



## Meeting Meeting

**Meeting at Special Event • See announcement on page 3  
June 10 trip to Montgomery to the Train Shed Cruise-In  
at the Union Station Train Shed, 300 Water Street**



My blue Mercedes is a 1959 300d Adenauer, the little 'd' indicates a fourth series car, not to be confused with the big 'D' used for diesels. The 300 Mercedes ran from 1951 to 1962 in four series, the last 'd' (like mine) was the first 4 door cars with standard fuel injection! This system evolved from the system introduced on the 300SL Gullwing sports car in 1955. I bought mine in 2000 as a 30th birthday present for myself. It is one of 2 300ds this color and the only civilian car equipped with the parade horns mounted above the front bumper. Many 300ds were used by various governments and some of these feature them. My car is also one of the first Mercedes sold with Air Conditioning! All 300s feature an overhead cam engine, 4 wheel independent suspension, and load leveling in the back. My car additionally features power steering, brakes and and automatic transmission. It was about \$13,500 new.



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

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 will not have a business meeting in May and instead will have a meeting on June 10th as we head down to Montgomery.

It has been a busy month with back-to-back AACA events. The first event was the Tour in Oak Ridge Tennessee. Several members were in attendance, and it was an excellent tour!

The tour was well organized and included many interesting stops including some great educational museums. If you have never been on a tour, I would highly recommend it! It is a very enjoyable way to get our cars on the road.

The next event was the Nationals in Gettysburg PA. 500 plus cars were shown on Saturday which turned out to be a beautiful day! Gettysburg Region does a great job, and the weekend was lots of fun.

June 10th we will tour down to Montgomery to see a cruise in at the train depot on the river.

Look for more information on the next page.

*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.



# JUNE ACTIVITY

On June 10th, we will cruise down to Montgomery. For anyone who wants to caravan down to Montgomery, we will meet at Cracker Barrel in Pelham on Hwy 119 and take 31 south. We will plan to leave promptly at 8:00 am. The cruise in is at the Union Station Train Shed which is located at 300 Water Street Montgomery. The hours are 10-3. No judging, no trophies, no fees, just lots of food and fun. Hope to see you there!


# TRAIN SHED CRUISE IN

# JUNE ACTIVITY

Door Prizes  
Drawings  
Music  
Food Vendors



**JUNE 10 10AM-3PM**  
Meet at Pelham Cracker Barrel at 7:45 am




## Memorial Day

**Monday, May 29, 10am-4pm**  
Free Admission Food trucks onsite

See military interpreters and restored military vehicles

- Enlist with the Continental Army • See a puppet show
- Play Colonial games on the Green
- Learn apothecary medicine • Meet patriots of the past
- Experience the West Wing of Independence Hall and see the film "Choosing to be an American People"
- Explore the National Veterans Shrine and learn how you can honor a veteran

**Memorial Service Remembering America's Fallen -**  
11:00 a.m. at the Colonial Chapel  
Bring the family and spend a memorable day at the American Village in Montevallo.



We're just 30 minutes south of Birmingham and an hour north of Montgomery off I-65 at the Shelby County Airport exit.

*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**




# Shhh! Secret City Tour, Oakridge, Tennessee

Under the cover of the pre-dawn light, we snuck out of the neighborhood to meet the rest of the crew. The rendezvous spot was under the neon lights of Bob's Speed Shop at a quarter to.

Our destination was the 2023 Southeastern Divisional Tour known as the Secret City Tour in the foothills of the Great Smoky Mountains.

Darrin, Barrett and I have been anticipating this trip for a while.

The best part of the tour was so many people from our new group called the Back Roads Touring Region participated.

Paul Dagenais and Tracy Metclaf are taking their newly painted 1964 Comet Caliente. They pulled the enclosed trailer behind the 1988 Suburban. Darrin and Paul really decked out the trailer for this very purpose.

David and Joyce Ladnier pulled the 1964 Ford Galaxie 500 convertible.

