

**Your September 2009 issue of The Sparkplug follows this page  
There are 12 pages in the newsletter including this calendar**

**2009 Dates to Remember**

- Sept. 24** Monthly meeting 7 p.m. in the clubhouse with guest speaker, DSR member Dick Cashdollar discussing Homeland Security (See Page 8)
- Oct. 4-11** Crusin' the Coast
- Oct. 7-10** Hershey ('Nuff said!)
- Oct. 17** DSR day trip to Buddy & Anne Givens Old Towne in Vinegar Bend, AL
- Oct. 22** Monthly meeting In the clubhouse
- Oct. 24** **Baldwin County** "Fun in the Sun 2009" Car, Truck & Bike Show sponsored by Faith Fellowship Church (Intersection of Co. Rd. 83 South and Co. Rd. 48. Info: dlkelso@gulftel.com or (251)947-2833
- Oct. 25** Springhill Baptist Church's Pumpkin Fest 2:30-5:30 (To be approved)
- Oct. 31** Display 20 cars for the last day of the Greater Gulf States Fair at the Fairgrounds Noon-4:00 p.m.
- Nov. 11** Annual Mobile Veteran's Day Parade
- Nov. 21** DSR Family Thanksgiving Dinner in the clubhouse 12 Noon

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



## Big Macs versus Big Macks By Lycyle Crowdus

Hey! I am so glad to have this display behind us. It was one of three on the calendar this month and the only one not to have been rescheduled due to rain. At 7:30 in the morning on Sept. 19, the sun was shining brightly. When four of the cars met at Hardee's in Theodore Oaks Shopping Center, it was quickly becoming moderately overcast. I didn't care...we were on the way to help the Grand Bay McDonald's unit celebrate their one-year anniversary.

A rather funny thing happened on the way to the site. The four cars passed a big John Deere tractor something-or-other with a bucket on the front. It was being used along side the highway to clean out a drainage ditch. The operator got so engrossed in the old cars; he let the bucket down too fast, the rear end jumped up in the air as the bucket got momentarily stuck in the mud and muck. He was up in the air and we all had a good laugh.

I am not any kind of writer so the Editorial Assistant came to my rescue by asking those participating to write down their take on the day. I think they covered it nicely.

**Bert Sells:** I started out thinking I would haul the Model A down the muddy road from our house on the trailer so as to not get it covered with mud. Before even getting off our property, I had trailer tire problems twice. So I resorted to off-loading the "A" and driving it to the display. Fortunately, no further incidences and not too much mud. The "Dillehay A" attracted numerous admirers.

**Keith & Yvonne Houk:** The outing looked doubtful at first but it turned into a beautiful day plus a very enjoyable time visiting with all the members we've not seen lately. It's always fun talking with spectators about our cars and they really did look good sitting in front of the restaurant. It was noisy most of the day as big 18-wheelers rumbled into and

out of the Travel America Truck stop across the road but as always, we all just talked a little louder. It was great to see Don Dillehay's Model A on the road again, although with new owners.

**Charlie & Robbie Lyles:** I had to make a service call before we could head over to the display but with Robbie driving our '57 Chevy pickup from my shop to the house, for the first time in 10 years, we were able to make it almost on time. Ours was the only truck in the mix of vehicles and seemed to have received a lot of attention. Maybe it was because the

radio works and folks kept stopping to listen to the Alabama/NTSU football game. Note Alabama won

**Walt Fuller:** Red was the color of the day; not only because of our red shirts but there were several red cars. The ladies sat in the shade of the big old oak tree to catch up on their gossip while I continued working on getting a slate of officers for the coming year. We

had quiet a few visitors, one with a Prefect which is an English car. It is a V-8 with a 60 hp engine. It was not for sale; the new owner plans to restore it. We had some Michiganders who stop by because they "just love old cars". Don't we all? I had brought my 5-inch battered powered TV but had for-gotten all TVs are not digitalized. Oops, no converter box around so we listened to the game on the radio Lycyle had thought to bring.

