

April 2023 - Official publication of the AACA Dixie Region - Serving Greater Birmingham

Vol. 35 No. 3

## April Meeting

The Fourth Thursday of the Month  
April 27 at 6:30 pm  
The Fish Market, 1681 US-31, Hoover



This is a photo of former Dixie Regions members Jon & Nancy Myer's 1956 Cadillac Series 62 currently owned by Eddie & Suzanne Bibb. The photo was taken at the World of Wheels in 2022. Since we've owned the car it has had a repaint. We took it on AACA Founders Tour in Mobile last year as well as other meets with the Cadillac & LaSalle Club.



AACA National Headquarters  
P.O. Box 417 Hershey, PA 17033  
Founded 1935 717.534.1910  
[www.aaca.org](http://www.aaca.org)

**Dedicated to the preservation,  
restoration and maintenance of  
automobiles and automotive history**

**Membership in the AACA is required to be  
a member of the Dixie Region  
Ownership of an antique car is optional**

## **The Exhaust Whistle**

Dixie Region Birmingham, AL  
Email stories and photos to Charlotte at  
[Realracegirl1@yahoo.com](mailto:Realracegirl1@yahoo.com)

The Exhaust Whistle is a monthly publication of the AACA Dixie Region, view expressed in the Exhaust Whistle are not necessarily those of the Region officers of AACA. Original material may be reprinted if credit is given.

### **2023 Dixie Region Officers**

President: Vicki Bolton  
Vice President: Sam Barnett  
Treasurer: James Meredith  
Secretary: Charlotte Dahlenburg  
Editor/Webmaster: Charlotte Dahlenburg

*A Note From The*

# **PRESIDENT**

We had a very nice dinner at the Fish Market with excellent service and food. We had a vote to select the new name. We selected The Great Southern Region to be the new name. We had a good discussion about future events. Once the new name is approved by the National Board, we will begin a digital marketing campaign to let people know who we are.

I would like to do one more meeting at Fish Market and then let's get these cars out on the road. For June, I am proposing a Saturday drive down to Peach Park for some ice cream and maybe, on the way down, a short visit to the Confederate Memorial Park in Marbury AL.

Arthur and I had a great time at Charlotte, despite the rain. Fortunately, the rain was mostly at night and Saturday was perfectly beautiful for the show. The first week of May is when the next AACA event is scheduled, which is the tour in Oak Ridge, Tennessee, which promises to be a very nice tour. The tour offers some very interesting places to visit. The next event after that is just two weeks later with the Eastern Spring Nationals in Gettysburg PA

*Vicki Bolton*

**TIME TO  
RENEW YOUR  
MEMBERSHIP**

Dues are \$20.00 per family.  
You must be a member of AACA to be a member of the Dixie Region.  
AACA dues are \$45.00.  
All club dues will be collected at the next meeting.



# AACA 2023 Southeastern Spring Nationals

by Vicki Bolton

Charlotte is such an interesting venue at the Speedway. The Hornet's Nest Region hosts the Charlotte Auto Fair at the Speedway at the same time as the Southeastern Spring Nationals.

So, there is something for everyone - Flea Market; Car Corral; Car Show; and Food vendors. This year I was busy with Judging Administration so I didn't get over to the Flea Market, but I have been many times before.

There are special displays by vendors, your normal car related flea market stuff, and always interesting cars in the car corral. And of course, lots of food!



1936 Divco S Stand/Drive



1951 Studebaker V-8 Land Cruiser with suicide doors



1929 Ford Model A Roadster Pickup



1955 Chevrolet First-Series 3100 Pickup



1950 Ford F1 Pickup



1926 Ford Model TT Dump Truck



1939 Crossly Convertible



1918 Ford Model TT 1-Ton Truck



1952 Willys M38 Jeep



1957 BMW Isetta 300



1910 Buick Model 16 Speedster



Motorcycles ready to be judged



1927 Cadillac Series 314 Five-Passenger Sedan



1967 Ford Mustang Fastback with special order pink paint, color code MX707939



68 Chevy Camaro 327



1968 Mercury Cougar XR-7



**70 YEARS ANNIVERSARY**

# 2023 AACA Eastern Spring Nationals

Gettysburg, Pennsylvania

**Highlights**  
 Thursday Night Cruise-In  
 Flea Market & Car Corral  
 Bill Wessels Cadillac Collection  
 WWII American Experience Museum  
 Friday Night BBQ  
 Live Entertainment - The Evans Sisters  
 Awards Banquet  
 National Past-Presidents' "CIRCLE OF CARS" including the "TIN GOOSE" TUCKER  
 Courtesy of Patricia Swigart

**MAY 18-20, 2023**

Hosted by Gettysburg Region AACA  
 WYNDHAM GETTYSBURG  
 95 Presidential Circle • Gettysburg, PA

**DON BARLUP**  
 Co-Chairman  
 (717) 582-3209  
 pullman1914@aol.com

**KARL KROUCH, SR.**  
 Co-Chairman  
 (717) 576-7241  
 krouchs@msn.com

Event registration at [www.aaca.org](http://www.aaca.org) • Deadline 5/1/23

ANTIQUE AUTOMOBILE CLUB OF AMERICA

Ontario Yours to Discover

## 2023 AACA FOUNDERS TOUR

London, Ontario, Canada | July 16th to 22nd, 2023



We welcome all vehicles 1932-1998

Tour highlights will feature...

- RM/Sotheby's Restorations
- Fleetwood Estate (The collection of Steve Plunkett)
- Oil Museum of Canada
- The Canadian Baseball Hall of Fame

**RM Sotheby's**

Come north of the border and enjoy some Southern Ontario Hospitality!

**ANTIQUE AUTOMOBILE CLUB OF AMERICA**

Andrew Sommers (Tour Chairman)  
 AACAOntario2023@gmail.com  
 905-305-7747

Hotel booking information at [aacaontario.ca](http://aacaontario.ca)

ONTARIO REGION



# Earth Day at Pepper Place Farmers Market

by Vicki Bolton

We enjoyed showing our 1953 electric Autoette on Earth Day at the Pepper Place Farmer's Market. In honor of Earth Day, the market hosted a gathering of electric vehicles. I had never seen so many Teslas but there were several other manufacturers represented as well. It was an interesting contrast to see the Autoette next to a new Tesla.