We pulled the 1955 Chevy Bel Air on an open trailer as well. This vehicle has been in the family since 1963. It has been a few colors including pink.

Debbie and Craig Henry, and Vicki and Art Bolton were already in Oakridge and Ernie Rogers was not far behind.

Barrett was assigned homework for the four days of school he missed. He worked hard for 2 days to get it done.



Transporting the thirsty little buggers can get a little pricey! but every penny worth it.



We unloaded vehicles and got settled in.

The tour started that night with a drivers meeting that includes a history of the area. The food was very spicy! Darrin got an order of chicken without any spice, and he shared it with all of us. The Speaker told us all about the history of the Manhattan Project.



## May Day, May Day

We divided into two groups. Password for the day "you're odd or you're not". Odd and even cars were divided into two groups.

Our instructions needed to be decoded. We were car 35. That made us a bit on the odd duck side. At 8 am sharp our group met to leave out on the first day of the tour.

Each of us had a book in hand. The book became our bible each day.

Following the instructions carefully, our first stop took us to the Museum of Science and Energy. We all enjoyed this interactive museum and also had the chance to spend a little time with other members of the tour.



The highlight for him was the 3-D printed automobile. The motorized Rube Goldberg machine was a hit. (Even hit Joyce with a rouge ball that went flying out.)



We climbed in our cars and toured through the city to the coffee break at Melton Lake Park hosted by Explore Oak Ridge. One of the highlights of the back roads that we traveled was to discover a single lane underpass that was controlled by courtesy.

The park boasts of its "Run of The River" kayak course. The Danishes and muffins were tasty. We took a group photo in front of the Oak Ridge Police vehicle all wearing Bob's Speed Shop T-shirts.



While there, you had the chance to tour the Kayak storage facility with single kayaks up to 60-feet-long.



The winding roads and beautiful scenery in our old cars was stunning. After the stop we proceeded back in time to the Appalachia Museum where we all were fed pulled pork or pulled chicken.

We walked through the homesteads and buildings

that had many items on displayed. The peacocks drew a lot of attention. They were strutting their feathers for us all to enjoy.



Barrett joined in with the dulcimer band. He played the antique percussion instrument that was a toy on a stick and a board that he tapped to make the toy dance.



That afternoon we drove through some very beautiful back road country. We visited the TVA built Norris Dam. Before finding the visitor center at the top of the dam, we had the opportunity to get a photo. We took the time to walk out on the dam and speak with the park Rangers.



We had a little bit of humor as we tried to fill Henry's Model A with electricity as it was parked in the charging station. Henry Ford explored many ways to fuel vehicles in his day including electricity and I find very interesting he explored hemp and marijuana.

We drove over the dam, then up the mountain side to the dam overlook.



The road back seemed to go downhill forever. The crazy S curves and blind hills were a thrill to travel on.



### The Longest Day

Our coded instructions encompassed 155 miles of backroads travel.



Our first mission took us past the Turnpike Gatehouse. Built in 1948 it was one of the many Gatehouses that protected the Secret City and controlled the access to K-25. K-25 was the codename given by the Manhattan Project to the program to produce enriched uranium for atomic bombs using the gaseous diffusion method.

We took a large step back in time when we entered Fort Loudoun State Historic Park. This is one of Britain's earliest Forts used during the French and



Indian war. We walked through the fort and looked at the accommodations. Some rooms housed four people and some twelve or more.

We enjoyed a coffee stop here. We caught up with both groups at this point.

We passed Chilhowee Dam. The views of the mountain sides and newly leafed trees were spectacular.



We traveled the Foothills Parkway for 17 miles. The foothill of the Appalachian Mountains had many curves and lookouts for us to enjoy. We took advantage of the opportunity to photograph the '55.

After descending the mountain trail, we came through a little town called Townsend also known as "The Peaceful Side of the Mountain". You could tell it was a tourist destination! So many interesting places to stop, but our directions kept us moving forward.



