



# The Sparkplug



*Newsletter of the Deep South Region A. A. C. A. Vol. 33 No. 1 January 2000*

## Christmas party '99 will be one to remember

It was one of those events that you had to attend to truly appreciate. Recounting it here can not do it justice considering it turned into a real sidesplitter. Held in lieu of a regular meeting the event was organized again this year by Susie Anderson, our Christmas Party Chief. She went the extra mile to make sure the clubhouse and tables were decorated to perfection by herself and her elves. All of their magic turned our little corner of the world into a Christmas wonderland.

Prior to dinner, 1999 DSR President Eddie Anderson presented plaques and certificates to outgoing officers and other members before installing the 2000 Officers and Executive Board.

Following the meal, Susie got the group down to some serious partying by explaining the rules for "Dirty Santa". And it did get down and dirty this year. After all, everyone knows that you don't take a present away from the Chaplain. God will get you if you do, right? Well, just ask Hershel Whigham what happens when you think you can get by with it by getting down on your knees in front of DSR Chaplain Mims before you take away something he really, really wanted. I heard that Hershel was seen later in the month at Providence Hospital having some tests. See what I mean? The female champion gift-loser was Joan Lunsford. She must have gone back to the tree no less than five times before she finally got something that she was allowed to keep. Pat Francis was the opposite gender's champion when it came to giving up a gift. There is a good possibility that a path has been worn into the floor from where he was sitting over to the Christmas tree. Anna White kept trying to hide her prize under someone else's wrapping paper.



But that didn't work either; Leah Musgrove knew where it was all along. Everyone had a grand time and when it was all over, we were all a bit sorry it was time to call it quits. Enjoying the evening were **2 Andersons, C. Bailey, 2 Coulings, 2 Coxes, L. Crowdus, 2 Dillehays, G. Edwards, 2 Francises, 2 Griffins, B. Hedberg, 2 Jarvises, 2 Jones, 2 Lunsfords, 2 Lyles, 2 McFerrins, 2 Mims, 2 Musgroves, 2 Neeses, 2 Paquets, 2 Rowells, 2 Whighams, A. White and 2 Youens.**

By the way, if don't think there really is a Grinch, I've got news for you. The members pulled this entire evening off without any running water. It seems that someplace in the neighborhood there was a broken water main. Thus, the Water Department had shut off water "downstream" from the break. Guess where the clubhouse was? Don't ever think DSR will let a minor inconvenience such as no water stand in the way of a party!

## Welcome to DSR's Newest Members

What's the first words that come to mind if I say "Dealer's Choice"? Naturally, you say "Dennis Murphy". Dennis has been on the fringes of DSR for sometime but now he and his lovely wife, Sheila, are honest-go-goodness, official members. Dennis has recently purchased and is in the process of restoring a 1966 Ford Fairlane two-door sedan. He says it will be a "go" car, not a "show" car. Until it is finished, we hope they will either drive modern iron or ride along with someone on the outings. We want to welcome them and wish them many miles of happy motoring with the DSR family.



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- Vice President: Pat Francis 342-3398
- Secretary: Reccie Mims 479-2523
- Treasurer: Wilma Jones 645-1499
- Activities: Susie Anderson 649-3231
- Joyce Francis 342-3398
- Editor: Patt Paquet 661-4009
- Member at Large: Cecil Pugh 342-3404
- SE Divisional Tour (4/09 - 4/11/2001)
- Chman: Charlie Froehlich (601)749-9935

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 7:30 P.M. 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 and AACA national dues are \$26.00. Views expressed in the Sparkplug are not necessarily those of the Region officers or AACA.

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Contributions to the Sparkplug are welcome and encouraged. The editor reserves the right to edit material that may not be suitable for publication.



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Out of the President's toolbox

by Buddy Paquet



That's our Prez in the right foreground.

I sincerely hope that everyone had a safe and happy holiday season. Your Editor must like living dangerously considering she has dared to put in a picture of me at such a tender age. When it was taken, if I gave any thought at all to the year 2000, it probably was that it would never happen. But it has and with it comes some things which have to be considered in the near future.

First, we need some volunteers to help your club function during the coming year. Although the tasks are not difficult, they are important. The **Calling Committee** needs a **Chair** and several callers. If you are willing to chair the Calling Committee, your responsibility would be to notify the callers when the Committee is activated. As a caller, you would contact the members on your list with the information they need to know. At this time, the callers and the members on their lists are handling the refreshments for the monthly meetings. Does anyone have a better idea on how to do this?

