



The Sparkplug

Vol. 57 No. 5
May 2024

Deep South Region of AACA Newsletter

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Meetings are held at the Clubhouse on the 4th Thursday of each month. Refreshments begin at 6:00 pm, and the meeting begins at 7:00 pm.

DSR Dues are \$20, and AACA dues are \$45.

Newsletter Deadline on 25th day of each month.

DSR Events

May
4 - Roy E. Ray Fly-In & Cruise-In
9:00 am - Until
11317 Airport Road, Irvington,
Alabama

18 - Mishkan Galleries Tour
10 am - 9650 A Old Pascagoula Rd,
Theodore, Alabama

23 - DSR Monthly Meeting
6:00 pm Refreshments
7:00 pm Meeting
DSR Clubhouse, Mobile, AL

June
14 - Flag Day Cruise-In & Flag Retirement Ceremony
4-6 pm
DSR Clubhouse

27 - DSR Monthly Meeting
6:00 pm Refreshments
7:00 pm Meeting
DSR Clubhouse, Mobile, AL

See page 3 for more details.

Visit www.deepsouth.aaca.com for info on these and more events happening in our area.

AACA Events

May 5 - NJ Region's 72nd Annual Spring Car Show/Swap Meet
East Hanover, New Jersey

May 10 - 10th Annual Mid-Atlantic Pre-Way Swap Meet
Luray, Virginia

May 11 - Shenandoah Region AACA's 64th Annual Apple Blossom Car Show/Swap Meet
Winchester, Virginia

May 17 - Old Dominion Meet Association Annual Meet
Roanoke, Virginia

June 1 - 67th Annual Historic Fredericksburg Region AACA Antique Car Meet
Fredericksburg, Virginia

Visit www.aaca.org for more info

This month's cover features Jim & Nancy Henderson's 1969 Ford Mustang Mach I. Submit a good, distant photo of your car to be featured.

Zeno's Corner

Our AACA/Deep South Region Antique Car/ Shirley Looney Memorial Car Show was a great success. I want to personally thank all of you that worked so hard to make this year's show what it was. Having the show at Langan Park was great in itself.. Could not have ask for a more beautiful day for it.

In honor of our Earth Day event, enjoy Mac's article on his Anglia, the original fuel-efficient car!

Best Regards, Zeno

Cruisin' for a Cause - April 13



Several DSR members made the trip to Jackson, Alabama, for the Cruisin' for a Cause Car Show benefitting the ARC of Clarke County. As you can see, they enjoyed an absolutely perfect spring day, and brought home quite a few trophies. The show was part of 23rd Annual Spring Jubilee which included raffles, auctions, music, great food, and much more. Member Karen Flanagan works for this wonderful organization which promotes and protects the human rights of people with intellectual and developmental disabilities and actively supports their full inclusion and participation in the community throughout their lifetimes.



Earth Day Cruise-In - April 20

Once again the DSR joined with Love Your Community, the City of Mobile, and Drive Electric Alabama to celebrate Earth Day. Free plant giveaways, food trucks, live music, and an electric car show were held on the grounds of our neighbors the Japanese Gardens, while the DSR held an antique car cruise-in and hosted spectator parking on the grounds of the clubhouse. Several club members brought out their antiques to enjoy the beautiful spring day. It was a crazy busy day with the grounds full to capacity for most of the event, but the folks out there assisting with parking had a great time interacting with our guests! We could not have asked for more beautiful weather, and we look forward to working with everyone again next year!



Out & About



DSR Members David & Patricia Couling, Dan Jacobsen, Ed & Eddie Grimes, and others attended the Camellia Classic at Camp Grace on April 6th.



Al Manning won big at the Strawberry Festival in Loxley.



John & Debbie Bright at the AAECM Show in D'Iberville.



Morris Northcutt, Dan Jacobsen, Mac McNamara, & Mike Palmer represented the DSR at Our Lady of Lourdes Annual Lawn Party Open Car Show on April 13th.

