up to joining us. (He is much improved now and getting out and about.)

Enjoying the noon time get-together were **2 Andersons, 2 Cammons, R. Cochran, L. Crowdus, 2 Francises, 2 Jones, 2 (F.) Jordans, 2 McCrorys, 2 Neeses, 2 Paquets, 2 Reids, 2 Rowells, 2 Whighams, Anna White and 2 Youens.** Our special guest was Judi Pendleton, daughter of recently deceased DSR member LaVerne Hopkins. Also helping make the day more fun was the Jordan's having their granddaughter there and the Jones' had their grandson and a friend of his. It was good to see Joanna White with her mother. A great big **"THANK YOU"** to B.L. and Geneva for their

hospitality and work. This annual event is one we all enjoy and look forward to.



Could this be B.L. posing as a cook?

## Minutes

### Deep South Region AACA Meeting October 23, 1997

In the absence of Chaplain Herschel Whigham, Jerry Finley offered the invocation. President John Reid called the meeting to order at 7:30 PM with 46 members and one guest present. Our guest, Charles Wood, is the President of the Japanese Garden Foundation and presented a site plan of possible future development of the area adjacent to our property.

**Old Business:** The minutes from September's meeting were approved on a motion from B. Paquet with a second from E. Anderson. Motion carried. John reviewed past activities. Hooters Car Show Chairman, M. Williamson, called for reports from committee chairpersons. Mike noted all was ready for the coming show. Anna White, who is coordinating the Thanksgiving dinner to be held Saturday, Nov. 22, at 12 Noon at the clubhouse, briefed the membership on plans and provided a sign-up sheet. Susie Anderson, Chairperson of the 1997 Christmas Party, mentioned particulars regarding same.

**New Business:** Long-time member Ernie Youens has been documenting the history of DSR and has incorporated it and photos into an album. He presented this to the members and discussed the possibility of having it professionally printed in booklet form. He quoted prices of \$318/100 books and \$417/150 books for printing and layout. The President asked the members to consider this and be prepared to address it at November's meeting. Next under new business was a report from Jim Martin, Member-at-Large, who is responsible for the annual review of the By-Laws. He stated he and his committee have considered the proposed changes they have received to date. Jim also said anyone else wishing to submit a proposed change should do so in writing by Nov. 5 and all proposed changes shall be published in November's newsletter. Nominating Committee Chairperson, Jane Bruton reported on the progress her committee had made in selecting candidates for the 1998 officers. She requested the members present make a decision concerning whether they wanted a slate with one candidate for each office or a slate with more than one nominee for each office. Following a rather lengthy and somewhat heated discussion, the issue was put to a vote. On a motion from B. Musgrove and a second from B. Cox, it was decided that the slate of officers should consist of all those desiring to run. Motion passed by an overwhelming majority. Following this, Jane presented the slate of candidates. They are President, incumbent J. Reid and B. Paquet; Vice President, Jim Whelton; Secretary, Ann Rowell; Treasurer, incumbent Carl Bailey; Editor, incumbent Patt Paquet; Activities Coordinator, Leah Musgrove and Member-at-Large, Cecil Pugh. Other new business was the approval of the Treasurer's report. M. Neese moved to accept the report as it was presented with a second from A. White. Motion carried. The President outlined future activities for the remainder of the year. Editor, P. Paquet, asked the membership to consider submitting the name of Nancy Breland, daughter of members Dene and Barbara Breland, for the 1998 AACA Young People's Award. Patt outlined the criteria for the award and asked for a motion. P. Francis moved that her name be submitted and R. Cochran seconded. Motion carried.

**Announcements:** Members under going restoration were noted. Eddie Anderson won the 50-50 Pot. A motion to adjourn came at 9:20 PM from M. Neese with a second from B. Cox.

Respectfully submitted,

*Greg McDonnell*

## Just Ford Fun Mr. Ford's Hottest Product

Henry Ford was devoted to ingenious methods for conserving resources. One of his conservation ideas led him to invent a product widely used to this day...briquettes for BBQ. During the 1930's and '40's, Ford's cars contained a good amount of wood in their body construction. Shavings from the wood piled up in huge amounts. The tonnage would soon have engulfed the Iron Mountain, Michigan plant. Hauling it away and dumping it would have been costly and wasteful. Mr. Ford decided to put the shavings to some good use. Because of his love for the outdoors and camping, he decided to transform the shavings into charcoal and then compress them into briquettes. The Iron Mountain facility, a part of Ford's large scale Northern Michigan logging/sawmill/processing operations went on line in August, 1924. The process involved chipping wood into small pieces, converting it to charcoal, grinding the charcoal to powder, adding a binder and compressing the mix. The largest and most complete factory of its kind, according to the company, the five story 90' x 360' plant produced 55 tons of pillow-shaped 1-3/8 inch square by 1-1/8 inch thick briquettes daily.

