



The Sparkplug



Deep South Region AACA Newsletter

Vol. 53 No. 7 July 2020

Tampa or Bust (Maybe)



The Desoto at St Joseph Chapel at Springhill College

Here's hoping that everyone is staying safe and well. We have been laying low as most folks. Unfortunately, the heat and humidity have made the back porch unbearable. And even if I wanted to go North to see family, they wouldn't let me cross the border without a 2-week quarantine. So, we try to stay busy.

On the GTO project we have ordered quite a bit of stuff which is all seriously back ordered, some until November or December. We do plod along slowly. The exhaust headers came in from Minnesota and after Darrin beat on them to create necessary "dings" to off-set future rattles(so he says), they are ready to go to be ceramic coated. We also did get the spark plug wire loom which looks even better than I thought it would. Should anyone be interested in this project, you can wonder into Darrin's

garage, assuming he's there. Apparently everybody else does.

As the AACA meet in Charlotte was cancelled, we were looking for something else. We came up with the Cigar City Concours d'Elegance in Tampa in November (assuming



The GTO Engine Build



A view of the interior



Engine compartment photo shoot

Covid lets us go). To be accepted for this, you have to submit a set of photos along with a detailed description of the car. I had taken the boot cover to Boomer's to get some adjustments. I waited and waited, nothing. Finally, I went in and in my very best pathetic mode, tried not to whine about the delay (I've gotten quite good at this over the years). However, they are not pushovers and it was when I returned again and blatantly whined about a photo shoot of the car, they had it ready at the end of the week. So, it was back to St Joseph Chapel at Springhill College at 6:30 on Sunday morning to take photos of the engine bay, interior and with the top down. Charlotte took the shots and Darrin handled the ladder (he was quite vocal about wanting to still be in bed...). Of course, the heat was already rising but the sun was still hiding behind the library. Here are a few of the amazing shots.

It did not take the Concours folks long to respond to the emailed submission. Not only did they accept the car but they also asked to use it in their promotions. My

friend Larry Zappone in Seattle Washington has two 1956 DeSotos. He has won two Best of Category awards at a Concours event in Oregon. He told me that these events are quite different from AACA events. While the car has to be as close to factory specifications as possible, it also has to be operational. They want to make sure all the lights work, it starts, etc. He also said that judging is different from AACA. While AACA judges a car on how close to the original it is, judging does not really rate the relative appearance of the cars. A correct 1950 Studebaker Champion can obtain the same score as a 1956 Lincoln Continental Mark II. More specifically, the Concours events tend to be beauty pageants. They are looking for elegant cars. For elegance I think Deussenberg and Packard, preferably from the 1930's (and preferably with Greta Garbo at the wheel, but that's just me). I guess we will see how the car does, come November and minus Covid.

Paul Dagenais



Exterior rear of the DeSoto



Advertisement for the Cigar City Concours and Elegance featuring the DeSoto

I hope all of you and your Family's are well. Here we are in the middle of July and I still have plenty of work at the Machine Shop. Some of our customers are working on projects that have been on hold for a while. They have time right now to finish up some of them.

I was out at Darrin's Shop this past Friday and he said they had been busy. Most shops I do business with are staying busy and I think that's a good sign for the economy in our area. Hopefully this pandemic will crest in order for us to be back doing Family and Friend gatherings at the Deep South Region Club.

Wishing you the best,

Zeno



The Military Sponsorship Program is available to all of the Military Veterans that have proudly served to protect our homeland and freedoms. With this program, AACA is extending a limited number of complimentary 2020 memberships for first-time AACA applicants. More information on this program and an application can be found on the AACA website under member information and drop down to Military.

These complimentary 2020 memberships are for first-time AACA applicants and are limited by the funds available for this program. These complimentary applications for membership are intended for individuals who have a genuine interest in the antique car hobby.



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?



Making News!

David and Patricia Couling's Mercury Meteor was published in the Old Car Weekly Magazine July 2020 issue. How cool is that? Congrats!



I have been working on my 1975 Corvette this past year. I was finally able to drop it off for paint. We are hoping to have it back by the end of July. Had to replace rear bumper, order new tail lights, emblems, and a lot of prep work to get it ready for paint. We are excited. Color change is coming. - Jason Armstrong





Keeping it in the Family

Ventured from antique cars and added antique Cub Cadet Model 126. This is a 50 year old 1970 lawn tractor. I helped my brother in law restore this about 15 years ago. This has some were around less than 10 hours run time. This one

has a new old stock original motor. I bought it yesterday from my sister in law. Mrs. H.R Chaudron. All members in the DSR AACA Club know his kin Zeno Chaudron. - Ray Harper





Don't miss the revolutionary sports car
The Chevrolet Corvette

Creating a sensation everywhere! The new experimental Chevrolet Corvette has been received with a storm of enthusiastic approval wherever it has been shown.

The racy new Corvette sets a new style for a new field—the American sports car. Barely 33 inches high at door level, it is powered by an extra-high-compression "Blue-Flame" engine teamed with the new Powerglide automatic

transmission . . . a combination that makes the Corvette's performance every bit as exciting as its appearance. The smart two-place cockpit is beautifully styled and finished throughout in typical sports car fashion.

This is a car of which we can say with complete sincerity, "You have to see it to believe it." And in this new Chevrolet sports car, you see a preview of things to come.

Letter from the Editor

I was not sure what was going to be happening or not happening this month. I sent out an email to the members of this club and asked you to tell me about your first car. Was it your parents hand me down? Did you buy it? What did it cost? How old were you?

Just share a short story about your first car. I will put them in the newsletter. This should be fun.

