



The Sparkplug



Deep South Region of AACA Newsletter

Vol. 54 No. 8 August 2021



Deep South Region AACA Henderson Collection Excursion

July 24, 2021

All I can say is WOW. To start with, I had no idea anybody locally had a collection like this. Now I love a great Restomod or a modified juiced-up muscle car, but there is something about vehicles restored and put back together the way they came from the factory. Original stock. That, of course, is what the majority of his collection is. I brought a friend of mine who is a man of few words and all he could say was WOW.

Lots to see as we wandered around but one of the things I found most interesting were the two first

generation Mustangs that the Henderson's had entered in the 2017 and 2018 Great Races. I followed our entry this year daily. #25, the big red Cadillac convertible. Darrin had great stories at the last meeting, couldn't hear enough.

Attendance from DSR was great as well as the number of folks that came over from The Mississippi Mustang Club. We spent a few hours at the collection and by Noon were sitting down to lunch at Dick Russell's BBQ. A good time had by all and another great DSR event!

-Rod Matthews



Above: David and Craig wait for the doors to open.

Right Top: Craig tries the 57 on for size.

Right bottom: Susan sits with potential members for lunch at Dick Russell's.



David Ladnier is in need of old trophies for fund raising events.

Please consider bringing your unwanted trophies to the next meeting.

Antique Automobile Club of America

WIN THIS 1973 JEEP COMMANDO!
Raffle drawn on Saturday, October 9th at 2:00 p.m. at the

2021 HERSHEY FALL NATIONALS

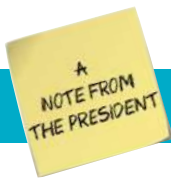
Winner need not be present to win and is responsible for all taxes.




Win the Jeep or Opt for \$5,000 Cash
Raffle Tickets on Sale Now - \$10.00 each
Proceeds benefit the Antique Automobile Club of America (501c3)

FOR MORE INFORMATION CONTACT PAULA RUBY AT 410-627-1642 OR PAULASPACKARD@HOTMAIL.COM
Permit #116-1





August 2021

Greetings to all of you. Hoping you and all your families are well.

I was able to make a road trip with one of my long life friends, Wayne Dunnam. I met Wayne in 1985 at the Mobile Drag Strip. Wayne had been looking to buy a Super Stock car for competition.

He called and said he found the perfect car. Of course I said when are we leaving? Where is it at? Hankensack, New Jersey he said.

Wow! I knew it would be a quick turnaround to make the 2500 hundred mile trip. We left early on a Friday Morning at 5:00 to start the trip and returned home on Sunday evening around 6:00 pm. I want to thank my sister, Melanie for filling in for me with my parents so I could go.

The car is an F. J. Smith built car out of Canada. As a lot of you know, pictures don't always tell the true story of an automobile that's for sale. Keeping this in mind, the car was more than we expected. The gentleman was right on target with the pictures and phone calls. A very good experience to say the least.

The car is a 2000 Pontiac Grand Am with a full chromoly chassis, rear-wheel drive, small block Chevrolet engine conversion. It's almost an antique in a few years.

Hoping to see you at the August meeting. Stay safe!

Zeno



DSR Officers for 2021

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Vice President: Walt Fuller	waltmern@aol.com
Secretary: Daniel McNamara	dmcnamara1886@gmail.com
Treasurer: Paul Dagenais	pdagenais@comcast.net
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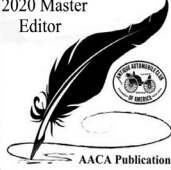

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Sunshine: Joyce Ladnier	JGL830@aol.com
Webmaster: Charlotte Dahlenburg	deepsouth.aaca@gmail.com

Membership:
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 \$45.00. Ownership of an antique vehicle is not a requirement for membership.

Views expressed in *the Sparkplug* are not necessarily those of the Region officers, members or AACA. Permission to copy material is hereby granted provided the source is disclosed and credit given to the author. Some material may be copyrighted and permission to use is granted to this publication only. Contributions to the Sparkplug are welcome and encouraged. The Editor reserves the right to edit submissions.

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	2020 Master Editor  AACA Publications	 2020 Master Webmaster	2020 The Spark Plug Award
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What have you been up to?



2021 Grand Nationals and Zenith Award Selection

The Grand National's were great. We were successful with the '41 Packard and she got her First Place Grand National Award and its First Preservation award board and chip. Our son, daughter-in-law and Grandson came down. Maddox was very supportive of his Gammy. He even got into starting to drive!

The Minnesota Region did a really nice job with the Awards Banquet and Entertainment. New Ulm, MN is a

very historic German settlement and they had a wonderful German singing and dancing group Knomese.

A company called "Two Guys on a Ride" did an interview on Packie and will be publishing it on You Tube, Tic Toc and other social media outlets.

We also had a National Award Judge come by and look at our car. Not sure if that will go anywhere, but it was nice that he stopped and chatted with us. - Debbie Henry



Maddox sporting the coolest onesie



Debbie Henry getting her Grand National Award from President Jim Elliot



Maddox getting his first lesson in driving





There was plenty of cake and ice cream for everybody



The ice cream was very popular!



Barrett frosting the white cake he brought to the celebration

Everybody's Birthday

We celebrated everybody's birthday at our July meeting. When the meeting started David Ladnier made a motion to end the meeting so we could have cake and ice cream. Needless to say, the meeting went very quickly.

We all made our way to the kitchen area and had our share of all the goodies. If you went home without a sugar buzz that was your own fault.

Happy Birthday to everyone! I personally cannot wait till next year's party. I, personally, cannot wait until next year's party. Martha and I have some cool ideas brewing. - Charlotte



The SABCC had a house party on Sunday afternoon the 18th, at the home of Tom Schmidt in Lillian. Beautiful day and lots of attendees. A member showed up with a 1962 MGA 1600 MkII DeLuxe, a rare car, but not as rare as the 1600 MkI Deluxe. The Twin Cam production run stopped in late 1960, and the remaining chassis units with 4 wheel disc brakes, center lock knock-off pressed steel wheels, and special upholstery, were used in the 1600 MkI run, which stopped in early 1961. That run came out



with 70 open two seaters (OTS) and 12 coupés. The 1600 Mk II production run was from Feb 1961 to April 1962. That took the remaining Twin Cam Chassis, with the same ancillary features, to build 290 OTS cars, and 23 coupés.

A couple of beautiful MGB's were there, a white 1966, and a forest green 1972, both OTS, plus Land Rovers and Jaguars, and Tom's collection in his man-cave. .

Thanks to SABCC for their kind approval to publish the story and photos. - Brian Daly



Hey!