It was a beautiful day and the little Autoette was a big hit, especially with the kids!



Tesla and Autoette



Vendors on the street



David Hayse Boyd, M.D.

March 6, 2023

Dear Vicki,

Thanks for sending the February issue of the *Exhaust Whistle*. It was filled with interesting information and pictures.

As noted in my January 20, 2023 letter, poor health and age no longer allow us to attend functions in Birmingham. We would like to continue to receive any newsletter the club puts out. I enclose a donation of \$100 to be used by the Dixie Region Club in producing the newsletter. To save expense by the club, the newsletter can be emailed to the above email address.

With best wishes,

*Peggy & Hayes Boyd*  
Peggy and Hayes Boyd

**Thank You**  
**to Peggy and Hayes Boyd**  
**for a contribution to the club**  
**for the production of the**  
**newsletter!**

*In Memory of Chris Ritter*

**AACA Eastern Divisional Tour**  
**June 24-28, 2023 • Denver, PA**

**Saturday, June 24 (early bird):** Reading Pagoda

**Sunday, June 25:** Boyertown Museum • Eastwood Products • Pottstown Carousel

**Monday, June 26:** Yuengling Brewery • Pioneer Coal Mine

**Tuesday, June 27:** National Watch and Clock Museum • Covered Bridge Tour • Organ Concert in Lancaster

**Wednesday, June 28:** Tours & Car Games at National Headquarters

**Tour Chairman: Chuck Gibson**  
609-221-5435, gibsonorgntnr@aol.com

Sponsored by AACA Library & Research Center

The Chris & Kathleen Koch  
**AACA LIBRARY & RESEARCH CENTER**

**ANTIQUE AUTOMOBILE CLUB**  
FOUNDED OF AMERICA 1902



## Dixie Region Calendar

|                            |                    |
|----------------------------|--------------------|
| April 27 .....             | Membership Meeting |
| May 25 .....               | Membership Meeting |
| June 22.....               | Membership Meeting |
| July 27 .....              | Membership Meeting |
| August 24 .....            | Membership Meeting |
| September 28 .....         | Membership Meeting |
| October 26 .....           | Membership Meeting |
| November 16 (Third) .....  | Membership Meeting |
| December 14 (Second) ..... | Membership Meeting |

## Dixie Region Classifieds

For sale: 1959 Morris Minor 2 door sedan. A solid and complete car that was daily driven in 2015-17, hasn't been touched since 2020. Will need tires and rubber for all glass. Questionable taste two tone beige and chocolate paint job and very incorrect but functional interior. Located near Huntsville, \$3000. Call or text Sam Barnett at 205-482-0165.

For sale : 1966 Jaguar Mark X. 4.2 with factory air. 305 Chevy engine, TH 400. Turns over easily. Hasn't run since 2016. Lots of extra parts. Solid car with decent interior, \$6500. Call James Meredith at 205-492-5546.



The Military Sponsorship Program is available to all of the Military Veterans that have proudly served to protect our homeland and freedoms. With this program, AACA is extending a limited number of complimentary 2023 memberships for first-time AACA applicants. More information on this program and an application can be found on the AACA website under member information and drop down to Military.

These complimentary 2023 memberships are for first-time AACA applicants and are limited by the funds available for this program. These complimentary applications for membership are intended for individuals who have a genuine interest in the antique car hobby.

## A Note From The

# EDITOR

WOW! The years is flying by fast.

Car show season is well underway. I have attended a few shows mostly as a spectator so far. I took the 88 Suburban out to a show at the Battleship in Mobile where I did get it stuck in the mud.



Darrin and I have enjoyed taking the 55 BelAir Wagon on some road trips

through Baldwin and Mobile County. One event included a trip to Lucedale, Mississippi for the Memories on Main Street evening show.

The road trip was going to include a trip through the newest park in Mobile County, Escatawapa Hallow Campground



& Park but the traffic was so heavy heading to Mississippi we aborted that part of the trip.

These events are a lot of fun but I just love getting in an old car and just going for Ice Cream.

Spending time with fellow hobbyist brings about some interesting conversations. I love to hear the history of how the vehicle was acquired. I also enjoy listening to all the stories of how repairs or restorations happened.

But my favorite stories are about the weird things that happen at a car show. Or the crazy things that happen on a tour.

As editor of your newsletter, I truly enjoy getting to know each of you through your stories and submissions to the newsletter. I bet you would be amazed how many people read your story and cannot wait till the next time they see you so they can get more information about your adventure.

Keep the photos and stories coming and watch for them to appear in the newsletter and on our website!

See you on the road,

*Charlotte Dahlenburg*



# March Meeting Minutes

March 23, 2023 regular business meeting of the Dixie Region AACA.

President Bolton called the meeting to order.

Minutes of the previous meeting were discussed, and a motion was made, seconded, and voted to accept the minutes.

Treasurer's report given by President Bolton

The position of treasurer has been vacated by the previous office holder and the body voted to elect James Meredith as the treasurer for the region.

He reported that he intended to shift the remaining balances of the region to a PNC account and to examine and implement smart security measures for check writing.

The name Great Southern a region was decided by secret ballot by a significant margin. The region will now apply to the AACA for an official change of name. This process has to be approved by the board of directors when they meet.

Vice President Barnett addressed some potential future

events and activities for the region including:

-Joining Alabama Packards for their planned monthly events

- Traveling to St. Stephen's, one of Alabama early capitals.

- Tannehill trip

- The Great Race visit to Birmingham on June 25 at Uptown Plaza.

- A possible trip to Huntsville to visit private collections/ space museum/ tour the historic district.

- Driving trip to Montgomery

- A driving trip to Montevallo

After a good deal of discussion it was decided to have a driving tour to Montevallo, Brierfield Furnace, the University of Montevallo, the Falcon Trail, and Orr Park Sculpture Garden are potential sites to visit. This trip will occur in August in a date TBD.