What follows is the response I received from many of you. Mine first car (or truck) was a 1956 Ford F100 basket case

that I paid \$800.00 and had to put it back together and then use a few spray bombs to paint it black. I drove that truck everywhere and got my first ticket for running a red light because the brakes didn't work.

I sold that truck in the middle of the 80s here in Mobile. Anybody seen it?

See you on the road,

Charlotte

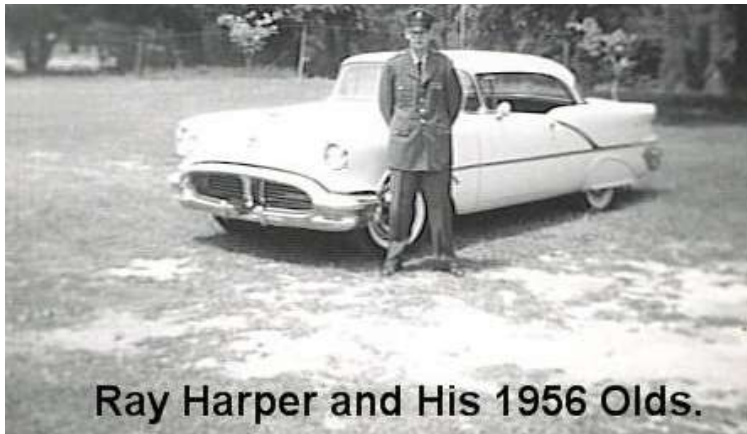


Ray Harper's 1954 Chevy

My first car was a 1954 Chevy. I bought this car in 1954 I cannot remember the cost. I had split manifold. I drove this car two years to and from Mobile to trade school.

After this car my 2nd car was a 1956.

- Ray Harper



Ray Harper and His 1956 Olds.

My first car was a dark green '72 Plymouth Satellite 2. Mom and Dad gave it to me and warned me about "fish-tailing," but I was 16 and got my first car! The interior was supposed to be white vinyl, but was a dingy yellow-white. I spent about 2 hours cleaning it to a much more pristine white than it had seen in years. It had started sprinkling so I packed everything up and went on a quick errand. On the way back home, a pine tree that still lives

saved my life by keeping me from tumbling down a hill and into highway traffic. The car scared me so much after that accident I could not bear to repair it (though in my nearly 40 years later mind's eye the damage was not a total loss). I know what fish-tailing is now and recommend all drivers take courses similar to what Norway requires. Look it up as it is much more comprehensive than any other I know and may have helped me better handle the car. My second car is the car I call my first. You've seen me in it to this day. Acquired by my Aunt and Uncle in 1972 or '73 and driven by my dad's family members until 1983, when it was given to me. In retrospect, the Anglia was likely much more dangerous to the general public because the brake slave cylinders didn't quite seal fully, meaning at any point in time, my left foot on the clutch pedal, I could be pumping brakes to beat all to bring the car to a stop using what little liquid and a lot of air! I had a FAST right foot at this time in my life! I carried a case (yes, that's 12 bottles) of Castrol Dot 4 in the trunk just for this occasion. A quart would get me about a month. Probably not the most environmentally friendly, bordering on similar catastrophe's as the 1908 Thomas (and others) with a chain drive using engine oil as a lubricant on the unsealed chain.

The #3 cylinder didn't have much in the way of seals, so people behind me got a good whiff of burning oil. At an acceleration rate of 0-60 in sometime today, people got a GOOD whiff! Mosquitoes stayed clear, so that was OK! For the oil, I carried 2 quarts for the week I would be driving. At 1 quart every 36-48 hours of driving, you had to be ready and I learned to check the oil before going anywhere. Don't know why I didn't check brake fluid, call it 16-18 y.o. mentality! Also carried 4 spark plugs in the car. On Saturday (sometimes Sunday) I would get a pan filled with gasoline and a good stiff brush to clean all spark plugs collected from the passenger side of the car, let them air dry then put them behind the driver seat. When #3 spark plug quit firing, I would find somewhere to





stop and replace it, putting the used one on the passenger side. See the pattern?

Didn't leak water, so THAT was good! I made the "mistake" of parking behind dad one afternoon and he decided to go get something from the 7-11 (you know the one that used to be by Demotropolis that is now a Circle K). He tried to stop at the stop sign, but the brake fluid was empty. When he got home, and he did, I could not drive the car until we found new master and slave cylinders, brake pads and, just to be sure, new rubber lines. He and I redid the brakes in an afternoon, after a couple weeks of searching for replacements, no internet, so a bicycle and National Auto Parts at Azalea and Highway 90 became my best friend! Don't remember who worked there, but eyes would roll knowing I was about to spend a lot of time in their catalogs. No one could find Anglia parts, so I had to use calipers to measure everything then search through them (I miss that activity as the computer databases won't give you a chance to cross-reference). I have still have the book where all the cross-referenced parts can be found, though today, I can get parts specifically for the car. I had to get the wheel and clutch slave cylinders specifically for the Anglia, but the rubber lines crossed with a 68-74 (I think) MGB; the Master Cylinder goes to a 58-61 (again, I think the years correct) Triumph TR-3. If you look, you can see which master cylinder I replaced. The cost for a rebuilt master cylinder for the Anglia was (1987 or so dollars) >\$250.00, while the TR3 was less than \$50 brand new! We replaced the wheel cylinders. Meador Bearings helped me cross the bearings to a Ford tractor from the late '40's or early '50's. Without looking in the manual (not in front of me here at work), I could not tell you what I replaced over the years, but I have that list as well as a booklet that dates back to the late '80's describing some (not all) of the things I've done to that car. As a side note, I still have a manual printed in the early '70's that tells you

cross-references for MANY cars. I need to scan that to make available one day.