Another opening that needs to be filled is that of **DSR Car Show 2000 Chair**. This can be any member who willing to put forth only four months of effort. The date for this year's show is May 13<sup>th</sup>. In the past, the Car Show Chair has had excellent cooperation from the entire membership and I would expect the same this year.

DSR was approved to host the Southeastern Divisional Tour in 2001. We will need your input and help, starting soon, for this event. Please read the article by our Tour Chairman, Charlie Froehlich, elsewhere in the newsletter and think about what you can do.

Any member can plan an outing or activity. If you think it will be fun, most likely so will others. All it takes is an idea, checking for a open date with our Activity Coordinators and then letting the members know what you have in mind, where it will be and when.

I have three goals for this year and by the time you read this, I hope the first is at least partially accomplished. That is to have the DSR on line with the AACA website. The second is, with the membership's agreement, get DSR incorporated as a non-profit organization. This will help protect our clubhouse, officers and members plus allow us to invest some of our funds. Another advantage is when individuals or businesses make contributions, the donations will be tax deductible. The third is to have guest speakers at the monthly meetings or activities when time permits. This is another opportunity for you as a member to help. You can offer suggestions for speakers or you can make the arrangements to have someone be a speaker. Or you can be a speaker! Remember, this is *your* club, it belongs to you, not to me or the Officers or the Board. Suggestions are always welcome on all matters pertaining to the club and will be given all due consideration. I look forward to seeing all of you at the January 27<sup>th</sup> meeting.

### DSR sponsored 2001 Southeastern Divisional Tour

by Charlie Froehlich

Circumstances have developed that require us to rethink our established date for the 2001 Divisional Tour. Our original plan was to hold the Tour immediately following the AACA National Spring Meet sponsored by the Dixie Region (Birmingham) at Talladega Speedway April 5-7, 2001. This would give us tour dates of April 8-11, 2001. The idea was that Divisional Tours held in conjunction with the National Meets tend to make both events more attractive to long distance travelers thereby increasing attendance at both. However, the Dixie Region has recently changed the date of their National Meet to May 3-5, 2001. This change of date required and received approval of the National AACA. This change by the Dixie Region now leaves us a date not related to a National Meet and a date that is in the first three days of the week. General opinion is that if you are not tied into another event, the last three days of the week would be better draws. So what shall we do? The options are:

- 1) Stay with our existing dates.
- 2) Change to follow the Dixie National Meet dates.
- 3) Pick another date more suitable to us and request a date change from National.

Obviously, all three options have plus and minus qualities to them. The following is my opinion:

- 1) Staying with our existing dates leaves us with undesirable days of the week. Simply moving later in that week conflicts with Good Friday and Easter.
- 2) Changing to follow the Dixie Region's National Meet would place the Divisional Tour ending immediately before our traditional DSR show on Mother's Day weekend. It would also move our Divisional Tour closer to a long-established Central Divisional Tour date of June 14-16 in Baton Rouge. This could adversely affect attendance at both Tours

- 3) We could pick any other date of the year that does not conflict with an already established AACA National activity and does not conflict with our normal local activities. This is the solution I would prefer and recommend.

Considering the above, I recommend that we change the Tour date to Nov. 1-3, 2001, a Thursday through Saturday. The last established AACA National activity for 2001 is the Eastern Fall Meet in Hershey October 10-13. We have any time thereafter entirely to ourselves with no National conflicts. Our weather is usually good in early November and it is late enough in the hurricane season that we should not have that problem. Based upon the turnout at the late October 1999 Southeastern Divisional Tour held in Panama City Beach, I believe that a late fall date would be good for us.

At any rate, this matter will be brought up for discussion at the January DSR membership meeting. If we wish to change the date of the Tour, we need to make the request to the National AACA Board.

Due to a previous obligation, I will be unable to attend the January meeting and have asked Patt Paquet to present the matter on the agenda.



#### Speaking of tours....

The 33<sup>rd</sup> Annual Louisiana Tour will be sponsored by the Horseless Carriage Club of New Orleans May 5-7, 2000. It will be headquartered in Waveland, MS. Touring will begin at 1:00 p.m. on Friday with a visit to Stennis Space center and historic Bay St. Louis shops. A trip to the Flick Museum is included on the tour as well as other points of interest in the Gulfport/Biloxi area. On Friday evening there will be a hospitality party provided by the HCC cooks. A Continental breakfast will be included for both Saturday and Sunday mornings. Registration forms will be available in mid-February.