Meeting was adjourned by a president Bolton.

Respectfully submitted Sam Barnett

## Classics at White Eagle

### AACA Special Eastern Spring Nationals 2023 July 26-29 Hamilton, NY

Hosted by the RAOCC Norwich Region

Show Chair: Allan Strong 607-334-2907

Email: [stumpmaker99@netscape.net](mailto:stumpmaker99@netscape.net)



### AACA Vintage Tour 2023

Tour "The County" in The Crown of Maine!  
August 16-19 • Presque Isle, Maine

Tour Highlights:

- ▶ Thursday street dance and car show on Main St. directly in front of the host hotel with a live local band
- ▶ Visit to the decommissioned Loring AFB and Nuclear Weapons Repository (largest of its kind in the continental U.S.)
- ▶ Historical sites such as the "Great Mars Hill Bank Robbery" and "The Only Known Lynching in New England, The Jim Cullen Story"
- ▶ Historical displays of equipment and snowmobiles

Cost: First person \$300, additional people \$250 (in same vehicle)

Host Hotel:  
The Northeastland Hotel  
436 Main St.  
Presque Isle, ME 04769  
Mention AACA Tour for group discount.  
207-768-5321

Free parking for trailers upon request.  
Info available for RV and camper sites.

Deadline: June 15  
LIMIT first 50 cars!

Tour Coordinator: Craig Green  
[Craig@ergins.net](mailto:Craig@ergins.net), 207-768-1033 cell  
Hosted by Maine Region AACA



# Sam's Workshop Fumblings

This month's installment of Sam's workshop fumblings featured an extended visit to Auburn Indiana, the home of the classics. I am the navigator of the race team for the Early Ford V8 Foundation Museum in Auburn, and I went up to finish prepping the race car and doing some necessary roadwork and timing details.

Our race car is a 1946 Ford Business Coupe, owned by the driver, Craig Floyd, president of the Early Ford V8 Foundation. The car showed up able to move around the garage but had serious shifting issues. We pulled the engine out, replaced the clutch plate, pressure plate and throw out bearing, dialed in timing and sorted out several small but problematic issues like modifying the electric fuel pump regulator to output less pressure than it was designed to by modifying the spring tension, dialing in the brand new rear drum brakes that were chattering (too tight and uneven), finalizing and weatherproofing the computer and wiring for the LED lighting, rear safety flashers and a third brake light, and addressing a dozen little rattles and rubber bits.

The car is hopefully ready to run the 2800 mile Great Race from St. Augustine, Florida to Colorado Springs, Colorado this summer. We will be having an overnight stop and car show of the 120+ Vintage race cars in Birmingham. The event is on Sunday, June 25 at the Uptown Plaza, next to the BJCC and Protective Life Stadium and is free and open to the public.

Having done this race before, it's not really conducive to bringing our cars too, as they are relegated to a spot away from the race cars and often aren't seen by the public very much, but I would love to have region members come and join us at the event.

My next journey on the books is to go pickup my wife's car in South Carolina, where the transmission is being rebuilt by transmission guru Hennie Jacobs. This car was purchased by my father in law in 1963 and was known as "my brother the car" to my wife for her entire life. She told me about driving it to college for a couple of years and



how awful it was to drive- no radio, no power steering, no power brakes, leaky top, terrible wipers, so loud it had to be turned off at drive throughs. I asked what kind of car it was that he had punished her with, imagining something like a '48 DeSoto sedan. A '59 Corvette, she answered with a straight face I didn't drop my drink, but my mouth did drop open.

The picture below is from the 2022 AACA Founders Tour, in Mobile, hosted by our own Charlotte Dahlenburg. Y'all will get a chance to see this car at the region's tour to Montevallo, Alabama in August to see my old alma mater and connected stomping grounds for everything from antebellum history to modern art walks in Orr Park. I sure hope you can join us.

There's a lot of beautiful weather coming our way, and folks will be getting their cars out and about. Walking up and talking to strangers about their car is how I got into this hobby in the '70s with my dad, and is still an amazingly effective recruiting tool. The region has student, military, and first time membership scholarships available and the Antique Automobile is a pretty good recruiting tool, so let's use them if we can!

Like an old friend told me once; If you don't drive them, you might as well collect clocks. Until next month, let's all try to wear out some tires and give our cars some time doing what they were made to do, drive. - Sam Barnett







## The Importance of Fire Extinguishers

By Ralph Towner, Lake City, FL,  
townerralph@gmail.com

*This is a member submitted story.*

How valuable is your collector car to you? Some of you might be aware of the fact that I had an engine fire recently in my 1957 Pontiac. Would you consider investing a few bucks and just a little bit of your time on learning about and having available a proper fire extinguisher in each of your cars? Well, if so, read on.

There are five classes of fires and different classifications of extinguishers for each. They are: Class A: solid materials; Class B: liquids or gas, including gasoline; Class C: electrical failure from equipment and wiring; Class D: metallic substances, such as magnesium; and Class K: grease or oil fires specifically from cooking.

Most car owners choose an ABC fire extinguisher, which contains a dry chemical. They work by the powder forming a crust, which smothers the fire. There are some disadvantages with this type, as the powder does not have a cooling effect. This may result in the fire re-igniting. I think this is why my engine fire re-ignited. Also, the powder coats whatever it contacts, which is usually most of the car, and can cause

damage to the finish. If you have salvaged the car, the powder residue should be cleaned off as soon as possible.

The types of extinguishers available are: Foam for A & B fires; Dry Powder for A, B & C fires; Water Mist or Spray for A, B, C & K fires; CO2 (pressurized carbon dioxide) for class B & C fires; and Wet Chemical for A & K fires. Please realize that CO2, which is "dry ice," may cause your hand to freeze to the nozzle control. Please do some research to be certain the extinguisher you choose will do the required job.