**Herb & Nancy Thoms:** We live on the west end of Cottage Hill Road and did not make the trip with the main body. We took another route and it was on this stretch that a car came at us frantically blinking its headlights. We wondered what was up. It wasn't long before we saw an Alabama State Trooper road-block. As we approached, it was obvious that they were about to shut down the checkpoint. However, when one of the troopers spotted our **(Con't on Page 3)**





### From the driver's seat

Fall brings cooler weather and more opportunities to get out and show off our antique cars and trucks. This is evident by the number of requests our club receives from various groups needing displays for their events. I encourage all who can to help fill the car quotas for these events. Not only are they a great way for us to get together and have a good time but with some, our club also earns funds to keep us financially sound. Please attend these whenever possible so the public can enjoy the variety of great cars and trucks we have.

The new officer elections are just around the corner. Please be considering if you would like to serve in one of the positions or would like to nominate someone else. Remember – you must first have their permission before submitting their name. New officers keep our club's ideas fresh and keep us moving forward.

It was a disappointment to me that I had to miss the McDonald's display this past Saturday, but late Friday afternoon my boss called and said I needed to accompany him on an out-of-town trip. Just one of those things that you can't do anything about.

I am sorry to tell you that **Sarah Sells**, one of our members from Grand Bay, was in an automobile accident on Friday. She received a rather severe cut to the head plus lots of body bruising. We wish her a quick recovery. The good news is that she came out better than her car which was totaled. Best wishes for a quick recovery, Sarah.

Now for some good news! **Robbie Lyles** whose sight has been steadily deteriorating for a number of years has had surgery of both eyes and can now read as well as drive around her community of Fowl River. We're all happy for you, Robbie.

More good news...DSR member **Jim Henderson** attended the AACA Grand National Meet, the crème-de-la-crème meet of our club's car shows, in Topeka, KA Sept. 18-19. He took four cars, two of which were going for Senior Grand National Awards and two competing for First Senior Grand National Awards. Guess what? All four won!!!!!!! Congratulations, Jim. His grandson and DSR member, **Ramsey Burroughs**, was along with his early model Harley Davidson in the Drivers Participation Class. After this trip, seems he is hooked on getting another antique Harley and doing a full restoration on it. Being a "bike fan" myself, can't wait to see it completed, Ramsey.

*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
- E-mail: DSR951@bellsouth.net**
- Member-at-Large: Paul Dagenais....." 433-0270

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- 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 Antique a vehicle is not a requirement for membership.*

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## McDonald's display

Cougar, indicated to the others "that he was going to check this one out". He approached the car and asked me what year it is and some questions. He also made some very complimentary comments and then waved us through. His buddies seemed to be having some fun at his expense. This was our first experience with a roadblock, and all in all, it was a good one. I, for one, am glad this type of activity is taking place to make our roads safer and to make other drivers comply with the law.

A big thanks you to Lycyle for coordinating this event. A mockingbird greeted us with birdsong when we arrived but became quite disturbed by the commotion below. She did not like us parking under *her* trees. There was just enough rain – a little mist and a few sprinkles. But it doesn't have to rain to eat a hot fudge sundae. You can ask Nancy about this when you see her.

**Buddy & Patt Paquet:** There doesn't seem to be much we can add to what others have said except it just doesn't get much better than spending part of a Saturday sitting in the shade with good friends enjoying a cool breeze listening to one of your favorite college football teams winning the game.

We did have two opportunities to share information about AACA and DSR with visitors. They were invited to our September 24th meeting and were excited when they learned about our guest speaker and his subject.

**Lycyle:** I want to thank the members who brought their cars. This was a nice fundraiser for the club.

This is as good a place as any to tell all of you that I will not be handling Activities again next year. With the exception of most of one year (following my surgery) I have done it far too long. It's time to share the fun with another member(s). If someone (or two "someone's") will volunteer before or at the September meeting, they can work with me during the next three months to see how things are done. By the first of 2010, they'll be ready to step in. I will be happy to help by offering advice or suggestions.

There are lots of pictures from the display to be seen on the AACA website plus they will be in the scrapbook for your viewing pleasure at the monthly meeting.

## Is there a fire danger in your garage?

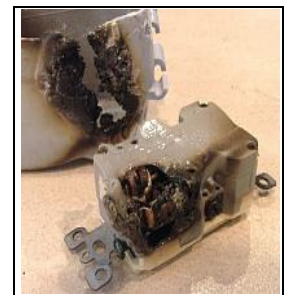
By Don Rundgren, McKinney Texas

**(Editor's Note: The following was copied from the AACA website's General Forum. I think it is worth sharing.)**

I had a really scary experience recently. My garage is attached to my house, surrounded on two sides by the kitchen and master bedroom; located directly under a second floor game room.