## Ready or not Detroit, here we come!

by Ruby \_\_\_\_\_

*The following is the first in a series of articles chronicling a month-long journey of Lois Greer Carter and two companions. It begins with them leaving their Missouri hometown, which is unknown. The first destination is Detroit where Lois will pick up her very own automobile, an Essex, from the factory. It is assumed that it is a 1928 model. The original writing is in diary-form by a woman known only as Ruby and is recorded in a small bound notebook. You will find that Ruby has a sense of humor and occasionally makes tongue-in-cheek remarks. The fact that three young women would even think of embarking on such an escapade was almost unheard of in mid-1928. Readers will find that Mrs. Carter and her friends were a very adventuresome trio. Born Feb. 27, 1900, she died May 14, 1999 after teaching in the Missouri school system for many years. She was the aunt of DSR member Joan Lunsford.*

Monday, June 25, 1928

At 1:51 Ruth, Lois and I started on our tour of the East. The Greers saw us off in spite of the fact that we looked like folks from the backwoods with enough luggage to discourage even the most robust of porters. We reached St. Louis without anything of interest happening except that we found an umbrella which we can probably use since it's rained every day so far. At St. Louis we, together with some 1,000 pounds of luggage, boarded a keen bus for Hammond, IN. It wasn't crowded so we occupied nine seats. We thought we might as well get our money's worth. There were some funny German people on ~ they talked so much that we found out all of their family history, etc., etc. We've decided that bussing while you sleep isn't all it's cracked up to be, especially when one is troubled with fleas, warts and ringworms as I am.

Tuesday, June 26, 1928

We reached Hammond at about 8:30 and the first bus decided that it couldn't accommodate us and our packages, the second one went on without stopping, but we managed to leap aboard the third which was so crowded that the sides were fairly

bulging. We had to sit on jump seats all the way to Detroit. We felt as if we had been pressed or rolled before the day was over. If Rosebud (one example of the flower of manhood) hadn't entertained us with his brilliant remarks on everything in general we would have been unconscious all of the time instead of only nine tenths of it. We were only wakened from this state of coma by a Salvation Army man who took a seat which had been vacated at Jonesville and which we'd had our eye on for

hours and hours. I'd liked to have choked him and Ruth could hardly restrain herself. I feared for awhile that we'd have a case of manslaughter or whatever it is on our hands. We arrived in Detroit at about seven o'clock and went to the Truax Hotel (about 15 miles from town). Poor Lois had to carry the heavy suitcase with the stove in it but she seemed to thrive on it. When she gets tired of being a teacher, I'm sure she'd be able to get a job as a furniture mover.



Lois Greer Carter

Wednesday, June 27, 1928

We arrived early and got Lois' car. We were agreeably surprised when the factory (represented by a man who looked like a walrus) invited us to lunch at a Chinese place not far from the factory. Our guide through the place was an awfully nice fellow who seemed French. We certainly had a keen dinner at the factory's expense. Lois and I ordered the most expensive things on the menu. We would! After dinner we drove around Belle Isle in the Detroit River. It was awfully pretty and we saw some ore boats and the zoo. We met Johnie at the Tuller Hotel and then went out to Edris Brenkert's house. We were dead tired and our eyes were worn out from keeping them peeled to look for streets, but nevertheless, Ruth insisted on having a ride on a double deck bus so we went downtown and took the ferry to Windsor in Canada. Please see LOG on Page 5

*Log*

I suppose we really should have gotten drunk to make the trip worthwhile, especially since the man at the gate thought I looked suspicious and was not sure whether I was fit to get across or not. Our lily ideals persevered and we came back none the worse.

Thursday, June 28, 1928

We left Edris' early for Kalamazoo but decided to see the Ford plant first. After much wild goose chasing we found it. It was simply mammoth, and even if I didn't understand what any of it was, except the painting of the parts, I felt that the trip was worth while. We almost had apoplexy coming to Kalamazoo because we could only go about 15 miles per hour. If Ruth hadn't had to stop every few minutes we'd have been petrified or ossified or something. As it was, we arrived in Kalamazoo at about eleven P.M. and called Edna. She wasn't expecting us until the next day. We seem to have a tendency to arrive at places either too late or too early. It was certainly keen to see Edna again. She's just the same as ever.

