

**Your December issue of The Sparkplug follows this page
There are 10 pages in the newsletter including this calendar**

2010 Dates to Remember

- Jan. 1 **Happy New Year!!!!!!!!!!!!!!**
- Jan. 7 **BCS Bowl - Roll, Tide, Roll!!!!!!!!!!!!!!**
- Jan 23 **Annual Catfish Run to David's Catfish Cabin and a visit to the Henderson Car Museum to see new acquisitions. Meet at the at 10:00 am museum for a tire-kicking session and caravan to David's at 11:30 am.**
- Jan. 28 **Monthly meeting in the clubhouse at 7:00 pm.**
- Feb. 2 **Ground Hog Day Feb. 7— Super Bowl Feb. 14 — Valentine's Day**
- Feb. 11-13 **AACA 74th Annual Meeting - Philadelphia, PA**
- Feb. 16 **Mardi Gras Feb. 20 Orange Beach (AL) Sports Complex (Canal Road) car show to benefit children playing in organized sports. More info later)**

Check out the Deep South Region AACA Website at <http://local.aaca.org/deepsouth/>

Merry Christmas to all

This will be your last newsletter unless you

Please print and return with your check

2010 Dues

Name _____ Home Ph _____ Cell _____
Address _____ City _____ State _____ ZIP _____
AACA# _____ **AACA \$35 DSR \$15 Total Amount due:\$50**
Make check payable to DSR – Mail to Tracy Metclaf 58 Julia St Mobile AL 36604



The Sparkplug



Deep South Region A.A.C.A. Newsletter, Vol.43 No. 12 December 2009

Thanksgiving Day Feast at the DSR Clubhouse

By Ed McCusker

The clubhouse was setup well in advance by Lycyle Crowdus and her helper Debbie Bright well before the 12:00 PM start time for the Thanksgiving Dinner. The tables all had orange tablecloths and fall flower arrangements in place. This was an ideal time for members to wish each greetings and get in some small talk about whatever before the feast began.

Everyone who could came with a special dish or desert. The entrees were roast pork with a delicious sauce provided by the Paquets and Chicken Supreme casserole made by Lycyle Crowdus. Vegetables, salads with various dressings and breads were all set up on tables in the kitchen along with several kinds of drinks. The desert table was in the meeting room and was just about full of excellent cakes, pies, etc. Dan Dillehay gave the blessing and after this we sat down to enjoy a great meal.

The time for the November meeting had arrived and everyone pitched in to cleanup so that the monthly meeting could begin. VP Walt Fuller thanked Lycyle and Debbie for doing such a great job and called for a round of applause.

Oh by the way, a nine-weeks-old granddaughter of the Paquets must have enjoyed the meal because we never heard a peep coming from that direction.



Was the baby asleep or awake during this time? That is for you to decide.

Walt Fuller called the meeting to order. He reviewed the old business and each item was addressed and cleared from the agenda. New business items were the Slate of Officers for 2010 and changes to DSR Bylaws. The Slade of Officers was accepted by acclamation.

The Bylaws changes were addressed individually. Each was briefly discussed, voted on as a whole. All changes passed. Walt asked each person attending the meeting to bring one new potential member to the January meeting. Being no further business the meeting was adjourned.

Members continued to visit while putting the clubhouse in order. Enjoying the day were **2 Bogles, J. Bright, 2 Chaudrons, E. Cox, L. Crowdus, D. Dillehay and fiancée Ruth Gunter, 2 Fullers, 2 Lyles, 2 McCuskers, T. Metclaf, 2 Paquets with son and family, 2 Pendergrases, B. Peterson, B. Sells with grandson – Morgan Ikner, 2 Smiths and 2 Thoms.**

Missed were our Prez, Steve Goren, the good son who was driving his mother to Florence, Alabama as well as his wife and our Secretary, Cathy, who was making DSR proud performing as a beautiful, but swash-buckling pirate at the Mobile International Festival. We also missed all of the other DSR members who were unable to attend. Maybe we will see you at the Christmas Dinner on Dec. 19th.