To beat the Texas heat, I have a window air conditioner in the garage, which I run when I plan to work on my cars, and can leave the main door closed. I've had this setup for the last four years and it works great when needed. A Saturday or two ago I turned on the AC about 10 a.m. to let the garage cool down while I did other things. About 12:30 p.m. I went to start my car work. It was acceptably cool but I noticed a strange acrid smell like burning plastic. Right then the air conditioner stopped running for a few seconds then kicked back on. I went over, turned it off and checked the cord, which was plugged into a GFCI outlet by my workbench. Touching the plug almost burned my hand! I immediately flipped the breakers off for all the garage outlets and pulled out the A/C plug. The area around the outlet was very hot to touch but cooled off in just a few minutes. I removed the faceplate and could see blackening. There was a very strong burned smell.

After everything cooled off, I removed the switch and box to see what the pictures below show there was also a burned spot on the wooden stud the box was attached to.



**Editor's Note: There was a lot of discussion about what had happened with numerous suggestions for the best repair between the original posting and the final post from Mr. Rundgren.**

I showed this mess to a couple of engineers at work; both agreed that it was probably a loose wire arcing. Enough to cause plenty of heat but not enough to trip the breaker. Starting in 2010 electrical codes will require the use of arc-sensing breakers that would have caught this and shut down the circuit before melt-down. They also said that mis-wired GFCIs are so common that in 2006 they required that all new outlets sold would not work unless wired correctly. This is how I found the mis-wiring. I installed the new outlet the way the old one was wired and it would not work..

## Teachers appreciate DSR contribution

Fellow club members;

You may, or may not, be aware that I changed from Mobile Christian School to Mobile's Causey Middle public school this year. I am very fortunate to be placed in a school, which is installing Smart Boards in all the math classrooms. For those who do not know what a smart board is – it is basically a computerized whiteboard. You can “write” on it with markers or your finger if you so desire. Anything you can bring up on your computer screen or type in is shown on the board. It is connected to the computer so it is easy to download anything from the computer or the Internet to the board which is 5' x 5' in size. Graphing, charts and many more things will be available for display now.

I attended two training sessions for the Smart Board. It has all the basic math programs, which will be more than enough to keep me, and the students busy all year. I had waited on spending the money until I knew what it could be used best for. I am buying a classroom set of “slates” which are small wireless pads that the students will have at their desks. The pads interact with the Smart Board.

The things I purchased last year I brought with me; the classroom set of compasses and protractors, the connectible cube blocks and the large compass that is used on the whiteboard. It is so much easier when everyone has the same tools and they don't have to remember to bring them from home.

I am very appreciative of the club's support and also that members have an interest in the students.

*Mary Ella Crowell*

Dear DSR Friends,

My students and I are grateful for your generous contribution to our class. We are having a blast, literally, with the new instruments purchased with the money given to me by the club. We now have great sounding bells, tambourines, tone blocks and cabasas as well as drums and triangles. The ones

we had are very old. Some were repaired but, unfortunately, some had to be trashed.

The students asked from day one class when I would be bringing the instruments, having no idea what was in store. They were so excited when they saw the bright and shiny new ones and realized they were all new.

We continue to enjoy the software purchased last year that enables us to play music on a keyboard and record the song onto a CD to be played for rehearsals and performances. It has been very helpful.

My students and I appreciate more than you know your kind contribution. Many thanks and much love.

*Laurie Shearer, Daughter of the late Jim Martin and Foy and Judy Bobo*

Last year I was able to purchase a very good set of science DVDs to show my class with the money the club gave me.

This year I was able to replace the torn wall paper border in my classroom. I bought a new broom and dustpan, border, bulletin board decorations, notebook paper, pencils, crayons, markers, chalk, a pencil sharpener, some workbooks, copier paper (as we are not being given any money for that this year and our school is not supplying that for us at all).