Our lunch stop was at the Great Smoky Mountain Heritage Center. We were treated to a box lunch with ham sandwich, chips and a cookie. Sitting in the



grandstands we all enjoyed our lunch.



The speaker talked about bear rescue efforts in the area. The speaker told us how important it is to control our trash. She spoke about the rescue of bears that are only a few pounds in size.



On our way back, we chose to take a detour and visit Smoky Mountain Auto Traders to investigate the 100 or so cars in various stages of restoration.



Heading back out of the mountains we got a better view of Fort Loudoun Dam that was built in the early 1940s by TVA.

Our last stop for the day was at K-25 site



at the Heritage Center. Darrin and Barrett enjoyed reading all about the Atom bomb and the facility that helped build them. They even tried the freeze-dried ice cream sandwich. Barrett said it was good but tasted like a cookie.



### Bombs, Bars & Cars

Departure time was 8 am. We were all getting the hang of the directions! Each of us has had a turn at navigating at this point. Today's Secret Tour instructions took us to our first stop, the Oak Ridge History Museum.



We learned valuable information about the people that built Oak Ridge. Born in war time, Oak Ridge never made it into any map until after WWII ended.

The Japanese attacked Pearl Harbor December 7, 1941. At the time Oak Ridge did not exist. It was rural farmland. Purchased in 1942 the land was developed as part of the Manhattan Project and soon had a population of 75,000 people, all working to end the war. The collections of personal items were amazing and brought back many memories!



We then traveled to Historic Jackson Square for coffee break where we were treated to donuts and coffee. We had a chance to catch up with both the odd and even groups.

This was originally called "Town Center No 1". It opened in 1943 and offered 24 hr. grocery shopping, farmers markets, gasoline, stores, pharmacy, theater and more.



Our tour through the residential areas first took us on a drive through the Alexander House, a boarding house in the 40's where you would share a room with strangers. It is now a retirement home. We traveled along streets where you could view the Alphabet Houses. From Type A through H Cemesto homes- Cemesto being a mix of cement and asbestos- to Types A, B, C, S, and V Flat-Top designs, Oak Ridge's architectural style was unique in its simplicity, form, function, and space.

A beautiful drive into the foothills led us to Bushy Mountain State Penitentiary in Petros.



Upon arriving at the Penitentiary, we were greeted

by Inmate President Fred Trusty (apparently is deemed trustworthy by the authorities)

Arriving early, we were given an opportunity to rest for a little while and explore some of the grounds.

Served in prison trays, our burger from Wardens Table Restaurant could not have been any better. Seated in a jail cell we enjoyed the atmosphere.



We made the "great switch-a-roo" with the even numbers, and we had our chance to explore the prison while they had the opportunity to enjoy lunch. Bushy Mountain opened in 1896 to replace the previous system of using the "prisoners" as unpaid convict labor in the coal mines.



An ex-prisoner told us about all the fellow inmates and their stories.



Then a retired guard told us stories about his



experiences with the inmates.

We found cell number 47 to match the inmate number Barrett will portray in his tap dance recital.

We were about the last to leave the site as we all found this venue very interesting.



The East Tennessee Region hosted an Ice cream social at Bissell Park. They served some very tasty ice cream with cookies.



Along with ice cream we joined with locals to hold a Wednesday afternoon car show that was well attended by locals. I saw several people letting youth looking at the car climb in and get photos.



Several members of the Dixie Region got together for a photo. We took a walk to get a chance to ring the Friendship Bell.

Closing Ceremony was held at the host hotel. Everybody came together for one last time before heading home. Dinner was chicken or fish served buffet style.



Our table decorations mimicked the famous Route 66 but our table number was 23. We had to keep the sign because Darrin's little brother's race car number was 23.

The buffet line moved very quickly, and everyone had plenty to eat!

President Fred Trusty spoke about AACA to everybody. He mentioned the new website and

the updates that it provides to the members.

The guest room speaker with his humor about the local dialect. There was plenty of laughter to go around.