All cars that are on an AACAA show field must have an approved UL fire extinguisher on display, and for good reason speaking from experience. A car will be disqualified for judging without one. I cannot emphasize enough the importance of having an approved fire extinguisher in your car and knowing how to use it!

Important Note: Always keep the extinguisher inside the vehicle... not in the trunk! In case of a gas tank fire, or the trunk is inoperable due to collision damage, modern electronics, or a misplaced key, you may not be able to retrieve it from the trunk.

So now, ask yourself again... How valuable is your collector car to you? Or the building it is parked in?

*Speedster Editor's Note: We thank Mr. Towner for this information and his views. AACAA is trying to get even more information from nationally recognized fire experts and will share those findings in the future. This is important as new firefighting concepts have recently been put on the market. One other tip we strongly urge you to follow is to make sure that your extinguisher has not been discharged.*

*Speedster articles courtesy of AACAA*





## Space Age instrument in a Space Age instrument in a 1959 Mercury Park Lane Hardtop

Reprinted from Hemmings Classic, By Jeff Koch

Brochures boasted that the Park Lane body wasn't shared with any lower-line Ford product, suggesting a custom elegance unavailable on cars from other companies that used the same bodies between divisions. Hardtop models were all called Cruisers, and reverse-slant C-pillars allowed rear glass as expansive as the windshield. Ford called it Clean-Dynamic styling in its brochure, but it was ultimately evolutionary: The concave-side motif seen in 1957 and '58 continued for the 1959 model year, with no complementary color in the cove itself. (Park Lanes did receive an anodized aluminum panel to help distinguish them from lesser Mercurys, in case your eye couldn't tell the two-inch-longer wheelbase at a glance.) Beyond the heavy bumpers front and rear, an egg crate grille that previewed that of the 1960

Lincoln and the canted taillamps, the 1959 Mercury line was largely free of external ornamentation. Could this relative lack of stylistic drama, in an era of fins and three-tone paint finishes and jet-engine taillamps





and faux-space-age frivolity, have contributed to the marque's sluggish sales for 1959?

Work on the 1959 models was completed in early 1958, in the middle of Detroit's recession year. Ford was having such a torrid time with the new lineup on sale in showrooms that management considered killing the Park Lane altogether. Since it was already completed, however, they elected to go ahead with bringing it to market, with the idea that even poor sales would help them recoup their investment. In retrospect, this was probably wise, as most of Ford's divisions needed all the help they could get. Mercury was 13 units shy of 150,000 cars for the 1959 model year, and just 8.3 percent of these were top-of-the-line Park Lanes. Slow sales were a hangover from the down-in-the-dumps 1958 model year. More alarming, perhaps, is that while almost all of the American car companies bounced back for 1959, the only ones that didn't were in the Ford camp. Mercury was down, as outlined above, but so, too, was the newly-combined Lincoln and Continental division (the separate divisions sold more in 1958 than the combined division in 1959).

What this means today is that Mercurys of this era

are positively uncommon. This Silver Beige Metallic two-door hardtop with Mauve interior, one of just 4,060 made for the 1959 model year, is owned by Scott King and Sandy Edelstein of Palm Springs, California. They've owned it since 2011, and one previous owner had a new coat of paint applied; otherwise, this 45,000-mile car is all original and is mercifully unencumbered with rear skirts, a Continental kit, or any such doo-wop-era accessories. Scott and Sandy allowed me to slip behind the wheel and get a taste of the good life, circa 1959.

As with many '50s cars, it's surprising how you have to contort yourself to get into such a large car. Combine the low roofline that wraps around to meet the side windows, the high-up seat, the large-diameter steering wheel and the wraparound instrument panel, which has been known to rush out to greet many an errant kneecap, and taller drivers may not be able to enter the premises as elegantly as they'd like. When you're scrambling to get inside, the deeper footwell only suggests that the door sill feels a bit high. Perhaps slighter body types would have less of an issue entering the driver's side.

Once you're safely ensconced inside, it's a different story: The smaller transmission hump, minimized thanks to the angle of the driveline, and the "cow's belly" floorpan, really open up the interior. The Panoramic Skylight Windshield and thin pillars, said to require more than 35 square feet of glass around the perimeter of the cabin, really do allow a tremendous amount of light into the interior. The windscreen rolling up into the roof may have been designed so drivers could better see traffic lights, but we found that it also added to the airy feeling inside, no matter the driving situation. All the better to see the ergonomic fingertip-accessible pods that allow you to adjust your seat or





fiddle with the climate controls without removing your hands from the steering wheel, the delicacy of the brocade cloth, and the repeated pattern of dots on both the armrest and accelerator pedal. That pedal, by the way, points toward one o'clock, a perfect fit for your tester, since that is exactly how my foot extends when seated behind the wheel. The seat foam still feels firm, despite being five and a half decades old and having 45,000 miles' worth of seat time--it keeps you upright, maybe a little too much, as my head grazes the headliner. Only the clock, at the far right-hand side of the instrument panel, seems poorly placed; it's hardly visible from the driver's seat.

Now, plenty of muscle car fans would drool over the thought of 345 horsepower under their right foot, and the year's tagline that Mercurys are the "liveliest" luxury cars in town might encourage this tendency further. (The Park Lane's power and weight are not far off the Marauder X100, a Mercury model offered a decade later as a full-sized entry into the raging muscle car wars.) But the reality isn't quite as frenzied as all this might imply. With the Park Lane's generous proportions and highway-friendly gearing in both the Merc-O-Matic transmission and the differential, the urge to jump off the line has been severely blunted. Creamy smoothness is the emphasis here, and the driveline delivers; 480 pound-feet of torque whisks you away briskly enough, but without ruffling a hair on your head.

This Park Lane is easy to pilot around town despite its 80 inches of width, thanks in part to the power steering and brakes. The ride is supremely smooth and composed over most surfaces. There isn't a ton of movement needed on the pedal for those 11-inch drum brakes to grind things to a halt, and power

steering both lightens driver effort and quickens response nicely. Combine the light controls with the leisurely gearing, and the space with the smooth ride, and together they give the impression that this is the sort of car that's built to drink in long distances. The ability to stretch its legs is clearly there, but around town, it won't buck or resist your efforts.