Throughout the 1920's Ford's By-Products Sales Department sold briquettes to employees, restaurants, hotels, railroads (for dining cars and heating vegetable laden railroad cars in winter), yacht and home owners and processors of smoked meat and fish. After 1929, the Great Depression set in, sales lagged and By-Products personnel began promoting the use of charcoal for picnickers, campers, backyard barbequers and cabin owners. At some point during the early or mid 1930's Ford dealers were instructed to start selling briquettes. By 1935, the company was running ads that tied the use of briquettes with motorized picnicking. In the late 1930's the *Ford News* encouraged readers not only to buy briquettes at Ford dealerships, but to also purchase portable and/or stationary grilles. Dealers sold 5 pound bags of briquettes for 25 cents and portable grilles for \$2, with a "deluxe" grille going for \$3. Quantity discounts for briquettes were available as well as larger cast iron grilles (\$20) for permanent installation on patios. Sales of BBQ's and briquettes increased walk-in showroom traffic



for Ford dealers, creating greater opportunities for car sales. Marketing of these products continued until the U.S. entered World War II. Steel gradually replaced wood in auto construction and Ford's lumber operations were cut back. A Michigan lumberman who was a distant relative of Ford and who owned a Ford dealership briefly served as manager of briquette operations. Eventually, heavy losses related to the wood mill led to the termination of the By-Products Operations in June, 1946. Ford dealers went out of the BBQ and briquettes business for good.

In 1951, an investment group bought the plant and restored it to operational status. It was later acquired by the Clorox Company of Oakland, California, in 1973.

Oh, that Michigan lumberman? E.G. Kingsford! Between Ford and Clorox, the company did business as the Kingsford Chemical Co., then the Kingsford Products Co., making (as they still do today) **Kingsford Charcoal Briquettes.**

*Article courtesy of W.L. Millard, Docent Director, Towe Ford Museum and the original article "Charcoaling Fordburgers", Special-Interest Autos, Feb-Mar 1973 plus information provided by the Clorox Company Jan. 28, 1994.*

### Celebrate Thanksgiving with DSR

The traditional Thanksgiving Dinner will be held 12 noon on Saturday, Nov. 22 in the clubhouse. If you were not at the Oct. 23 meeting to sign up, please make plans now to come. The club will be underwriting the expense of the turkey and ham. Call Anna White (344-2643) to let her know you will be there and what dish you will bring. It will make her life much easier if she knows how many to plan for. If you would rather not prepare a dish, you can always contribute soft drinks or even just a few \$\$\$ toward the entrees. It's as easy as that. Don't forget this is a family event and children or grandchildren are welcome. **Don't be late, eating begins at noon!**

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 Drive. Membership in the Antique Automobile Club of America is required to be a member of this region. Local dues are \$15 and AACA dues are \$24 individual/\$26 joint. Views expressed in the Sparkplug are not necessarily those of the Region officers or AACA. Permission to copy material is hereby granted provided the source is disclosed and author given credit.

## A Model Wedding...No, make that a "Model A Wedding"

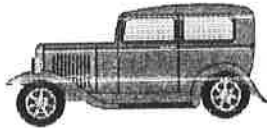
by Carl Bailey

The weather was beautiful on Oct. 18, 1997 at Point Clear, Alabama. The bride, Catherine Cunningham, and her father, Tom, were met by the Bailey Model A at the Grand Hotel. Miss Cunningham was beautiful and bubbling with excitement.

After getting acquainted and talking a few moments, we climbed in the "A" for the trip to the Sacred Heart Church, a quaint church on Mobile Bay built circa 1880.

All of the doors and windows of the church were open and the almost-brisk breeze off Mobile Bay drifted through the building while violins played Concerto in A Minor as we arrived. The wedding went very nicely and many pictures were made of

the wedding party afterward; some were around the A and its proud owner.