Barrett, Laelinn Henry and Kaelynn Dicken drawing names for door prizes. Kaelynn drew her own ticket and said to herself "you've got to be kidding."



Barrett and the girls went swimming in the pool across the street. Nothing is better than going to swim after such a great tour. We all learned so much, laughed a bunch and enjoyed all the great people that attended the events.

I don't think the East Tennessee Region will be able to keep the secret anymore! They know how to host a great tour! - Charlotte Dahlenburg

## Dixie Region Calendar

June 10 .....	Special Outing
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

I am looking forward to the summer season. It may be short this year because our little guy will start back to school on August 5.

We plan to take advantage of the short time in the pool. We are also looking forward to trips on the road with our cars.

We have a few events planned for May, June and July with a our group down here in the lower Alabama and lower Mississippi areas.

I am also excited to get to travel north to participate in our June event at the Train Shed in Montgomery. It will be fun to see everyone! Maybe we will win a door prizes as well.

I hope you have many adventures planned as well. I would love to run your stories in our newsletter. Send them this way!

See you on the road,

*Charlotte Dahlenburg*

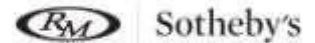
Ontario Yours to Discover  
**2023 AACA FOUNDERS TOUR**  
 London, Ontario, Canada | July 16th to 22nd, 2023



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



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

ANTIQUE AUTOMOBILE CLUB OF AMERICA



ONTARIO REGION

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

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



# AACA Calendar

**June 24-28**

**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 14**

**Collector Car Appreciation Day**

**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**

Location: Charlotte Motor Speedway, Concord, North Carolina.

Sponsor: AACA Hornets Nest Region

**June 20-22**

**2024 Eastern Spring Nationals**

Location: Saratoga Springs, NY. Sponsor: Saratoga Region

# 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

**May**

**27 Car and Motorcycle Cruise In/Food Truck Festival** 10am-2pm, Oxford Martin's Parking Lot across from the mall 900 South Quintard Ave, Oxford. Free event to all.

**27 36th All Pontiac Car Show** Mugshots Grill 3339 Lowery Pkwy, Fultondale. 9-2pm. Trophies, Goody Bags, Music, 50/50, Door prizes. Entry \$20. Info Johnny 205-602-6461

**27 Cruising the Creek Bank Car Show** 8am-3pm. Open to all vehicles, Top 30, Door Prizes, 50/50 Tickets 801 Helen Street Leeds, AL

**June**

**2 50's Night 6-8pm Free Cruise in Car Show.** 1713 2nd Ave SW, Cullman. Half price shakes. Park at the bank across or back of parking lot.

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

**3 Free Family Fun Day** 10-2pm 4343 73rd Street North Birmingham. Food Truck, Games, face painting, photo op with A-12 plane

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

**3 Celand Dockery Tribute Cruise in,** First Baptist Church 128 North Chalkville Road Trussville Info 205-228-1006 9-2pm Awards after non No entry Fee.

**3 Cordova 5th Annual Charity Car Show** 8am-1pm' \$20 entry.



Cars, Classic cars, UTVs, Motorcycles, Tractors, Trucks, Door prizes, 50/50 Drawing, Food Trucks, T shirts

- 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
- 10 Mopars by the Lake** 8am-3pm. 1544 Sportsman Lake Road NW Cullman. Info Robert 256-734-1064
- 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
- 17 Father's Day Cruise in with Dad** 11-3pm All cars, trucks, motorcycles welcome 2593 US 280 Alexander City, AL

## 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
- 26 Tannehill VolksJam 2023** 9am-3pm Tannehill Ironworks Historical State Park 12632 Confederate Pkwy, McCalla. Held at beautiful and historic Tannehill State Park. Awards given for Best of's, Top 20 cars and some special awards. First 50 entries receive a goody bag. Camping is available on site through the park itself. A dinner cruise will be arranged for the Friday evening before the show.