The 1959 Mercury Park Lane may not be the first car that pops to mind when one thinks of a '50s American car--there are far too many other clichés higher up the list for that--but it certainly embodies the archetype: long, low, wide, smooth, effortless, powerful, stylish, full of comfort and convenience, laden with jewelry, yet stylistically restrained, and aimed at the portion of the market that seemed both aspirational and achievable. That it didn't sell better nearly six decades ago is understandable, given the climate of the day; that it isn't better known today is perhaps the greater crime.



## AACA Calendar

### April 30 - May 3

**2023 AACA Southeastern Divisional Tour** (Up to 1998)

Location: Oak Ridge, Tennessee. Sponsor: AACA East Tennessee Region

### May 18 - 20

**2023 Eastern Spring Nationals**

Location: Wyndham, 95 Presidential Circle, Gettysburg, Pennsylvania.

Sponsor: AACA Gettysburg Region

### June 25-28

**2023 Eastern Divisional Tour**

Location: Denver, Pennsylvania. Sponsor: AACA Library

### July 6-8

**2023 Central Spring Nationals**

Location: Auburn, Indiana. Sponsor: Crossroads of America Region

### July 16 - 22

**2023 AACA Founders Tour** (1932-1998)

Location: Ontario & Quebec Canada Sponsor: AACA Ontario Region

### July 26 - 29

**AACA Special Eastern Nationals**

Location: Norwich, New York Sponsor: AACA Rolling Antiquers Region

### August 10 - 12

**2023 AACA Grand Nationals**

Location: Bettendorf, Iowa Sponsor: AACA Mississippi Valley Region

### August 16 - 19

**2023 AACA Vintage Tour** (1931 and earlier)

Location: Aroostook County, Maine Sponsor: AACA Maine Region

### September 14-16

**2023 AACA Special Central Divisional Tour** (Up to 1998)

Location: Piqua, Ohio. Sponsor: Southern Ohio Chapter

### September 25 - 29

**2023 AACA Western Divisional Tour** (Up to 1998)

Location: California Central Coast, Santa Ynez Valley Sponsor: AACA Santa Barbara Region

### October 3 - 6

**2023 Eastern Fall Nationals**

Location: Hershey, Pennsylvania Sponsor: AACA Hershey Region

Flee market set-up is Monday (2nd); show date is Friday (6th)

### October 22-27

**2023 Revival AAA Glidden Tour** (Pre-1943)

Location: Thomasville, Georgia. Sponsor: VMCCA

### March 17-23

**2024 AACA Founders Tour** (1932-1998)

Location: Louisiana Sponsor: Louisiana Region

### April 4-6

**2024 AACA Southeastern Spring Nationals**

## Local Calendar

### Cruise Ins

**1st Tuesday - 5-8pm** Petro Bucksville 22526 Highway 216 McCalla

**Thursday's - 6-9pm** VFW Post 6022, 7001 University Blvd E, Cottondale

**1st Saturday - 8-11am** Hoovers Tactical Firearms Cruise In 1561 Montgomery Hwy. Hoover.

**1st Saturday - 3pm Jan - Mar 5pm Apr-Dec** 202 South Gilmer Ave, Lanett, AL More info Billy Humphrey at mrmopar622@gmail.com.

**2nd Saturday - 5-8pm** (Apr-Oct) Bee Line Highway Classics & Cruisers Railroad St, Hartselle

**2nd Saturday - 6-9pm** (Apr-Oct) Alabama Misfits Jack's Exit 267 off I-65 1195 Walker Chapel Rd, Flutondale

**2nd Saturday - 8-11am** - Magic City Octane. Saks Fifth Plaza 129 Summit Blvd, Birmingham

**3rd Saturday - 6pm** Tallahassee Shopping Center 400 Gilmer Ave

**3rd Saturday - 2-5pm** Hooters Hwy 119 & Oak Mountain Park Rd, Pelham

**3rd Saturday - 3:30-8:30pm** Home Depot 41310 US Hwy 280 Sylacauga

**3rd Saturday - 4:30-7:30pm** Home Depot 3784 US 431 Phenix City

**4th Saturday - 5-9pm** Pizza Bar 141 2nd St NW Carbon Hill

**Saturday's 8:30-10:30** Shops of Colonnade 3418 Colonnade Pkwy, Birmingham

**3rd Sunday - 1-5pm** Casual Pint, 5541 Grove Blvd, Hoover

### Shows

#### April

**21-22 Gardendale Magnolia Festival.** Gardendale First Baptist

**29 Impala Nation 1st Annual Show Your Shine and Sound Car & Audio Show.** 2408 Lafayette Pkwy, Opelika 11am-6pm Rain or Shine.

**29 Vintage and Classic Car Show** presented by DVAAC in conjunction with Celebrate Hoover Day. Gates open at 8:30am, Check in 9-11 am \$20 Entry fee paid at gate. Awards 2 pm. Info at Gary 205-706-7614

**29 7th Annual Southeastern Booster Club Car Show.** 10-2pm Southeastern School parking Lot 18770 Hwy 75 Remlap, AL

**29 2023 Men's Event Car Show & Lunch One Hope Church,** 1501 McFarland Blvd. N., Tuscaloosa. Hot Rods, Sports Cars, Motorcycles, Vintage Cars & more! Door Prizes and Trophies awarded for Top Ten, People's Choice and Best In Show. Car Show begins at 9am, Lunch at 11:30am \$5 Lunch tickets include 1 door prize ticket.

**29 Relay for Life of Cullman County A Cure Under the Big Top Car Show.** Depot Park, 309 1st Ave NE, Cullman. 4 pm - 10 pm - \$10 donation with the proceeds going to Relay for Life. Plans are for some of the survivors to choose their favorite ride. All cars, trucks, bikes, projects welcome. There will be food, bands and more to enjoy!