Friday, June 29, 1928

We didn't do much but just lie around and rest and we were certainly glad to have a chance to do just that. We drove around Kalamazoo a bit and it gave me the heebie jeebies to see half the populations of the city trying to sell peanuts and celery at little stands which are located all over the city at very frequent intervals. Boys, girls, old men and women hold a bunch of celery for hours trying to sell it. No wonder the people here are wealthy and have such huge houses. The YWCA here is lovely, has a keen swimming pool, etc. I suppose Ruth would like to have me put down its exact dimensions, area, etc. She has a mania for figures. Fortunately, I haven't.

Saturday, June 30, 1928

We did our shopping at Sears, Roebuck and the dime store then went for a ride around the city. We enjoyed it in spite of the fact that Lois mistook the insane asylum for Kalamazoo College. At five, we went after Edna and drove to Gull Lake for supper.

It was a lovely drive and the sunset on the lake was beautiful. I wish we were millionaires instead of poor bums so we'd have a cottage on the lake shore. We went through the Kalamazoo Parchment plant too and saw the whole process from the sorting of the rags to the making of the finished parchment which, according to our guide, can be used for any purpose from dishrags to blankets. They certainly have vivid imaginations. The guide endeared himself to us because he gave us gobs of junk such as washed paper, dishrags, etc., for nothing. We haven't room to carry it but we took it because it was free.

Sunday, July 1, 1928

This is a red letter day. We're reading a newspaper for the first time. This is certainly an intelligent crew. Al Smith was nominated without any of our help. I can't understand it. Lois fixed the bed in the car. The space is apportioned as follows: Lois ~ 44 inches, Ruth 3 inches and Ruby 1 inch. I can foresee a comfortable time for all. In the afternoon we took a drive in the vicinity of Kalamazoo and saw several awfully pretty lakes. At Vicksburg we found some wild strawberries which we picked, and Lois made enough jam to last us all summer. Can you beat that?! Ruth waded in and picked some water lilies ~ the first ones I'd really been close to. There are also lotus flowers at Vicksburg. In the evening we went swimming at West Lake. It was my first swim this season and I certainly enjoyed it. The moon had risen and was awfully pretty on the water. Then we came home and had dessert ~ the strawberries we'd picked. At eleven we began the everlasting laundry. We've washed at intervals of about every five minutes ever since we've arrived. Edna must be disgusted with us. We certainly hate to leave Kalamazoo (the name must be an awful handicap to the town) because we've had a keen time here.

*Continued next month*

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Pearls of wisdom: People place truth at the feet of others so the don't trip over it themselves.

## Annual meeting - Why Philadelphia?

By John P. Myer  
AACA Executive Vice President

With several hundreds of new members joining AACA each year, we frequently are asked the question by new and seasoned members alike: 'Why is the Annual Meeting always held in Philadelphia?' That's a legitimate query and one that we want to answer in a format that is quite popular today. Here are the Top Ten Reasons:



- #10 - It is traditional! This year we will hold our 64<sup>th</sup> Meeting in Philadelphia.
- #9 - We have experienced personnel. Each year we generally have the same team arrange the event for us. All live within 50 miles of the city.
- #8 - Moving each year would be a nightmare! Can you imagine the logistics involved in trying to host this event in a different city each year!
- #7 - Good transportation available! The city is a major airline, rail, bus and highway hub with a good mix of options available from throughout the country and foreign nations.
- #6 - A core group of seminar presenters is available. We have a cadre of experienced persons nearby that generally are available to present the nearly fifty seminars that are presented every year.
- #5 - The host hotel knows our needs! We have a major hotel that generally has the same per-

sons working with us each year. They know what AACA needs and expects!

- #4 - Philadelphia is very affordable. If the convention were held in Dallas, Phoenix or a major Florida city in February, can you imagine the escalated costs for rooms and meals?
- #3 - It is in the heartland of our membership! Probably no other city has a greater number of members within 400 miles of Philadelphia.
- #2 - Philadelphia is close to our National Headquarters in Hershey. Each year, our Executive Director brings a trailer loaded to the ceiling with necessary items for the event.
- #1 - It is the Law! In our Constitution, our forefathers wrote "The Annual Meeting of the members shall take place during the month of February in the Philadelphia, PA area." (Art. 11, Sect. 4).

So there you have it, the top ten reasons why we host the Annual Meeting in the City of Brotherly Love, where our Club was founded in November 1935! If you have never attended this annual function, do plan to come for a weekend of fun and learning experiences about our hobby.