*Cathy Goren*

### *Teacher's Quick-Fix Muffins*

2 Packages Apple-Cinnamon Muffin Mix  
4 – 4oz jars baby food pureed carrots  
¼ cup apple juice

Mix all together and add 1 cup flaked coconut. Bake 20-25 minutes at 425. *For a special touch, mix 1 stick softened butter or margarine with 2-3 good squeezes of honey. Combine with mixer and use as a spread.*

## My Grand Adventure

By Sally Barnett

*You have, as of now, ridden with Sally for 17 days and lots miles through good and bad weather, good and bad food and lodging but always having a good time and making friends all along the route. The team is about three-quarters through the journey. They look forward with both joy and sadness to its end but they still have about three weeks and a lot of miles to go in the 1909 Maxwell.*

Today is Friday, June 26<sup>th</sup> and we are leaving Steamboat Springs, CO for Vernal, Utah. I had a hard time waking up and getting going this morning. I didn't really feel bad, just not up to snuff. I turned down a day in the Sypker, opting for the motor home.

Rich called from Craig, CO to say it was raining there and Emily and Christie were soaked and needed their bad weather gear. When we arrived, he came to the motor home to say the owners of the café were from Louisiana and wanted to meet me. Gabriel and Joy were from Hackberry, a place I know about. Although we didn't make any connections, we became instant friends when I realized they served Community Coffee. A delightful couple; was comforting to hear their soft bayou accents, still intact after years in the West. After an enjoyable visit, we loaded up to get on the road.

The motel in Vernal was interesting to say the least. The owner had a stroke or maybe a TIA just after we checked in and was taken away by ambulance. There were a couple of oil field workers from Golden Meadow, LA there so again, I felt like I was at home.

Stijnus and Tim, our friends from the Netherlands did a valve job in the parking lot; removing and grinding the valves, then reseating them. Because of their activity, we collectively decided to order pizza for dinner. Margaret and I went to a nearby grocery and got salad stuff and sodas. The Domino's Pizza delivery man was getting off work so he stopped by a 7-11 getting beer for Stijnus and delivered it with the pizza.

The motel owner was back by the time we finished and set out a nice breakfast for us the next day.

Feeling well rested after an easy day and early evening, I joined Stijnus and Claus in the Spyker. Now that I was more used to it, I had a great time. Driving 30-40 miles per hour in an open car, you can literally smell the flowers – or in this case – the sagebrush. Again, the scenery was magnificent.

As we drove through Duchesne, we spotted the motor home and the Maxwell at a local restaurant. We joined Emily, Christie, Tim and Barbara for brunch. The camera team called looking for the cars as they were set up for filming about 30 minutes down the



**Barb and Sally at the Countryside Restaurant**

road and had been waiting for the cars to come by. Rich and Margaret arrived with a hungry Kaisa as the Spyker gang drove on to Daniel's Summit, our last high spot of the day. It was over 8,000 feet. Up, up and UP, then down, down down we went into the town of Heber City. As we drove through town, Stijnus spotted a car show in a park so we turned in. After locating an entrance, we cruised around the cars while

a crowd followed us, shouting for us to stop for photos. Stijnus pulled into a spot at the end of a row and we were greeted by some officials who invited us to the headquarters tent. We all received a show tee shirt and Stijnus was interviewed by the radio announcer. The first question after he introduced himself was "And is this your wife?" I quickly assured them I was just along for the ride. As we were getting ready to leave, an official asked if we could come back at 4 P.M. I explained we needed to get on to Park City and after some discussion, we were asked to come back to the announcer. There Stijnus was presented with a plaque for the Most Interesting entry, then we were on our way to Park City, Utah.

The drive was exciting as it was mostly downhill on a major highway with trucks and other vehicles zooming past us. It was less than 20 miles but at our speed, it took 45 minutes. We found the hotel easily and quickly spotted a number of antique cars parked in front. These were from the AACA's Snapper Region on a 2500 miles tour of the West in their pre-1915 automobiles.

(Cont'd on Page 6)

**Sally's Grand Adventure**

These were all big cars. I belong to the Region but the only people I knew there were the Brays. We bought the Marmon 16 from them a few years ago.

We all went into town for dinner at a micro-brewery the camera boys had found. Barb and Tim rode their Harley Davidson and we girls walked so all made it in one trip. Enjoyable atmosphere and good food. We all liked Park City so much we decided to change our schedule and stay two nights there then meet Stijnus in Lehi.

The next day was Sunday and I had located an Episcopal Church not too far away. At breakfast Margaret offered to drive me there and pick me up; I accepted her offer. That afternoon we went back to town to "Silly Sunday", a weekly summer street fair with art, music and some funky vendors. One very interesting point: their goal of zero trash. There were bins to recycle paper, cans, bottles and food. The food is sent to a local pig farm the next day.