From the driver's seat

I hope each of you is having a wonderful holiday season. Christmas is such a wonderful time of the year to give thanks for what we have. Many of us have had a tough time this year, either financially, with illnesses or the loss of a person close to us. All of these things can be hard on our families. Take time out to be grateful what we have been blessed with this year and throughout our lives.

By the time you read this we will have the last Christmas parade behind us. Also we will have enjoyed our annual Christmas meal together and the 2010 DSR officers will be officially in charge. I am most appreciative (I think!) that you have seen fit to ask me to lead our club another year. Some of the members who held office with me this year have also agreed to continue for another year while others are retiring but have promised to remain active in our club. We have added some new members to the mix for 2010 and I think we can all work well together to make it a very good year for our club.

I want to thank every one of you for your friendship and being a part of my antique automotive family. You are all truly a blessing to me and I hope the New Year brings better times for all of us.

Again, thanks for all that you do for our club and for your friendship.

Steve Goren, President



2009 Officers

- President: Steve Goren.....(251)633-8171
- Vice President: Walt Fuller.....” 602-1931
- Secretary: Cathy Goren.....” 633-8171
- Treasurer: Tracy Metclaf.....” 433-0270
- Activities: Lycyle Crowdus.....” 661-8486
- Frieda Dylewski.....” 476-1870
- Editor: Buddy Paquet.....” 661-4009
- Member-at-Large: Paul Dagenais.....” 433-0270

Volunteers/Appointees

- Chaplain: Kevin Crowell.....” 660-1888
- Historian: Patt Paquet.....” 661-4009
- Webmaster: Herb Thoms.....” 654-2933
- Telephone Chair: Martha Fuller.....” 602-1931
- Refreshment Coordinators: Clyde & Janet Smith
“ 473-7834

The *Sparkplug* is non-profit and published for the information of our members and friends. DEEP SOUTH REGION meetings are held the fourth Thursday of each month at 7:00 PM in the clubhouse located at 951 Forest Hill Drive. Membership in the Antique Automobile Club of America is required to be a member of this Region. Annual local dues are \$15.00; AACA national dues are \$35.00. *Ownership of an Antique vehicle is not a requirement for membership.*

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**Please share this
newsletter with
a friend.**



As of December 22, dues are yet to be received from Bell, Burroughs, Cashdollar, Cox (B), Cox (E), Dearman, Gchijian, Givens, Godfrey, Henderson (J), Henderson (M), Henderson (S), Henderson (T), Jackson, Jordan, Pearce, Peterson, Saad, Suttle, White and Whiting.

Your dues (\$50 total for both AACA & DSR) must be received by Treasurer Tracy Metclaf (payable to DSR - 58 Julia Street - Mobile AL 36604) by Jan. 15, 2010 for you to receive the next DSR newsletter.

Hey, pony up! The club needs all of you!!

**4th Annual Massey Chevrolet Car Show
Burn-Out, Cruisers & North Side Cruisers**
By Dick Cashdollar

November 14th was a perfect fall day for a nice drive up Highway 45 to Citronelle where I found 85 great cars, many trophies, “Top 50” Awards, an \$1,100.00 50-50 pot, and a 32-inch HD Flat Screen TV door prize. Now how many more motivators do you need to attend a local car show?

This particular show holds special meaning for me, since in 2006 it was the first show I ever entered my Corvette in. I did it more to have an excuse to attend the show than having any expectations of winning anything.



Then to my surprise, I won a small trophy! It was all downhill from there. Many shows, thousands of dollars invested in the car, and I still enjoy every outing with it.

It never ceases to amaze me how many really fine cars are present at these local shows. As many as I attend I see new cars every outing. This show was certainly no exception with an unusually fine turnout of Corvettes, thanks to Port City Corvettes, (where I am a member). About two dozen “Vettes” including mid years, C3’s, C4’s,



C5’s and C6’s. I got my usual Top 50 Award

after convincing myself that I wouldn’t place in the show due to stiff com-petition. One of these days it’ll happen – coming home “empty”,

but it hasn’t yet. In over four years of showing my two cars in multiple events both spring and fall, I’m still batting 1000.

Phillips Screwdriver - Normally used to stab the lids of old style oil cans, splashing the contents all over your shirt.

