



The Sparkplug



Deep South Region AACA Newsletter

Vol. 53 No. 5 May 2020



Mothers Day at the Clubhouse

After about two months of hibernation and staying home and staying safe, our President, Zeno thought it was time for a small gathering.

With so many of us not able to travel to be with our families we all met at 1 pm at the clubhouse. Each of us brought our own meals, sat 6 feet apart and enjoyed the time together. The food and the company was outstanding!

A good amount of members attended the event and we all went home with a renewed spirit. - Charlotte



Top: Debbie and John Bright drive on to the Susan Bergen's 1992 Mercedes 50 SL. Mac McNamara's 1960 British Ford Anglia DeLuxe



What a great turn out for the Mother's Day event



Ray Harper talking about the sign and the origin of our club logo



Tracy Metclaf's 1964 Mercury Comet and Dan Jacobsen's 1939 Ford Custom Convertible



John and Debbie Bright's 1929 Ford Model A Phaeton



The shade tree in the yard of the clubhouse provided us a cool place to gather



The Sellers, Brights and Harpers enjoy lunch together



Sophie and her son Dean, Kathy and Mac McNamara with the 1960 British Ford Anglia DeLuxe



Barrett eats the props after everyone has a chance to get their photo taken





Darrin, Charlotte and Barrett with this years Great Race Car the 1961 Cadillac



David Couling with his 1963 Mercury Meteor



Susan Bergen and Rob Mortenson with Susan's 1992 Mercedes 50 SL



Dan Jacobsen with his 1939 Ford Custom Convertible



Rheba and Zeno with their 2016 Chevrolet Silverado 1500



Leslie and Janice Sellers with their 1966 Mustang



David and Joyce Ladnier with their 1964 Ford Galaxie 500 Convertible



Debbie and John Bright with their 1929 Ford Model A Phaeton



As I've been pondering over what to say I decided to be positive and encouraging about my comments. We all realize we are living with a lot of uncertainty, with this Pandemic going around the world and in our neighborhoods. We are all going to need to stay smart and cautious on everything we do daily.

Moving on I really enjoyed our Mother's Day Picnic at the Club House. I believed we had about 30 people there on such a short notice, when we decided to have it. Everyone that came brought their favorite food. We kept our distance and enjoyed every minute we shared together. Those that know me, I like to greet with a hug or a handshake, and it's hard for me to get use to not doing that. The afternoon was great outside under the trees.

Stay Safe and again call me if you need something,

As most of you know in our club I've experienced a lot of different engines to undertake refurbishing back to factory specifications other than the BIG THREE (GM,FORD and MOPAR). Being in a Automotive Machine Shop for 50 years I have loved the history of Race engines. With saying this, several years ago we had the pleasure of meeting Jim Griggs and Wife Cindy to tackle our first engine for Jim. Jim has a talent for bringing these Race Cars back to their Prime from the early days of racing. Back in the Spring we finished a LOLA Race car engine. The engine was a 1100cc Coventry Climax engine. I told Jim I wanted to share this with our club letter. I hope you find this interesting and google this engine for some great reading.

Jim sent this Info and wanted to plug Freddie Pendarvis and me on the work that was done. Thank You Jim and Cindy Griggs for sharing this vehicle.



Zeno



DSR Officers for 2020

President: Zeno Chaudron	251-423-0946
Vice President: Darrin Dahlenburg	251-783-2272
Secretary: Joyce Ladnier	251-689-2998
Treasurer: Paul Dagenais	251-610-4533
Editor: Charlotte Dahlenburg	256-783-2261
Activities: David Ladnier	251-375-4844
Member-at-Large: David Rooney	251-510-9383

Appointed Chairman

Historian: Ray Harper	251-402-1427
Photography: Leslie Sellers	251-232-9434
Refreshments: Martha Fuller	251-716-8680
Sponsorship: Susan Bergen	251-214-2296
Sunshine: Janice Sellers	251-607-9651
Webmaster: Charlotte Dahlenburg	256-783-2261
Finance Committee: Paul Dagenais, Tracy Metclaf, Robert Haynes	

The Sparkplug is published by the Deep South Region (DSR) chapter of the Antique Automobile Club of America organization. *The Sparkplug* is non-profit and published for the information of club members and friends. DSR meetings are held every fourth Thursday of each month at 7:00 p.m. at the clubhouse located at 951 Forest Hill Drive in Mobile, Alabama. Membership in the Antique Automobile Club of America is required to be a member of this Region. Annual local dues are \$20.00; AACA National dues are \$40.00. Ownership of an antique vehicle is not a requirement for membership.

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Check out the Deep South Region Website at:
Deepsouth.aaca.com

Also, members should visit our Facebook page.

2018
The
Ann S. Eady
Memorial
Award



What have you been up to?

Mac and Kathy McNamara

Everyone,
 Kathy and I are well, and tonight, got to walk the street (not a red-light district, thankfully) and view all of nature's flashing lights. Our street has 3 or 4 houses (ours is one of them) where Lightning Bugs are prolific... and out about this time every year. They will be around about 2-3 weeks and hopefully we have been paying attention enough to know that we are into the 1st week. Where we lived before (about 1/2 mile away), these wonderfully elusive creatures did not exist, and I do not know why. They are not in the abundance of my childhood in Vicksburg, or even when Kathy, Daniel and I drove through mid-west Mississippi on "The Great Tamale Tour of 2003" along the highway between Vicksburg and Hattiesburg (63, I think). Anyway, we have been able to drive the Anglia a bit in all of this, even went to get Ice Cream at Cammie's (best ice cream in 40 miles...after that, Haven's Down in Mississippi has her beat, but not by much!).