Upcoming Events



May 4 - Roy E. Ray Fly-In - 9 am - Until. Starts at 7am. 11317 Airport Road, Irvington, Alabama. Cars will be parked on the west side of the runway on the south side of the hangar. Do not park anywhere else, as you may find yourself on the grass runway! There is no shade, so bring your lawn chairs and pop-up tents. Food and homemade ice cream will be available. The schedule is below:

Breakfast - Served by Women in Aviation

Lunch - Served by the Boy Scouts & Experimental Aircraft Association

Dinner - Crawfish Boil



May 18 - Mishkan Galleries & Gardens Tour - 10 am - 9650 A Old Pascagoula Rd, Theodore, Alabama. The DSR and Mississippi Gulf Coast Corvette Club will tour this unusual museum housing artist David Hamilton's incredible collection of full-

scale and miniature replicas of Biblical and historical artifacts and locations. Entrance fee is \$15. Following the tour, we will caravan to Time to Eat for lunch

June 14 - Flag Day Cruise-In - 4-6 pm

Bring your lawn chairs for an evening cruise-in under the oaks on the beautiful grounds of the DSR Clubhouse. Hamburgers & hotdogs will be provided. Bring your tattered American flags, and the members of the P L Wilson Detachment of the Marine Corps League will give them a proper retirement.



The Sparkplug

A monthly publication of the Deep South Region - AACA



I try my best to find photos of our members enjoying their cars, so everyone can be featured in our newsletter. You can make my job easier by sending me photos of you and your car at various events! You can simply let me know the date and location, or even better, write a small blurb about the event. It does not have to be a show! Did you chauffeur for a wedding? Go to a cruise-in? Just go out with friends for a drive? Show off your ride in *The Sparkplug!*

1960 Ford Anglia DeLuxe

A Family Car Since 1973

By Mac McNamara



My Aunt and Uncle lived in Baton Rouge, working for the Corps of Engineers when the gas crunch of the seventies began. They were the second owners of the car and, to hear them tell the story, didn't have to stop for their seven gallons of fuel for several weeks compared to others stopping much more often.

The car passed from them to her father (my grandfather) then to another of my aunts who drove the car from the mid-seventies into 1981 or so. There are stories of her travails in the car and one I've heard has her using very little gas travelling between New Orleans and Vicksburg because she was drafting the big trucks as they travelled down the highways. (I hope the statute of limitations has run out on these antics.)

My mother learned to drive a standard-shift vehicle in this car, giving its name "Bunny". She did this so that she could drive the 1960 Corvette (Anniversary Edition, black with silver coves) she purchased in the early seventies. I still have memories of Sunday drives, me straddling the center console (legs on passenger side to keep interference with dad to a minimum), brother riding on the back, legs dangling behind me and mom in the passenger seat as dad drove us through the Vicksburg National Military Park. The park has added many things since I was driven through there to slide down hills on a cardboard box, or just roll, or get stung by wasps nesting in the cannons (boo, wasps!). If you've never driven through the park, I highly recommend it. Stay at the Duff-Green mansion for the possibility of seeing a ghost or hearing the moans of soldiers hospitalized during the Civil War. I did...stay a night or two, that is. (Ad over and remembering Mom done for the moment, now back to the Anglia)

In 1983, I received the Anglia shortly after turning 16. It was a car I drove through high school and into college (at U.S.A). Until 1988 or 1989, the car used more oil (and brake fluid) than gas. It holds a whopping 2 quarts of oil (and a bit for the filter) and, using Castrol 20w50, I could get a quart to last just under 2.5 days. With all the wheel cylinders leaking, I could get a pint of Castrol Dot 4 brake fluid to last about a month (up to 1.5 months as a maximum) and I learned to anticipate people, and lights, because the brakes may just work and surprise everyone!