The breeze had cooled the engine of the A more than I thought and the engine start-up for the trip back to the Grand Hotel was not as prompt or smooth as I wanted. The waiting crowd had a chuckle when the engine failed to start on the first two tries. But away we went as the crowd cheered and waved.

Mr. and Mrs. Charles Moore enjoyed the ride to the hotel for the reception. They were delighted with the Model A even though the initially preferred cars were not available. The bride gave me a big hug and the groom shook my hand as I wished them well and prepared to depart.

I was nervous about the car but I prayed for safe passage and all went well. This was a fun experience and I won't soon forget it or the Moores. They were very nice folks.

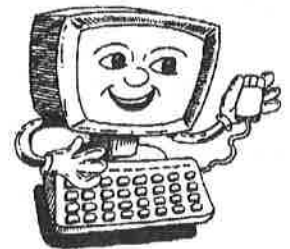
The down side, and I guess there are sometimes down sides to happy events, was that I was unable to attend the Cammon Gumbo outing which I greatly enjoyed last year. Lord willing, I won't miss the next one!

## "Senior Citizens" Wild About Antique Car Display

Nothing warms your heart, if you are the owner of an antique automobile, more than having a person of somewhat more advanced years look at it and say "I had one just like that once!" They walk around the car, touching it lovingly, but carefully. Six DSR members put their cars on the back lawn of the Abbie Berg Senior Citizens Service Center Oct. 20 for the pleasure of those people attending that day. Even though some of the folks had to have a bit of assistance to get to the cars, they insisted on getting a close look at them. There were a lot of "Do you remember...?" and "They don't make 'em like that anymore, fella!" heard by **D. Breland, R. Cochran, J. Finley, B. Paquet, J. Reid** and **E. Youens**. They were treated to lunch in the cafeteria for providing their cars.

## Editor's Note

It's hard to believe that another year has gone by. I know it seems that was only a few months ago when you got your dues renewal with



the *Antique Automobile* magazine but it really has been a year. DSR members can pay their national and local dues with one check again this year. The total for both local and AACA dues is \$41 for joint membership and \$39 for individual. Make the check payable to Deep South Region and bring it to the **Nov. 20 meeting** or mail it to Carl Bailey.

The 1998 Membership Roster will be run on March 1. The deadline for payment of both AACA and DSR dues is the last day of February. If your dues have not been paid by that date, unfortunately, you won't be listed in the new roster. Please let me know if you have had a change of address or phone number. If you are a PC owner with an on-line service and would like to have your E-mail address listed please let me know that as well.



## Fourth Annual Open Car Show Hangs In

Despite early morning fog covering much of the area plus a weather forecast that was never the dream of any car show chairman, this event had 133 registered entries. It was warm enough but the humidity had to have been 150% with blustery winds prevailing most of the day.

Competitors began arriving early with about one-half registering on site. There were few, if any, complaints, as they parked and filled out paperwork. I believe this was actually a gremlin-free show due to the advance planning that went on ahead of the show date. Between John Reid and Mike Williamson, it seemed everything was under control and went smoothly. There were some vehicles in this show that have not been previously and many of these carried a trophy home for their effort.

Score sheets were tallied as the judges completed their task and the winners compiled. With the continued threat of rain, the awards were handed out early in order to let everyone get home before the clouds started to spring some leaks.

The Mobile United Cerebral Palsy will get 25% of the net proceeds, as is our custom, and items for the Bay Area Food Bank were collected as well. Hopefully, we will know by our November meeting how well each of these two fared.

Attending as entrants, workers or moral supporters were 2 Andersons, 2 Annises, 1 Bailey, 1 Breland, 2 Cammons, 1 Cochran, 1 Coker, 1 Collins, 2 Cox, 1 Crowds, 2 Ebls, 1 Finley, 2 Francis, 1 Grimes, 1 Hedberg, 1 Henderson, 2 Jones, 2 (L) Jordans, 2 Lowes, 2 Lunsfords, 2 Kaesers, 1 Lyles, 1 McDonnell, 1 Martin, 1 Musgrove, 2 Nelsons, 2 Paquets, 1 Pugh, 2 Reids, 1 Rhinehart, 2 Rowells, 2 Whites, 1 Williamson and 1 Youens.