A bit later ('87 or '88 or '89), while Claxton's was still around, I paid (Dad helped, a lot!) to have them rebuild the engine because I could not spend the time cross-referencing hard-to-find parts and Dad didn't have the time to help. The car is a mish-mash of parts that work because they were direct replacement fits. The oil pump came out of a 1987 BMW M3 (first year they made that car, I think). The cam shaft is a re-ground (thanks to Dewey Miller of Competition Heads) Chevy Vega cam shaft. Couldn't tell you what else they replaced to make it work, but they did and I still drive it today, over 30 years later!

My wife-to-be and I drove the car on Saturdays, crossing the bay through the Bankhead Tunnel, our destination was McGuire's, but our path was never the same way, except where we would come out near the NAS facility and take the back road bridge to eat our meal (always something different) and get our Root Beer (ok, my beer was the Root variety, hers was not always of the Root variety). We have Pine Cone Lilies from one of the stops we made at a house where an older couple lived. They gave us 3 or 4. I don't remember why we stopped there, but I still remember them (though not their names) and the bread they gave us.

Neither of us remember where we saw the metal Dinosaurs, and both would love to find them again. Anyone know of what I speak? Can you tell us where they may be, if they still exist?

We drove the car to a show in Montgomery and decided to do a tour of South Alabama on the way back. The Montgomery hotel map had a few destinations to visit, some near the Alabama-Georgia border, others in Montgomery. On the map, the county road continued past the city of Enterprise, but the map did not show anything past Enterprise. It was meandering in the South-Westerly direction, so we figured to follow it home via Gulf Shores or Daphne or Fairhope. We crossed Al-GA border more than 4 times looking for the tourist traps that were all closed. Thanks to some people a the only restaurant open on Sunday afternoon - a McDonald's in Geneva, AL that had some of the best burgers and cokes I can remember eating, after a grueling 7 hour journey with NO sites open, no restaurants visible, and no Sherriff to ask if the car I drove was street legal (it did not pour smoke anymore!) - we ended up in Defuniak Springs at 9 pm, having left Montgomery about 10:30 with a full tank of gas. We re-filled the car, got onto the interstate and



made it home just after midnight. Best worst trip in our life! There's a bit more to that story, but I have progressed WAY beyond the "first car" story you asked about. Guess it goes without saying, "Safe driving, everyone!"

- Mac McNamara



My first car was a pass me down from my parents, a 1965 Plymouth Valiant, white, 4 door, 170 slant six and three on the tree. I drove this car like a sixteen year old does and at last sighting it was resting in the woods just north of Polecat Creek just south of Silverhill Alabama on my father's small farm. No idea how many miles but it was a whole lot of them and last ones were hard.

Thanks - Ernie Rogers



The family car I got to drive when I first turned 15 and then 16 was a very yellow Matador station wagon with automatic transmission and a VW Rabbit with standard transmission. My first car that I claimed as mine was my dad's 65 Mustang with 4 speed transmission and 289. I have had a ton of memories with the 65 Mustang. - Charlie Wyckoffs



This is fun. :)

My first car was a 1998 2 door, Purple, Pontiac Grand-Am SE. I bought it when I was 18. I used \$2500 I got for graduation and I borrowed \$1700 from the bank, with a co-signer. In a little over a year I wrecked it in a snow storm, still owed the bank money, and had to buy a new car. It was a hard time for a girl going to college and working part time at Burger King! But I sure did love my first car! - Sasha Thatcher



My first car was a 1966 Plymouth Barracuda. This wonderful car was a graduation gift from my parents (I graduated from the U.S. Coast Guard Academy in 1968, and my folks were so grateful that I had paid for my own college education that I got a car as a reward!) PS.....the skinny kid in the photo is me in 1967 when I was a Second Class Cadet - a "Junior" in civilian terms - at the Coast Guard Academy. I was home on summer leave when this pic was taken. - Dick Cashdollar



Minutes from May 28

Meeting called to order at 7:10 pm by President Zeno Chudron. Zeno let us know we did not have enough people present to vote.

Prayer was led by Walt Fuller.

Pledge led by Zeno.

Old Business:

Secretary Report: Minutes from newsletter accepted. 1st - Joyce 2nd -Leslie Sellers Approved

Treasurer's Report: Financial report given. 1st-John Bright. 2nd-Leslie Sellers. Accepted.

Lease agreement with DSR and City on property was discussed. Walt Fuller did not want an interest in the property to be highlighted. Lease is up for renewal in four years. There were two different schools of thought on allowing members to use the building with a non-refundable \$200.00 cleaning fee for events outside of a club activity.

Discussion of lease agreement. No rental per agreement . Violations could result in the city taking property. Paul and Walt agree the issue is a nonstarter. No vote necessary on rental to anybody.

Discussion was put on hold for a later date.

Editor Report: None

Activities Report: Discussed by David Ladnier Beauvior Car Show - July 18

Rocky Creek Catfish run - July 25 Leslie Sellers suggested we meet at the Winn Dixie parking lot at Airport and Snow Rd. at 9:30 am. After lunch there will be a photo

opportunity in Lucedale in front of an old gas station. John Bright will check on visiting Dr. Hubble's garage sometime after Labor Day.

New Business:

Magnetic DSR club signs shown by Leslie Sellers. With an order of 20 or more they will be \$8.00 each.

Crusin the Coast t-shirt order due July 8. Still unsure of location club will be working. More info next month.

Meeting adjourned by Zeno.