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### Annual Meeting 2000

This year's meeting will be Feb. 11-12 at the Wyndham-Franklin Plaza Hotel. Just a few of the seminars scheduled are: Engine Rebuilding, Rims - Tires - Wheels, Toy Collecting and Repair, Basic Bodywork, Motorcycles, Insurance for the Hobby, Trucks & Trucking History, Art of Metal Shaping and Welding, Transportation Art, Whizzers & Cushmans, Cooling System Tips, Authenticity of the Antique Auto and Wiring Procedures. At least 23 exhibitors are scheduled for the Trade Show.

## Three DSR cars stand out as Gulf Coast Race & Performance Expo Feature Cars

There were approximately ten vehicles, out of the over 200 registered, picked to be the stars of this event. Held at the Mobile Convention Center Jan. 14-16, 2000, it is Alabama's largest indoor auto/bike show. Prominently displayed in the west entryway to the Exhibit Hall were Jay Annis's 1955 Chevrolet police car, Jerry Finley's 1966 Mustang Coupe and Dayton Whites's 1930 Ford Model A Delux Roadster.

This is the first time since 1994 that Mobile has had an indoor automotive show of this size. The GCR&P event offered 100 classes to be judged for first, second and third place awards in each. There were numerous vendors selling nearly any and everything from A to Z.

Move-in started shortly after seven on a cold and breezy Friday morning. Although the day was sunny, the wind sweeping across Mobile River pushed the wind chill factor far below the comfort level. Clubs were allowed to park together provided they all arrived at the same time. DSR members, in addition to the three mentioned above, were the Andersons, Ed Grimes, the Musgroves, Anna White and the Youens. Lycyle Crowdus had registered but was bitten by the flu bug. The club was pleased to have parked with us also Ed's son, Eddie, and DSR friend Larry Kendrick. Both of these fellows have fine Mustangs.

Saturday morning, the few spaces left for late entries filled quickly. Spacing between the rows of cars was adequate but there wasn't much room between the back of one vehicle and the front of the one behind it. On the plus side was the bare concrete floor so owners didn't have to be concerned with diapering their beasts.

It was reported that on Sunday the awards were given a little earlier than scheduled and that the exodus was controlled chaos without short tempers.

All in all, it appears this could become a repeat event on the Port City car calendar and a welcome addition, especially if the date stays early in the year.



## Editorially speaking...

I know I have said this before, but it bears repeating. DSR members are some of the most thoughtful people anywhere. Toward the end of last year,

Geary Polk and Lucille Nettles did something very nice. Geary gave me 23 photo slides taken when the clubhouse was being moved to its present location. Lucille gave me, all neatly organized and banded, copies of the *Sparkplug* back to 1984. I bet you are wondering what I will do with all of this. The first thing will be to get prints of the slides and mount them for display in the clubhouse. Reading some of the early newsletters reminded me that I had a box of pictures of various outings that I had never done anything with. Now those pictures have been arranged in chronological order, thanks to being able to use the newsletters as reference, and will be put into an album to be left in the clubhouse. If you have duplicate prints or pictures you no longer want and care to share them, I will work them into what I have and the club can have a photographic record of what we have done over the years.

You can bring whatever you wish to contribute to the January 27<sup>th</sup> meeting. Please put the pictures in an envelope with your name on it so should they need to be returned, I can get them back to you. If you know the date and event that is pictured, a note on the back of the photo would be very helpful. As work progresses, I will bring the albums to the meetings so you can see what has been accomplished and what is missing.

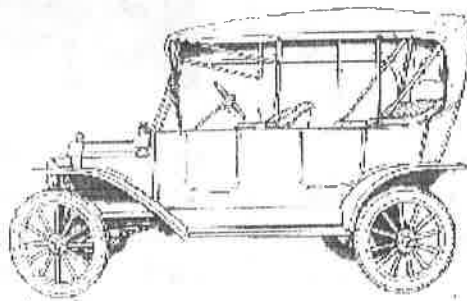
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## Looking back from the Year 2056

by Sammy Lee, South Alabama Region AACA

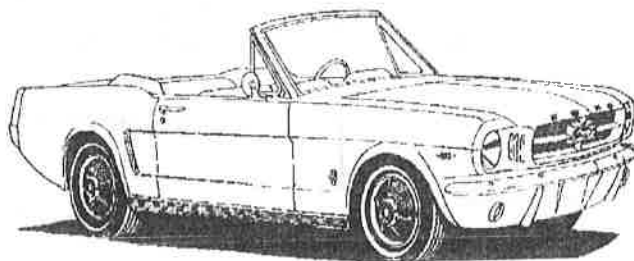
I sit on the porch looking at the Model T, a symbol of a time past. A carefree time of wild freedom, freedom to go where your heart desired to go or at least as far as your wheels and your fuel could take you. A time long gone, sadly gone, at least for a person like me who lives in the present and dreams in the past.