I've been extremely busy this summer! I worked full time for college money along with taking a summer class online at the same time. I really did not want to, but I had to get my science credit (and all of the classes I have to take for my major had scheduling conflicts with the one offered in the fall). For my senior year, I have to write a 25 page mini-dissertation and present it to the entire history department at the end of the fall semester. I'm sure y'all will enjoy the topic that I've chosen - researching how the increasing reliance on cars shaped 20th century America. As of now, my preliminary thesis is to focus on the initial car buying surge of the 1910's-20's and how cars were one of (if not the) defining middle class commodity in the 1920's; how America's car manufacturers turned war material producers were an extremely large reason that the Allies won WW2, and how the gas crisis and import rise of the 1970s started the (unfortunate) shift of outsourcing industrial production to developing countries (such as China and India). The statistic that inspired this topic was that in 1960, 1 in 6 jobs in the US were directly tied to a car and did not exist in 1900 (car dealers, drive-thru's, drive-in's, servicing cars, building interstates, etc.).

Granted, as I research more and work with my faculty sponsor, the thesis is likely to shift a little here and there, but I will almost definitely continue on with the topic.

Other than that, my Comet is back on the road and behaving for the most part. My Vintage Air unit has developed a nasty rattle and begun a slight freon leak. I'm driving it as much as I can stand in this weather! I ship off to school on August 12th, a whole 10 days before the semester starts, because I volunteered for the Freshman Orientation Team. I have to have a full week of training before I can jump up and down for exhausted parents and anxious freshmen at 8:00 AM on move-in day. After that, we spend the entire weekend showing them around campus, showing them how to use all of the stuff on their new student accounts, and both good and bad places around the city of Birmingham. A few of my fraternity brothers were doing it and I figured I might as well.

I hope everyone is doing well! I regret that I either had work or other obligations at the same time as just about every event this summer. Stay healthy everyone and I hope to see y'all soon!

-David Reeves



Today is our 51st wedding anniversary. Larry and Virginia Nelson -- It was hot that day August the 8th, but it has been cool cool for 51 years - Larry Nelson

Welcome to our youngest future member of DSR!



Jenny and I have been given by God our 2nd grandson -- He is Lyles Lewis Nelson. Jeff and Mom Tiffany are so very happy after a week at Children's & Women's Hospital. Lyles is doing well .Born August 6 at 9 pound 10 oz.



Letter from the Editor

Paul Dagenias passed the torch to me to be the Newsletter Editor of the Deep South Region Newsletter on January 1, 2016. Little did I know how much I would grow to love the job.

In the early years Patt Paquet spent a lot of time mentoring me! I appreciated every insight she had as she was a past DSR Editor from 1994 -2001. She helped me develop many of the ongoing sections that are still published.

As you have noticed, I have set a new deadline for you to submit stories or photos. The Deadline is the 12th of each month. In order to give you the best quality newsletter our four proof readers deserve the time it takes to do their job.

I am so thankful for each of you that submit stories because we all love to read about what you are doing.

I am also very thankful for those that give up their time to catch all the many, many mistakes that I make.

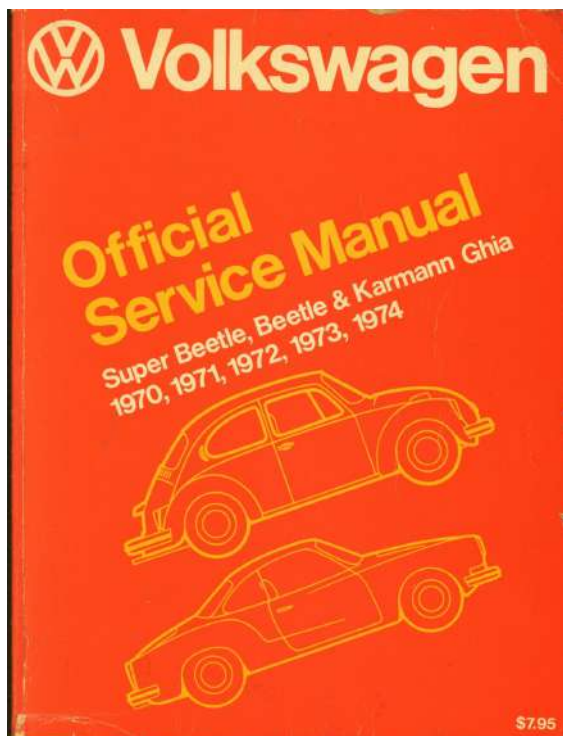
Thanks for allowing me to be your Newsletter Editor and for all the encouragement and stories you send my way!

See you on the road,

Charlotte



AACA Library Has Shop Manuals for Sale



By Matthew Hocker, Librarian & Volunteer Coordinator, mhocker@aca.org

Over the past several months, library staff have been hard at work processing and cataloging material from what was once the Free Library of Philadelphia's Automotive Reference Collection. We are now adding 3,120 owners manuals and counting, and have also made a small dent in the shop manuals.

As we continue processing this collection, the duplicates are set aside for future sale to help raise money for the library. While most of the extras are currently stashed away in boxes, we do currently have 75 shop manuals for sale. These include manuals for marques such as Chevrolet, Volkswagen, Ford and Mercedes-Benz. Click here to view the list of what's available.

See anything that strikes your fancy or have any questions? For more information, please contact Library Assistant Tanis Pellegrini at tpellegrini@aca.org or by calling 717-534-2082.

Interested in doing research with the AACA Library?

More information is available on our website.

You can also contact our library director, Chris Ritter, at critter@aca.org or 717-534-2082.

Speedster articles courtesy of AACA Speedster



The 2021 Cruisin' the Coast (CTC) preparation is in full swing. The Pre-registration is available online or at our club meetings thru August 15th!

If you are due a Comp registration, please submit it A.S.A.P to our Auto Advisory Committee (AAC) Representatives! (Charlotte, David or Susan) The first AAC Meeting will be held in March.

Have you seen the 2021 25th Cruisin' the Coast Raffle Car?!

You Can Drive Away in the CTC Raffle Vehicle!

Drawing Sunday, October 10, 2021

2017 Street Rodder Road Tour Feature Cary Built by Woody's Hot Rodz

1957 Chevrolet Bel Air Convertible

- Spec Tri-Five Chassis
- Chevrolet ZZ6 Crate Motor
- PPG Paint: Nickel Metallic, Yella, Orange Pearl & Oh So Sexy Red
- A.M. Hot Rod Acrylic Glass
- Flaming River Rack-and-Pinion Steering
- AFCO Coilovers
- Wilwood Disc Brakes
- Falken Tires/American Legend Racer Wheels Hughes Performance 4L80E Transmission
- Pete Hagan's Show Car Interior Vintage Air
- Dakota Digital Gages
- Danchuk Reproductions Parts

Ticket prices: One for \$10, Three for \$25

You do not have to be present to win!