Took the afternoon off! Got the car out and just rode. The Heplers joined us. Weather was perfect, traffic light and we enjoyed it tremendously! - Debbie and John Bright



Retirement Home Cruise by April 25 for the residents of Baldwin House Assisted Living in Daphne. We all remained in our cars and cruised around to be seen by the residents and employees. The residents can't have visitors and are missing their families, so getting to see some cool cars was be a huge thrill for them. - Charlotte



2020 Eastern Divisional Tour
August 12-15, 2020
Cambridge, Maryland

TOUR HIGHLIGHTS: Opening Strawberry Extravaganza & Reception
 ▪ Seafood Processing Plant & Shipyard ▪ Harriet Tubman Visitor Center & Blackwater Wildlife Refuge ▪ Old Salty's Eastern Shore Buffet ▪ Dorchester Historical Society ▪ St. Michaels Classic Motor Museum ▪ Lunch at Union United Methodist Church, St. Michaels, MD ▪ Oxford Bellevue Ferry ▪ Scottish Highlands Creamery ▪ Adkins Arboretum Tour
 ▪ Luncheon on paddle wheeler from Suicide Bridge Restaurant

<p>HOST HOTEL: Holiday Inn Express, 410-221-9900 2715 Ocean Gateway (Rt. 50) Cambridge, MD 21613 Rate: \$119/night plus tax</p>	<p>TOUR CHAIRMAN: Charles Emery ccemery@verizon.net 443-877-7750</p>
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Hosted by Eastern Shore Region AACA & Bay Country Region AACA
Open to All AACA Eligible Vehicles ▪ NEW DATES!!





Our newest member Charlie Wyckoff participated in the Birthday Cruise By for Brayden Sullivan on Saturday, May 9 in Tillman's Corner.



Ernie Rogers newest addition is this 1963 Plymouth Fury 4 door.



Paul Dagenais' 1956 DeSoto Convertible was spotted in Mobile making it's trip to get the top fixed.

The Club Banner



Ray Harper presenting the club the new club banner for events and the club membership tent

Ray came across this banner that was hand painted many years back. He thought we could use the banner at events and in the Membership tent.

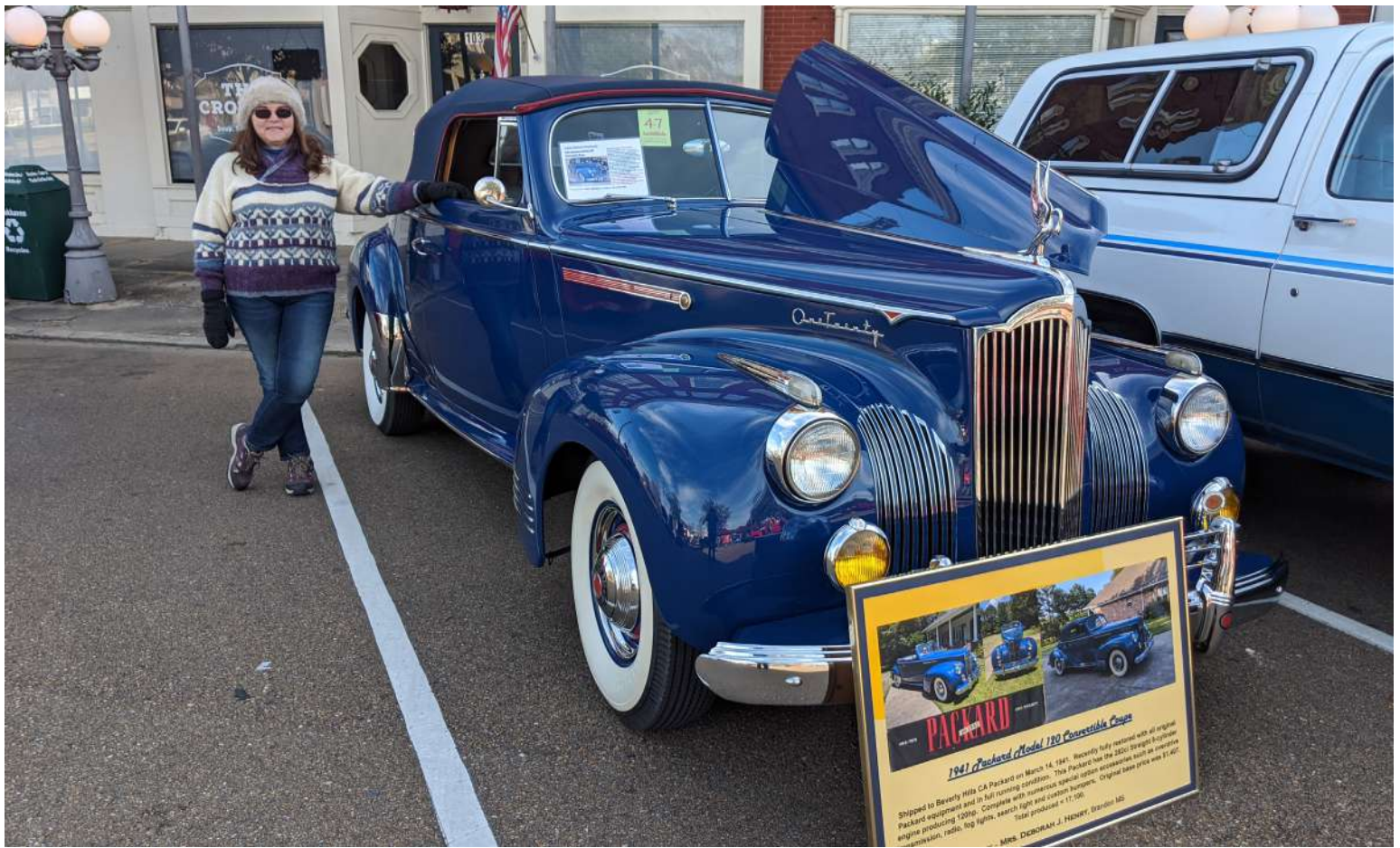
Ray quickly made a stand to hold up the banner and presented it to the club on Mother's Day.



Above: Photo of the sign Ray Harper made for the club.
Left Middle: Mr & Mrs Hop Hopkins and there 1927 Chevy. This is the car on the sign. A member of the club painted the picture.

Left Bottom: Old woman & man holding the sign. This picture made around 1985.





Adventures With Our Packard During the Pandemic

We have been as most everyone has been since this whole pandemic started, but back in March we attended the Brookhaven MS car show. They described the 2020 show as follows:

The Brookhaven-Lincoln County Chamber of Commerce will present the annual Fielder's Pro Shop Goin' to Town Car Show on March 6 and 7 in downtown Brookhaven. Since its inception in the mid-80s, people from all over the country have visited Brookhaven to show off their rides, and hundreds of antique cars and pickups are expected to make their way through downtown.



We took Deb's 1941 Packard 120 Convertible to the show as well as our 1987 Chevrolet 1987 Silverade Blazer. There was over 200 cars at the show but no real classes for judging. "Packie" was found to be one of the top 25 cars at the

show which was great since the show is predominantly restomods. The cars were staged downtown around the train station and in front of the historic hotel, in front of which we parked Packie and our Blazer. It was a fun show and occurred the first week of March prior to the pandemic shutdown.