## 15th Antique Car Show & Southwest Alabama Forestry Festival

by John Reid

Brenda and I looked hard at the Weather Channel and decided to head north to Jackson, AL. Arriving we found the routing to Commerce Street had been changed slightly. The side street where the cars had normally been parked was now a part of the festival area. There were singing groups, a beauty contest and, of course, the games. Children could participate in nail hammering, fishing and the like while the adults (men anyway) had ax throwing, cross-cut and chain sawing contests. There was a lot to see and do.

When registration closed at noon, there were 77 entries parked on both sides of the street. All in all, the quality of the vehicles was very good and some I hadn't seen before. The unstable weather urged the judging and tallying to be finished in short order. Just as they began to present the awards, a drizzle began and just at the end of the presentations the "bottom fell out"!

A number of participants went to Sara Smith's for some her famous chili, pies and cakes. Those that didn't really missed some good eats. She outdid herself again. All that was missing was Bob Smith sitting behind the buffet trying to get us to take more. He is missed and will be for years to come. The show was dedicated to his memory which was nothing less than appropriate.

DSR members participating in the show were **L. Collins, B. Reeves, 2 Reids and R. Sloan**. Congratulations to Larry who took the **Post-War Best of Show** trophy home.



Have a happy and safe Thanksgiving holiday!

## Anti-Freeze Facts

by Steve Rinaldo

Editor's Note: Mr. Rinaldo is a member of the Southeastern Region (Georgia) AACA and was Auto Technical Training Instructor for American Honda at the time the following article was written. It is borrowed from that Region's newsletter, *Peachtree Parade*. I do not have a volume or number for the issue in which it appeared. I hope Mr. Rinaldo or the *Peachtree Parade* doesn't mind its being used here. The facts are so interesting and important to all car owners that it should be passed on.

You may be surprised to learn that "more" is not necessarily "better"; the more antifreeze you add to your old car, the worse off you are. Here are some facts you might want to consider.

A 50-50 mix of coolant and water will give you a freezing protection of minus 34 degrees. This is what most coolant manufacturers recommend. If you exceed 70% coolant to 30% water, the freezing protection curve goes up instead of offering more protection. For example, a 100% solution of coolant will freeze at only + 8 degrees.

Prior to winterizing your cooling system, it is recommended that you drain the cooling system, add water and flush the system with a reputable manufacturer's flushing agent, following the instructions on the package. This should be done annually even though coolant solutions have an effective life of about two years; after that the solution's effectiveness (as an antifreeze and coolant) is greatly decreased. That's enough about ethylene glycol coolant solutions for winter protection. Let's look at its effect on summer driving conditions.

A coolant's primary job is to remove heat from the engine and transfer it to the radiator where it can be dissipated into the air. Most of the engine's heat is generated in the combustion chamber area and it is in this area where the coolant should boil, because liquid heat can be more efficiently transferred when a liquid boils.

When a glycol-based coolant is used, it raises the boiling point of the solution. For example a 50-50 mix has a boiling point of 227 degrees (at atmospheric pressure); but as the solution's concentration increases, the boiling point also increases - at 100 % coolant, the solution will not

boil until it reaches 320 degrees. This may be fine for newer engines that have a pressurized system and are designed to run hotter; but in our older cars, glycol antifreeze will make them run hotter because of the increase in boiling point temperature. A 100% glycol solution will make a 5 to 10 degree difference in running temperature over a 50-50 mix; and the running temperature will decrease as the solution concentration is decreased.

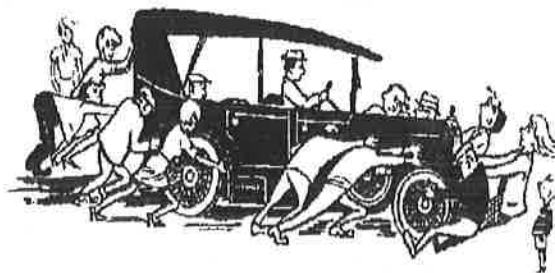
The reason the glycol-based antifreeze will make your old car run hotter is this: the coolant, as it leaves the engine, should be just about its boiling point (for maximum heat transfer in the radiator). But in older cars which were designed to use water as a coolant or an alcohol-based antifreeze (which actually lowered the boiling point), the cooling system is designed to operate at 212 degrees, or lower, for maximum heat transfer. By raising the boiling point of the coolant -- which is what happens when you add a glycol-based antifreeze -- the system actually becomes less efficient with regards to heat transfer.