A monthly publication of the Deep South Region - AACA

deepsouth.aaca.com and facebook Deep-South-Region-Antique-Automobile-Club-of-America

August 2021





Refreshments

August 26	Martha Fuller, Katherine Harper	6pm
	Italian Dinner Meeting	7pm
September 23	Paul Dagenais	7pm
October 28	Susan Bergen	7pm
November 18		
Thanksgiving Dinner		6pm
December 5	Location TBD	4pm

Birthdays & Anniversaries

Birthdays:

Joyce Ladnier	August 30
Ernie Rogers	September 10
John Bright	September 15
Jake Thatcher	September 16
Stan Wiese	September 19

Anniversaries:

David & Joyce Ladnier	August 29
Steve & Chrisina Goren	August 31, 2013
John & Pamela Fitzpatrick	September 21

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



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

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) 689-2998 (please leave a message if I don't answer, or send a text), or email me: jgl830@aol.com. Many thanks!

Joyce Ladnier, Sunshine Committee Chairperson

Thoughts Go Out

Also keep good thoughts and prayers for Susan Bergen, Kathy Atkeison, Missy Alan, Tammy Lyons, Al Manning, Nancy Thoms, Janice Sellers, Buddy & Patt Paquet, Lycyle Crowdus and Violet Haynes.

Notes from the Webmaster



Our website is our first outreach to the community. It tells other car enthusiasts 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



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

Answer for last month: 1958 Chevy Corvette Convertible



Who Invented the Automobile?

Humans have been thinking about different ways to travel for thousands of years. As time has gone on, we have devised increasingly more effective and efficient methods of travel. The automobile made a dramatic change in the way people live and travel. There is not a simple answer to the question of who invented the automobile and when. It has been a work in progress, developing over the past several hundred years. To better understand the history of the automobile, it is going to be helpful to look at a time line and see how all the pieces fit together. The following months will describe the invention of the automobile and its development with a focus on American automobiles in the twentieth century.

During the next few months I/we will present how the automobile was invented. The sources for this information are listed at the end of the article. - Charlotte

Internal Combustion Engine: The Heart of the Automobile

An internal combustion engine is an engine that uses the explosive combustion of fuel to push a piston within a cylinder — the piston's movement turns a crankshaft that then turns the car wheels via a chain or a drive shaft. The different types of fuel commonly used for car combustion engines are gasoline, diesel, and kerosene. In 1823 English engineer and inventor Samuel Brown invents an internal combustion engine. It has separate combustion and working cylinders, and is used to power a vehicle.

Samuel Brown was an English engineer and inventor credited with developing one of the earliest examples of an internal combustion engine, during the early 19th century. Brown was a cooper by training (he also patented improvements to machinery for manufacturing casks and other vessels), has been described as the 'father of the gas engine'.

While living at Eagle Lodge in the Brompton area of west London, from 1825 to 1835, he developed 'the first gas engine that unquestionably did actual work and was a mechanical success'.

In patents dated December 4, 1823 and April 22, 1826, Brown proposed to fill a closed chamber with a gas flame, and so expel the air; then he condensed the flame by injecting water and operated an air engine by exhausting into the partial vacuum so obtained. The idea was evidently suggested by James Watt's condensing steam engine, flame being employed instead of steam to obtain a vacuum.

Brown later designed an engine that used hydrogen as a fuel—an early example of an internal combustion engine. It was based on an old Newcomen engine, had a

separate combustion and working cylinders, and was cooled by water contained within a casing or cylinder lining, circulated around the cylinders (water was constantly kept moving through the action of a pump and was re-cooled by contact with outside air). It had a capacity of 8,800 cc but was rated at only 4 hp.

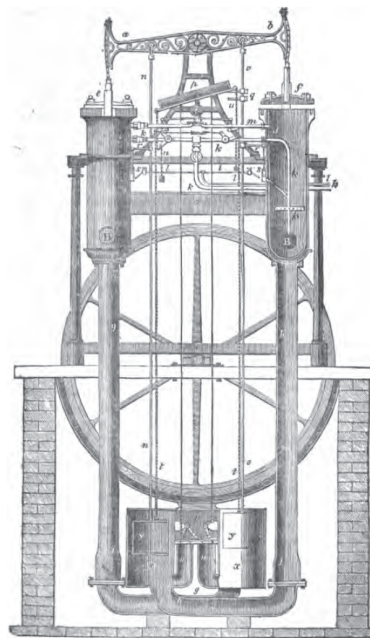


On May 27, 1826, Mr. Samuel Brown applied his gas-vacuum engine ... to a carriage, and ascended Shooter's hill to the satisfaction of numerous spectators. The great expense, however, which attended the working of a gas-vacuum engine, prevented its adoption.

1827 Trials on a launch on the Thames were made, but the results were not considered profitable. On 1 February 1827 Brown demonstrated the ability of a version of his gas vacuum engine to power a river boat on the Thames (this followed an unsuccessful trial in January 1827). It was installed in a 36 foot cutter of a type common on the Thames and drove two paddle wheels. Its speed was claimed at 7-8 mph (6 knots). The gas used was water gas, i.e. the mixture

of hydrogen and carbon monoxide obtained by passing water over white hot coke. The benefit of using water gas generated from steam rather than the steam itself was said to be a factor of 30, plus the weight of the engine was said to be 600 pounds compared to 2 to 3 tons for an equivalent steam engine.

A trial of this engine took place between Blackfriars' Bridge and Southwark Bridge, and that as far as it went the result was quite satisfactory. A



(Brown's Gas Vacuum Engine. 1823.)
Brown's Gas Vacuum Engine 1823

more extended exhibition took place in the presence of several scientific men; some extensive coach proprietors were also present. The bridge and the avenues leading it were crowded with spectators. At one o'clock, the boat (containing nine gentlemen, and the three men who worked the engine, steered, and attended to the anchor) proceeded rapidly down the river, with a strong ebb tide, and coming near the Iron Bridge, she put about, and was admirably worked up through the center arch of Blackfriars' Bridge, against a very heavy fall of water. We were much pleased with the steady and effective manner in which the boat was propelled, as well as with the quiet and regular motion of the machinery. Several gentlemen, who had previously entertained some doubts, now expressed their conviction of its perfect applicability as a propelling power, for all purposes of land and water carriage. One great coach proprietor, after minutely examining the whole of the apparatus, in company with a scientific friend, expressed himself perfectly satisfied with the power, safety, and portability and said he was determined to enter into contracts for running carriages with engines of that construction, considering it superior to any other he had seen.'

This experiment had been funded by the Canal Gas Engine Company, who met the same day and after discussing the experiments in spite of acknowledging the success of the trial decided to wind up the company rather than raise further funds.

In 1828 the vacuum engine propelled carriage was again exhibited, this time running along the Hammersmith Road with several gentlemen in or upon it and a speed of 7 miles per hour.

1828 'We were much gratified a day or two ago by witnessing a novel exhibition on the Hammersmith road of a large carriage propelled by a Gas Vacuum Engine, which rolled along with great ease, at the rate of seven miles per hour. There were several gentlemen in and upon it, who appeared quite satisfied of its power and safety. The public are indebted to Samuel Brown, Esq. of Brompton, for this valuable discovery, who has been indefatigable in his exertions to bring it to its present state of perfection!'