Back at the hotel, Tim decided that since I had cleared one hurdle – riding in the front of the Spyker – the next challenge I needed was to ride on the back of his HD. Barb fitted me with her helmet and helped me get on and we were off. Tim was most cautious and reassuring. We puttered slowly toward town, then he started up Guardsman Pass (Did I mention I am afraid of heights?). Guardsman Pass rises to over 10,000 feet above Park City with is about 8,000 feet. At one point I did relax a bit and loosen my death grip around Ted's middle. The pass is so steep, the Spyker had to be pushed up the last bit. The view was gorgeous, out across a valley and a lake over to Heber City. The original plan was to drive the Maxwell over the Pass but it was decided we would go back to Heber City and south around Salt Lake.

Tim decided I needed to experience some acceleration so he warned me first then took off. He said we went only about 50 feet but that was well and enough for me. We rode around for about 30 minutes then met the others for dinner.

On Monday, June 29<sup>th</sup> we started toward Lehi. In that Rich was concerned about any extra weight in the Maxwell over the passes, I traveled in the motor home. We got really lost in Lehi and found ourselves in a new area called "Thanksgiving". It is a sort of Disney-like Mormon experience with a dinosaur park, a farm, a theater, etc. We searched for a restaurant to have Stijnus's farewell dinner. He had delivered Claus to the airport in Salt Lake and picked up Hans and Wilhelm as the new drivers. The next morning

he presented me with a signed copy of the book on the Peking to Paris expedition. I was thrilled.

We were joined in Lehi by Bill and Ann Otterman in their 1912 Regal and Ronald and Rene Thurber and Rob and Tamie Williams in a 1914 Overland. The girls asked Rena and Tamie to join them and I rode in the Regal. The Thurbers and Williams left us in mid-morning to return to Iowa. The rest of us continued to Delta, Utah arriving in late afternoon. There was an archeological crew staying there and we enjoyed talking with some of the young women on the crew. The motel was next to a Mexican restaurant and a theater. The older group went to dinner early and then to see *UP* in the tiny theater.

We left early on Wednesday, July 1<sup>st</sup>, to avoid the heat of the desert on the drive to Ely. In fact, a cool front came through making the day quite pleasant and I enjoyed riding in the Regal again. Ely was really a sad old town. We stayed in the Nevada Hotel which was built in 1929 and has seen little modernization. My room was on the fourth floor with a huge neon sign with revolving lights mounted right between my two windows!

A local group invited us to supper that evening at the train depot. We had great BBQ chicken-salad-baked potato meal with outstanding cupcakes for dessert. I then had to sing for my supper by telling some of Alice's story. I was challenged by a local historian about why Alice came this way. The best I knew it was because that's the way the Maxwell agent in Salt Lake told her to go as he guided her from Salt Lake to Reno. I ran into the gentleman twice more while we were there and both times he attacked me about the wisdom the route. I did finally lose it a bit and reminded him that Alice's route became the basis for the Lincoln Highway which was the reason the area developed as it did.

The next day it was on to Austin, NV about 160 miles away. It was cool as we started off and raining as we loaded up and headed out of town. Ann and Bill had planned to leave us in Ely but Ann decided Bill should drive their car one more day. I could navigate and she would follow with the truck and trailer. We had been joined by Don and Lillian Ritchey with their 1911 Maxwell. Don had just finished putting the car together – claimed it had 200 feet of driving on it – so he wanted to drive it a short way then tinker to get it right. The day cleared but we kept our rain gear handy which proved to be a smart move.

(Con't on Page 7)

### Sally's Grand Adventure

We stopped for lunch in Eureka. It was a delightful place with many restored historical buildings. We parked the cars in front of the Opera House and Jackson Hotel which used to be the Brown Hotel. Alice stayed there one night on her journey. Then it was back to the cars with a bright blue sky. We hit Highway 150, the "loneliest highway in the world".

About 50 miles out of Austin, we encountered rain again. Bill pulled over and we got back into our gear, he in a heavy duster that I coveted and me in my "blue rain thing". As we were going over a pass, the rain changed to marble-size hail with the wind blowing side ways. We kept going and it slacked off to a drizzle. By then there was only one pass to go. Ann pulled up ready to put the car in the trailer but we had come that far and didn't want to quit.