One other note about heat transfer: Distilled water can provide additional heat transfer capability over tap water because of the impurities found in tap water. What all this means is that a 50-50 mix of coolant to distilled water will provide the best results in both old and new cars by providing:

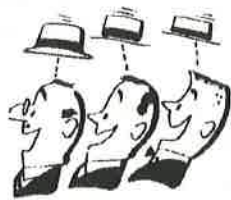
- **More than adequate freezing protection**
- **Good heat transfer characteristics**
- **Additional boil-over protection**
- **Additive protection such as lubrication, anti-rust and scale prevention**

(Information and specifications provided by  
Union Carbide, Prestone Division)

The above article was located and submitted by Elven Few



## The News Is Out



The Nominating Committee presented the Slate of Officers for the coming year at the Oct. 23 meeting. Voting will be at the **Nov. 20 meeting**. It will be by secret ballot (written) following the opportunity for nominations to be made from the floor. There will be space provided on the ballot for write-in candidates who may be nominated at the meeting. The slate, as presented, is:

<b>President:</b>	<b>John Reid</b>
	<b>Buddy Paquet</b>
<b>Vice President:</b>	<b>Jim Whelton</b>
<b>Secretary:</b>	<b>Ann Rowell</b>
<b>Treasurer:</b>	<b>Carl Bailey</b>
<b>Editor:</b>	<b>Patt Paquet</b>
<b>Activities Coordinator:</b>	<b>Leah Musgrove</b>
<b>Member-at-Large:</b>	<b>Cecil Pugh</b>

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## 7th Annual British Car Festival

by Ed Lunsford

The chrysanthemums were in full bloom. The sun came out of hiding and a soft breeze moved over the Great Lawn of Bellingrath Gardens as it filled with every make of British car you could imagine. An abundance of bagpipes and Beatle tunes provided great entertainment. Free professional pictures of each car, plenty of better quality door prizes and no lengthy delays in the food/drink concessions clearly shows the South Alabama British Car Club has it all figured out. Rain most of the day before and a gloomy forecast for the Nov. 1 event didn't keep away 99 entries including me.

It was a happy crowd with more than normal fellowship and visiting. Mini tech-sessions went on all during the show. It was altogether a enjoyable day, definitely scoring a 10 and is my schedule for a return trip next year.

## Welcome to New DSR Members

Glenn Griffin is a native Mobilian but had to go to Natchez, MS to find his wife, Cheri. They lived in Hattisburg, MS for a period of time before moving to Mobile where Glenn is the evening manager of Hertz Rental Cars. They have a 1964 Plymouth Valiant nearing completion of restoration.

Cheri is secretary to DSR member Jim Henderson and credits him for getting them interested in the club. The Griffins enjoy fishing and Glenn especially likes saltwater angling. Cheri likes to read and they both take pleasure in working with plants. Their daughters, Mandi and Marci, are ten and 16 years respectively. When I asked Cheri to describe her husband in one word, she said "busy". I didn't get to talk with him to ask the same about her, but I would bet it would be "sweetheart". When you get to know her, as I already do, you'll find out for yourself that she really is one.

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Scott and Tracy Henderson are not only new DSR members, but new parents as well. Mallory joins Travis Henderson and Raegan Henderson as the "newest kid on the block". Although Scott was born in Columbia, SC and Tracy in Batesville, MS, they both call Mobile home.

Scott has been employed by Mobile Lumber for years after having tried his hand at several other jobs including working for a radio station. Tracy was employed as a dental hygienist for dentists Coker and Rogers. Actually, that is how she and Scott met, she had him where he couldn't say no to her. Actually, he couldn't say anything. She is now an official "stay-at-home Mom" as of Nov. 3.

Both Scott and Tracy have interests outside the antique car hobby. They particularly enjoy birding and gardening along with other outdoor activities.

Each had to mull over a one-word description of the other. Scott used the word "dynamite" to describe Tracy and she said "headstrong" regarding Scott. Wow, what a combination this is!