1831 'Mr. Samuel Brown, of Eagle Lodge, Brompton, Middlesex, takes this opportunity of informing all persons interested in Drainage, that he has erected one of his patent gas engines in Soham Meer, within about a mile and a half of the town of Soham, in this county, and that the same will be at work for the inspection of the public on Wednesday the 19th day of January instant, at 12 o'clock at noon'

In 1832 Brown demonstrated three of his engines of


different types and construction at his premises at Eagle Lodge, Old Brompton. All three engines were in operation, and one was of the same type as had been operating successfully on the Croydon Canal raising water from a lower to a higher level since June 1830. The economics of the Croydon Canal engine were interesting as the gas it consumed was made by turning coal into coke. The value of the resulting coke and coal tar by-products of making the gas substantially exceeded the cost of the coal, ground rent, repairs etc, so the gas vacuum engine made a profit of over £100 a year before considering the useful work it was doing. Unfortunately, the economics of the Croydon Canal were not so robust, and it closed in 1836. The gas vacuum engine complete with gasometer in situ on Croydon Common was auctioned as a going concern in 1837. It was described as able to lift water a height of 11 feet at a rate of 2000 gallons per minute.

The engine was also employed to pump water and to propel river boats. Brown formed a company to produce engines for boats and barges, one of which is said to have achieved a speed of 8 mph upstream. The company was unsuccessful, although this may have been due concerns about obtaining adequate supplies of the gas fuel rather

Oklahoma!

AACA Central Divisional Tour

October 18-22, 2021
Broken Arrow, OK
Four Day Tour



Welcome to the Hills and History of Northeast Oklahoma!

Highlights include: Chuckwagon Dinner at Joanna Coopers home, Historic Fort Gibson, Five Civilized Tribes Museum, Will Rogers Memorial, Frank Phillips' Woolaroc Ranch, Price Tower—Frank Lloyd Wright's only constructed skyscraper, fifty miles of historic Route 66 and more!

<p style="text-align: center; color: green; font-weight: bold; margin: 0;">Host Hotel:</p> <p style="margin: 0;">Stoney Creek Hotel & Conference Center 200 W. Albany Drive, Broken Arrow, OK 918-416-8104, Room Rate: \$99 per night On-site trailer parking available</p>	<p style="text-align: center; color: green; font-weight: bold; margin: 0;">Tour Chairman:</p> <p style="margin: 0; text-align: center;">David Turner drenrut61@gmail.com 918-527-9560</p>
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Hosted by: Tulsa Region AACA

Open to all AACA Eligible Automobiles



than concerns about the engines.

The reports of an 1834 court case reveal that Brown and Company had been contracted to build a large gas vacuum engine to pump the fens at Soham. This engine had been designed to pump 7805 gallons of water per minute, lifting water 14 feet at 14 strokes per minute. It fell short of specification and only delivered two thirds of its rated horsepower, with a lift of 10 feet 6 inches.

The gas vacuum engine was eventually to become a commercial success. In 1853-1854 Eugenio Barsanti and Felice Matteucci invented and patented the Barsanti-Matteucci engine which was a different form of gas vacuum engine.[17][18] Developed further by Otto & Langen in Germany, it was put into worldwide production (outside Germany) by Crossley of Manchester between 1867 and 1877. Examples of this form of engine can be seen working at the Anson Engine Museum. This success arose from a demonstration of the engine at the World Fair in Paris in 1867, where it was shown to be far more efficient than the current production gas engine of Lenoir which was driven by the pressure resulting from burning the gas, rather than a vacuum. The success of the vacuum engine was however

short lived after the creation of engines that compressed the gas/air mixture before igniting it.

In 1844 Brown was one of several expert witnesses at a court case concerning the priority of a screw propeller patent (Lowe v. Penn). 'Samuel Brown said,- I was employed in 1825 to make a gas engine propeller, to be placed on board a canal boat. I had used a screw to propel vessels in 1824. It was situated at the stern. I found that the whole screw would not answer, and I cut off piece by piece, until I arrived at the conclusion that a segment of a screw was better for propelling than a whole screw. I fitted up a vessel, for which I received £300 from the company by which I was employed to fit it up. The boat was worked on the river, and hundreds of persons examined it, and I had a model on board to explain the principle to everybody who came. That's how it got abroad. My axis worked in a stuffing box under the water.'

Samuel Brown died September 16, 1849.

[https://en.wikipedia.org/wiki/Samuel_Brown_\(engineer\)](https://en.wikipedia.org/wiki/Samuel_Brown_(engineer))

[https://www.gracesguide.co.uk/Samuel_Brown_\(of_Brompton\)](https://www.gracesguide.co.uk/Samuel_Brown_(of_Brompton))

<https://www.thoughtco.com/who-invented-the-car-4059932>

Born 1799



REMINDER: If you haven't made a donation to the AACA Building Fund yet, it's not too late.

Every dollar helps!

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



Rummage Box



Family, Friends, COVID and Cars!

By Kelly Adams
VP - Publications

It has been quite a year (and more)! We have been forced to reassess what is important in our lives. My family was able to have a weekly ZOOM call to keep in touch. It has been great! I hope you were all able to stay in touch with family.

Family can consist of many who are related and not related by blood. I have been around this hobby and AACA all of my life and have made many, many friends over the years. Many of you are my "family" and I thank you all for those friendships.

AACA was able to do last year what no other club (to my knowledge) was able to accomplish. We were able to hold 4 events last year and rather successfully. Antique cars are a part of all of our lives and they have a way of bringing us all together during good times and even during a pandemic.

Because of all of you, our club has proven that we are the best in the hobby. If you have not been to a National activity, please make it a point to take the time and bring your family to a show or a tour, you will be glad you did!

Rummage Box articles courtesy of AACA Rummage Box



Kelly Adams receiving DPC board for her 1996 Celica GT Convertible at 2021 Southeastern Spring Nationals

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AACA Western Fall Nationals

Loveland, Colorado - August 13-14, 2021
Hosted by the Poudre Valley Region AACA

Chairman: Joe Pirrone
joenkathy@earthlink.net, 970-686-9291

Registration: Lisa Novack
diamondtrob@gmail.com, 970-897-2288

Host Hotel: Embassy Suites
4705 Clydesdale Pkwy, Loveland, CO 80538
970-593-6200

Registration Deadline: July 24, 2021



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

August 2021



1973 Jeep Commando AACA Raffle

By Kathy Lentz, Johnstown, PA, sarah9486@atlanticbb.net

The AACA is offering raffle tickets at \$10 each for a 1973 Jeep Commando. The raffle will be drawn on Saturday, October 9, at 2 p.m. at the 2021 AACA Eastern Fall Nationals in Hershey, Pennsylvania. The winner need not be present to win, so why not try your luck?

See Charlotte or call AACA National Headquarters at 717-534-1910 and we will take your credit card over the phone.

