



www.aaca.org/dixie

December 2008—Official publication of the AACA Dixie Region—Serving Greater Birmingham—Vol. 20 No. 11

Annual Christmas Party

When: Saturday, December 13th 11:00 a.m.
Where: Grayson Valley Country Club
What: Christmas Luncheon & gift exchange



Saturday, December 13, 2008, the AACA Dixie Region will have its annual Christmas Party and gift exchange.

SUMMARY

When: Saturday, December 13, Social hour 11:00 a.m., luncheon at noon. Santa Clause will conduct a dirty Santa gift exchange. Those wishing to participate in the gift exchange should bring a gift in the \$10-\$15 range. Men please bring a gift for a man and women should bring a gift for a women.

Where: Grayson Valley Country Club

DIRECTIONS

1. Take exit #141 from I-59 north. (this is the first exit north of the intersection of I-59 and I-459.)
2. Turn left (cross over the interstate.)
3. Follow this main road up the hill past the various shopping centers, then down the hill to Grayson Valley Drive

(the second light after you crest the top of the hill.)

4. Turn left onto Grayson Valley Drive. The country club will be on your left at the top of the first hill. (You will pass Ron and Liz Moore's home on your right.) Please call the Country Club directly at 854-5420, if you need more detailed directions.

MENU

Your choice of two entrées, vegetables, starch, beverages and a dessert selection.

COST & METHOD OF PAYMENT

\$22.00 per person, (includes tax & gratuity). (Please pay by check payable to AACA Dixie Region, to be received not later than Monday, December 8th.)

Your check is your reservation! Mail your check to Dixie Region treasurer— Nancy Myer, 5021 Collins Drive, Pell City, AL 35128.

Questions: Sue Burnham 655-2005 or siouxb4@aol.com
Bill Gardner 288-0067 or wsgardne@southernco.com

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Merry Christmas



1928 Imperial under-going restoration, see Ernie Gauld's interesting story on pages four and five.

Photo by Terry Hulsey

Happy New Year

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2009 dues are due

AACA Dixie Region—The most active and visible multi-make antique car club in the area



AACA National Headquarters
P.O. Box 417 Hershey, PA. 17033
Founded 1935 717/534-1910
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

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Robert Hinds, Editor

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

2008 DIXIE REGION OFFICERS

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- Webmaster – Vicki Bolton 988-5356
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The busy time of the year is here with Thanksgiving and Christmas upon us. I wish you all a very blessed time with your family and friends as we celebrate these two special days. I went to the Veteran's Day Parade in Birmingham and was grateful to see Jim Ketchersid and Eddie Bibb driving some of our American Legion Veterans. A very patriotic gesture and display of their cars. The veterans were very grateful. We have the opportunity to showcase our club and hobby by participating in the Vestavia Hills Christmas parade on Dec 6th. New member, Randy Phillips, participated last year and is encouraging our participation this year. The registration information was sent via email. If you want to participate and did not get the email, call Jan Hyche, 967-9787 for information. The nominating committee is still working on the slate of officers for 2009. In order to have a fun, interesting and informative club, we need input from a lot of members so that we have fresh ideas and enthusiasm. We are blessed with members in our club that are active in the National organization that keep us informed and updated on National events. I look forward to seeing you at the Christmas Party. I am signing off as president, but I look forward to working with our new slate of officers for 2009 and anticipate a great year as we continue preparations and details for our Regional Tour.

Sincerely, Jan Hyche, President

January preview

Tuesday January 27th we have a dinner meeting. Our yet to be elected 2009 VP-activities will have details in the January *Exhaust Whistle*.

Please note that the deadline for the Jan *Exhaust Whistle* is Jan 10th

2008 SCHEDULE

Red= Dixie Region events, Blue= Southeastern National AACA events
Black= National AACA events outside of the Southeast

To obtain National AACA registration material:
mail activity card included with your *Antique Automobile* magazine
or log onto www.aaca.org

Dec 13 (Sat) Dixie Region Christmas Party, for details, see page one

2009 SCHEDULE

- Jan 27 (Tue) Dixie Region dinner meeting, place and program TBA**
- Feb 12-14 AACA Annual Meeting, Philadelphia, PA**
- Feb 26-28 AACA Southeastern Spring Meet, Lakeland, FL**
- Apr 2-5 AACA Southeastern Spring Meet, Charlotte, NC**
- Apr 15-19 AACA Southeastern Divisional Tour for 1984 and earlier vehicles (hosted by Dixie Region), Birmingham, AL**
- May 4-9 AACA Founders Tour (1936-1984 vehicles), Midland, TX**
- May 28-30 AACA Eastern Spring Meet, Gettysburg, PA**
- Jun 11-13 AACA Southeastern Special Spring Meet, Lebanon, TN**
- Aug 22-28 AAA Glidden Tour (1942 and earlier), Portland, OR (hosted by AACA)**
- Sep 18 AACA Annual Grand National Meet, Topeka, Kansas**
- Sep 19 AACA Central Fall Meet, Topeka, Kansas**
- Oct 7-10 AACA Eastern Fall Meet, Hershey, PA**

Be sure to mark these dates on your calendar



Minutes from the October 28th Dinner Meeting

The October AACA meeting was held Richard's BBQ.