## 2nd All-Out Family Fun Day at the Henderson's Farm

Take your choice...a hayride, fishing, boating, woods wandering, driving the TIDE *Virtual Reality* Race Car, horseshoes, softball games for kids and adults, volleyball...the list goes on and on. The DSR and Mobile Bay Mustang Club members were included in the invitation from Mobile Lumber and the Midtown Optimist Club who sponsored the event. It was specifically for the Mobile Police Department employees and a way of saying thanks to those who serve and protect. If none of the above mentioned activities interested you, then there was the option to just sit under the trees, visit and eat.

Speaking of eating, there were 10 tables, each measuring five feet in length, just for the food. The beverages were dispensed from the Coke concession trailer or from free-standing islands. Fried catfish, Cajun fried turkey, sliced, diced and pulled pork to smother in BBQ sauce, salads, baked beans, a large variety of casseroles and desserts were there to choose from along with 'burgers and 'dogs hot off the grill to slather all the fixins' on, nachos and fresh veggie trays with dip.

There is no firm count on the number of folks who ate, but it took about an hour from the time serving began until the last person in line filled a plate. And that was with two serving lines. Seeing the amount of food I now know why in the days of old, tables were called "groaning boards". However, most of the groaning I heard came from 2 Andersons, C. Bailey, Jewel Bell, D. Breland, 2 Cochrans, 2 Coss, Lycyle Crowdus, G. Demetropulos, Laura Faust, 2 Griffins, B. Hedberg, R. Jones, 2 Paquets, C. Pugh, 2 Rowells, 2 Whites and 2 Youens. I don't think DSR members and hosts, **Jim and Nancy Henderson** or **Scott & Tracy Henderson** slowed down long enough to even eat. They were too busy cooking, serving and generally making sure everyone had a good time. A sincere "Thank You" to them for including us in this wonderful day. I understand it was well after dark when they finally got home that evening.

## "Blast to the Past" Car Show

by Larry Burdeshaw

Held at the Boardwalk Hotel and hosted by the Sunshine Cruisers, a street rod club from Panama City, FL this show had 81 cars despite the threat of "liquid sunshine". Seven of those were from the Tallahassee Thunderbirds, all '55, '56 and '57 T-birds. They made quite a sight all lined up with hoods open. One was factory supercharged and one was a factory model with two 4-barrel carbs. To me, the most gorgeous car there was a '56 Ford convertible that appeared, at least from the outside, to be "stock". It was a deep chocolate metal-flake paint with creamy tan leather interior and matching cut pile wool carpet. Somehow, our little Fairlady managed to take a first place. (It couldn't have been the *only* sports car there??)



## Spring Weekend Tour Planned

"It's not even winter yet and you're talking about spring already?" you ask. It's never too early to start thinking and planning. Besides, it will give you something to look forward to during those long, cold evenings that are on the way.

Hershel and Francis Whigham have volunteered to put together a tour to Nottoway Plantation located near White Castle, LA., about 15 miles south of Baton Rouge. It is called the biggest pre-Civil War plantation house in the South and possibly the largest antebellum home in the nation. It has 64 rooms and was opened to the public in the summer of 1980.

A definite date for the tour has not been set. That will depend on a number of factors but it will likely be as soon as the weather is warm enough. There is also the possibility of a Louisiana car club joining DSR for the weekend. Detailed information will be provided by the Whighams as soon as they have everything worked out. A weekend jaunt is an excellent way to discover how much fun touring is.





## Historical Highlights

### 1913 Stutz Bearcat

Body Style: Roadster Cost \$2,000

Cylinders: 4 Horsepower: 60

Maker: The Stutz Motor Car Co.  
Indianapolis, Indiana

There is a magic connected with the Stutz - and most especially the "Bearcat". It is of no import that it, among the Pre-World War I bucket-seated, doorless, wide-open speed machines, in no way approached the workmanship, quality, price or basic elegance of a Simplex, Chadwick or Mercer. It could not go as fast; it handled less well and was not nearly so handsome...but, its place in this scheme of things is forever secure.

Henry Clayton Stutz was a man of many gifts. He was a mechanic, designer, engineering executive, test driver and manufacturer. In 1910 he and a partner formed a company to produce gear boxes and rear axles. But dissatisfied with this, he determined to build a car bearing his own name - hence in 1911 he organized the Ideal Motor Car Company and set a production goal of 500 cars a year.