Respectfully submitted Joyce ladnier

Members in attendance

John Bright

David Couling

Debbie Bright

Patricia Couling

Walt Fuller

Paul Dagenais

Martha Fuller

David Ladnier

David Reeves

Joyce Ladnier

Dick Nitz

Leslie Sellers

Linda Nitz

Charlie Lyons

Dan Jacobsen

Zeno Chudron

Rheba Chudron

Notes from the Webmaster

Our website is our first outreach to the community. It tells other car enthusiast who we are. In order to keep it current and up to date please take the time to help. If you have flyers for upcoming car shows, photos of club activities, or photos of your car(s), please send them to me for posting on the club web page. Please send them in jpg format. - Charlotte



We have had several Club Members inquiring about who does the Logos on our club shirts. Joyce Young asks that you call before you come. Azalea Monograms & Design.
Leroy Stevens Rd, Mobile
251-661-9361

Sunshine Committee

Hi, all! I realized that many of you don't know how to contact me in the event that someone is in need of some sunshine. You can contact me on my cell (251) 607-9651 (please leave a message if I don't answer or send a text), or email me: jsellers@southalabama.edu.

Janice Sellers, Committee Chairperson





Refreshments

July 23 - Canceled

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 **CANCELED** July 23 7 pm

Birthdays & Anniversary

Bobby Peterson	August 1
Kathy Atkieson	August 6
Robert Haynes	August 9
Robert Salter	August 22
Katherine Harper	August 23
Greg Koch	August 28
Joyce Ladnier	August 29

Anniversaries

Lou & Betty Lartigue	August 20
Jim & Nancy Henderson	August 22
David & Joyce Ladnier	August 29

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 Buddy & Patt Paquet, Foy Bobo and Lyncyle Crowdus, Zeno Chaudron.

The By Laws

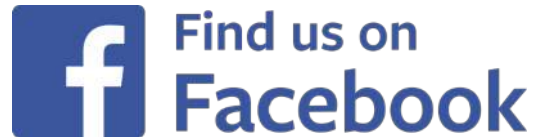
Every month we will print a section of the by laws. This is so you can review the section and bring up any discussion at our meetings to clarify or petition to change the by laws.

ARTICLE XII - PERSONAL LIABILITY

Section 1: All persons or corporations extending credit to this Region, extend it only to the Regional Club, and not in any way is it construed toward the National organization. Any claims or liens levied against the Region are only against the property of the Region and no Officer is responsible, providing he/she has not endorsed the line of credit personally.

ARTICLE XIII - QUORUM

Section 1: A quorum shall be required in order to conduct a regular business meeting of this Region and a quorum shall consist of 20% of the voting membership and this 20% shall include 3 Executive Board Members. Those members living outside Mobile County shall not be included when determining if a quorum is present. However, they shall continue to enjoy all rights and privileges as voting members when in attendance at a Region meeting.



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: 1966 Dodge Power Wagon STD



14 Weird Things About Cars Most People Don't Know

Reprinted with permission from Hotcars.com

Written by Robert Moore

If you were to look back at the world, as a whole, you would see a lot of crazy history. If you could zoom in on automotive history only, you would certainly see a lot of crazy stuff. In fact, there's a lot of crazy automotive facts out there that range from cars manufactured by soybeans all the way down to electric cars being more popular than gasoline-powered models. You'll find history littered with weird little factoids about how often your car sits parked or how many people can fit in a tiny car. In fact, there's even a crazy story about how a Honda Prelude managed to best Porsche, Ferrari, and Chevy in slalom testing. Yes, a Honda Prelude. There are amazing, iconic cars that borrowed parts from the cheapest of the cheap and the fact that a woman was probably responsible for the automotive industry being what it is today.

I know, all of this sounds a little crazy, but when you consider the fact that motorized vehicles were only invented some 100 years ago (give or take a decade,), we've come a very long way. So far that we're now venturing into the world of all-electric self-driving cars. Those are some big steps that had to be taken, so it should come as no surprise that there's a lot of crazy things that have happened along the way.



14. The First Speeding Ticket Ever Issued Was For Doing 8 Mph

Way back when cars were motor carriages and the speed limit was just 2 mph, a man named Walter Arnold decided to push his 1896 motor carriage to the limit. He broke a record that day. Whether it was for speed or not, we're not sure, but he did go down in the history books as the very first person to get a speeding ticket. And, it was for doing four times the legal limit. According to Mirror, this could actually be considered a high-speed pursuit as a cop on a bicycle had to chase him down. Talk about some crazy history, huh?

13. Horses Caused So Much Pollution That Cars Were Seen As Green Alternatives

These days world governments and climate change activists are pushing electric cars so hard that it feels like the internal combustion engine is on its last



leg. And, it may very well be in the grand scheme of things, but there was a time when the dirty, emission-producing car was a welcomed thing and was even seen as a green alternative. According to The New York Times, there were between 100,000 and 200,000 horses living in the City of New York and they produced so much excrement that the city literally stunk. So, when the non-stinky car came along, it was seen as a wonderful green alternative. Funny how the tables turn, huh?

12. The 1967 Shelby GT500 Has Mercury Cougar Taillights



It's no secret that automakers tend to dip into the parts bins of other manufacturers. The Lamborghini Diablo featured Nissan headlights (from the 300ZX), and the Maserati Quattroporte had taillights from the Daewoo Nubira of all things. The 1967 Shelby GT500 isn't as bad as that but, according to Shnack.com, it featured the ducktail spoiler and taillights from the Mercury Cougar. This was changed the following year when Ford borrowed parts from the 1966 Ford Thunderbird.