The meeting was called to order by our President Jan Hyche.

Invocation was given by Jan Hyche.

Treasurer report given by: Nancy Myer. Our balance is \$1858.35

New member: Randy Phillips attended the meeting.

Old Business: Ballots for the National Director were in your newsletter. If you want to vote, please do so. It was brought to our attention that you have to vote for 7 directors or your votes will not count.

New Business: American Legion 137 would like to have 2 or 3 convertibles for the Veteran's Day Parade. John Myer, Jim Ketchersid are going to bring their cars and it was suggested to contact Eddie Bibb to bring his car. If anybody else wants to participate, contact John.

It's time to select new officers for 2009. On the Nominating Committee are: Bob Hinds, Nancy Myer, and Barbara Patterson. If you will serve as an officer or have an idea for an officer, please let one of them know. We will vote on the officers at the Christmas party that will be held on December 13.

Bill Gardner spoke of Talladega's Toys for Tots on Nov. 8. If you want to participate by going we will meet at the Cracker Barrel at the Colonnade at 8am for the trip to Talladega. Members are asked to bring an unwrapped toy or donate \$10.00 for this cause.

Bill Gardner, John Myer and Tim Stout spoke of the Reliability Tour in Chattanooga earlier in the month. They all had a wonderful time. Except for the last run on Friday, the weather was perfect. Tim was shooting a video of the event and had a permanent ear to ear grin the whole time.

Our newest member Randy Phillips informed us of the Vestavia Christmas parade on December 6.

If anybody wants to drive their car in the parade contact Jan. He participated in it last year and had a great time riding in front of Santa, but said if you wanted to participate in it you can also request to be closer to the front.

Bill Gardner's topic for the evening was about Henry Ford. Henry Ford believed in reincarnation and that he had been a Union soldier in a previous life. Henry was 1 of 10 children, and he loved watches. He was fascinated with how things worked. He would rather work on the machines on the farm, than work in the fields. In 1903 he formed the Ford Motor Company. He built his first car, an A Model and it was bought by a doctor. Between 1908-1915 T's sold for \$850.00 each. In 1915 he cut the price on the Model T to \$290.00. All told, 15 million Model T's were sold. One of his friends, Charles Lindberg gave him his first airplane ride. The meeting adjourned.

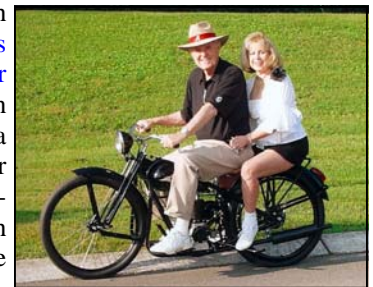
Respectfully submitted,

Roberta Stout

AACA Dixie Region News and Notes

- ⇒ We welcome new AACA Dixie Region members **Randy and Brenda Phillips**, they live in Vestavia Hills and have A Pontiac GTO, Lincoln and a Ford Thunderbird that is for sale. We look forward to having you participate with us.
- ⇒ **Ron and Liz Moore's report on AACA Cleveland meet.** Thursday evening Coker Tire Company hosted a supper and tour. Ron and Liz were given a private tour by Corky Coker (Coker Tire founder, Harold Coker is now retired). Their one-of-a-kind Cadillac got the attention of a large team of AACA judges, Ron and Liz were pleased and honored. Also attending from the Dixie Region were: Linda & Bill Gardner, Vickie & Arthur Bolton, Barbara & Charles Clinton, Nancy & John Myer, Ernie Gauld, Larry Davis and Joe Ziegler. Hopefully we did not fail to list all Dixie Region members attending. Friday night, the town of Cleveland blocked the street and had a magnificent display of cars. We had a great time looking at the cars. Saturday was a beautiful day. The show field was on a large Baptist Church campus. I think all Dixie Region members participating received an award. We rode in together on The service cycle and it won a First Junior.

Our Cadillac received a preservation award. The banquet was at Cleveland high school. [The photo shows Ron and Liz on their service cycle.](#) We ran into Walter Heckman (a former National Director for many years.) If anyone is not familiar with Confederate history, the Battle of Lookout Mountain, overlooking Chattanooga, was the turning point between the states. General Hood had followed the Confederates to the foot of Lookout Mountain. General Forest then made a desperate attempt to come in behind through Gadsden and up through Decatur in order to get behind the Union forces, but by that time, it was too late. The Confederates died to the man atop Lookout Mountain. Some of these young Confederates were only thirteen years old! What a tragic war, brother against brother and father against son.



Back in the late 60's I decided that I would like to have a classic car. At the time I owned my 1926 Model T Ford that I had just finished restoring and a 1948 MG TC. Hemmings Motor News was used to try and find such a vehicle. Finances at the time were limited; therefore, it would have to be an unrestored automobile.