**29 Annual Spring Classic Car - Truck Show** 10am-2pm Vacant lot south of ElRio Grande, 160 S. Gilmer Ave, Lanett, \$20 reg. Multiple car owner receive a \$5 discount. Reg. 9 am.



Drawings begin at 11am. Money Tree, 50/50, Food Trucks, Music and Fun. Info 334-614-8174

## May

- 5-7 Battle in Bama Hot Rod, Truck and Bike Show.** USS Alabama Battleship Memorial Park. Info at [www.battleinbama.net](http://www.battleinbama.net)
- 5 May Fling Cruise In** Hayden Town Hall 6-9pm Hot Dogs, Music, Cash drawings, 50/50 Inflatables.
- 6 2nd Annual Fire 'Em Up Car, Truck, Motorcycle Show** 8am-2pm Lake Lurleen State Park Reg \$20 form 8-10am Food Trucks, 50/50. Info: Greg Robertson 205-657-3702 [greg.robertson@flocorp.com](mailto:greg.robertson@flocorp.com)
- 6 Cinco De Mayo Car Show.** Downtown Piedmont. 10am-3pm. Must register by April 29 Visit Piedmont Arts & Entertainment committee on facebook
- 6 Parking Lot Pandemonium Bike, Car & Truck Show.** 8am-2pm Pinson Valley High School Hwy 75 Pinson, AL. Reg \$25 day of show Early \$20 via Venmo or CashApp. Large Trophies! Awards at 1:30. Live Band, Food Trucks, Vendor and Gift Drawings.
- 6 22nd Annual Spring Open Car Show.** 9am-2pm. All Makes and Models Welcome Bass Pro Shops 2553 Rocky Mtn, Rd, Prattville \$25 reg. Info: Tamara 334-313-2374.
- 7 Smithville Baptist 5th Annual Cruise in.** Smithville Baptist, 9308 Old Toadvine Rd, Bessemer Break out your favorite ride and come join us at the Smithville Baptist Cruise in. This free event is on Sunday afternoon 2-5pm. There will be food, music, door prizes, & more
- 7 Eagle Cove Marina and Alabama Show N Shine** 1st Annual Car, Truck & Motorcycle Meet. Judged by the public \$10 entry. 11912 Recreation Area Rd, Cottondale
- 12 Driving Through the Decades** 8:30-1:30pm Drake Middle School, 655 N. Donahue. Info 334-319-1886
- 13 3rd Annual Car & Truck Show at the City Hall in Vernon, AL.** Kids things, cash giveaways, prizes, 50/50 drawing, food, vendors, great music and restrooms. Proceeds will benefit St. Jude! Info Dian Glasgow 205-712-6072 or James Lacey 205-712-3884.
- 13 New Site Classic Cruise** 8am-2pm Horseshoe Bend High School 10684 Hwy 22 East, New Site. \$50 drawings, Awards, 50/50, Door prizes
- 13 Motors For Mo Car and Bike Show** 1-5pm Bevill State Sumiton Campus. \$10 Entry. 50/50, event show shirt (first 25 entered get sticker), bounce houses and more. Benefiting 7 mo old Morgan Miller. Info 205-300-7384
- 13 Abernathy VFW 1st Annual Car & Truck Show.** 9-2pm. A Judged Show. Open to All Years, Makes & Models May 13th, 2023 9AM-2PM Rainout Day TBD Entry Fee: \$15 Pre-entry Ends May 6th \$20 Day of Show Bbq Bag Special \$10 50/50 Tickets Door Prizes Local Vendors Awards Given Top 3 of Each Class, Best of Show & Peoples Choice
- 20 1st Annual Marching Highlander "SummerFest" Car Show.** Fun starts at 10 am. Petting Zoo, Veenfors, Rock Climbing Wall, Corn Hole Tournament, Food Trucks, Music and more.

**20 7th Annual Cruising the Creek Bank Car Show.** 8-3pm. Leeds Memorial Park, 1159 Montevallo Rd, Leeds. Benefiting Backpack Buddies & Leeds Outreach it's in conjunction with the Leeds Creek Bank Festival. Reg. is \$10.00 Top 25 with some specialty awards. This is open to all Vehicles, Motorcycles & 4wd Contact Chris or Christy @ 205-365-7412 or 205-283-0952.

**20 Town of Rockford Spring Fling Car Show.** 10am-3pm 9688 US Hwy 231 Rockford. No Judging All cars, Trucks & Motorcycles Welcome \$20 Reg. Contact: Larry 256-377-4911

**20 2023 Spring Mega Meet.** 7pm 1500 W Eastdale Mall, Montgomery. Food truck and more.

**20-21 All American Chevy Show** Contact Ben 256-618-1848 for info

## June

**3 Irondale Auto Classic** 39000 Grants Mill Road, Irondale. Food trucks, vendors, music, trophies Contact info 205-393-5016

**3 McCalla Machines Car Show at the Petro,** 10am-2pm 22526 AL 216 McCalla

**10 Train Shed Cruise In.** 300 Water Street at the Union Station Train Shed, 10am-3pm No judging or trophies. Door prizes. Free Registration Info at Bill Moses 334-300-1333

**17 28th Annual Community Health Fair & Car Show** 9am-1pm Classic Cars, Classic Trucks, All Cars, Motorcycles Registration at 8am Location: 2A Fitness Gym Parking Lot 3705 Eastern Blvd, Montgomery Info: 334-312-1289

## July

**8 The Salvation Army 3rd Annual Car & Truck Show,** Rain or Shine 114 N. 11th Street, Gadsden, AL Reg. \$20. 8am-12pm, judging at noon, awards at 1pm. Info: Steve Culberson 256-295-0812

**9 Slugburger Festival and Cruise In.** 8am Corinth, MS in conjunction with Vendor Market, Carnival and bands

**15 American Legion Post 101 Car & Bike Show** 8am-1pm. 370 2nd Street SW, Carbon Hill \$20 entry. Food, 50/50, Raffles, Kids Activities

## August

**26 THA Honest Alex City Modern & Retro Car, Truck & Bike Show** Info at 304-993-1318

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# 1920s Tools for the new era

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The American economy boomed throughout most of the 1920s. For the first time, American families — no matter what their social status — were buying electric washing machines, refrigerators, gas stoves, and automobiles on credit. But even as installment buying was fueling the growth of industries such as appliances and automotive, it was also putting consumers further and further into debt. When the stock market crashed on October 29, 1929, the good times came to a screeching halt, triggering the start of the Great Depression. The automotive industry dominated the decade. By 1929, more than one half of all American families had cars, and one out of every eight workers was employed in an automotive-related job. The industry even changed how Americans worked, when, in 1926, Henry Ford introduced the five-day work week. Of course, Ford's move was not totally altruistic. His opinion was that the more time people had off, the more money they would spend.