This one-owner vehicle was donated to the AACA by the late Thomas Konorosky, who was a member of the Flood City Region AACA. Tom joined the AACA and the Flood City Region AACA in 1974. He was a very active, dedicated member, and he held the positions of treasurer and director for many years. He attended all local events, and he never failed to attend the Hershey show since the time he joined National.

In 1973, Tom ordered and purchased the Jeep new at Stagers Chevrolet and Jeep in Portage, Pennsylvania. The Jeep Commando was produced by American Motors. It is a soft-top Commando convertible.

Tom rarely put the top down because he wanted to



keep it clean. This Jeep is in excellent original condition and has never been painted. It has low mileage, and it was never involved in an accident. It was never driven off-road. Because of the warm summers and freezing winter climate in Johnstown, Pennsylvania, he always stored the vehicle in a garage. Tom meticulously maintained this vehicle. When he arrived home from a show, he immediately cleaned the Jeep and covered it.

The Jeep often sparked the interest of the younger generation at the shows he attended. This was one of several antiques that Tom owned, and upon his death, he donated his collection of five vehicles to the AACA.

Story courtesy of AACA newsletter the Speedster

SEE ZENO OR CHARLOTTE FOR TICKETS

REWIND

Summertime and the Livin's is Easy (with ice-cold watermelon, that is)

Sunday afternoon, July 12, twenty seven members and their guests, as well as members of the Mobile Bay Mustang Club, the Old South Antique Auto Club and the Southern Mopar Club gathered at the clubhouse to enjoy watermelons and fellowship. The melons, furnished by Advance Auto Parts, Bill & Patti Villar. She is an employee at their store in Saraland. Although there was no seed spitting contest, there were J. Bell, 2 Brelands and daughter Nancy, 2 Cammons, 1 Coale with Anita and her two daughters, R. Coker, 1 Crowdus, 2 DeCreases, L. Hopkins, 2 Lunsfords, G. McDonnell. L. Nelson, P. Paquet, 2 Reids, R. Sloan, 2 Whites with daughter Joanna, 2 Williamsons and

son Steven, and 2 Youens. Everyone seem to delight in relaxing and visiting.

Some members came in their vintage cars while others drove modern vehicles. Greg McDonnell drove his newest acquisition, a '65 Chrysler Imperial convertible. It will need some restoration work but his is not in a hurry to do that; he just wanted to get it while the price was right.

Advance Auto Parts Car Show

How many of you have gone to a car show that charged no entry fee, presented trophies and gave away great door prizes? You know there is a catch to this, right? If you bought a hot dog, chips and Pepsi for a buck, that was your entry fee. Oh, if you bought a paper sneaker and had

WHAT DEEP SOUTH REGION WAS DOING 25 YEARS AGO from the August 1996 Sparkplug

your name put on it to be displayed in the store window, that was your entry fee. All the money went to the Juvenile Diabetes Association so your conscious was your guide. DSR members participating were B. Cammon, J. Finley, E.Grimes, B. & P. Paquet, A. White, M. Williamson and E. Youens. The trophies, which are really unique, went to the top 10 cars. Door prizes, courtesy of the store, were heavy duty working lights, 90-piece tool sets and floor jacks. These had to be some of the best door prizes ever given at a car show.

Thank You!

LaVerne Hopkins and Joan Lunsford have contributed silverware and serving utensils to the clubhouse kitchen; If anyone else should run across more, we have plenty of room





Local Car Shows

September

- 4-5** Gulf Coast Motor Show at the Grounds, 1035 Cody Road, N, Mobile 10am - 5pm. \$60-\$100 registration.
- 4** Wheels of Northeast Mississippi Car Club 33rd Annual Car Show, J Bird Park, Luka, MS. \$3000 in cash prizes, Swap Meet, Door Prizes, . Contact Donnie Cain 662-607-6695.
- 4** OWA Labor Day Car Show, Downtown OWA, Foley, AL 8am-4pm
- 10** 2nd Friday Breakfast Cruise-In Edwards Discount Drugs, 103 W Frontage Rd. Lucedale, MS
- 11** Roll'n Smoke Open Car and Truck Show at the the Tillman's Corner Community Center. Registration 8am, 9-11 Memorial 10am BBQ Contest 11 am. Hosted by the Southwest Mobile County Chamber of Commerce. Info 251-666-2846
- 11** Dixie Rodders Car Show and Swap Meet, Collinsville, MS Eddie Watkins Shop 10519 Hay 10 North, Collinsville MS. 8am-2pm \$20 Preregister and \$25 day of show. Contact Johnny 601-938-3060.
- 11** 6th Annual Car Show Elks's BPOE #1120 Pascagoula, MS 314 Krebs Ave. Vehicles older than 1996 including Model A&T, Rat Rods and Motorcycles. Top 25 or more 9am-3pm Rain date Sept. 18.
- 18** Cruising in for Kids & Family Fundraiser Car Show Car/Truck/Motorcycle at Loblolly Farm Benefit for Ronald McDonald House & USA Children's And Women's Hospital In Mobile Alabama. 9am-3pm 9930 Stone Road, Semmes AL 36575. \$20.00 Ea. \$10.00 For second or more.
- 18** ABA Shrine Automotive Swap Meet 7am - 3pm, Venders \$25 per spot
- 18** Holy Name of Jesus Catholic Church 4th Annual Open Car Show, 2275 Snow Road N. Semmes, 8am-1pm. Rain of Shine. Awards 2 pm
- 18** 8th Annual Knights of Columbus Classic Car & Truck Show at Annunciation Church 5370 Kiln-Delisle Road. Registration fee \$25.00. 8am-11:30am, Awards for top 30 Cars (Pre-1949-1989) top 10 Trucks. Top 5 Cars 1990-2020. Richard Hoda: (228) 493-7416
Email hodar1@aol.com
- 30** 17th Annual Brewton Lions Club Car Show 220 St Joseph St. Downtown Brewton 8am-2:30pm Contact Glenn Freeman 251-6867-4781