There was a long descent into Austin that was a little scary on the wet road but we made it and found the Pony Canyon Inn. It was pretty rustic, but clean. Rich and Margaret and the camera team were invited to stay in private homes so they left us there. After a good dinner, I hung out with Emily and Christie for a while then slept like a rock with the mountain air coming in the open window.

The next morning we were invited to breakfast at a completely restored historical home. What a spread! Austin has a population of 300, of whom 16 are widows. They offered to adopt me but I assured them I needed to get back to Alabama. After breakfast, all the ladies climbed into the back of a restored 1917 Army truck for a ride down by the motel for photos of cars and people. I put on my duster and hat as several of the ladies were in period dress. The photo session did delay us somewhat but the drive on to Reno was not that long. I rode in the Maxwell with Emily and Christie. At our lunch stop, Emily got a call from the National Auto Museum that the local media wanted to meet us when we arrived. As we exited the interstate on the outskirts of Reno, we were met by a Model A that led us to the museum.

After getting settled in at the Silver Legacy Casino & Hotel, I met the other "older adults" for dinner and

to celebrate Don's 76<sup>th</sup> birthday. What a birthday – driving his newly restored 1911 Maxwell.

Saturday, July 4<sup>th</sup> was a free day and I slept until after 8 AM. Wandering around the casino, I found the food court and breakfast. I decided to explore some of Reno. Setting out on the street leading to the river walk, I discovered a great "antiques and treasures" store but found nothing I liked well enough to carry. Continuing on to the river, I was surprised to find people floating down river in giant inner tubes. Back up the river was a Kayak Park with slalom courses, etc. for kayakers. After a stop at the Auto Museum and lunch, it was back to the hotel.

A very nice couple had invited us to come to their home for a cook-out and to see the fireworks from their patio. He is an artist and painted a mural of Alice on a local building. Their house is on the side of hills overlooking the city. The company and the food was outstanding.

Sunday morning I walked to Trinity, a huge old and lovely church. Afterwards, I hurried back to the hotel to grab some lunch and was ready on time to go to work at the "Alice Ramsey Centennial Car Show" at Baldini's Sport Casion. There were probably 100 cars there; a mix of street rods, modifieds and restored-to-originals. The Sypker got a trophy for the longest distance driven. Don Ritchey's Maxwell also received an award. We had our sales tent up but I found it much cooler to stand in the shade of the Maxwell. We sold several autographed books and tee shirts plus promoted the reception at the museum the next day. It was billed as "An evening with Emily Anderson and her team". I am part of the team and will be there in full costume to tell Alice's story. I was pretty comfortable with it by this time but studied up a bit in order to add some local Nevada parts to it.

It's hard to realize that by this time next week I'll be home and attending St. Thomas once more.

**(Concludes next month)**

Sally and Emily on the "lonely highway"





## What, exactly, is “Homeland Security”?

We hear those two words on at least a daily basis it seems. But do we really know what they mean and how do they effect us directly? If you come to the Sept. 24<sup>th</sup> meeting, you will find out from our resident expert, DSR member and Past President, Dick Cashdollar.

Since retiring in October of 2005 after nearly 12 years as the Director of Public Safety for the City of Mobile, Dick has launched a third career as an independent consultant on law enforcement, emergency management and homeland security issues. In 2006 he was named Senior Advisor to the Major Cities Police Chiefs Assoc. (MCC) where he is their principal advisor and subject matter expert on homeland security and law enforcement issues under development within FEMA. He also serves as MCC’s principal representative to several other organizations.

Dick will explain what Homeland Security, it purposes and its goals.

One of Dick’s passions is his 1928 Model A Roadster with which he has won numerous awards.



Although it was in good condition when he got it, a nearly complete restoration has put it in top shape for showing. It did take him awhile to come to realize that it had been wet before he became the fifth owner, all of whom were or are DSR members.

Another of his interests is the Middle Bay Lighthouse and what will become of it.

Don’t miss the opportunity to hear Dick address something of interest to us all. Please feel free to invite a friend to attend the meeting to hear about a matter of great concern in today’s world.

## From the Editor...

Our President pointed out it’s the time of year that we can get our old cars out and enjoy showing, displaying and just plain driving them. It’s also the time of year that we can talk again to those



people we met at shows, cruise-ins and displays who expressed some interest in getting into the hobby.

A very good membership selling point is that if they join anytime before January 1, they get all of the coming year plus whatever time is left between the time they join and the start of 2010. There are a lot more perks such as a very classy bi-monthly magazine, discounts on other hobby publications and being a member of the best antique car club in the world (AACA is international, you know!).