Automakers weren't the only ones to benefit from America's love affair with the car. Many machine tool companies found success with automotive-related applications. Some even used automobiles to market their products.

One such company was started by a young garage mechanic named Joseph Sunnen. Tired of using bulky, knuckle-busting tools to remove valves from engine blocks, Sunnen devised and patented a lightweight, easy-to-use valve lifter hand tool.

To market his invention, Sunnen went to unusual extremes. He knew that he could sell the tool if he could demonstrate it to garage mechanics. So, he cut the roof of his 1917 Hupmobile and replaced it with a sleeping/storage compartment made of wood and canvas — quite possibly the world's first RV. He and his wife Cornelia then hit the road with 500 valve lifters and \$4.29 in cash, traveling from garage to garage in the Midwest and sleeping in the "camper shell" overnight.

The success of his first trip let Sunnen begin full-time manufacturing operations. The business quickly expanded, and eventually became the Sunnen Products Co., which now sells honing machines, madrels, abrasives, and more.

The story of Owatonna Tool Co. (OTC later becomes SPX Corp.) parallels that of Sunnen Products. Its founder, Reuben Kaplan — yet another young mechanic — believed that conventional toolkits had a number of shortcomings. So, he designed his own tools for special service jobs and traveled from town to town to sell them.

During this time, Kaplan worked with

Truth Tool in Mankato, Minn. But when promised royalties didn't materialize, Kaplan quit and founded OTC in 1925. His company's first product was the Grip-O-Matic universal gear puller.

Interestingly, Kaplan eventually got his revenge on the company that stiffed him. Years later, with OTC flourishing, Kaplan and Truth Tool crossed paths again, with Kaplan buying Truth and moving it to Owatonna.

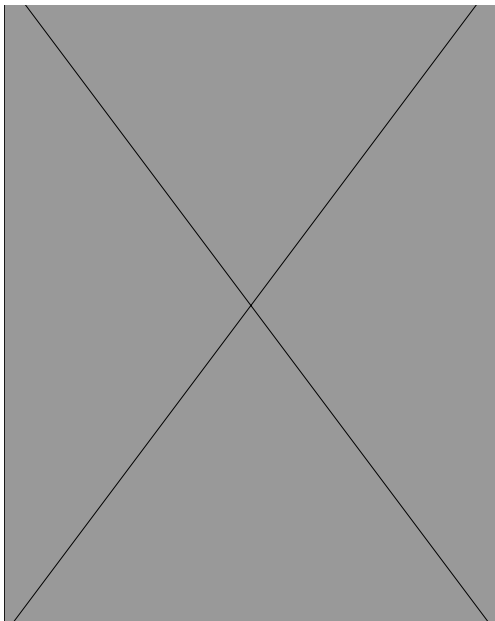
Of course, entrepreneurial spirit was not limited to the auto industry. Many important companies also evolved from small machine shops or even personal workshops.

Moore Special Tool Company Inc. (later Moore Tool Company Inc.) started after founder Richard F. Moore landed a job in the toolroom of the Singer Sewing Machine Co. After three years with Singer, Moore left and started his own business in 1924. He equipped his jobshop with a secondhand, 14-in. Handy Lathe, one Brown and Sharpe Miller, one Producto Drill, a LeBlond Universal grinder, and a new American Shaper.

He hired a full-time toolmaker and a boy to run errands.

Originally focused on supply contract machining and toolmaking services to the large industrial manufacturing base in New England, the company quickly realized the need for higher levels of





precision and productivity. This insight led to the development of Moore's first product, the Jig Borer, in 1932.

Another early entrepreneur, Niels C. Miller, started his jobshop a little closer to home, in his basement. In 1929, he built an AC welder for stick welding that was smaller, lighter, and less expensive than DC welders of the time. It also used single-phase instead of three-phase power, so it could be plugged into any wall outlet. This welder, the first in a broad line of products offered by Miller Electric Mfg. Co., was constructed out of scrap sheet steel, core, and coil materials.

Welders weren't the only thing running on electricity in the 1920s. By 1929, electricity operated approximately 70% of American factory machinery, compared to 30% just 15 years earlier. Rather than using belts for power, machine tools suddenly used motor drives, and another new technology, hydraulic transmissions, quickly emerged.

One of the companies benefiting from the charge toward electrically operated machines was Baldor Electric Co. in St. Louis. Formed in 1920 by Edwin C. Ballman, the company produced electric motors. Its 1924 catalog stated,

"We have designed our motors to have high efficiencies . . . motors that will give service on a minimum energy input."

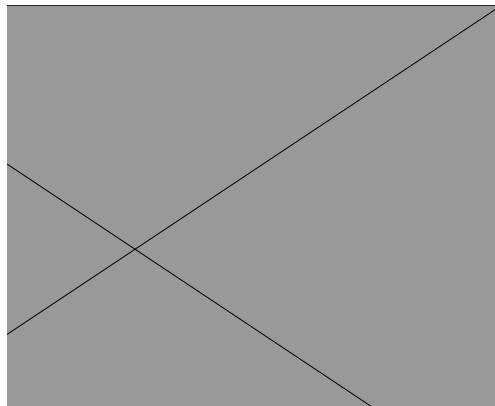
As for hydraulic power, the Cincinnati Milling Machine Co. blazed a trail by applying it to high-production machine tools, allowing them to feed work more powerfully and precisely. These Hydromatic machines, introduced in 1927, used hydraulics to move the worktable.