October

- 3-10** 25th Annual Cruisin' the Coast on the Mississippi Gulf Coast.
- 8** 2nd Friday Breakfast Cruise-In Edwards Discount Drugs, 103 W Frontage Rd. Lucedale, MS
- 16** 2021 Fall Wheels & Wings Car Show, Air Force Armament Museum, 100 Museum Drive, Eglin AFB, FL.,
- 16** 2021 Conecuh Sausage Festival Car Show. Reg \$25 Open car show Evergreen Regional Airport 141 Hwy, 84, Evergreen, AL Contact Glenn Freeman 251-867-4781
- 23** Shirley Looney Memorial Car Show, Dauphin Way Baptist Church, Mobile, AL., 8am-3pm
23 Lillian UMC "2021 Best of the Class Show" Custom, Classic, Antique Car Show, Lillian UMC, Lillian AL 8am-3pm
23 Mopar & More Car Show, Casino Beach Parking Lot, Pensacola Beach, FL., 8am-3pm
- 23** Honoring Our Veterans Open Car Show at the Gulf Coast Veterans Health Center, 400 Veterans Ave. Biloxi, MS. 39531. Show times 9am-3pm. Registration fee \$20. (proof of insurance required) Dash plaques for all registered vehicles. All models ALL proceeds to the residents & patients. Hosted by the Mississippi Beach Cruisers. Information call Terry 228-392-6134
- 22-24** Bayou Patriots Fall Fest Car, Jeep & Motorcycle Show. Carnival Rides and Games. Food, Drinks, Merchandise, Live Music & Entertainment. Group Cruise led by Bouts Routes 10:30 am Saturday morning. Over 100 Vendors. Friendship Park - 1701 Haugh Ave. - Picalyune, MS 39466. Info 769-242-1026
- 22-23** 17th Annual Scarecrow Cruise & Car Show. Madison, MS on Main Street. Fri, Oct 22 - 8am Car show registration on the site at 8:00am. Participate in Cruisin'-4-Cash and win up to \$1,000, plus Trunk or Treat for kids starting at 6pm. Sat, Oct 23 - 8am Show opens at 8am. Open car show with 140 awards. Contact Tom White 847-508-4922
- 26** Inaugural Gentleman's Drive 2021. elegantly dressed drivers will drive together in stunning pre-80's vehicles for men's health, raising funds on behalf of charity partner, the Movember Foundation. Keep updated and register at www.gentlemansdrive.com.
- 30** Camp Grace Yellow Day Fundraiser Car Show, 11081 Wanda Dr., Mobile, AL., 8am -2pm. Reg. \$20 includes T-Shirt



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



1941 Graham Hollywood
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wire harness. Excellent
Condition. Andy Switzer
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Convertible 390 CID.
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Gray at 251-406-1841
Not Actual Car

NOS Delorean rear sunshade/louver	\$300.00
Original 1967 Corvette hood small block. Excellent shape	\$350.00
Medium size Oxi/acetylene set. Recent bottles filled.	\$150.00
Andy Switzer. 228-547-9030	



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bhcewc@att.net



1971 Ford Torino
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barrel. 2 dr hardtop. Make
Reasonable offer. Contact
Sal at 251-456-9428



1929 Tudor
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Scott Baisden - Email:
beckyb081@att.net
850-384-5717 or
850-384-5717



1994 Cavalier Rally Sport
128000 miles, new back
glass. \$4,500. Contact
Robert Salters at 251-472-
6232

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Mark your calendar!

More information coming soon – stay tuned!

2021 AACA Southeastern Fall Nationals

September 9-11 • Greenville, SC







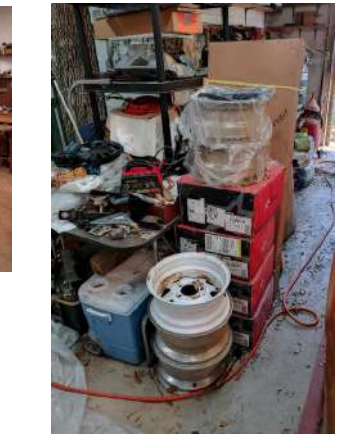

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pai01@aol.com

Registration:
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Hosted by the South Carolina Region AACA





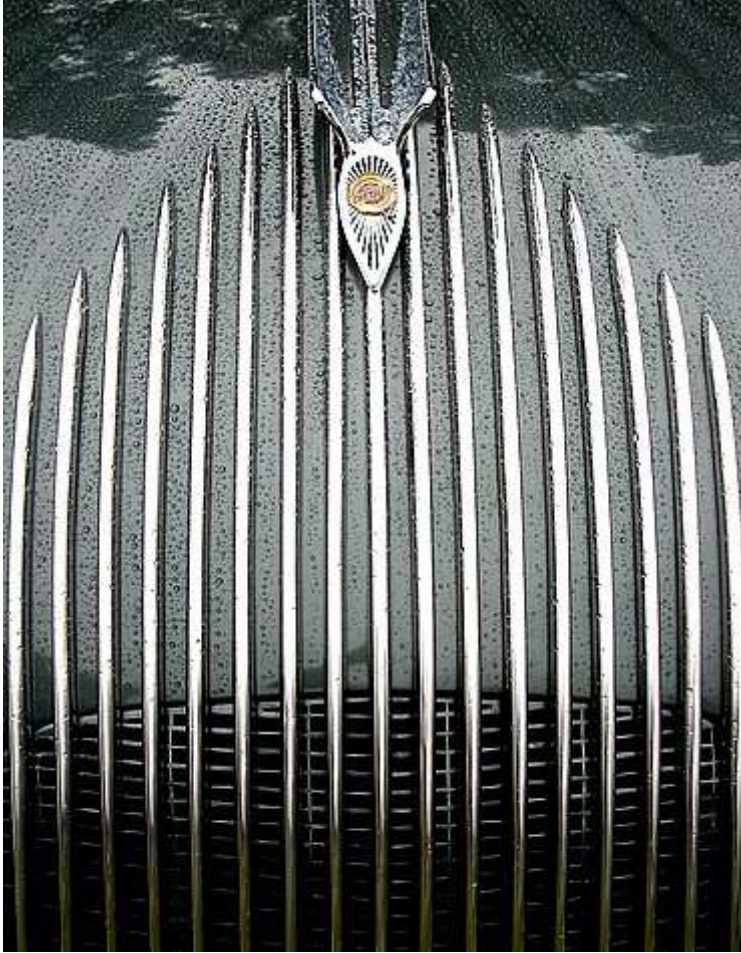
For Sale: 2001 Chevy Corvette Green, 2013 Chevy Corvette Red, 1977 Chevy Corvette 2S Red, 1978 Chevy Camaro LT Blue, 1974 Chevy Vega 2D
 Contact Robert Salter at 251-472-6232



Changing Winds: The 1934-1937 Chrysler Airflow

Reprinted from ateupwithmotor.com. Written by Aaron Severson

The streamlined Airflow remains the best known (and most infamous) of all prewar Chryslers, a bold and ambitious engineering achievement that became a notorious commercial flop. This week, we look at the origins and fate of the 1934-1937 Chrysler Airflow and its 1934-1936 DeSoto sibling.



Grille of a late 1934 Chrysler CU Airflow Eight.

WALTER P. AND THE THREE MUSKETEERS

Even before his death in 1940, Walter Percy Chrysler was becoming a larger-than-life figure. The son of a railroad engineer from Kansas, Chrysler rose from a 5-cent-an-hour job as a machinist's apprentice to the presidency of Buick before his 43rd birthday. In the early 1920s, he helped to resuscitate one failing automaker and transformed two others into a highly successful eponymous corporation. He was *TIME*'s Man of the Year in 1929 and by 1931, his name adorned the world's tallest building.

The early history of the Chrysler Corporation, however, is also the story of three other men: Fred M. Zeder, Owen R. Skelton, and Carl Breer. It was Zeder, Skelton, and Breer

who designed the initial 1924 Chrysler Six for what was then the Maxwell Motor Corporation and they would oversee Chrysler's engineering until after World War II.