**First weekend of December begins
Christmas Parades in sunny south**
By Patt Paquet

Long-standing traditions should not be broken, most especially when it comes to old St. Nick. The Tillman’s Corner Chamber of Commerce has been sponsoring the annual Christmas parade for at least 10 years and that’s how long DSR has been involved by furnishing rides for the “VIPS”.

Some years we had warm weather, some so cold, it was barely tolerable. This year we were keeping our fingers crossed the rain would be out of the area by the morning of the parade.

Adding their vehicles to what is said to be the second largest Christmas parade in the state were 2

**Bobos, 2 Scott
Hendersons in
two cars, T. Hen-
derson, 2 Houks,
2 Paquets, B.
Sells and 2
Smiths.**



We were lined up by an official with the TCCC and made our way along the streets while crowds cheered and shouted holiday greetings to us and our riders. Pictures are posted on the DSR website.

**Dauphin Island Christmas Parade
invites DSR members to participate**

Charlie and Robbie Lyles were invited to bring their nicely restored 1957 Chevrolet 3100 Pickup down to lead the Island’s annual Christmas Parade. Although this parade is not as big as some others, it is likely nearly every resident plus their families and friends are lined up to enjoy the music, floats, Santa in the fire truck and catch all the booty that is thrown.

Fortunately, for the Lyles, the weather had cleared nicely and by the 1:00 p.m. roll time it was sunny and reasonably warm. Isn’t it great the club can ”multi-task”?

As long as the radio works

By Mike Streeter, member of the Antique Auto & Engine Club of Mississippi

In 1962 I was 19 years old, working for a menial wage, very inexperienced in the ways of the world, and a prime target for anyone wanting to sell a used car with problems. In retrospect, this was a good thing since I spent most of my spare time repairing the variety of lemons that a wiser person would have junked. Therefore, I gained a good deal of hands-on knowledge and a cynical opinion of anyone with a car to sell.

My very first car was a 1938 Daimler. I had a massive 2.5 liter straight six engine and did about 10 miles to the gallon. (An English gallon is 20% more than a U.S. gallon!) I paid five Pounds, about \$10, almost a whole week's wages. I had a Wilson pre-selector transmission, a manual ignition advance and retard lever on the dashboard.

The windshield was hinged at the top and cranked up and open manually. The brake pedal operated the brakes if you had good leg muscles or were in a state of panic and was also connected to an oil reservoir and pump. Every time the brakes were applied, a shot of oil was delivered to the steering and suspension joints. It also had a built-in hydraulic jack on each corner operated by an electric pump to make it easier for the wife to change a flat.

It was actually a very reliable car, but very soon the euphoria of ownership was overwhelmed by the gas consumption. I couldn't find a buyer so I gave it to a local rock band to use to travel to their gigs.

Now I needed a newer and more economical car. A search of the newspaper classified came up with the goods and I became a target. The ad said that it was a nice, clean little Hillman Minx; I don't remember the year, probably a late 1950s. I met with the owner at his home and totally ignored every indication that a fool and his money were about to part. I asked how long he had owned it; he said not long. He had gotten it from a local dealership that had taken it in on trade. The engine started and ran but it was parked where it could not be driven. Not to worry. I looked a little lop-sided at the back but the radio worked. He said come back in about an hour and he would have it out and read for me. About \$80 changed hands and I had a new tribute to my naivety.

One of my neighbors was a used car salesman so the first thing I did was show him what a great bargain I had purchased. He looked at it for about five seconds and said, "You did look underneath, right?", and walked off. Now why would a smart young fellow get

all dirty looking under such a fine vehicle? Well, I suppose it wouldn't hurt, just out of curiosity. Interesting, the back axle was bolted to a big leaf spring just inside each rear wheel and both ends of each spring had hangers that were bolted to the chassis. Looked good to me, but what were those sort of "cracks" in the box section of the chassis where the spring hangers were attached? Ah, that must be why it looked a little lop-sided. No problem, just take it back and get a refund. Right?