Then we got into restoring my grandfather's 1973 Jewell potbelly stove. Deb kept feeding my sandblasting tank and I kept blasting!!!! We used over 500lbs of sand to get it done. The pics tell the story.

In between trips and projects Deb had to satisfy her





need to bake. The family benefited from a homemade lemon meringue pie and her private recipe cheesecake. Yum!!!

As the weather warmed up we decided to give Packie a wash and wax. Well, it is a 1941 car and we found the weather stripping around the windshield was really leaking. Mann's carefully removing Packie's original glass windshields and chrome trim. They are installing a new weather strip, a freshly re-chromed trim using gasket caulk to ensure no more leaks!!! Thanks again to the club for getting the "open cars" undercover for the regional AACA show last October in Mobile, because we had a gully washer that Saturday for sure. Deb, Carl Schneider and Jim Henderson with Packie. And Packie was further enhanced by the Mobile Belle's. Packie was viewed by the AACA judges and was able to score sufficiently to win her Junior badge.

This led us to where we are now in St. Louis, MO at Mann's Restoration shop which is actually in Festus, MO about 30 mins south. Jason Mann and his team previously did some mechanical work on Packie and repainted and pin stripped the rims and pin stripped the hood release on both side to restore it to its original look.

Mann's is a top end 4th generation family restoration business and focuses a lot of their work on Concours de' Elegance cars for Peeble Beach and Amelia Island. Please check out the pics of the 1939 Packard 120 convertible sedan for the Rockefeller family. The Rockefeller family requested it be restored in 5 months for a family member graduating from college. Please look at the poster they did to capture the restoration. Mann's met the request after 6,000 man-hours of meticulous work. We were fortunate to see a 1929 Duesenberg they are enhancing after a show tour in Europe.

We leave on Friday for Maryland to have Bill Aske, from the National Packard Club rebuild Packie's transmission. That will take Bill about 2-3 weeks after which we will pick it up and take it back to Mann's for the re-installation of the windshield and chrome trim. All of this work will get Packie ready for the next AACA regional show now rescheduled for 2021 so she can be judged for her Senior badge.

Hope you find the recent travels of Deb and Craig fun to read and please stay healthy!!!

All the best,
Deb and Craig



Letter from the Editor

I sit here at my computer and I am reflecting back on this strange time we have all been dealing with. I wonder how strange it really is?

I have been home for over 60 days with my family.

I have replanted and divided many plants in my yard. I think I will win the beautification award for the neighborhood. I have cleaned out closets and cabinets and drawers and shelves. I have purged things that I needed to purge. Goodwill will be happy to get all this stuff.

I have made phone calls to all my friends to check on them a time or two. I even went to see as many as I could to take a few front porch photos.

I have written letters to church members that are I know would not be out in public or even seeing their own families. I sent off packages to help celebrate birthdays for little ones that can not be with friends. Birthdays are a big deal when you are 10.

I have spent 40 hours a week working from home. I have learned new programs and new ways to connect over the internet.

I have schooled Barrett from home. Just in case you didn't know it first grade is very hard and a seven year old really wants to just play.

I have enjoyed so many moment over the last two months. Some of the highlights include the new pool that Barrett earned by finishing his school work and going to the drive in at the Hank to see "Back To The Future."

I think this time has made me think about what is right and what is important. God first, then family and of course my many friends in the great hobby of antique cars!

See you on the road,

Charlotte

Minutes from April 23

No Meeting was held due to Covid 19 Pandemic

Executive Board Meeting May

Board Members present: Zeno Chaudron, Paul Dagenais, Darrin Dahlenburg, Charlotte Dahlenburg, David Ladnier, Joyce Ladnier.

David L. asked about the events coming up for this year: (1) AACA Tour in 2022. Ray Harper will present Tour and comments at our next meeting, then will present to the Club for a vote.

(2) Rocky Creek Catfish Restaurant Cruise to be planned by Leslie Sellers.

(3) Trip to pick corn in Tibbie, AL at Zeno's brother-in-law's Farm.

(4) Fundraiser for AACA Cruise In and possibly doing a Cruise In once a month to establish the event as a fundraiser for our Club.

Discussion of the Lease Agreement:

(1) We needed to view the Lease.

(2) We decided member use only.

(Birthday parties, wedding receptions, etc. for use of DSR members only with a member(s) present with a donation of \$200.00).

Treasurer Report given by Paul Dagenais. Tried to get the CD before the Lockdown, and it is still on hold.

Our May meeting will be held on schedule.

The building will be cleaned before the meeting; possibly meeting outside, depending on the weather or space out chairs before the meeting inside.

A Work Day at the Clubhouse will be set later.

Respectively submitted, Joyce Ladnier



REVIVAL AAA GLIDDEN TOUR - Heritage, History and Horses

Saratoga Springs, NY

September 13- 18, 2020



**JOIN US and CELEBRATE
75 YEARS of TOURING!**

**Held in the beautiful Adirondack
Mountains of Upstate New York**



Registration will open May 1, 2020

Bill Preston, Tour Director
glidden2020@gmail.com
(315) 224-5759

Nancy Huffman, Registrar
registrar2020glidden@gmail.com
(585) 737-8709





Refreshments

- May 28 - Tammy Lyons & Linda Nitz
- June 25 - Nancy Thoms & Rheba Chaudron
- July 23
- August 27
- September 24
- October 22 - Janice Sellers & Susan Bergen
- November 19 - 6pm - Thanksgiving Dinner/Election
- December 5 - 4 pm Year End Party

Up Coming Club Events

- Monthly Meeting May 28, 7 pm
- Breakfast at Golden Corral April 23, 8:30 am

Birthdays & Anniversary

- | | |
|-------------------|---------------|
| Foy Bobo | May 29 |
| Ray Harper | June 2 |
| Darrin Dahlenburg | June 7 |
| Oakley Guess | June 21, 2011 |
| Vicki Bolton | June 22 |
| Robbie Lyles | June 23 |

- Anniversaries**
- | | |
|----------------------|---------------|
| Jim & Michele Gray | June 9 |
| Walt & Martha Fuller | June 25, 1960 |

Note: Your birthday or anniversary not listed? Please let me know the date(s) by email deepsouth.aaca@gmail.com. Spouses as well. Years are not necessary since we are all 29 at heart. Thanks, Charlotte

Thoughts Go Out

Also keep good thoughts for The Rooney's, Robbie Haynes, Susan Bergen, Buddy & Patt Paquet, Foy Bobo and Lycle Crowdus.