The eldest of the three, Carl Breer, was originally from Los Angeles, a graduate of Throop Polytechnic Institute (now Cal Tech) and Stanford University. In 1909, he'd joined an Allis-Chalmers apprenticeship program in Milwaukee, Wisconsin, where he met Fred Zeder, several years younger and newly graduated from the University of Michigan's School of Engineering. The two became fast friends, and when Zeder became chief engineer of Studebaker's Detroit automotive operations four years later, he cabled Breer to join him there. Around the same time, Zeder hired Owen Skelton, a young engineer from Ohio who had previously worked at Packard.

In 1920, after several successful years at Studebaker, Zeder, Skelton, and Breer learned that Walter Chrysler was interested in recruiting them for Willys-Overland, whose financial backers had recently hired him to turn the struggling company around. At Willys, the trio developed a new, modern six-cylinder engine and an entirely new car, which at one time was intended to carry the Chrysler name. While Willys-Overland's ongoing financial weakness — and conflicts between Chrysler and founder John N. Willys — eventually stymied those plans, Chrysler was very impressed with the three young engineers, suggesting in December 1921 that the trio start their own consulting firm. He even secured them their first contract with the Maxwell Motor Company, of which Chrysler had recently become a director.

In August 1922, Zeder, Skelton, and Breer re-approached Chrysler, who had departed Willys six months earlier to focus his attention on Maxwell and the moribund Chalmers Motor Company. The trio again broached the idea of building a six-cylinder car under the Chrysler name, using an engine of their design. Walter Chrysler was very receptive, so Zeder, Skelton, and Breer Engineering Co. soon secured a contract with Maxwell. In June 1923, ZSB Engineering was absorbed by the recently merged Maxwell-Chalmers Motor Corporation and the trio took over all engineering operations, including the development and launch of the first B-Series Chrysler Six, introduced to the public in January 1924.

The Chrysler Six was a great success, allowing Walter Chrysler to organize the Chrysler Motor Corporation, incorporated in Delaware on June 6, 1925. Three weeks later, the Chrysler Corporation absorbed Maxwell and



Zeder, Skelton, and Breer all became senior Chrysler executives.

As vice president of engineering, Fred Zeder was nominally senior to Skelton and Breer, who became Chrysler's executive engineer and chief of research, respectively. In practice, though, any divisions between them were ones of focus and specialization rather than rank. The three were lifelong friends; for more than two decades, they even sent out joint Christmas cards. Breer, who had boarded with Fred Zeder's family when he first moved to Detroit, later married one of Zeder's sisters and named their first son Fred. Walter Chrysler likened the trio to Athos, Porthos, and Aramis, Alexandre Dumas' Three Musketeers.



Opened in 1930, the Chrysler Building, which stands 1,048 feet (319 meters) high, was briefly the world's tallest building. It was designed by architect William Van Alen for developer William H. Reynolds, but Walter Chrysler bought the design in 1927. It was not owned by the Chrysler Corporation, although Chrysler commissioned the corporate engineering staff to develop its groundbreaking air conditioning system. Chrysler's family sold their interest in the building in 1947.

Chrysler's relationship with his "Three Musketeers" was that of a confident and enthusiastic patron. In sharp contrast with Henry Ford, who tended to micromanage his technical staff, Chrysler had abiding faith in the expertise of his engineers. While he was often curious about their latest developments, he generally limited his involvement to the occasional word of encouragement. Moreover, even during the worst parts of the Depression, Chrysler's research operations were largely exempted from corporate belt tightening.

It probably helped that none of the Three Musketeers was a wild-eyed dreamer. Chrysler introduced many significant engineering features during the trio's long tenure (even the earliest 1924 cars had four-wheel hydraulic brakes, by no means the contemporary norm), but only one of their production car lines could be considered truly radical.

CONCEIVING THE AIRFLOW

According to Carl Breer's often-repeated account, the original impetus for the Airflow came in 1927, when Breer and his wife were summering in Gratiot Beach, in Port Huron, Michigan. Seeing a passing flight of Army Air Corps pursuit planes on their way back to Selfridge Field (some 35 miles/55 km away) one evening, Breer began musing on the contrast between aircraft design and the primitive

We'll keep runnin' in 2021!

HERSHEY

AACA EASTERN FALL MEET

HERSHEY, PA OCTOBER 6 - 9, 2021



state of automotive aerodynamics. Breer himself was no stranger to aviation engineering; during World War I, while still a Studebaker employee, he had worked with O.E. Hunt and James Heaslip on the production engineering of the 12-cylinder Liberty engine used in many Allied aircraft.

Aerodynamic streamlining was not a new idea in automotive design even in 1927. In the early twenties, a number of aviation engineers had turned their attention to automobiles, particularly in Germany, where the Armistice had placed sharp restrictions on the postwar aircraft industry. At the 1921 Berlin Auto Show, for example, Austrian engineer Edmund Rumpler had displayed a prototype of his remarkable Tropfenwagen, a teardrop-shaped, mid-engined car with a single headlight and a 157 cu. in. (2,580 cc) W6 engine. Later wind tunnel tests revealed that the Tropfenwagen had a drag coefficient of only 0.27, highly respectable even today.

Rumpler didn't find an automaker willing to put the car into mass production, but Benz et cie adapted his design and chassis for the Benz Tropfenwagen racer (developed by Willy Waub), which competed in Grand Prix events in 1923 and 1924. Rumpler persevered, eventually developing the short-lived Tropfen-Auto RU 4A106, launched in 1924. Powered by a 160 cu. in. (2,614 cc) four with 50 horsepower (37 kW), about 100 of the futuristic-looking cars were built before production ceased in 1925. Some ended up as taxicabs in Berlin, although their poor reliability and limited cargo space made them unpopular. Director Fritz Lang acquired a handful of Tropfen-Autos for his 1926 science fiction epic Metropolis; all were destroyed in the film.



Another early aerodynamic design was the 1932 Bergholt Streamline, developed by aviation engineer Fred Bergholt. Based on a 1932 Ford Model 18 chassis, the Streamline was a one-off, although Bergholt tried without success to find an automaker willing to put it in production. He kept the car until his death in 1978, sometimes using it as his daily driver. It was restored in the early nineties; it's seen here at the 2010 Concours d'Elegance of America at Meadow Brook.

We don't know exactly how much Breer knew about these and other contemporary experiments, but in any event, Chrysler Engineering's practical knowledge of aerodynamics in 1927 was almost nil. That fall, Breer hired Bill Earnshaw, a Dayton, Ohio-based consulting engineer and personal friend of the Wright Brothers, to conduct preliminary aerodynamic research. In November, Orville Wright helped Earnshaw set up a small wind tunnel for testing purposes. Intrigued by Earnshaw's results, Breer persuaded Walter Chrysler to authorize construction of a larger, in-house wind tunnel in September 1928. Aerodynamic work continued even after the stock market crash in the fall of 1929, and by 1931, Chrysler engineers had tested at least 50 scale models.