11. Thank Racing For Those Lovely Rear View Mirrors



The rear view mirror has a clear purpose, but its history, according to eBay Motors, goes all the way back to 1911 when Indianapolis Racer, Ray Harroun, installed one on his car to replace the mechanic that rode shotgun. Sure, it was supposed to help him see what was behind him, but that was just a side effect – the important part was that it made his racecar that much lighter. Of course, it's been said that it was useless at the time since the road was paved by brick and way to bumpy for it to actually be effective.

10. The Ford Model T Was The First Global Car

The Ford Model T was a special car in a number of ways, but one of the most important is the fact that it was the world's very first global car. According to Jalopnik, the Model T was, by 1929, produced on six continents and, to add icing to the cake, the Model T was also the car that standardized the left-hand steering wheel – earlier cars often featured a center- or right-



mounted steering wheel.

9. Porsche's First Sedan Was Really A Studebaker Type 542

Porsche has always been known for its engineering, so it should come as no surprise that companies have occasionally decided to reach out and ask Porsche's amazing engineers to work their magic on



something that isn't a Porsche. And, that's what led to the first Porsche sedan, which was actually a Studebaker Type 542. According to My Car Quest, the Type 542 was also known as the Z-87 by Studebaker, but it never went into production – something that some attribute to none other than John Z. DeLoe.

8. Continental Produced The First Grooved Tires In 1904



Continental may just be another tire brand to most of us, but the company actually played a major role in the automotive world. It was founded back in 1871, and by 1898, it was

producing pneumatic tires with plain tread. Something better was needed, though, and in 1904 the company came out with grooved tires – the first the world had ever seen. Just a few years later the very same company invented the detachable wheel – something that allows you to enjoy your aftermarket rollers and the convenience of changing a flat on the side of the road.

7. Karl Benz's Wife

Believe it or not, Bertha Benz, the wife of Karl Benz (Yes, that Karl Benz, as in Mercedes-Benz) wanted to prove to her husband that his automobile – a three-wheeler) was an invention that would bring good to the world. So, she set off on a trip



with her two teenaged sons in the Benz Model III. According to a video released by Mercedes-Benz, Bertha ran into a bunch of mechanical problems on her trip from Mannheim to Pforzheim, but she persevered anyway. In the end, it's said that she developed leather brake pads (to replace the failed wooden brakes) and determined that the car not only needed a third gear but a better cooling system and a fuel tank. Some argue

that had she not taken this test drive, the automotive world may never have developed as it did.

6. Out Of All The Cars Built By Rolls-Royce, 75% Are Still Being Used

With so many cars produced in the world each year, and some 25 million of them being recycled, it's hard to believe that any manufacturer can claim that a majority of the cars



it has made over the course of history still exist. It might be hard to believe, but Rolls-Royce – one of the finest automakers in the world – can lay claim to just that. According to The Economist, some 75-percent of Rolls-Royce cars built in the brand's long history are still being used to this day. Now that's pretty amazing.

5. A Blind Person Invented Cruise Control



Here we are on the verge of having truly self-driving cars, and yet everyone forgets that cruise control is actually a very basic form of autonomy. Be it vacuum or electronically

controlled; the car is actually controlling itself and, therefore, is autonomous in that regard. What's really crazy though, is that this basic technology was created by Ralph Teetor back in the 1950s. Ralph had been blind most of his life and, according to Smithsonian Magazine, he got his inspiration from his patent attorney and personal chauffeur who had a jerky accelerator foot.

4. At One Time The Ford Model T Accounted For 55- To 57 Percent Of All Cars On Earth

Going along with the fact that the Model T was also the first true, global car, Jalopnik also reports that the Model T, at one time, actually accounted for 57-percent of all cars on earth. That's a staggering number when you consider there were some



73.5 cars produced in 2017, but we're talking about the early 1920s here, so there were only a handful of cars produced in comparison. It's still impressive nonetheless, and you won't hear Chevy boasting such a claim back then, either.



3. In 1900, More Cars Were Powered By Steam And Electricity Than Gasoline



Gasoline (or diesel, for that matter) hasn't always been the go-to for car propulsion needs. According to Duke Energy, some 40 percent of the world's cars were powered by steam in 1900. At the same time,

38 percent of cars in the world were powered by electricity. Gasoline powered cars? Well, they accounted for just 22 percent. That number will eventually return as we slowly venture into long-range electric cars but don't count on steam power coming back anytime soon.

2. At One Time, Gas-Powered Cars Replaced Electric Cars

Oddly enough, electric cars have been along almost as long as fuel-powered vehicles. According to Autowise, they were



manufactured way back in 1905 with one company – Rauch & Lang – producing them all the way until 1920 when gas-powered vehicles became increasingly cheaper to run because fuel prices were so low. Fast forward to today, and we're looking to replace fuel driven cars with electric cars once again. Funny how that works, isn't it?

1. Your \$50,000 Car Is Parked And Unused Most Of The Time



This seems like a crazy little piece of fact, doesn't it? Is it really true that your car spends most of its life parked? Well, believe

it or not, most cars are parked 95-percent of the time on average. That's the word from Reinventing Parking, anyway. Obviously, that's an average as some of us spend a lot of time drive, but it really makes us want to question spending so much money on our next car. After all, if you don't spend that much time in your car is it really worth it to have something so luxurious?

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Rising To The Challenge in Challenging Times

By Don Barlup
VP - National HQ & Library

Some of our National Headquarters staff are working from home, while others are busy boxing up items, preparing for the move to our new Headquarters/

Library building in the Fall. This is a large task and getting a head start on it will make the move much easier.

Steve Moskowitz and Pat Buckley were successful in applying for the federally funded SBA Payroll Protection Plan, assuring that our staff continues to provide all the services that our members have been accustomed to.