The By Laws

Every month we will print a section of the by laws. This is so you can review the section and bring up any discussion at our meetings to clarify or petition to change the by laws.

ARTICLE IX - CHAPTERS

Section 1: Upon compliance with the requirements of the National Board of Directors, one or more Chapters may be formed as circumstances dictate within the geographic area of a Region.

Section 2: The members of every Chapter shall be members in good standing of the Antique Automobile Club of America and Deep South Region.

Section 3: Each Chapter shall be under the jurisdiction of the Regional President unless special exception is authorized by the National Board of Directors.

ARTICLE X - REVISIONS OR ADDITIONS TO BYLAWS

Section 1: No revisions or additions shall be made that nullifies or alters any part of the National Constitution or Bylaws.

Section 2: These bylaws should be reviewed on an annual basis with changes and revisions made for the welfare of the organization. All changes and revisions shall be approved by a majority vote of the Regional members in good standing upon written notice to all Regional members stating the proposed changes. This notice will be sent at least (7) days prior to the meeting date.



Be sure to like the Deep South Region of Antique Automobile Club of America's Facebook page.



Guess what this is? What does this go to? Email your answer to deepsouth.aaca@gmail.com.

Answer for last month: 1949 Ford Custom Coupe





Dry Lakes Racing History Before-The-War Racing On Southern California's Dry Lakes

*Tim Bernsau writer Leslie Long photographer May 1, 2009.
Reprinted with permission from www.hotrod.com*

Southern California's dry lake beds have attracted racers since the turn of the 20th century, but things really exploded in the Thirties. More than 70 years later, hot rodders are still fascinated by this period and this place. Luckily, a lot of the racers are still going strong.

Leslie Long was at Muroc, Harper, Rosamond, and El Mirage back then and for the past several years has been collecting photos and information from those days, and is dedicated to seeing this history kept alive and told right. The amount of info Leslie has in his memory and on paper is staggering, and his photo collection, contributed by dozens of racers, is equally amazing. I had several long meetings with him, and a few more with his friends, Ed Iskenderian and John Athan. The stories these guys tell would fill a very long book. For the sake of a short article, we focused on the activity of the SCTA (Southern

California Timing Association) prior to World War II, when the hobby we call hot rodding (they didn't) was just getting rolling.

Lakes racing was the result of several things happening at the same time. Young car owners were meeting each other, organizing into clubs, and racing. According to Leslie, George Wight, eventually the owner of Bell Auto Parts, began encouraging racers from L.A. and Orange County to run their cars at the Muroc dry lake, which was good for business. Because of its size, Muroc was the earliest popular site (it was eventually taken over when the military established Edwards Air Force Base there), followed by Harper, Rosamond, and later El Mirage.

The racing got popular fast, but with few established rules, accidents and injuries were common, and the police threatened to shut things down. The SCTA, established in 1937, was the result of several clubs cooperating in the interest of organization and safety. In those days, most of the cars running at the lakes were street cars





that had been driven there. At the lakes, off came the headlights, windshields, sometimes shocks, anything to reduce weight. Some racers went to extremes, notably the famous Dick Kraft, who pulled off the body, sat on a board over the rearend, and even raced in a bathing suit. It was common for racers to swap carbs and run alcohol from a small tank through large lines.

The Ford Model A and B four-cylinders were the most accessible engines. Two- and four-port overhead conversions were common, and the SCTA Racing News identified cars by their heads: Winfield, Riley, Cragar, and others. It's not surprising that four-bangers typically beat the relatively new V-8 Flatheads, considering the amount of speed equipment that existed for them.

Two-at-a-time drag racing hadn't been established yet. Cars ran singly to qualify for classes, which were based on speed, and all the cars from each class would line up for the final races--sometimes it was as many as a dozen running side by side. Later, they established a four-car limit.

The SCTA quickly established more specific classes. Before the war, cars raced in Roadster, Modified, or Streamliner classes, although Leslie remembers that the distinctions were blurry at times. In later years, classes were based on things like engine size and superchargers--it was a lot simpler in the early years. It was a time of experimenting and fabricating and, as Ed Iskenderian recalls, "It was just fun. Everyone had their own ideas, and you'd learn from the other guys--what they'd done. That's how you figured out what you might want to put together."

SCTA Racing News, August 10, 1947 We're not hot rods. Members of the SCTA, long irked at the attachment of the ignoble hot rods to their sport have resolved to try to discourage use of the name. To the general public, anything minus fenders appearing loud and flashy, or even the old man's sedan, if driven by a teenager, is classified as a hot rod. Much unfavorable publicity has been reflected upon us, due to the antics of irresponsible youngsters and some oldsters who still like to "make like Indianapolis" on the public streets. Our problem is not so much in controlling our members, but rather in distinguishing our cars and our activities from the HRs. So--we're running Sports Cars! (Or anything but hot rods)!





Let's Give Them a Reason to Stay

Wayne Tuck 2019 Vice President Membership

AACA signs up literally thousands of new members every year. I have spent much of my time over the past few years as VP-Membership encouraging our members at both the region and national level to do more recruiting. You have done exactly that. In fact, you have done even more than I should have expected. For that, please accept my sincere thanks and please continue to do the same. (Maybe even more?) Now with thousands of new members signed up every year wouldn't you think our membership totals should be growing? Sadly, that is not the case. More members fail to renew their memberships every year than new members signed up. Yes, we lose some from age, deaths, disabilities and

the like. This is normal attrition. There isn't much we can do about that. Why do so many members sign up, stay a year or two and then decide not to renew their membership? We didn't give them a reason to stay! New members join for various reasons. Some join for the social aspects such as friendship, fellowship and human contact. Others like to drive their cars with a group. Some even seek technical information and a network of service providers. Some want to lead and be a part of the club leadership corps. Whatever the reason, AACA has the ability to provide it. Retaining our current members is just as important as recruiting new ones. Does someone call a member that hasn't shown up for a couple of meetings? Do we communicate well with our new members? Do we show them we are interested in their wants and needs? Does our club provide the activities that are needed to keep everyone's interest? These are all questions we should be asking ourselves. The answer is easy. Yes, AACA can provide all of the activities and services any member could want. Moving forward, membership retention should be put near the top of our club's priority list. Let's make sure we give every single one of our members good reasons to stay.