Seller: "I can't give you a refund, you bought it as is." **Me:** "But it looks like the wheels are falling off." **S:** "Huh! Didn't know that when I sold it to you, but I still can't take it back." **M:** "You cheated me and I going to tell the cops about you." **S:** "Tell you what, I'm an honest man, leave the car here and I'll have plates welded to the chassis; come back tomorrow."

OK, he was obviously a nice guy and wanted to do the right thing. I picked up the repaired car the next day and was impressed because when I looked underneath this time I could see that he had not only plated the chassis, but had covered the plate and welds with underseal. When I got it home, I took a closer look and that's when I discovered the welded plates were actually thin pieces of aluminum stuck on with the underseal. Not a weld in sight. It was about this time I began to have misgivings about people who sell cars.

I realized that I was never going to get far before the wheels fell off, so the car was basically scrap. However, a friend of a friend had a similar Hillman Minx that needed a lot of spare parts. He begged me to sell him mine, for parts, knowing the chassis was bad. Unfortunately, he did not have any money at the moment, but if he could just take the car he would pay me as soon as he got his next paycheck.

Here I am, 45 years later and apparently he still has not gotten that paycheck.

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Santa came to the Henderson Collection early this year

By Patt Paquet

Written from the female point of view, I can say this: “When it comes to cars, grown men are still just young boys, it’s only that their toys are bigger.” And how can any one of them pass up an opportunity to get a new toy?

While the Tillman’s Corner Christmas Parade was going on, Jim Henderson – who usually does all of the assigning of riders to cars – was in Florida looking for a Christmas present. He found one. Actually, he found several, but there is one that surpasses the others.

How many of you have heard of the Premier automobile? Probably only a few. Allow me to give you a history lesson. According to the *Standard Catalog of American Cars 1805-1942*, Third Edition, there were two Premier car companies. One was organized in West Virginia in 1911 but any building of cars is unsubstantiated. The other was based in Indianapolis, Indiana and the first car was a water-cooled motor buggy that was built in 1902. The man behind the car was George B. Weidely who was convinced water-cooling was the way to go.

Together with Harold O. Smith and \$50,000 the Premier Motor Manufacturing Company was born. An oak leaf on the radiator badge is said to represent the first use of an emblem as an automobile trademark.

The company built cars from that first effort in 1902 until 1926. The one that Jim has recently acquired is a 1923 seven passenger sedan. It is considered to be a Brass Era (meaning it was built between the 1890s and about WWI and is so called because of the prominent use of brass fittings) vehicle. By 1910 the Premier had completed three Glidden Tours with a perfect score, an excellent record. However, not so excellent was the car’s competition record. A special air-cooled racer built in 1905 did a quarter-mile in 10 seconds in a private trial but could not qualify for the Vanderbilt Cup because it was 65 pounds overweight.

The year of 1914 found the Premier auto building company going into receivership and Mr. Weidely and Mr. Smith went off to found the Weidely Motor Co. to manufacture proprietary engines for the trade. In 1915 the company was sold to F. W. Woodruff, a banker from Joilet, IL who paid off the company’s debts and reorganized as the Premier Motor Car Company.

The original company introduced its first six cylinder engine in 1908 and built only those from 1913 on. The new company’s slogan for 1918 was “The Aluminum Six with Magnetic Gear Shift”. Since 1916 the engines had been a one-piece aluminum casting with aluminum crankcase and pistons; the new was the Cutler-Hammer electric transmission operated by a steering – wheel - mounted lever.

In 1916, at the request of the Indianapolis Speedway, which was worried about the number of entries due to the war in Europe, the Premier Motor Company built three racers for the 500 race. Sadly, one crashed, one went out with a broken oil line and the third finished seventh.

The Cutler-Hammer electric transmission continued until 1920 though by then the Premier Company had changed hands again. Now in charge was L. S. Skelton, a former physician who had made a fortune in the oil business, and who was, at the time, promoting another car called the Skelton in St. Louis. When he died in 1921, this sent the company into a tailspin and another receivership. It recovered in 1923 when the debts were paid off by Frederick L. Barrows and became Premier Motors, Inc. There was another fellow, Frank E. Strattan – who had just purchased the Monroe of Indianapolis car company - lurking in the background who wanted the company to build a Strattan-Premier car. Mr. Barrows actually ended up with the Monroe company.