But I am lucky. I have a permit to live and work outside the boundaries of the cities, where the countryside is as beautiful as it must have been one hundred and fifty years ago in the early nineteen hundreds, when my grandfather's father was a boy. When Henry Ford built the "T". Before the forests were clear-cut or the farmland was washed away. I live where the land is being restored and the forests are growing back. Where we can live in houses, work in the fields, feel the sun, the cool breezes, the dirt or build a fire. Where we still use wheels to get where we are going. A slow awkward way to travel compared to hopping in a tube, punching in an address and waiting to be deposited at your destination. I'll take wheels every time.

A slow way to go for sure but much the same way people traveled in the days of the love affair with their automobile. With a few minor differences. It's been over thirty years since fossil fuels were used in any way other than strictly controlled combustion chamber with zero emissions. No more internal combustion engines, no more rumbling exhaust and definitely no more squealing tires. And sadly, no more of the old cars on any of the roads anywhere, only in museums. Our cars are all battery powered now. Hardly anyone alive today has even heard the rumble of a car engine. There is no more "love of the automobile". People visit cars in the museums but without that yearning to get behind the wheel and take one of them for a spin.

Most people confined to the cities know nothing of the freedom of owning your own wheels, riding with the top down, with your own hands on the wheel and



your own feet on the pedals. Which brings me to my dream. To make the Model T run again.

My tin Lizzie was put in storage by my great grandfather back in 2009, after the Y2K fiasco set in motion all the changes that moved everyone to the cities, totally changed transportation and power generation and brought about the restoration of the environment. Since one couldn't drive them anymore, all restoration on old cars stopped. People who had them and loved them just put them in safe storage and held onto them. My grandfather loved cars. He got that from the stories his father was constantly telling him. I think his favorite, and mine, was about the time he and some of his friends ran an old Ford off in 700-foot deep Little River Canyon just to watch it crash to the bottom. What a waste! My great grandfather was a changed person after that. He spent the rest of his life preserving old cars.

I sit here on the porch thinking. I'm no inventor, but I am going to invent a way to make an internal combustion engine run without burning fuel. The right mix of rapidly expanding gases and catalyst injected into the combustion chamber at the right time and that baby is back on the road. Just think, chugging right past the EPA monitors and not so much a blinking LED. Won't that be a blast, or maybe I should say "cool". After I get my system working on the super simple Model T, my next project will be a '65 Mustang 289.

I'll restore the love affair with the automobile. I'll write a book or maybe start a magazine about old cars. I'll put a TR-3 on the cover of the first issue. I'll bring people back out into the countryside. Everyone will be driving around with their tops down, going on picnics, joining car clubs, going on outings and rallies. Just any excuse to drive cars. I'll be a hero!

Ed. Note: The preceding appeared in the August issue of *The High Beam*, the newsletter of the South Alabama Region AACA, of which Mr. Lee is a past editor. Permission to copy was granted.



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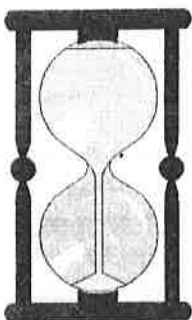
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Jan. 2000

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### Important Dates

- Jan. 27** Monthly meeting in clubhouse beginning at 7:30 PM
- Jan. 29** Dauphin Island Mardi Gras Parade ~ Details at January 27 meeting
  
- Feb. 19** February outing will be a catered breakfast at the clubhouse ~ Reservation form in this issue
- Feb. 24** Monthly meeting in clubhouse  
Rumors of a Souper Bowl Supper at this meeting ~ Discussion at January meeting
- Feb. 26** Wal-Mart Car Show for Make-a-Wish Foundation ~ Info Larry Jordan (334)653-5154
- Mar. 3** Annual Brewer Center Campus Mardi Gras Parade ~ Line up 8:30 AM ~ Beads/Moonpies only
- Mar. 7** Mardi Gras Day
- Mar. 11** Tentative date for DSR's 32nd Birthday Party ~ Discussion at the January & February meetings
- Mar. 23** Monthly meeting in clubhouse beginning at 7:30 PM
- Mar. 24-26** Gulf Coast Regional Mustang Club (Pensacola, FL) sponsored National MCA show  
Info: Chuck Hayes (850) 457-1223 or Bev & Lark Bragg (850)458-5832