Rummage Box articles courtesy of AACA Rummage Box

REWIND

WHAT DEEP SOUTH REGION WAS DOING 25 YEARS AGO from the May 1995 Sparkplug

Weddings and Old Cars

The "True Romance" profile in the April 23 edition of the Mobile Press Register of Kimberly Summers and Edmund Baker noted that our DSR member, Leon Hunt, would be driving Kimberly to the church. The irony of this is that Leon also drove Kimberly's mother, Carol Summers, to the church on her wedding day some 20-plus years ago in the same Model A. Leon said the day that Carol was to be married brought a torrential rainstorm to Mobile and he carried her from the car to the church. After the wedding, the minister who had performed the ceremony attempted to introduce Mrs. Summers and Leon, not realizing they were good friends. To the minister's dismay, she made

the comment that Leon "was the last man who held her in his arms before she was married." This has become a standing joke between the families.

Barr-Henderson

Kay Henderson Burroughs, daughter of Jim & Nancy Henderson, was married to David M. Barr on Saturday, May 13, 1995 at 11:00 am in St. Paul's Chapel on Old Shell Road. After a brief turn through the park and by the car show in Jim's 1937 Cadillac, driven by Scott, they turned up on time for their reception. Kay is employed by Mobile Lumber and David works for the Architect Group. They will be living in Daphne, Alabama.

And the Last of the Romance... Or Who Kissed the Pig?

"Keep Mobile Beautiful's" Linda Ingram asked DSR to help them on May 2 by providing transportation for various business and professional people who had been raising money for the Boys & Girls Club Scholarship Fund. Those involved had been carrying piggy banks for contributions to the Fund and the one who had the least amount of money would be required to kiss a live "pot-bellied" porker. Driving cars were Dene Breland, Bill & Mickey Cox, Jerry Finley, Buddy & Patt Paquet, Roger Vines and Al White. Unfortunately, "Miss Daisy", the pig, did not take to all the attention readily but Kathy Dunning, whose piggy bank was the most deficient in funds was very good natured about "puckering up".

What's the Latest News About Our New Building?

There is good news on the resumption of construction on the new AACA National Headquarters and AACA Library & Research Center. The Governor of Pennsylvania has announced that the restrictions on construction will be lifted on May 1st. So, starting tomorrow the property will be open for delivery of materials and the subcontractors will be onsite on May 4th to continue the remodeling effort. All necessary provisions are being made and CDC guidelines will be followed to keep everyone safe and avoid any potential outbreak of the virus. This is exciting news, especially because our current building has been sold and the new owners must take possession on time.

In this difficult time in our world, there are so many very worthwhile charities that deserve support. We hope, if appropriate, that you will still consider AACA. Our building is not fully funded yet. As part of the new IRS regulations, if you take the standard deduction on your 2020 tax return (the one that you'll file in 2021), you can claim a brand new "above-the-line" deduction of up to \$300 for cash donations to AACA this year. As always, your support is gratefully appreciated.

If you still have questions or want to hear more about our new building and have some extra time on your hands because of the current COVID-19 situation, please enjoy

this recording of the special seminar that was held at the Annual Convention in Philadelphia in February. (Running time is approximately 1 hour 12 minutes.)

If you haven't made a donation to the AACA Building Fund yet, it's not too late. Remember, every dollar helps!

For information on how to donate, visit capitalcampaign.aaca.com or just call AACA National HQ at 717-534-1910.



Speedster articles courtesy of AACA Speedster

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A monthly publication of the Deep South Region - AACA
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May 2020



Please double
check to see if
a show is still
happening!

Local Car Shows

Please double
check to see if
a show is still
happening!

May

Canceled 30 Gulf Coast Regional OWA Mustang & Mega Car Show 8-5 More info & registration at gulfoastmustangclub.org

June

Canceled 6 27th Camellia Classic Open Car show, Bellingrath Gardens and Home, Theodore, AL. Info at info@mobilebaymustangclub.org

6 The C.A.R. Shop Cruisers 9am- 2pm: 9-10am to hang out a bit, then at 10am we leave and head out on a cruise together as a group and enjoy lunch and fellowship together. 7745 Tara Drive in Semmes, AL off Schillingers Road 1/2 Mile North of Howells Ferry Road.

12 2nd Friday Breakfast Cruise-in & Swap Meet, Lucedale, MS Hardees, corner of Old Hwy 63 & Cowart Street 8:30 am till? Contact Mike 228-369-1431

13 Rock-N-Roll Open Car, Jeep & Bike Show, 9am-3pm Point Cadet Plaza, 120 Cadet Street, Biloxi, MS Info 228-860-4103

13 40th Annual Southern Hospitality Open Car Show, Biloxi, MS. Edgewater Mall Hwy 90. Registration and parking 8-11am. Judging at noon, Awards 3pm. Info Terry Poore 228-216-1259

12-14 15th Good Guys Nashville Nationals

20 4th Annual Corn Festival Car Show. 20733 Mifflin Rd, Foley. Registration \$20. Info call Mike 251-284-1223.

Canceled 20 Alabama Blueberry Festival & Car Show, Jennings Park, Brewton, AL 8am-3pm

20 Corn Festival Car Show, CAFF Market, Foley, AL. Registration \$20

20 Wiggins Walmart 2020 Open Car Show 10am-2pm Registration \$20. Wiggins, MS

27 After Dark Roast 29000 Bass Pro Dr, Spanish Fort, AL 6-8pm

27 2nd. Annual VFW Auxiliary post 3253 Open Car & Truck Show. Bay St. Louis, MSVFW Auxiliary post 3253 208 third street Bay Saint Louis, MS 39520. Registration 8am-noon. Awards 2pm. Entry fee day of show \$25. For more information, call Cindy 228-332-2000 or Bobby 228-493-2033

26-28 Scrapin the Coast. Biloxi, MS. Mississippi Coast Coliseum and Convention Center. Premier car, truck and bike show. Show Hours Saturday 8am-5pm | Sunday 8am-5pm. Registration Friday 9am-5pm and Saturday 7am-6pm.