While construction has come to a halt, due to the

national shutdown, materials continue to arrive on site and Steve participates in the weekly construction conference calls. The Construction shutdowns is set to be lifted on May 1 and progress will continue.

Our Library staff has also been busy and head Librarian Chris Ritter reports the following:

The Library staff has been very busy working from home – scanning books and photos, digitizing slides & filmstrips, making some interactive 3D models, cataloging sales literature, processing research requests and interacting with people. Our jobs have temporarily changed but AACAA Library is still alive and well.

Mike recently gave our website a facelift and I encourage you to check it out: www.aacalibrary.org. There are still things to be edited, added and adjusted but it is certainly a lot brighter and has a more modern look – a lot like our new building!

We'll reopen our doors in just a few weeks and adjust to whatever our new normal looks like. Until then stay healthy and safe.

This too shall pass!

Rummage Box articles courtesy of AACAA Rummage Box

REWIND

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

South Alabama Region AACAA's Blueberry Car Show Another Success

This group of people really know how to put on a car show that everyone enjoys. Their location is ideal and the members of the club put in lots of time planning so that competitors and spectators alike can have a good time. There are some rumors that this may have been their last show due to the Blueberry Festival organizers wanting the space where the cars are parked to be used for more craft booths. Maybe if enough clubs let the Festival committee know we support the show and that they will lose business from the 'car folks' without it, we can save this excellent show.

DSR had 28 members with 18 cars attending this June 17th show and they were: 1 Bailey, 2 Brutons, 2 Burdeshaws, 2 Cammons, 2 Campbells, 2 Cordells,

2 DeCreases, 1 Demetropulos (trying out his new trailer) 2 (Floyd) Jordans, 1 Lunsford, 2 Lyles, 2 Neeses, 2 Paquets, 1 Reid, 2 Vines and 2 Whites. Lawrence Mosely was visiting. Lillian was not with him due to continuing problems with previous hip surgery.

Hooters Car Show Update

The May newsletter carried a list of positions for the show scheduled for Oct. 28. As of this time, only one has been filled. Please refer back to your list and see if you can help, at least a part of the day, with one of the many jobs still open.

There will be a short discussion at the July 27 meeting regarding the trophies to be used for the show. We need your help and your input on this. John has acquired the donated service of Target Waste for the "porta-potties" and is working on several other sponsors at this time.

1996 Officers

It may seem early to bring this up but the Nominating Committee will be appointed then meet in September to present the slate at the October meeting. It is not too early to think about serving on the committee and to think about those who you want as officers next year. Several of the current officers have voiced a desire to take a break and let someone else take over next year. Are you willing to serve in any of the positions? If so, contact any of the present officers and let them know you are available.

National M.C.A. Show

Eddie and I attended this show which was held June 23-25, 1995 in Cherokee, NC but did not take a car. We did see something over 200 beautiful Mustangs there. To bad we didn't bring one home - Ed Grimes

Cool Car Ideas During the COVID-19 Shutdown

Drive Your V-8 Day

By Robert Plassman, Southport, NC

For the Third Annual DYV8D (Drive Your V-8 Day) observance honoring the Early Ford V-8 (1932-1953 Ford Motor Company Vehicles), I extracted my 1946 Ford from a very long storage and went for a drive. She was a bit reluctant to start, but once the non-alcohol gasoline reached the carburetor, we were off and running!

We headed for a picturesque site in our small coastal community, and were able to find a parking space alongside the Cape Fear River; our town sits by the end of the river, where it joins the Atlantic Ocean. It was a picture-perfect spring day -- not too hot, and with a salubrious breeze

blowing off the water.

A friend and fellow AACA member joined us with his 1956 Ford Victoria, and we were able to park next

to each other. A number of strollers walking along the riverside stopped to look at the cars and offer questions/comments. We wore our face masks and maintained social distancing of course.

A special visitor then arrived cruising up-river toward the port city of Wilmington, NC, and we waved and took pictures of our special cars with the cargo vessel transiting in the background. All in all, this was a special day with our special cars. We look forward to many more outings.



Speedster articles courtesy of AACA Speedster

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A monthly publication of the Deep South Region - AACA
deepsouth.aaca.com and facebook Deep-South-Region-Antique-Automobile-Club-of-America

July 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!

July

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 Bass 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 together. 7745 Tara Drive in Semmes, AL off Schillingers Road 1/2 Mile North of Howells Ferry Road.
- 5 OWA Labor Day Car Show. Downtown OWA, Foley, AL. 8:00AM – 4:00 PM.
- 11 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
- 9 2nd Annual Camp Grace Car Show. 11081 Wanda Drive Mobile, 10am-2pm
- 19 15th Annual Show by the Shore Car Show, Pascagoula, MS. Beach Park, 600 City Park St. Early Reg. \$20 Day of show \$25. Top 25 and much more
- 19 15th Annual Show By The Shore Car Show Pascagoula, MS Beach Park, 600 City Park St., Pascagoula, MS Registration 8-10am. Early registration \$20, additional car \$15 must be received by 9/11/2020. Day of show

registration \$25. Judging 10am. Awards 3:30pm. www.MagnoliaClassicCruisers.com Facebook: Magnolia Classic Cruisers

- 24-26 Bama Coast Cruisin, The Wharf, Orange Beach, AL. More info & registration at bamacoastcruisin.com/
- 26 After Hours Car & Bike Show, Hank Aaron Stadium, Mobile, AL., 4:00 PM - 11:00 PM.
- 26 After Dark Roast 29000 Bass Pro Dr, Spanish Fort, AL 6-8pm
- 26 Fall Panhandle Cruise. Starting from Panama City, FL ad traveling the coastal Hwy. Route to Perry FL. Info at Mike@mikesamericanmusclescars.com
- 27 Our Lady of Lourdes Lawn Party. 1621 Boykin Blvd. People's Choice Award.