REPACKAGING THE PASSENGER CAR

It was hardly shocking when Chrysler's early wind tunnel tests revealed that most late-twenties cars produced tremendous drag; considering the blunt radiator shells and flat, upright windshields of the day, it was inevitable. More surprising was the observation that many closed bodies were significantly slipperier in reverse than they were moving forward, in some cases by up to 30%.

AACA Southeastern Divisional Fall Tour Mt. Airy, NC • Birthplace of Andy Griffith October 11-15, 2021



Photo Credit: Mount Airy Tourism

Tour limited to vehicles produced 1971 and earlier
Tour limited to 50 registrants

One lucky registrant will receive 1 complimentary night's stay at the home of Andy Griffith!

Host Hotel: Hampton Inn
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(336) 789-5999 • Code: AAC • Room Rate: \$99 + tax
Arriving on October 11th and departing October 15th

Questions? Contact Lee at (614) 580-1950, jfla67@aol.com

Hosted by the Savannah Region AACA



As Breer's team soon recognized, that curious fact was a byproduct of what was then conventional engine and suspension layout. Since most passenger cars still had solid axles front and rear, their engines were usually mounted behind the front axle: what today we would call a front/mid-engine layout. The position of the engine pushed the passenger compartment well back in the chassis, particularly with bulky straight-eight engines. In most closed bodies, the cabin ended just forward of the rear bumper; the 'trunkback' or 'notchback' profile was still a few years in the future. The net result was a long, narrow nose and a wide, bulbous tail, exactly the opposite of the aerodynamically ideal teardrop shape. Breer concluded that significantly reducing drag would require a very different profile with a broad, smooth nose and a narrow, tapering tail.

One way to achieve that was to simply reverse the customary layout, putting the engine behind the passenger compartment, as Rumpler had done with the Tropfenwagen and Tropfen-Auto. Breer considered that possibility, but ultimately abandoned it, partly out of concern for the effects of a rear engine on handling and stability, partly because such a layout would have required too much new drivetrain hardware. Another possibility, tacking an extended tail cone onto a mostly conventional body, was aerodynamically effective, but neither very practical nor particularly attractive. However, without such addenda, a sharply sloping tail would take a big chunk out of rear passenger



space unless the seating layout and packaging were significantly revised

A vintage Chrysler photo of the Trifon Special, the first running prototype of the Airflow, shot in December 1932. With its plain bumpers, sloping hood, and small radiator opening, it bears only a general resemblance

to the production Airflow, although it has the one-piece curved windshield found only on the big CW Airflow Imperial Custom limousines. Note the running boards, which were later removed from this car. (Photo circa 1932, copyright © FCA US LLC – Historical Services; used with permission)

With that in mind, Breer and chief body engineer Oliver Clark set about rethinking the packaging of the typical passenger car. They started with six-cylinder sedans and coupes — what in production would become the DeSoto Airflow and the Canadian Chrysler CY — and laid out a seating arrangement that would allow the desired shape while keeping the wheelbase and overall length as short as possible. First, they widened the front seat to make it somewhat wider than the rear bench, the reverse of the usual practice. (Initial plans actually called for five-passenger seating with three in front, two in back, but the Chrysler sales organization said no.)

The rear seat, meanwhile, was moved forward of the rear axle with the front seats, dashboard, and windshield shifted forward accordingly, not unlike Chrysler's much later "cab-forward" LH cars. Those changes required the engine to be shifted about 20 inches (51 cm) forward, positioning it above the front axle rather than behind it. In production Airflows, the engine's center of mass was slightly behind the axle and the engine was tilted downward about 5 degrees at the clutch side to minimize the height of the driveshaft tunnel.

Even with essentially stock engines and drivetrains, making these changes was complicated and expensive, and their actual value was debatable. Most American highways had speed limits of 45 mph (72 km/h) or less in those days and streamlining provided little benefit at lower speeds. In Europe, where taxable horsepower rules favored smaller displacements, obtaining a respectable maximum speed with a tiny engine had some allure, but that was not a major concern in the U.S. market.

If better aerodynamics had been the only advantage of Breer and Clark's repackaging job, we suspect that the Airflow might never have made it to production. However, Breer and his team found that the new layout paid unexpected dividends in a far more marketable area: ride quality.



National Car Shows

September

9-11 - Southeastern Fall Nationals - South Carolina Region
- Greenville, SC

12-17 - Glidden Tour (1942 and earlier) - VMCCA -
Saratoga Springs, NY

October

6-9 - Eastern Fall Nationals - Hershey Region - Hershey, PA

11-16 - Southeastern Divisional Fall Tour - Savannah
Region - Mt. Airey, NC

18-22 - Central Divisional Tour (25 years & older) - Tulsa
Region - Broken Arrow, OK

November

4-6 - Special Western Nationals - Phoenix Region -
Phoenix, AZ

7-11 - Western Divisional Tour - Phoenix Region -
Metropolitan Phoenix and Central Arizona

2022

February

10-12 - AACA Annual Convention - Philadelphia

24-25 - AACA Winter Nationals - Melbourne, FL - Cape
Canaveral Region

March

10-12 - Western Spring Nationals - Las Vegas

20-26 - Founders Tour Mobile, Gulfshores AL/Biloxi MS -
Deep South Region

April

7-9 - Southeastern Spring Nationals - Charlotte NC - Hornets
Nest Region

21-23 - Special Winter Nationals & Special Grand Nationals
- San Juan, PR - Puerto Rico Region

May

5-7 - Central Spring Nationals - Auburn, IN



Cruise Ins

Every Saturday - Cruise-In Po Boy's & Pharaohs of
Alabama @ IHOP in Tillmans Corner, Mobile, Alabama
4pm - Until.

Every Sunday - HotRod Breakfast. Location changes every
week. Click name to check location. 8am-10am

1st Friday - Fueled Friday Car Meet @ OWA, Downtown
Parking Lot, Foley, Alabama 7pm- Until.

2nd Friday - Cruise-In Huck's Automotive Boost & BBQ @
OWA, 106-A OWA Blvd, Foley, Alabama 6pm - until.
Hosted by Groovy Goat.

2nd Saturday - Ice Cream & Classic Car Cruise-In @ Aunt
Elsie's Ice Cream Shoppe, 188 South Blvd., Brewton,
Alabama. 2-4 pm.

2nd Saturday - Cruise-In Banzai Cruisers Gulf Coast @
Radical Ridez, 163 E Riviera Blvd, Foley, Alabama
(behind Sonic). 6pm.

3rd Thursday (March to October) - Cruise-In Southern Bay
Cruisers & Classics @ O'Reilly Auto Parts, Grand Bay,
Alabama 5-9pm.

3rd Friday - Cruise-In Greater-Gulf Coast Classic Car Club
@ Sonic Drive In Hwy 59, Foley, Alabama 4:30 -
7:30pm



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August 2021