Spectator Fee \$15 a day. Registration Fee Day of Show \$60 outside or \$100 inside. Address: 2350 Beach Boulevard Biloxi, MS 39531 Info Greg P: 228-832-4683 Myles P: 228-832-2688

July

10 2nd Friday Breakfast Cruise-in & Swap Meet, Lucedale, MS Hardees, corner of Old Hwy 63 & Cowart Street 8:30 am till? Contact Mike 228-369-1431

11 Foggy Bottom Cruisin' Car Show Elba on the square 9am-1pm \$20 entry fee. Contact 334-313-5505

18 3rd Annual CoastFest Car Show, Beauvoir, Jefferson Davis Presidential Library, Biloxi, MS. Registration \$25 9am – 2pm. Contact 228-388-4400 x200. visitbeauvoir.org/coastfest

17&18 10th Annual Red Creek Classic Appreciation Picnic, Flint River Water Park, Wiggins, MS. All car clubs welcome. Info- Charlie 601-528-1172.

30 – Aug 1 9th Annual Georgian Mtn. Moonshine Cruiz-In, Haiawasee, GA. Thursday Cruise day. Event site open Friday and Saturday 8am-5pm. \$10 spectator. Registration \$50 lots of good ole mountain hillbilly fun.

August

8 Mobile Bay Cars and Coffee at the Fort, 29000 Bas Pro Dr, Spanish Fort, AL 8-10 am

14 2nd Friday Breakfast Cruise-in & Swap Meet, Lucedale, MS Hardees, corner of Old Hwy 63 & Cowart Street 8:30 am till? Contact Mike 228-369-1431

15 Mobile Chocolate Festival Cruise-In, The Grounds, 1035 Cody Rd North, Mobile, AL., 10:00 AM - 3:00 PM. Click here to register online.

21-23 Sparks in the Park Car, Truck & Bike Show, Mullet Festival Grounds, Niceville, FL., More info & registration at sparksintheparkshow.com/registration

September

4-6 Battle in Bama Hot Rod, Truck and Bike Show USS ALABAMA Battleship Memorial Park 2703 Battleship Pkwy, Mobile, Alabama 36602

4-6 C-10 of the South Show USS ALABAMA Battleship Memorial Park 2703 Battleship Pkwy, Mobile, Alabama 36602|

5 The C.A.R. Shop Cruisers 9 am – 2pm: 9-10am to hang out a bit, then at 10:am we leave and head out on a cruise together as a group and enjoy lunch and fellowship



Application for New Membership

Deep South Region AACA Mobile, Al

Ownership of a vehicle is not required for membership

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(You must be a member of AACA to join Deep South Region)

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Total Enclosed: _____

Applicant's Signature: _____

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Signature		Email Address		Telephone #		

Sponsor Name & AACA Membership Number or Address (Sponsorship by a current AACA member is OPTIONAL)

Please contact me about joining a local region

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Bumper Sticker 4¼" x 3" — Blue with AACA Logo in Gold		\$2.00	
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AACA Aluminum License Plate Frame		\$14.50	
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Fork-Tailed Devil: the P-38 Lightning and the Birth of Cadillac's Famous Fins

Reprinted from ateupwithmotor.com

Conceived in a farmhouse and inspired by a World War Two fighter plane, Cadillac's famous tailfins are still virtually synonymous with the brand.



FORK-TAILED DEVIL

In a roundabout way, the story of Cadillac's fins began with a 1937 U.S. Army Air Corps specification for a long-range, twin-engine interceptor intended to combat a new generation of heavy bombers. Lockheed's proposal, conceived by chief designer Hall Hibbard and a brilliant, mercurial MIT graduate named Clarence L. (Kelly) Johnson, had an unorthodox twin-boom layout with a very large 52-foot (15.85-meter) wingspan. With a pair of turbocharged 12-cylinder Allison engines, it weighed more than 7 tons, with a large internal fuel capacity and heavy armament. In June 1937, it acquired the official designation P-38 — P for "Pursuit," indicating a fighter or interceptor aircraft. It later received the popular name "Lightning."

Although the first XP-38 prototype was lost in an accident in early 1939, its performance was promising, so in April 1939, the USAAC ordered 13 YP-38 development aircraft. Operational testing was assigned to the 1st Pursuit Group, based at Selfridge Field, Michigan. (As a side note, the prefix X indicates an experimental prototype, while a Y prefix indicates one intended for development or service evaluation. Inspired by the military nomenclature, Harley Earl named his custom-bodied personal car the Y-Job. GM Styling later used the "XP" code to identify automotive design studies; for example, the car that became the Chevrolet Vega was designated XP-887.)



*Although we don't know if German pilots ever really called it *der Gabelschwanzteufel* ("Fork-Tailed Devil"), the P-38 was an effective fighter-bomber, escort, and interceptor. Like postwar American muscle cars, it was not especially agile and turning contests were best avoided, but its acceleration and rate of climb made it very formidable in expert hands. Several of the top-scoring U.S. fighter aces of World War II flew P-38s. This is one of 13 YP-38 development aircraft, powered by two turbocharged 1,150 hp (858 kW) engines (made by GM's Allison division) and armed with four Colt-Browning 0.50-caliber (12.7mm) machine guns and a single nose-mounted 37mm cannon; later marks had significantly more power and substituted a 20mm Hispano cannon for the 37mm gun.*

A STYLISTIC INSPIRATION

The P-38 was extremely advanced for the late thirties and the development program was secret until very close to the U.S. entry into the war. Nonetheless, by early 1941, word of the radical-looking new fighter had reached GM styling chief Harley Earl. GM was heavily involved with the project — the Allison Division built the engines, using many parts made by Cadillac, and Oldsmobile Division built the cannon — so that spring, Earl called in a few favors and wrangled permission to take several of his senior designers, including Bill Mitchell, Art Ross, and Frank Hershey, to see the early-production P-38 at Selfridge Field.

Earl's men were deeply impressed with the sleek, twin-tailed aircraft. Conventional single-engine, single-tail fighters were not of great interest to most automotive designers since such aircraft had few elements that could be applied to cars, but the P-38 was a different story. According to Bill Mitchell, the designers were particularly struck by the way the lines of the tail booms carried through from nose to tail, but the Lightning offered a host



of intriguing details, from the air intakes on the flanks of each boom to the stubby, rounded vertical fins.

Each of Earl's designers began toying with concepts inspired by their viewing of the P-38, but their work was shortly interrupted by America's entry into the war. While the P-38 went on to an impressive service record in Africa and the Pacific, Frank Hershey and Bill Mitchell joined the Navy, while Art Ross went to work designing military hardware.