October

- 4-11 24th Annual Cruisin' The Coast, Mississippi Gulf Coast
- 8 Mopar Day in Da Bay 1928 Depot Way, Bay St Louis, MS 10am-8:30pm part of Cruisin the Coast
- 9 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
- 17 Dauphin Island Sunset Cruise Car Show, Green Park, Dauphin Island, AL., 9:00 AM – 2:00 PM.
- 24 11th Annual "Shirley Looney Memorial" Car Show will be held at Dauphin Way Baptist Church in Mobile, AL – RAIN OR SHINE! Registration 8-11am. Early Entry \$20, \$25 day of show. Info at 251-445-4163 or email carshow@dwbc.org
- 24 Lillian United Methodist Church Car Show, Lillian UMC, Lillian, AL., 8am-4:pm.
- 24 Honoring our Veterans Car Show. Biloxi, MS 9am-3pm at the Biloxi VA 400 Veterans Ave. Info at 228-392-6134

November

- 7 5th Annual Car Show for Charity
- 7 Pensacola North Rotary Charity Car Show, East Gate Plaza, Pensacola, FL., 8:00 AM - 1:00 PM.
- 13 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
- 14 Shriners Car Show
- 14 Mobile Bay Cars and Coffee at the Fort, Dr, Spanish Fort, AL 8-10 am
- 21 Christmas Toy Show – Catholic Church – D'Iberville, MS



Application for New Membership

Deep South Region AACA Mobile, Al

Ownership of a vehicle is not required for membership

National AACA Membership Number _____
(You must be a member of AACA to join Deep South Region)

New Member Information (Please Print)

Name: _____

Spouse: _____

Street: _____

City: _____ State: _____ Zip: _____

Phone: _____

Email: _____

Total Enclosed: _____

Applicant's Signature: _____

Date _____ Husband Birthday _____ Wife Birthday _____

Anniversary _____

MEMBERSHIP OPTIONS

Annual Membership (Includes Spouse/Partner) _____ \$20.00
DSR voting privileges, exhibiting your cars in national meets, enjoying tours hosted by Region Chapters all across the United States, and competition for national annual awards and prizes, and the bi-monthly Antique Automobile Magazine. As a DSR member, other perks include the opportunity to learn more about your antique or classic car(s) from other members; hear interesting guest speakers at special programs; find parts and dealers; socialize with other owners; complimentary subscription to our DSR newsletter The Sparkplug, and the opportunity to feature your vehicle(s) on our Club's website.

Student Membership (Ages 13-25 for students only) _____ \$12.00
Enjoys same privileges as annual membership. Must provide student ID

After you have joined AACA, complete the following information and bring it to one of our meetings, or you may mail it with a check for DSR annual dues to our Club Treasurer: Paul Dagenais, 58 South Julia Street, Mobile, Alabama 36604.

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Address						
City		State/Province	Zip/Postal Code		Country	
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

MEMBERSHIP OPTIONS

- ANNUAL MEMBERSHIP (Includes Spouse/Partner)** ----- **\$40.00**
 Enjoys voting privileges, receives the bi-monthly issues of ANTIQUE AUTOMOBILE magazine, is eligible to join an AACA region and/or chapter and is eligible to exhibit cars and compete for national prizes and annual awards. Membership entitles you and your spouse/partner to limited free research in the AACA Library & Research Center.
- FOREIGN (NON-USA) MEMBERSHIP** ----- **\$50.00**
 Enjoys the same privileges as annual membership.
- FIRST TIME 1/2 YEAR MEMBERSHIP** ----- **\$20.00**
 FIRST TIME EVER AACA member who joins between June 1st and October 15th. Enjoys the same privileges as annual membership.
- STUDENT MEMBERSHIP (Ages 13-25 – for student ONLY)** ----- **\$12.00**
 Enjoys the same privileges as annual membership. Applicants must include copy of student identification or proof of enrollment.
- JUNIOR MEMBERSHIP (Age up through 12 years old)** ----- **\$10.00**
 Members receive quarterly newsletter - *WHEELS*. Date of Birth _____ required for Juniors.
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Dues are billed annually only. There is no pro-rating of dues and back issues of ANTIQUE AUTOMOBILE may not always be available.

Item	Qty	Unit Price	Total
Certificate of Membership 8¼" x 11"		\$6.00	
Enamel Car Badge 4¼" x 3" Gold/Blue		\$22.00	
Bumper Sticker 4¼" x 3" — Blue with AACA Logo in Gold		\$2.00	
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A 1967 Oldsmobile 442. Oldsmobile's answer to the Pontiac GTO, the 442 was launched in 1964 with a 330 cu. in. (5,404 cc) engine, a four-barrel carburetor, four-speed manual transmission, and dual exhausts. By 1967, the definition of 442 was 400 cubic inches (6,554 cc), a four-barrel carburetor (although a three two-barrel setup was briefly offered in 1966), and dual exhausts.

Super-iority: Defining the Supercar and Muscle Car

Reprinted from ateupwithmotor.com written by Aaron Severson

One of the minor but contentious arguments among automotive enthusiasts and historians is the question of exactly what constitutes a muscle car. Since we'll be talking about several cars of this breed in the coming weeks, we thought we'd give you our take on this issue.