## October

- 21 Odenville Car Show,** 9am-2pm. St. Clair County High School, 16700 US 411, Odenville. 50/50 drawing, auction and hundreds of amazing vehicles PLUS more food, and more awards! Registration forms at <https://odenvillechamber.com/car-show/>
- 21 Cruisin the Square** 9am-2pm Downtown Jasper. Live entertainment. No registration fee Drawings and give aways Info Glenn 205-544-0844

# 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)

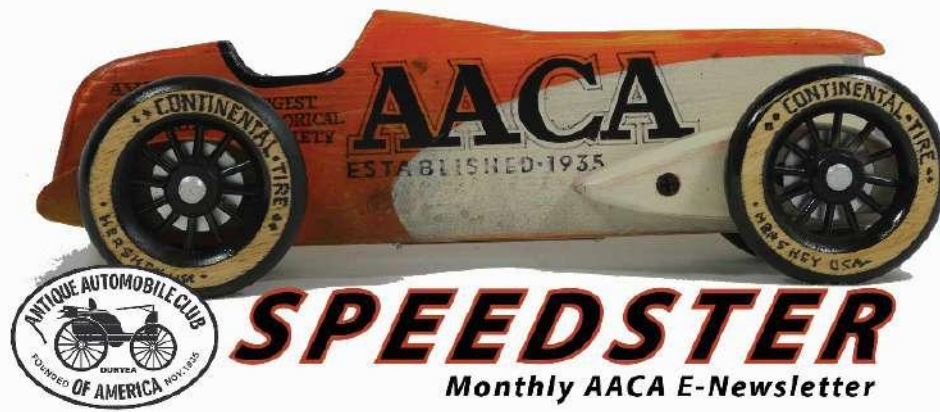
Host Hotel:  
The Northeastland Hotel  
436 Main St.  
Presque Isle, ME 04769  
Mention AACA Tour for group discount.  
207-768-5321

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





## Membership Corner: What is Your AACA Elevator Speech?

By Phillip Cole, AACA National VP Publications & Membership Committee Member, [pcole@wnccumc.net](mailto:pcole@wnccumc.net)

I was watching a couple as they walked around my pre-war Buick. They were pointing and smiling as they went. When they got to the driver's door, I was standing there and asked with a smile, "So, you like old cars?" \*

"Yes, we do!" they smiled back, and she asked, "What is it?"

"It's a 1940 Buick..." I said as I shook hands with both of them. "My name is Phillip. I'm a member of the club putting on this event." Opening the driver's door, I asked, "Want to look inside?" \*

"Oh yes!" she said sliding into the driver's seat. I reached into my pocket and handed him our region's brochure and my director's card as he peered over her shoulder. \*\*

After answering a few simple questions about

the car, I suggested, "Next Saturday we're having a breakfast meeting, where you can learn about our club and its mission. Please be my guest..." \*\*\*

Notice how that conversation contains three simple parts:

\* First, simple questions to introduce yourself and draw their interest. It's called the "hook."

Although I admit the real hook was that '40 Buick.

\*\* Second, offer contact and mission information you can put into their hand.

\*\*\* Three, give them an opportunity to respond! That's the beginning of the invitation.

The above conversation is an example of my "AACA Elevator Speech." An Elevator Speech is a less than one minute conversation where "you introduce yourself, get across a few key points, and make an encouraging connection with someone." (In other words, how long it would take you to have a brief conversation riding to the next floor in an elevator.) If we are making an effort to grow our membership, then each of us needs to work on our own version of an AACA Elevator Speech. Over the last several years, I have found myself in many conversations around growing our membership. Inevitably, someone says, "I don't know what to say!"

After five decades of providing leadership to growing voluntary organizations, I can tell you the first step is to engage others. And a most effective tool in engaging others is word-of-mouth. If we truly want to spread our mission, then each of us needs to work up, practice and have at the ready our own AACA Elevator Speech. Opportunities to use it will pop up all the time – you'll see!