In the fall of 1944, Frank Hershey received a medical discharge and returned to General Motors. Bill Mitchell, who had been in charge of the Cadillac studio before the war, was still in the service, so Harley Earl made Hershey the interim chief of Cadillac design. In that capacity, Hershey developed a series of concepts inspired by the P-38, some (but not all) of which incorporated tailfins. These designs evolved into the aerodynamic C.O., or "Interceptor," which was eventually built as a full-size, running prototype. It was too radical for Harley Earl's tastes and it went nowhere.

In May 1945, Earl transferred Hershey to GM's Special Car Design and Export studio. Hershey remained fascinated with tailfins, however, which also appeared on studies he did for GM's British subsidiary, Vauxhall. Those early fins were very modest, stubby extensions of the rear fender tips — a far cry from the grandiose shapes they were later to become.

THE FARM TEAM

Frank Hershey's involvement with Cadillac's postwar production cars might have been very limited had it not been for a prolonged UAW strike that began just before Thanksgiving 1945. The strike led to a lockout that lasted

until the following March, bringing most development work to a grinding halt. However, Hershey and his family had recently purchased a 60-acre farm, Winkler Mill, about 15 miles (25 km) outside of Detroit, and during the lockout, he invited the Cadillac design team to work at his farm while they prepared the 1948 Cadillac line.

Working at Hershey's farm gave the design team, then headed by Bill Mitchell, considerably more latitude than they might otherwise have had in their normal studios. Harley Earl dropped in periodically to see how the designs were coming along, but the stylists were otherwise left to their own devices. Naturally, Hershey himself played an active role, convincing stylist Ned Nickles to adapt his P-38-inspired fins into the rear fender line — a bold decision, given that Harley Earl had not been terribly thrilled with the fins on Hershey's earlier concepts.

Indeed, the fins came perilously close to costing Hershey his job. When Earl and Cadillac general manager Nicholas Dreystadt saw the fins on a full-size clay model of the '48 Cadillac, Earl ordered Hershey to remove them. Hershey, then focused on the front end, did not immediately comply. When Earl returned two days later and saw that the fins were still present, Earl threatened to fire Hershey






The left taillight is hinged, flipping up to reveal the fuel filler. Cadillac first adopted this feature in 1941. Not only was it a conversation piece, it obviated the need to clutter up the fenders with a conventional fuel filler cap.

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Registration Deadline: August 1, 2020





Compared to their late-fifties grandeur, the 1948-49 fins were decidedly modest in height and scope. Their resemblance to the P-38's vertical fins is clear; Cadillac literature described them as "rudder-type" fins.

if he didn't remove them immediately.

Fortunately for Hershey, GM's most senior executives, company president Charlie Wilson and chairman Alfred P. Sloan, decided they liked the tailfins, which Sloan felt would be an effective stylistic trademark for Cadillac. Two days later, Earl asked Hershey if he had removed the fins yet. When Hershey cautiously said no, Earl breathed a sigh of relief and told him to leave them on. From then on, Earl became an enthusiastic supporter.

Despite Sloan and Earl's enthusiasm, Cadillac management was afraid that the fins would alienate Cadillac's conservative clientele. Ed Cole, recently appointed as the division's chief engineer, liked the fins, but new general manager Jack Gordon, who replaced Nicholas Dreystadt in June 1946, was wary. Mitchell later recalled Gordon walking into the studio and staring at the fins of the full-size clay model for many long moments before declaring that the fins were just too high.

Gordon told Mitchell to shorten the fin by 0.75 inches (19 mm), to which Mitchell reluctantly agreed. However, as soon as Gordon left, Mitchell resorted to a bit of sleight of hand. Instead of shortening the fins, he made one fin taller so that it would look like the other, unchanged fin had been shortened. Gordon returned the following day and promptly declared that he'd been right about the fins looking better shorter. He eventually discovered that he had been tricked, but the fins went into production without further tampering.

THE 1948 AND 1949 CADILLACS

Despite Gordon and Dreystadt's fears, Cadillac's



A 1949 Cadillac Series 62 club coupe was 214 inches (5,436 mm) long on a 126-inch (3,200mm) wheelbase, almost identical to the '48, but it was 290 lb (131 kg) lighter. Base price was \$2,966, but 97% of production had the optional four-speed Hydra-Matic, which added \$174. The club coupe was less popular than the four-door sedan, accounting for only 7,515 sales (not counting Coupe de Villes).

customers were not dissuaded by the fins. Admittedly, demand for all new cars was still fierce in 1948 — many dealers made buyers sign agreements not to resell their cars for at least six months, to discourage the thriving gray market. Cadillac sales for the 1948 model year were only 50,638 (not including long-wheelbase commercial chassis), but those modest numbers reflected the production delays caused by the UAW strike; the '48 cars didn't go on sale until March 1948, about four months later than normal.



The bold grille design marks this as a 1949 model. Behind it is Cadillac's new 331 cu. in. (5,425 cc) OHV V8, making 160 gross horsepower (133 hp net; 99 kW). Like the contemporary Oldsmobile Rocket V8, it was lighter, more powerful, and more fuel efficient than the flathead engine it replaced and was also smaller and lighter. Cadillac used this basic engine design, with many revisions, through 1967, eventually expanding it to 429 cu. in. (7,025 cc). It found its way into a fair number of race cars in the late forties and early fifties.



The basic styling of the 1948 cars carried over into 1949 with only a modest facelift, including a simplified, bolder-looking grille and a new dashboard design. There were greater changes under the skin: Thanks to Cadillac's new overhead-valve (OHV) V8 engine, the '49s were nearly 300 pounds (131 kg) lighter than the '48s, giving them brisk performance and surprisingly good fuel economy. The '48s hadn't been slow, but the '49s had the power to match their racy looks.

Cadillac scored an additional stylistic coup late in the model year, with the introduction of a new hardtop body style: the Coupe de Ville. The hardtop body, shared with the new Buick Roadmaster Riviera and Oldsmobile Ninety-Eight Holiday, was developed by Ned Nickles, who had become head of Buick styling in 1947. The hardtop omitted the B-pillars of the regular two-door club coupe, making it look like a convertible with the top up. Thanks to its late introduction, the Coupe de Ville accounted for only 2,151 sales in 1949, but the hardtop body style would become enormously popular in the 1950s.

With great style, strong performance, enviable build quality, and ample prestige, Cadillac sales soared to 92,554 for 1949, by far its best year to that time. That wasn't quite enough to edge out Packard, but in 1950, Cadillac outsold its old foe by more than two to one, claiming the crown as America's leading luxury car.