The first Stutz was a racing machine. It had the usual doghouse-shaped hood, bucket seats and gas tank mounted behind them. It was completed a few weeks prior to the 1911 Indianapolis "500". It finished just out of the money - eleventh. This was adequate enough to stimulate sales among the sporting crowd of that day. From mid-year 1911, until the end of 1913, 2,000 cars were sold at a profit of over \$400,000. Since the Bearcat did not appear until 1912, most of these sales were derived from open touring machines.

The Stutz motto was "The Car That Made Good In a Day". The Bearcat had a four-cylinder 389.9 cubic inch T-head Wisconsin engine. In 1917 changes were made: the power plant now was manufactured by Stutz (now 360 cubic inch 4-cylinders with sixteen valves) By 1922, with various modifications, it produced over 90 HP. Bearcats continued in production until 1924. In 1926 Stutz became more sophisticated, less race-minded and sporty Elegant bodies, genuine leather and solid woods prevailed. Hydraulic brakes were added - also weight (4300 + pounds), and costs rose to close to \$5,000. Harry Stutz left the (Continued In next column)

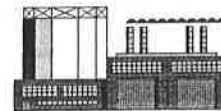
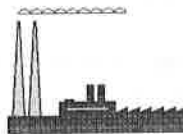
company in 1919 having lost control some three years earlier. Production ceased in 1935. Today, a first rate Bearcat will bring something approaching \$35,000.

**Editor's Note:** The source and author of the foregoing are unknown as has been noted in previous issues.



## LeMoyne Industrial Park Hosts 10th Community Day

Antique cars were on hand for a second time when companies of the area invited people living in the region to spend Saturday, Nov. 1 with them. "Our goal is to educate our residential neighbors on what we do and how we do it as well as listen to any concerns they may have. When something doesn't go right, it's much easier to talk with someone you already know.", stated Ruben Cadena, Safety Manger for AKZO-Nobel. Along with his company, Alabama Power, Celanese, Courtaulds, Dupont, Elf Ato Chemicals, Gulf Fibers and Zeneca were sponsors.



DSR members Elven and Nell Few represented DSR with their 1931 DeSoto convertible. They were treated to a catfish lunch with all the trimmings, soft drinks and ice cream. Following lunch, everyone enjoyed music by a live band and afterward dancing by a clogging group. There were 8 antique cars proudly showing their stuff. With the exception of the Few's vehicle, the other cars belonged to employees of the various companies. Elven has a lead on a 1961 Corvair truck which was there and is for sale if you are interested. When the day was over, owners were given a nice trophy declaring them "Participant in the LeMoyne Industrial Park Car Display".

**Editor's Note:** A picture of Ed Lunsford's 1956 Jaguar SK140 Coupe appears on the cover of the South Alabama British Car Club's November newsletter. I am sure that Ed had no idea this would be the case when he turned in his article but is also much too modest to have said it would be there. Congratulations, Ed!

## Don't Be Misled: Some Oil Cans' "Seal of Approval" May Look Official, But Isn't!

If you think "motor oil is motor oil", think again. Some less than straightforward oil canners are packaging products that can destroy your engine without you even knowing the damage their product is doing to your vehicle.

Reputable manufacturers subscribe to the Society of Automotive Engineers (SAE) standards in grading their products. These "Service Levels" range from grade SA to SG for gasoline powered vehicles, and from CA to CF-4 for diesel-fueled vehicles. Today's cars powered with gasoline require oils that attain grade SG for proper lubrication and inner-engine protection. Diesel cars can operate safely with grade CD, while heavy duty diesels in commercial use need the protection grade CF-4 offers.

The grade an oil attains is marked somewhere on the package within the SAE approval label. On the label you'll find the letters "SAE" in the center along with the viscosity grade of the oil. Around the top of the label is the grade, or grades, which the oil attains. Beneath may or may not be the statement "Energy conserving" or "Energy Conserving II" depending on whether or not certain friction modifiers are in the oil.

Your danger lies in buying oil from canners who purchase inferior lubricants then put a label close enough to fool all but the most observant into believing their product is an SAE graded oil. Some canners have taken another tack: they label their oil "Miscible with SA, SB, SC, SD, SE, SG oils" which means that their product will mix with any grade oil. That is a far cry from saying the oil inside the package is of the same quality as an SG oil. Actually, you don't know what you're getting inside the package. It could be used oil poorly filtered still containing dangerous levels of contamination, straight bulk oil with no friction proofing or detergents; or who know what else might lurk inside. But you can be sure of this: If their product could meet the SAE standards, they'd proudly display the SAE label on the package!