*Speedster articles courtesy of AACA*



# History of the Headlight

Reprinted with permission from [www.thoughtco.com](http://www.thoughtco.com)  
by Tony and Michele Hamer

Whether you have a 1948 MG TC Roadster or an Italian built 1984 Ferrari 308 GTB it's quite possible that you'll experience headlight issues at some point. These can range from a burned-out bulb to a miss adjusted headlight beam that fails to illuminate the road properly.

Since the headlight has been around for so long and gone through so many changes we thought it was time to shed some light on the origin and evolution of this night driving necessity.

It isn't often that we think about the evolution of car headlights, but when we were putting together our Headlamps of the Arizona Auctions photo gallery, a light went off and we thought the subject warranted further research.

Here we'll uncover interesting tidbits of information about what the first automobile used for headlights. Then review some of the technology changes in the headlight manufacturing industry over the last hundred years or so.

## The First Lantern Headlights

The oldest headlamps were fueled by acetylene or oil and were introduced in the late 1880s. Acetylene lamps were popular because the flame was resistant to wind and rain. Although electric headlights came on the scene in the 1890s the technology wasn't strong enough to unseat the acetylene type lamps.

Companies like Prest-O-Light and Corning Conophore took the basic lantern type headlight and turned it into a valuable accessory.

Prest-O-light came up with an efficient storage and delivery system for the volatile acetylene gas.

It also created an interior mounted switch that ignited the lantern. Corning Conophore experimented with methods of reflection and focusing. By 1917 a Corning headlamp could illuminate a road sign up to five-hundred feet away from the automobile.

## Electric Headlamps

The first electric headlamps were introduced in 1898 on the Columbia Electric car. This company built only electric cars and offered the low powered headlamps as an optional accessory. Two factors limited the widespread use of electric headlamps in the late 1800s.

A big problem became the short life of the glowing filaments. You have to remember in the dawning of the automotive age operating conditions were far less than ideal. Headlamps mounted to the front of the vehicle had to find a way to survive this harsh Environment.

Another challenge became the difficulty of producing dynamos small enough, yet powerful enough to produce sufficient current to fuel the new filament style lamps invented by Thomas Edison in 1879.



Sealed Beam Headlamp on a Lincoln. Photo by Mark Gittelman

## Headlights as Standard Equipment

Prest-O-Lite acetylene lights were offered by a number of manufacturers as standard equipment in 1904. And Peerless made electrical headlamps standard in 1908. In 1912, the innovative Cadillac division of General Motors integrated their vehicle's Delco electrical ignition and

A promotional poster for the 2023 Grand Nationals car show. The top half features a night scene of a bridge with a rainbow light display over a body of water. A red sports car and a blue classic car are parked on the shore. The text reads: "2023 Grand Nationals", "OLD MEETS NEW", "August 10 - 12", "Isle Casino Hotel", "Bettendorf, Iowa". Below this, it says "Visit [mvr.aaca.com](http://mvr.aaca.com) for details.", "Hotel Reservations Call 1-800-843-4753 Code AAC823", "Registration Deadline July 26, 2023", and "Hosted by EST. MISSISSIPPI VALLEY REGION IOWA & ILLINOIS".

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lighting system.

This created the first modern style automotive electrical system. In 1940, the modern sealed beam headlight technology found its way into the automotive industry.

For 17 years the government mandated the 7 inch size of the lamp and stifled innovation for this time

period.

In 1957 the law changed to allow different size and shape lights as long as they illuminated the road properly. Headlight technology was now on the path of improving and innovating once again.

### From Sealed Beam to Halogen

The sealed beam units were used by all manufacturers in Europe, Japan and North America through the 1960s. Only after 50 years did a new base technology emerge.

Halogen bulbs which have become a standard again in both sealed beams and also as singular bulbs.

Halogen bulbs are still incandescent style lamps, but use a different twist to the technology. Standard bulbs use a filament surrounded by an inert gas mixture, usually nitrogen-argon. The halogen bulb uses a compact envelope surrounding a tungsten filament.