The Premier six-cylinder car was now up to 79 hp and was a highly regarded automobile – but only until November 1924.

(Continued on Page 6)



The 1923 Premier sitting on the trailer in the car warehouse.

Premier concluded

Suddenly, everyone at Premier had a different idea altogether. Shortly after Barrows had taken over in 1923, the company garnered a contract to build 1,000 Premier taxicabs and announced that taxicabs would be its only product. So things went until October 1926 when Premier Motors, Inc. was sold out to the National Cab and Truck Company of Indianapolis which quickly faded into oblivion.

According to some paperwork Jim received with the car, it is said the Premier was of such excellent quality, it rivaled any car built in the world at that time, even those in Europe.

Production numbers from the earliest years of

1902 through 1907 apparently weren't kept. The first recorded are for 1908 which was a total of 300. The highest manufacturing year was 1914 with 1,300 being built. The year the smallest number ever turned out – 176 – is 1923. As far as Jim has been able to determine, there are only two Premier cars left in existence; one in the Dusenber Museum and his.

I am sure the other cars in Santa's bag, including a very unusual small Coca-Cola truck plus an operational 1967 LaFrance fire truck, will be unloaded soon and put into the Deep South Antique Car Museum soon. Hopefully, we will all have an opportunity to see the new additions in the coming year; perhaps after our January catfish run (?!).



The lettering is on the top part of the spare tire cover on the rear of the car



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**Deep South Region AACA
General Membership Meeting, November 21, 2009**

Call to order/Invocation/Pledge of Allegiance

Vice President Walt Fuller called the meeting to order at 1:00 p.m.; Don Dillehay had previously asked the blessing before our Thanksgiving meal. Walt led the Pledge of Allegiance.

Old Business: President: Absent - Vice President: (1) Announced changes to the proposed slate of officers for 2010 as follows: *Walt Fuller* replaces *John Pendergrass* for Vice President and *Foy Bobo* replaces *Kevin Crowell* on Activities. Motion to accept changes was made by Buddy Paquet, seconded by John Pendergrass and unanimously approved. **(2)** Asked for a motion to approved the changes to the bylaws published in the October newsletter. Motion made by John Pendergrass, seconded by Zeno Chaudron and unanimously approved. **(3)** Announced we had received money from appearance at Fair Grounds. **(4)** Requested each member try to bring a prospective new member to the January meeting.

Secretary: Acting Secretary requested a motion to approve the minutes of last meeting. Motion by Nancy Thoms was seconded by Zeno Chaudron and unanimously approved.

Treasurer: Noted a correction that should be made to previously distributed report. Report was approved by acclamation. Suggested that next year the club needs to take a look at insurance on clubhouse.

Activities: Discussed participation in Holiday Parades and around sign-up sheets.

Editor, Member-at-Large(Absent) and Webmaster: No old business

New Business: None Vice President: Asked for standing ovation for those responsible for the Thanksgiving meal and decorations.

Secretary, Treasurer, Editor, Activities: No new business

Webmaster: Read letter from young lady requesting a white Rolls Royce to support her wedding. Meeting was adjourned by Vice President Fuller.

*The family of
Mrs. Sara Sells
acknowledges with
deep appreciation
your kind expression
of sympathy
Bert Sells*

*The family of
Mrs. Fannie Lou Smith
acknowledges with
deep appreciation
your kind expression
of sympathy
Martha Fuller & family*

Just for the ladies... 'Twas three weeks before Christmas

'Twas three weeks before Christmas, at our house
on the park,
there were no lights outside, the whole yard was
dark.

I had just settled in for a nap before bed,
When my wife walked by, a cap on her head.

I paid her no mind, and just sat in my chair,
Whatever she was doing she was out of my hair!

And then from outside, I heard such a clatter,
I sprang from my chair to find Jan on a ladder.

“What are you doing?”, I said. It’s past nine
o’clock!
She said “I’m putting up lights, like the rest of the
block.”