POSTSCRIPT: FROM TAILFINS TO T-BIRDS

By then, Hershey's GM career was over. Hershey later

claimed that Earl fired him after learning that Hershey had been doing freelance work for non-automotive outside clients. Although Earl himself owned an independent design studio, the Harley Earl Corporation (HEC), he did not tolerate moonlighting by his staff; however, Hershey claimed that Earl later invited Hershey to run HEC for him, although Hershey declined.

Hershey went on the Packard and then joined Ford Motor Company in 1952 as director of styling and chief stylist for the Ford division. His leading accomplishment at Ford was the original, two-seater Thunderbird. Hershey resigned in 1956, not long after being passed over for the vice presidency of styling in favor of George Walker. He went on to Kaiser Aluminum and a variety of non-automotive design work. He died in 1997.

The P-38 Lightning was produced throughout World War II. Although it had various weaknesses (particularly in the area of mechanical reliability) and was not universally beloved, the type was quite successful in strategic terms. Many Lightnings had been written off and scrapped by 1950, although a few lingered in operational service in Italy, Honduras, and Cuba into the late fifties. Some surviving P-38s became air racers; after the war, U.S. civilian pilots could purchase the fighters as military surplus for surprisingly little money. Only a handful remain in flyable condition today, including a P-38F called "Glacier Girl," which spent almost 50 years frozen in an ice floe before being recovered and restored.

Cadillac's tailfins, however, survived long after the P-38 had been forgotten. As Charlie Wilson and Alfred P. Sloan had hoped, they quickly became a Cadillac trademark, and they sparked an international craze. By 1960, nearly every manufacturer in the world had toyed with fins at least briefly. Even conservative Mercedes-Benz adopted them for its 1959 Heckflosse ("Fintail") sedans. Cadillac's own fins reached their apogee in 1959, but their vestiges lingered well into the 1980s.

Mitchell later said fins were an essential part of Cadillac's visual identity. That's debatable, of course, and Cadillac certainly took the theme well over the top in the late fifties. Still, looking at the lackluster designs that Cadillac has fielded in the past 15 years leaves us wondering if Mitchell had a point. Say what you will about Cadillac's current "Art and Science" design language — the author is not a fan — but nobody is likely to put it on a postage stamp. By comparison, the 1949 Cadillac, dated though it may be, remains a strikingly attractive car by most any standards. We don't generally approve of retro styling, but perhaps Cadillac is missing a bet.



Even with the older monoblock flathead, forties Cadillacs hadn't been slow, but the new V8 made them among the fastest cars in America. The lightest Series 61 club coupe was capable of 0-60 mph (0-97 km/h) in under 14 seconds and a top speed of around 100 mph. Even a heavier Series 62 sedan with Hydra-Matic could run 0-60 mph (0-97 km/h) in under 16 seconds, which was brisk performance for the time

Market Place

Ads in The Market Place section are free to members and will run for three months unless otherwise noted. Ads can consist of anything related to: **For Sale – Want to Buy – Looking For** Your ad(s) can run for an additional three months by contacting Charlotte Dahlenburg. **Please submit new listings for The Market Place by the 12th of the month to:** deepsouth.aaca@gmail.com



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- 7-11, 2020 - **(Cancelled)** - Sentimental Tour - Mountain State Classics - Potomac Highlands, WV
- 12-13, 2020 **(Cancelled)** - Southeastern Spring Nationals - Hornets Nest Region - Charlotte, NC Deadline extended to May 15, 2020
- 24-27, 2020 - **(Cancelled)** Eastern Spring Nationals - White Water Region - Beckley, WV

July

- 19-24, 2020 - **(Cancelled)** Reliability Tour - AACA National - Lock Haven/Wellsboro, PA
- 23-25, 2020 - Grand Nationals - AACA National - Allentown, PA click here for brochure and hotel listing

August

- 12-15, 2020 - **(originally - May 13-16, 2020)** Eastern Divisional Tour - Eastern Shore Region and Bay Country Region - Eastern Shore of MD
- 20-22, 2020 - **(Cancelled)** Southeastern Fall Nationals - Kyana Region - Corydon, IN

September

- 13-18, 2020 - Rivival AAA Glidden Tour - Sponsored by VMCCA - Saratoga Springs, NY

October

- 7-10, 2020 - Eastern Fall Meet - Hershey Region - Hershey, PA
- 19-23, 2020 - Central Divisional Tour - Tulsa Region - Broken Arrow, OK

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Please double check to see if a Cruise-In is still happening!

Cruise Ins

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Every Saturday	Steak and Shake	McGowan Park, Mobile, AL	Jo Jo Johnson 251-367-6643
1st Saturday	Five Guys Burgers	McGowan Park, Mobile, AL	Jo Jo Johnson 251-367-6643
1st Saturday	Edgewater Mall	Hwy. 90, Biloxi MS	Jimbo 228-596-0664
2nd Friday	Hooters	Daphne, AL (Feb-Nov)	
2nd Friday	Downtown Cruise	Ocean Springs, MS	
2nd Saturday	What-A-Burger 5-8 pm	Cottage Hill & Snow Rd	Jo Jo Johnson 251-367-6643
2nd Saturday	Fairways Indoor Golf	Eastern Shore Mall, Malbis	Eastern Shore Cruisers
3rd Thursday	Sonic	Foley, Hwy. 59 (Mar-Nov)	
3rd Saturday	What-A-Burger 5-8 pm	Airport & Schillingers Rd	Jo Jo Johnson 251-367-6643
3rd Saturday	Beef O' Bradys	Spanish Fort, Hwy. 90	
3rd Saturday	Bay City Grill	5675 Hwy. 43 Satsuma 4-8 pm	
3rd Saturday	Orange Grove Kruiser's	Acadian Pizza on Hwy 49 Gulfport, MS	
4th Saturday	Hot Wheels & Wings Cruise-In	Hooters Hwy. 98 Daphne 3-6 pm	
4th Saturday	10126 Grand Bay Wilmer Rd	10 am - 1 pm	Grand Bay Country Cruiser
4th Saturday	What-A-Burger ThrowBack	2461 Government Bld	
4th Saturday	Stoney's BBQ 5-8 pm	Hwy. 43, Saraland	Northside Cruisers
Last Saturday	Sonic - Hwy 59 South	Robertsdale, AL (Mar-Oct)	251-747-2022



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May 2020