The gas filling the chamber was originally iodine, but now bromine has become the standard. This compact environment allows for a much longer filament life and brighter illumination.

### Whats Next for the Headlight

Now after nearly another 50 years we have the new light-emitting diode (LED) technology. Just as innovations of the past, LED bulbs provide longer life and illumination of objects at further distances.

In fact, the dependability of these bulbs often robs the vehicle owner of the joy of replacing a headlamp bulb during an average ownership life cycle. If history repeats itself, we don't think we'll be around for when the next generation of headlight technology hits the automotive market.

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# Ford renews search for the punch bowl won in the race that helped kickstart the company



Photo courtesy Ford Motor Company.

Reprinted with permission from *Hemmings Motor News*  
Written by Daniel Strohl

We've all lost things of value to us. Class ring overboard on a fishing trip. Fifty bucks in a poker game. Air-cleaner wingnut down the carburetor. Those hardly compare to the punchbowl Henry Ford won in the race that essentially gave birth to the Ford Motor Company, which the Ford family lost more than 65 years ago. Now, once again, the company has put the call out for the prized prize.

As *Automotive News* reported this week, the recent re-emergence of the Bullitt Mustang—once considered the holy grail of missing Ford automobiles—has renewed Edsel Ford II's push to locate the unmarked cut-glass punchbowl.

"In a way, the trophy means a great deal," he said.

Henry Ford wasn't exactly an unknown quantity in 1901 when he entered the exhibition race at the Detroit Driving Club; rather, he was known as a failed carmaker. A couple years prior, after testing out his Quadricycle, he had attracted some investors (among them Detroit's mayor) and, under the name Detroit Automobile Company, built a dozen or two vehicles.

But by January of 1901, the company collapsed. Ford, then 38, moved back in with his parents and concocted a scheme to return to the automobile business that was full of wishful thinking: He'd build a racecar! And enter it in a race the Detroit Driving Club would host in October! And his success there would bring all sorts of investors knocking on his door!

The improbability of the scheme became readily apparent the day of the race. While most of the competition didn't show or didn't make it to the starting line, Alexander Winton did. Winton, who had been successfully producing automobiles since 1897, also believed in racing his cars. The organizers of the race were Winton dealers and, anticipating that Winton would handily win the \$1,000 race, had either Winton or his publicity manager choose the trophy to be granted the winner: a cut-glass punchbowl set. Reportedly, it would perfectly capture the light in a bay window of his Cleveland home.

Ford arrived atop a 26-hp 538-cu.in. twin-cylinder-powered contraption he optimistically named the Sweepstakes. And from

the start of the race, it appeared all would go as anticipated. Winton took the lead and held it. Until the seventh lap, that is, when Winton's heavier car began to misfire, allowing Ford the opportunity to pass and take the win three laps later.

While lore has it (and *Automotive News* repeated) that the \$1,000 winnings (as much as \$828,000 in today's dollars, depending on your measure) helped Ford start Ford Motor Company, the path from race to Model A isn't nearly that direct.

Rather, with some of the same backers, Ford reorganized the Detroit Automobile Company into the Henry Ford Company a month later. Immediately, Ford and his backers clashed over whether race cars were a worthy pursuit: Ford, fresh off his first (and only) race win, wanted to continue developing competition vehicles while his backers, interested in a return on their investments, pushed to jump right back into production.

Ford left the company not long after with \$900 and a promise that his backers wouldn't use his name. William Murphy, one of Ford's backers, turned to Henry Leland, and, in 1902, proceeded to reorganize the Henry Ford Company into the Cadillac Automobile Company. Ford, for his part, built a couple more race cars, the Arrow and the 999, and got coal baron Alexander Young Malcolmson to back his next venture, Ford and Malcolmson Company Fordmobile Company Ford Motor Company.