The conventional wisdom defines "muscle car" as a performance-oriented American midsize car (usually limited to those built between 1964 and 1973) with a big-displacement engine, inspired by the 1964 Pontiac GTO. Naturally, by the standards of the rest of the world, most American V8s of the period were enormous, but in domestic terms, "big" meant a displacement of at least 370 cubic inches (6 liters, give or take). Similarly, "midsize" was only by comparison with other domestic automobiles, which still meant a wheelbase of 112 to 118 inches (2,845 to 2,997 mm) and an overall length between 190 and 210 inches (4,826 to 5,334 mm).

"Performance-oriented" also demands some qualification. By the late sixties, every U.S. state except Nevada had zealously enforced speed limits of 70 mph (113 km/h) or less,

so top speed was not terribly relevant to American drivers. Handling and braking were not high priorities, either, and many of these cars scored poorly in those areas. "Performance," therefore, meant acceleration, both 0-60 mph (0-97 km/h) and the standing quarter mile (about 400 meters, for our metric readers). The minimum for muscle car status was an elapsed time of less than 16 seconds with trap speeds of more than 90 mph (145 km/h), although some models were naturally much quicker than that.

The trouble with this definition is that there are a lot of potential loopholes. For example, do compacts like the Chevrolet Nova SS count? They had the performance, but they were not midsize cars by the standards of the time. What about a big-engine Ford Mustang or Chevrolet Camaro? Or latter-day cars like the Buick Regal Grand National and GNX (the subject of an upcoming article), which achieved V8-size performance with a turbocharged six-cylinder engine? What about big-block Corvettes?

Our preference is to follow contemporary usage. The term "muscle car" did pop up periodically, most commonly in Road



Test magazine (where it was not intended as a compliment), but it was not widely used in the period when these cars were new. The term only really caught on years after most of the original examples were extinct. From the mid-sixties to the mid-seventies, what we now think of as muscle cars were more commonly called “Supercars,” often (though not always) spelled with a capital S.



There are earlier cars that would fit the definition of “muscle car” or “Supercar” (the 1949-50 Oldsmobile Rocket Eighty-Eight springs to mind), but the car that defined the class was the 1964 Pontiac GTO. An option package for the new A-body Tempest, it featured a big 389 cu. in. (6,372 cc) engine and up to 348 gross horsepower (260 kW). A great marketing success, it was followed by many imitators.

Contemporary sources applied that term fairly broadly, without the hair-splitting that seems to obsess modern enthusiasts. The term originated to describe the many imitators of the Pontiac GTO, so most of the members of this class were indeed big-engine intermediates. However, the main qualifiers were performance and sharing a body shell with standard passenger cars — the “Clark Kent” models, if you will.

In our observation, contemporary sources had no particular problem classifying a sporty, small-block compact like the Plymouth Duster 340 as a Supercar if it had performance to match. Full-size models like the short-lived Mercury Marauder X-100 were a hazier issue, but would probably have qualified as well. The only reason their status was ambiguous was that by the late sixties, hot full-size cars like the Chevrolet Impala SS had been so eclipsed in sales and performance by their smaller brethren that they were almost irrelevant. They were no longer promoted and rarely even road tested by popular magazines. You could still order an Impala SS427 through 1969, for example, but Chevrolet sold fewer than 2,500 of them that year compared to more than 86,000 mid-size Chevelle SS models.

In this era, the Ford Mustang and its imitators were not generally considered Supercars (except by insurance

companies) — not because of their performance, but because they had unique bodies. Mustang-type cars shared many components with more mundane passenger cars, but they had their own body shells. Contemporary sources usually call such cars “sporty cars” or occasionally “pony cars.”

A two-seater like the Chevrolet Corvette (and later, grudgingly, the AMC AMX) was considered neither a Supercar nor a sporty car; it was a sports car. The same went for the early GT-350 Mustang, whose transformation from sporty car to sports car was accomplished by the simple expedient of unbolting and removing the Mustang’s rear seat. European sports car enthusiasts scoffed, but if it was good enough for the Sports Car Club of America (SCCA), it was good enough for most domestic journalists.



The 1968-1970 AMC AMX was a shortened version of the AMC Javelin sporty car shorn of 12 inches (305 mm) of wheelbase and bereft of its back seat.

In these articles, we generally try to follow the lead of contemporary sources, so we prefer “Supercar” and “sporty car” to “muscle car” and “pony car.” (We’re more likely to use “pony car” than “sporty car” just because it helps to distinguish Mustang-type vehicles from, say, a Dodge Charger or an AMC Rambler Marlin, which did not share the same body shell as their passenger-car cousins, but were clearly in a different size and price class from the Mustang.)

We are hesitant to apply the term Supercar to more modern vehicles, both because the term has come to connote exotic sports cars rather than souped-up passenger cars and because the standards of performance have shifted radically. “Muscle cars” became legendary because for many years, such straight-line performance was quite rarefied. Today, a lot of sixties Supercars could be embarrassed by any number of six-cylinder family sedans, at least in stock form. Furthermore, in a marketing sense, the clearest spiritual heirs to the Supercars are models like the Honda Civic Si and Chevy Cobalt SS, although lumping them in with the vintage GTOs and Road Runners would please fans of neither. We will make occasional exceptions (if you want to call the 2004–2006 Pontiac GTO a Supercar, we certainly aren’t going to argue), but in general, our goal is to put things into their proper historical context, not to make editorial comments about their worth.

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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National Car Shows

August

21-22, 2020 - Grand Nationals - AACA National - Allentown, PA

October

7-10, 2020 - Eastern Fall Meet - Hershey Region - Hershey, PA

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



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

Cruise Ins

Time	Location	Address	For More Info Contact
Every Thursday	Sonic in Bay Minette	Bay Minette, AL (Feb-Nov)	
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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July 2020