I told her she scared me, and boy, did I flinch
She calmly told me, “Serves you right, Old
Grinch”

I held my ground firmly, I knew my rights.
I had told her before, “I don’t do lights.”

So I left her outside, on the roof, in the cold,
And dialed 911, then put them on hold.

I sat in my chair and thought, “Let me see,
where do I keep the insurance policy?”

Then all of a sudden, my neighbors did call,
I thought I would be teased by them all.

But all the same question they did ask,
:How can I get *my* wife to do such a task?”

After an hour, I began to worry,
Across the roof, I did not hear her scurry.

So out the door I went, I moved on the double,
To make sure my poor wife wasn’t in trouble.

So I looked up at the house, and what did appear?
But Jan on the roof, in snow up to her rear!

Over the eaves, her legs they did dangle,
While she adjusted each light at just the right
angle.

I pleaded “Come in, I’m alone and I’m bored!”
and she said “I can’t stop now, get me more cord!”

“There’s a few things I need for you to go after,
get me a dozen more bulbs and a three-prong
adapter!”

She strung lights for hours, she strung light galore,
she strung lights everywhere til there were no
more.

She covered the peak, the gutters and the eaves,
she covered the bushes and trees without leaves.

I was snuggled in bed, wishing she’d take a break,
all the noise on the roof was keeping me awake!

Finally, down the ladder, Jan did bound
I said to myself, “She’s back on the ground!”

The moment was near, she would not delay,
It was time to light up her outdoor display.

On twinklers, on flasher, on big bulbs and small!
On white ones, on colored ones, light, light them
all!

She looked up at her display, so brilliantly lit,
It took her all night, but she had finally finished it.

As she walked towards her house, she let out a big
shout,
Merry Christmas to all...Ahhh,the one on the
peak is burned out!!!

Editor’s Note: This is reprinted from the January 1998 issue of Capitol
City Chatter, newsletter of the CC Chapter of the Minnesota Region AACA.
The Editor at the time was Linda Ives. It was written by the son-in-law
of a couple in their club. (I never throw anything away!)

DSR member loves to sing



Nancy Thoms was one of the Sweet Adelines Sound of the Bay Chorus, along with the mens' Pride of Mobile Chorus, offering a Christmas Concert "Harmonize the Holidays: at Mobile Christian School on December 12th. This is a

much looked forward to part of the Christmas music scene in Mobile. A visit by Santa concluded the evening.

It would have been a really great outing for our club had we know in time to plan for it. Maybe next year??

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From the Editor...

I have thought long and hard about what I should say in my last column. I am sorry to say that there is no great wisdom I can leave with you except to say keep enjoying your old cars.

However, I do have a few thoughts about our hobby and our club in particular. I got into both a little over 20 years ago. That's hardly any time in comparison to many of my AACA friends and a few of my DSR friends. But it has been a highly rewarding experience for me in so many ways.

I have traveled to places and seen things I would never have thought existed; I have met so many fellow hobbyists – some that I became close friends with and others who remain only acquaintances – that have the same love of vehicles I do. Last but not least. I have no learned so much from so many that I can't begin to list it all.

When I took the job as Editor, I wasn't sure I could do it but with the help of not only Patt, but many of the Deep South Region members, I soon longer considered it a job in the true sense of the word but more an extension of the hobby just as judging or working in registration or at the membership table at National Meets.

Being a member of AACA and DSR has opened doors that I never knew were there. I can remember the first meet Patt and I attend; it was in Shelbyville, TN. We met a man and his son who, along with their families, became life-long friends. I also recall another of our early meets in Hiawassee, GA where we met two couples with whom we had a lot in common and became close friends.

I am grateful for all the wonderful experiences that we have enjoyed on both the National and local levels. I hope as many of you who can will attend AACA's 75th Anniversary Celebration coming up in July 2010 in Louisville, KY. I promise you won't regret going.

FYI, there is a top-notch article in the current issue of *Classic Cars* that profiles our AACA Executive Director. It is right on target and I can tell you we are extremely fortunate to have this man at our helm. If you don't get the magazine, call me and I will make a copy for you.

Finally, thanks for allowing both of to have served you as Editors over the past 13 years.