The punchbowl, in the meantime, remained with Henry and Clara Ford through Henry's death in 1947 and Clara's death in 1950. Yet, for whatever importance Ford historians now attach to the punchbowl, it went to auction through Parke-Bernet Galleries in New York a year later along with many more of the couple's possessions. According to research done in 2011, when The Henry Ford last made its big push to find it, the punchbowl sold for \$70 (about \$1,000 in today's dollars) to The Garden Shop, a New York business that has long since closed.

Researchers haven't turned up any trace of the punchbowl, and Edsel Ford II told *Automotive News* that he fears it may be gone forever. However, on the off chance it still exists, he—and many others, including The Henry Ford's Curator of Transportation, Matt Anderson, who described the punchbowl as a "holy grail artifact"—hopes it does and that it makes its way back to Dearborn.

They'll probably have to pay a little more than \$1,000 for it, though.



Henry Ford (4) about to pass Alexander Winton in the famous 1901 race. Photo courtesy Smithsonian.





**Second or Third  
Place  
By Myron Smith  
VP - Regions  
Development & Support  
Western Division**

So, you received a 2nd or 3rd place AACA trophy for your car. Disappointed? Many are. I've always viewed judging as kind of a report card like when I was in school. It's an evaluation of how I'm doing with my restorations. My view has changed somewhat over the years and I've gravitated more toward showing in HPOF for some time now. However, this year I decided to put a 'car' again in class judging. It got a second. I feel pretty good about it. As a part of my own evaluation of what I take to events I have always taken into account, what is the award worth. If a carpet has a little stain, is it worth a whole new carpet. Or, if there is a scratch somewhere, is it truly worth the expense and time to repaint a whole panel? Now if it's some high dollar value vehicle, the answer may be yes, but I don't show real high dollar cars. I like to call it common sense restoration.

While I rarely sell anything, I don't like to be too upside down on what money I put into a car. And, I don't take judging too seriously. It can lead to ulcers. Our judging system is if not the best, close to it. It's impossible to be an expert on everything and occasionally a judge may make a mistake, but this is not my subject of interest in this column.

I do try to bring vehicles to be judged in what I think is up to their greatest potential per dollar spent. This year we showed a 1997 Suburban. (not exactly a high buck show car). It came out of a salvage yard in 2017. It had 170,000 miles and had a bad intake manifold gasket. I intended to use it as a winter driver in the snow and salt. After we fixed the engine, I got to looking at it in more detail. There was one small spot of rust that needed to be repaired and a few scratches and door dings. Other than that, it was very clean inside and out especially for some-thing with so many miles and its age. Somebody had cared for it for a lot of its life. It was just too nice to abuse in Nebraska winter weather. It had come out of Montana by the dealer

sticker on the back which explained the lack of rust. We cleaned and detailed it as much as seemed logical (engine compartments on this new of a vehicle is a night-mare with so many components, nooks and crannies). We also drove it to the show. It got a second. Not too bad in my book considering what I knew of its history and where it had come from. Will it ever get an AACA 1st Junior? Probably not. It might qualify for HOPF. It's nice to drive, comfortable and there are some things more important than a trophy. It is also signed up the AACA MAP award which I think is very worthwhile for additional enjoyment of our vintage vehicles. We've driven it enough to get our first mile-stone on it. My conclusion is to enjoy your vehicle even if it's an imperfect diamond rather than a freshly polished stone.

*Rummage Box articles courtesy of AACA*

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- ▶ 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

<p>Host Hotel:                  The Northeastland Hotel                  436 Main St.                  Presque Isle, ME 04769                  Mention AACA Tour                  for group discount.                  207-768-5321</p>	<p><b>Deadline: June 15</b>  <b>LIMIT first 50 cars!</b>                  Cost: First person \$300,                  additional people \$250,                  \$90 for 12 and under                  (in same vehicle)</p>
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*Hosted by Maine Region AACA*

**Tour Coordinator: Craig Green, Craig@ergins.net, 207-768-1033**