The Nominating Committee Chairman, Walt Fuller, wants you to know there are one or two positions that have not been filled for the 2010 Officers as of “press time”. If you have an interest, please call him at 602-1931. (Before he calls you!!)

Also, the Activities Chair, Lycyle Crowdus, is interested in your opinion on two items: (1) Do you want to combine our November meeting with the annual DSR Family Thanksgiving Dinner and (2) what you want to do for our annual Christmas or Year End Party. Do you want it on a weekend in December or did you like having it after the holiday rush? Also, would you prefer to have it at the clubhouse or do you want to use some other location? Think about the options and be prepared to let her know. It’s not to early to start planning.

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construction

## “Doughboy”, the “*unique*” Model A Ford

By Walt & Martha Fuller

Here we go again; whether to restore or build a touring car the whole family can enjoy. I decided to build a touring car capable of being driven anywhere, anytime we traveled. After traveling far and wide with the 1929 Roadster, we decided it had to be a touring car. Let me tell you about this car.

It is a 1929 Ford Fordor (four-door) Town Sedan. Having looked for many years, we finally found a car worth rebuilding. It had a sound body but was in need of a total mechanical restoration. According to the history we received and documentation, it had 99,968 actual miles on the speedometer, same as was showing on the door sill oil changer stickers. (Remember those?) So, the one hundred thousand mile make-over goes like this: We decided to update our car with any and all modern replacement parts as long as they were for restored Model A Fords. No billet or hot rod stuff.

First of all, we removed the drive train and interior. Then the body and all the glass before we carried it to the body shop for a full-blown make-over. Now comes the good part. The frame has been totally reworked for strength. We boxed the frame and added pan-hard bars to the suspension for a safe and excellent ride and handling capability. Large hydraulic brakes from early Lincoln are a real improvement. New springs to the front end and 1956 Ford truck steering make it drive as if it has power steering. Radial tires are also a big help.

The drive train has been updated. The motor has a high compression head, better camshaft/valves/pistons and inserts; no more babbit. The Weber carb and header system along with an Aires muffler is a big plus. The engine is totally balanced with some parts having been removed

and an early V-8 clutch installed for better driving performance. The ignition is totally electronic and really improves starting and gas mileage. The Borg-Warner overdrive five-speed transmission is not a bad improvement either. The radiator and cooling has also received special attention. Well, that’s enough about a strong running little four cylinder Model A Ford engine.



Yes, there were some creature comforts considered. The body received a total sound proofing and insulating treatment to include reworking the soft top. Now, are you ready for the good stuff? All this was accomplished so the air conditioner could operate on all three speeds with no problem. You know Mommy doesn’t like to get hot while traveling. There are other things such as all new tinted safety glass and

electric windshield wipers, turn signals and quartz headlights along with the best upholstery LeBaron-Bonney has to offer for the Fodor Town Sedan. The

paint is special because it looks good and magnetic signs will stick. For our safety, seat belts were added. Well, enough for our touring Model A Ford. Why is it “*unique*”? Because at its first outing we were told “if there was ever a unique car, that is it”. We just drive and honk while riding in our “*unique*” Model A. Ford. We are looking forward to trying it out on several AACA and MAFCA tours before this year is out.

The tours and outings are a real treat for two reasons. One, it

makes no difference if we’re on old country roads just like the “good old days” or on the interstate; it’s cool all the way. Second, everyone wants to see the air conditioner and the first question is “How did you get it in there? Well, isn’t that nice!”.

A trip to Stockton, AL to the Stagecoach Café prove to be most enjoyable. The blue car drew a large crowd in the parking lot and we are always glad to show off the “*unique*” Model A.



## The magic of old car magazines

By James Bartlett – Gulf Coast Region AACA

I found something the other day that had been long forgotten and overlooked. It was a stash of Antique Automobile magazines; the official publication of the national AACA club. They were in a closet at my mother's house. I had known about them for a while, but the ones on top were only a few years old and duplicated my own cache of magazines. But I didn't expect what was on the bottom; at least a dozen from the late 1970s and early 80s, back when my father was still living. He had apparently put a few magazines aside on a shelf. Later, my mother had simply added the newer ones on top.