By receiving a couple of dollars a week from the two brave souls riding with me through my junior and senior years in high school, I could get a tank of gas to last about a month, spending just under \$5.00 to fill it up (just last week, in comparison, it was just over \$30.00) and still have money left over for oil, brake fluid and, oh yeah, 90W gear oil for the rear end (which had a bad bearing heard when you finally got the car above about 55 mph...and that feat took a mere ninety-plus seconds, a tail-wind and downhill run...unless a Mac truck was heading in the same direction and I could slip-stream the tailwind).

J.C. Whitney sold cases of necessary fluids cheaper than I could buy a few bottles of each at the local National Auto parts store. They also sold other "tacky" items a teenager really likes but can't afford when having to assist the petroleum industry in continuing high profit margins through the (cheap) mail-order catalog necessity purchases.

I started, and ended, my college "career" at the University of South Alabama in the fall 1985/spring 1986. No more riders to offer gas money made college a lot more expensive, especially since the car still used more oil than gas! That made the pool room at South a cheaper escape from both expenses of driving and horrors of calculus. My best friend tells me he remembers that last day of school in May of 1986 when, next to a dumpster outside the library, I was throwing stuff into the dumpster, and he was retrieving stuff for me to throw back into the dumpster. (Well, he was really trying to talk me out of quitting.)

Out of school, I got my first full time job in late 1986 and purchased the 1964 Galaxie convertible I hope to have on the road again early next year. Once I had the Galaxie, I was able to get the engine in the Anglia rebuilt and the interior redone.

Klaxton's received the dubious honor of stopping both the engine leaks that led to fluid on the ground and the engine exhaust gases reducing the mosquito population for those around the car when it was running. Dubious because, at that time, finding parts for the once cutting-edge engine was difficult. They did what I had been doing for years: using calipers to measure dimensions and looking through National Auto's extensive catalog of parts to find the one perfect-fit item. The parts-counter personnel were impressed that the car was sometimes an MG (both Midget and B), a Triumph TR-3 or TR-4 and, oddly enough, a Ford Tractor, all of which had parts available either in the store or delivered in a short time. Some things you learn by having to do instead of just being told. I kept the documentation in a Hayne's repair manual given as a Christmas gift in 1988 by one of my high school riders, long-time neighbor, and friend.

Dewey Miller, of Competition Cams, was given the task of head rebuild and cam shaft search. He found the cam shaft of a Chevy Vega could be re-ground to become the new cam for the Anglia. While Dewey was working on the head, Tom (I think it was Tom Klaxton), found, among other things, a 1988 BMW M3 (newly released that year) had an oil pump that would mate new oil pump Klaxton's fitted into the engine. That change allowed me to use a spin-on filter instead of the difficult-to-find cartridge filter. (As an FYI, it's getting harder to find that particular filter as that car is long out of BMW's desired service age of twenty years).

My girlfriend (now wife) and I used to take the car on regular "Whar's this road go?" trips from Mobile to - well, it seems we always ended up at - McGuire's Irish Pub for late lunches. We met many along the way and saw much. I, to this day, still cannot find: a gardener who had an unusual lily called a "Pine Cone" lily, which we still have; his wife made a fantastic banana bread; a passel of dinosaurs made from various metal objects; a road trip from a Montgomery car show that took more than 12 hours...constant driving...nary an issue with the car...not a single desired destination open to view on this trip...and no restaurants, gas stations or restrooms for 7 of the 12 hours...whew and thank you 1994!

Most recently, the car has: gotten some badly needed bodywork done, but the paint will be coming soon; had a brake light switch replaced (which, when shorting, will kill the ignition on the car, FYI); minor timing and tuning issues closer to resolved; a stuck float valve fixed (at least temporarily, but won't know until it ain't fixed no more!) that improved fuel mileage from approximately 22 MPG to approximately 40 MPG, though that won't be confirmed for 2 tanks of fuel (approximately 500 miles of driving).

I hope to get a rudimentary "Mako" paint job done in time for the Founder's Tour in March next year and confirm reliable running/abundant parts availability prior to the tour.



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