Innovations like the Hydromatics helped the Mill, as it was commonly referred to, become the largest machine tool builder in the U.S. By 1929, the company had sold more than \$10 million in machine tools.

While the American metalworking industry was leapfrogging ahead in the 1920s, there were significant startups in other parts of the world. For instance, in 1921, Chiron-Werke opened for business in Tuttlingen, Germany. The company made precision surgical instruments for the medical field and took the name Chiron from a figure in classical Greek mythology who was said to have possessed great knowledge and astounding manual dexterity. Later, the company, which also manufactured automobiles, evolved into Chiron America Inc., a manufacturer of vertical machining centers, CNC drilling and tapping machines, manufacturing cells, and more.

The Japanese were also making great strides in the area of precision machining, and consequently, needed instruments to measure and advance this precision. Therefore, in 1928, a small company, called Tsugami Seisakusho Co. Ltd., was formed. The company began with a line of accurate micrometers and block gages and quickly moved into the business of designing and building universal measuring machines and circular dividing machines. By the mid-1930s, this small company, which eventually became Mitsui Seiki Inc., began building machine tools such as jig borers and cylindrical grinding machines.

And perhaps one of the greatest technologies conceived overseas was a new cutting tool material, tungsten carbide, which was introduced by Krupp AG and exhibited for the first time at Leipzig Spring Fair in 1927. The tooling was called WIDIA, an acronym of the German words Wie Diamant, meaning



"like diamond." Interestingly, H. Prussing, head of Krupp's patent office, devised the name on an envelope.

Of course, Americans were also studying this new material. Dr. Samuel Hoyt of General Electric's Lamp Department began experimenting with tungsten carbide in 1925. Recognizing the commercial value of his discoveries, GE introduced its own brand under the name Carboloy. Early products included turning toolbars and inserts used in the automotive, farm, off-road, aerospace, and mold and die industries.

Machine tools that were able to take advantage of the higher metal removal rates of the new cutting tools soon appeared on the market.

In addition to all the technological innovations, the 1920s also marked two other important industry events. The first was the first Machine Tool Show (which later evolved into the International Manufacturing Technology Show or IMTS). Sponsored by the National Machine Tool Builders' Association, the show opened September 19, 1927, and ran for five days in Cleveland.

## 1920

Magnus Wahlstrom and Rudolph Bannow Bridgeport Machines Inc.

Bridgeport Milling Machines are known throughout the world, but few know that these machines came about because two Swedish immigrants were looking to make it big selling electronically operated hedge clippers. Magnus Wahlstrom and Rudolph Bannow started their hedge-clipper business in 1929, but soon scrapped the idea to develop a portable, self-contained 1/4-hp high-speed milling attachment. The attachment did so well, even during the Depression, that they developed a second model with a 1/2-hp drive. But customers kept complaining about mounting such a nice attachment on their old equipment, so, in 1938, Bannow sketched out an idea for a milling machine with a built-in 1/4-hp high-speed milling head.

Companies founded in the 1920s

Baldor Electric Co. (1920), Chiron America Inc. (1921), W. Schneeberger AG (1923), Moore Tool Co. Inc. (1924), Sunnen Products Co. (1924), SPX Corp. (1925), WidiaValenite (1926), Carboloy Inc. (1928), Magnetic Analysis Corp. (1928), Mitsui Seiki (U.S.A.) Inc. (1928), Pyrometer Instrument Co. Inc. (1928), Bridgeport Machines (1929), Miller Electric Mfg. Co. (1929), National Broach and Machine Co. (1929)





**Think Before You Restore**  
**By Myron Smith**  
**VP - Regions Development & Support**  
**Western Division**

“The car is only original once.” This has become the mantra of those of us who have a strong attraction to ‘original cars’. But what about older restorations or semi originals? Many a car has been subject to an overly enthusiastic owner who starts to do a total restoration and then lacks the where with all or finances to finish it. I suggest before you throw yourself into a full-blown project to sit down and do some serious pondering. What do you wish to accomplish? Are you really wanting to put the time and money into a full restoration? You can climb the ladder of trophy seeking. AACA has 4 advancing show rungs followed by maintenance awards in AACA and probably similar awards in the marque clubs. Do you want a car you can put the kids or grandkids in and run down to the local malt shop on Saturday nights, or a car to take to Cars and Coffee? Are you wanting a ‘road car’ that you can do tours and trips over long distances?

After being in the hobby most of my life, I’ve done the show route and have several ‘trailer queens’. Once they are restored, gotten their trophies they do one thing for sure; they deteriorate. So, if you’re committed to the show circuit, unless you sell which I seldom do, you’re going to have a vehicle subject to the perils of time, just like when the car was new. Maybe not as fast but it hap-pens. My 1959 El Camino has been restored since 1975. It needed some work after being a daily driver in Nebras-ka with salty winter roads and an encounter with another car that ran a stop sign. However, with today’s technology and masterful body men, much of it’s originality could have been saved. But at the time I wanted the trophies. Do I regret the restoration? Yes, I guess I do, but we’ve had fun showing it and that is not to be discounted. I am the second-generation custodian of it being purchased new by my family and there is hope the 3rd and 4th

generation will appreciate it too.

On the other hand, I have another 1959 which was not ‘restored’ although I collected new old stock pieces for it for years, then decided that with a little touch up it could still be an ‘original’ car. Personally, I like that much better. It’s gone the HPOF route and still we are able to drive it occasionally.

So, this brings me back to my original thought, “what do you really want to accomplish with your car?” If it is having a vehicle that is a work of art, restore it, just re-azing that you’re probably never going to be completely done with it as shortly it’ll need freshening. If your idea of fun is to get the thing out in public, realize it’ll deteriorate also, but you can have fun playing with the thing. If you have enough originality to be able to keep it that way; it won’t get scratches, it will just get additional patina. It’s a big hobby, find your niche.

*Rummage Box articles courtesy of AACA*