After pulling out a particularly yellowed edition, the oldest. Looking it over, I couldn't stop finding the other early ones. It was like a treasure hunt. And what fun they were. They took me back a quarter-century to a time when the cars on tour were the ones we now see only in museums. And the car ads were sensational; not just for the pocket-change prices by today's standards, but for the pure availability of cars you can only find now at high stakes auctions.

There were also technical articles of great interest. My favorites were one on tightening up loose wood-spoke wheels and another on the old varnish-based paints used on cars during the teens. For those who don't know, these paints were thin as water and applied by splash or even a water hose-type nozzle. The excess paint would run down the metalwork, drip onto a flattened funnel type table and drain back into five gallon buckets for reuse the next day. After many coats and hand-rubbing, the cars left the factory looking like glass. But that paint oxidized and turned dull in a matter of months. The advent of lacquer paint in the 1920s revolutionized the process and led to an explosion of colors that had never been available before. See what you can learn from old magazines?

My brother, Wayne, has gathered his own magazine stack dating from the 1960s. After I bought my 1919 Locomobile, she searched them and found several pictures of sister cars, plus a photo of my car's previous owner. And then he scored the biggest find; a photo of my car on the cover of Old Cars Weekly back in the early 1970s after it had won an award. The Veteran Car Club had honored it as the best restored Locomobile on the Glidden Tour. Today, it's probably been 10 years since one of these cars was on this tour. Most of them are sitting in museums and private collections, or they're considered to valuable to drive or there's a more

basic problem. None of the old-time mechanics are still around to keep them running.

Through the years, my own magazine collection had multiplied like roaches. I discretely hid several hundred in stacks that would reach about two feet high before they fell over. Occasionally I'd reorganize and sort them by title and everything would stay neat until I would, without doubt, be tempted to pull a half-dozen or so from the bottom. After a few of these instances, the stacks would be back to chaos. Inevitably, one day I realized that I was running out of room. And unlike books, magazines don't look good stacked in shelves. So I boxed them up in four or five heavy boxes and tried to give them away.

No takers, until I finally found a fellow enthusiast that I knew would ready them. After the magazines departed, for a while I felt almost like I'd pushed my children out the door. But I still had the hundred or so from my mother's house to go through. And I noticed that, as a half-dozen or more new magazines kept arriving each month. And those things really are like roaches. You really can't kill them, they just keep multiplying.

From the Summer issue of the *Rummage Box*, an AACA publication by the Regions Committee.



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## Deep South Region AACA General Membership Meeting August 27, 2009

The meeting was called to order at 7:03 by President Steve Goren. He asked us to remember those in need of prayer. The invocation was led by Kevin Crowell followed by the membership reciting the Pledge of Allegiance.

**Old Business:** The President, Treasurer, Editor and Member-at-Large had none. The Vice President, Walt Fuller, encouraged members to think about serving on the Nominating Committee for 2010 officers. The Secretary, Cathy Goren, asked for a motion to approve the July minutes. A motion by Clyde Smith was seconded by Patt Paquet and approved by the membership. Activities Chair, Lycyle Crowdus, passed around sign up sheets for two activities that had previously been approved.

**New Business:** The President also ask members to think about working on the Nominating Committee or holding an office in the coming year. The Vice President, Secretary and Editor had no new business. The Treasurer, Tracy Metclaf, noted he had changed the date of the financial report to more accurately match the meeting dates. He reviewed income and expenses and noted that there will be a change in the company that handles the club's lawn care maintenance. A motion by Patt Paquet to accept the report as presented was seconded by Herb Thoms and approved by the membership. Lycyle Crowdus, Activities Chair, asked that a request from Springhill Manor Nursing home for a display of cars on Friday, Sept. 19<sup>th</sup> be approved. A motion and second was approved. She also read a request from the City of Mobile asking for DSR's participation in the annual Veteran's Day Parade on Wednesday, Nov. 11<sup>th</sup>. Walt Fuller moved the club accept the invitation, Herb Thoms seconded and it was approved as an official club function. Member-at-Large Paul Dagenais noted that possible Bylaw changes will be looked at soon and will be available for review by the membership no later than the October meeting. Herb Thoms, Webmaster invited everyone to take a look at the DSR website in the near future to see the changes to Paul's DeSoto.

The meeting ended with Walt Fuller giving an update on his Model A before adjournment at 7:30 p.m.

Respectfully submitted, *Cathy Goren*





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