There are more and more of these misleading products on the shelves or a variety of stores. Consumers, always looking for a bargain and unaware of SAE labeling standards, buy these lubricants thinking they are saving money. The truth is they are - over time - destroying their engine. It is impossible for an oil not meeting today's SAE standards to protect your engine because today's cars have engines that use closer tolerances between parts, run hotter than ever and put more demand on the oil than ever before.

Make sure the only oil you buy for your vehicle carries the genuine SAE label. The few pennies you save buying an unlabeled or misleadingly labeled product could cost you thousand of dollars in engine failure.



OFFICIAL SAE LABEL

Note the "SAE" in the middle. Above is grading info. Below is if contains enough friction modifiers to earn the "Energy Conserving" rating.



"LOOK-ALIKE" LABEL

This label lacks the "SAE" lettering. You don't know if it meets these standards, its grade or if it contains additives essential for today's engines.

## Hey, DSR Members.... Save Those Pop-Top

This is your opportunity to do two good things and it won't cost you one cent extra. With the holiday season approaching, most of us will be purchasing more than the usual amount of beverages. Find yourself a container and every time you open a pop-top drink can, pull the tab off and toss it in the container.

You wonder what this is all about, right? It is about helping a little girl who is in the fourth grade at Robert E. Lee Annex School in Satsuma. Misty Weaver has Van's Coni, a form of leukemia, and is a patient in a Mobile hospital awaiting a donor match for a bone marrow transplant. Grady Sexton, grandson of Elven and Nell Few, takes the tabs to school where they are turned over to his teacher's aide, Mrs. Kerri Byrd. A gallon of tabs is equal to \$15 or a one-night stay in a Ronald McDonald House. Would one of our members volunteer to set up a container at the clubhouse and, when we have refreshments, see all the tabs are removed from the cans before they are trashed?

Why not start saving those tabs the day you get this newsletter? There are a few members, along with their families and friends, who are already in the spirit. It will do your heart good to know that every time you pull one off a can, you are helping Misty. Oh, and you want to know the second good thing you will accomplish? That's an easy one. It is just one less item that ends up in a landfill somewhere if it is recycled.

Ed. Note: The above article is from the Bobby Likis Car Clinic Newsletter  
Volumn One, Number Two - May 1993

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**New Business in Town Belongs to DSR Member**

Ladies, have you always wanted to learn to quilt? Now you can go to *Quilters' Market* in Picadilly Square for quilting classes, beginning sewing classes and fabrics. The shop, across the parking lot from Picadilly Cafeteria, is located in about the middle of the row of businesses. It is open Tue.-Fri. 10AM-5PM and Sat. 10AM-3PM, telephone 343-6004. It belongs to our very own **Charlotte Vinson** who says later on she will have quilts for sale.

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# IMPORTANT DATES

1997

Nov. 20 **\*\*\*\*DSR Meeting in Clubhouse\*\*\*\*Note date change due to Thanksgiving holiday**  
Nov. 23 **DSR Thanksgiving Get-Together in Clubhouse coordinated by Al & Anna White**  
Nov. 27 **Thanksgiving Holiday**  
Dec. 6 **Grand Bay Christmas Festival-Lycyle Crowdus coordinating-Donation to club**  
Dec. 12 **DSR Christmas Party in clubhouse-See reservation form in this newsletter**  
Dec. 25 **Christmas Day**

1998

Jan. 1 **New Year's Day**  
Feb. 6-7 **AACA Annual Meeting-Wyndham-Franklin Plaza-Philadelphia, PA**  
Feb. 26-28 **AACA National Winter Meet-St. Petersburg, FL**  
Mar. 28 **Old South Antique Car Club's 36th Annual Show at Fort Conde**  
Apr. 4 **MBMC's Camellia Classic at Bellingrath Gardens**  
Apr. 4 **Miracle Strip Region AACA's Gold Cup Race from Panama City to Apalachicola**  
Apr. 17-18 **AACA Southeastern Division National Spring Meet-Montgomery, AL**  
Apr. 25 **MOPARS at the Battleship**  
Apr. 30 **Pate Swap Meet-Texas Motor Speedway near Ft. Worth, TX**  
May 9 **DSR's 15th Annual Car Show at the Clubhouse**

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Antique Automobile Club of America  
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Mobile, AL 36608-3326



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