After much searching I located a 1928 Chrysler Imperial seven passenger touring car in the New York City borough of Queens. This car was a LeBaron body car. (LeBaron at that time was a custom body builder.) Chrysler Corporation bought them in 1931. After negotiating a price with Mr. Sherman I agreed to purchase the car.

A friend and I traveled to New York City during the early spring of 1967 to pick up the car. I lived in Chicago at the time so to travel to New York in the early spring to tow a car back to Chicago was not really a good idea. As it turned out it was a lousy idea.

So with a tow bar in the trunk (yes, I was going to tow this car from New York City to Chicago with a tow bar behind a Chevy Impala) we headed to New York. It is important to note that this antique car weighed approximately 1000 pounds more than the tow vehicle weighed.

We arrived in New York City early on a Friday morning, went to Queens and picked up the Imperial. So far everything was fine. Just wait!!

According to a police officer we consulted, the only way to get to Pennsylvania with a tow vehicle was to go through the city and through the Holland Tunnel into New Jersey. So with us towing this 18+ foot long behemoth we proceeded through Manhattan at rush hour and into the Holland Tunnel. About halfway through the tunnel the Impala began losing power. Fortunately we crawled out into New Jersey observing a police officer with hands on his hips wondering who was tying up the traffic. We got off the interstate at the first exit and were lucky to find



Undergoing restoration 2008
photo by Terry Hulsey

an auto repair garage. It turned out that the alternator had to be replaced. I'm sure the cost of this repair was influenced by the mechanic's observation of this "rig". Otherwise he knew we weren't going anywhere until he fixed the Impala at his price.

After the repair we proceeded across Pennsylvania with no difficulty and into Youngstown, Ohio where we were staying the night with friends. I had agreed to spend Saturday helping a friend with his '34 Packard so I did with the intention of leaving for Chicago right after supper. (Remember I was only 31 years old at the time).

As supper time approached it started to rain and then turned much colder, turning to snow. Not a little snow but a big-time late spring blizzard. But being 31 and stupid (I'm sure some of you will think that explains what is wrong with me now), I headed for Chicago. I figured that after traveling the five miles to the Ohio Turnpike the worst would be over.....WRONG.....! At the time I didn't understand why the man at the toll booth looked me and my rig over and just shook his head. I soon knew why. The turnpike was a disaster. There were quite a number of vehicles on the turnpike; however, most of them had skidded on the ice and were in the ditches on either side of the road. I drove very slowly and carefully. Without stopping I made it from Youngstown to Cleveland in 4 hours. For those of you who don't know, that is 60 miles.

It had quit snowing by now but the road

was awful. West of Cleveland I came to the top of a long hill that I had to go down. So as I had done on other hills from Youngstown to Cleveland, I almost came to a stop and then slowly started down the hill. I tried to go just fast enough so the Imperial wouldn't be "pushing me". Well, this hill was longer and steeper than any I had encountered so far. My speed kept increasing to a point that it was faster than I wanted to go and the "rig" was drifting toward the edge of the road. There was no guard rail along the edge and it was a long way to the bottom. As I observed on a later trip it was a drop of several hundred feet. At that point I was trying to decide if I should bail out and let it go into the bottom of the ravine without me when an 18 wheeler went past me and initially pushed me a little farther to the right. As he finished passing me, the suction of his truck pulled me back onto road. I got to the bottom of the hill safely and went up a grade to a service area and restaurant. I did the first smart thing since I left Youngstown....I stopped!!!

This service area services both east and west bound traffic. I talked to a trucker who was traveling east and he said that the road was clear approximately five miles farther to the west from this service area. He was correct and the rest of the trip to Chicago was uneventful. I arrived home in Chicago at 6:00 AM. With the one stop at the service area it had taken me twelve hours to travel a little over 400 miles; a dazzling average speed of 33 miles per hour. But remember, I did stop once!

Fast forward ahead over the next 40 years: I worked on the car off and on. Once I moved to Birmingham in 1970, I completely rebuilt both the engine and chassis. The engine was rebuilt and all components balanced at Piston Ring Service in Birmingham. David Rawls, the owner at the time, agreed to do it if I would come and work on it with him on Saturdays

Continued on page 5

The Saga of the 1928 Imperial- continued

which I did. He had a young banker who wanted to learn the trade who eventually bought the business from him by the name of Lee Clark. Some-time later Lee agreed to work with me on rebuilding the engine on Jenny's Jaguar. Lee and I became friends and I would visit him from time to time on Saturdays and we would sit around and tell stories and/or lies to each other.

Years later George Barber stopped by Piston Ring Service and asked Lee to come to his museum and run his machine shop. Since Mr. Barber agreed to let Lee bring all his equipment with him his accepted and is still there today.

Now as Paul Harvey would say..."for the rest of the story".....

Since I had some work done on our SMG TC and Jenny's Jaguar that I was pleased with by Renaissance Restorations in Woodstock, Georgia, I asked the owner, Terry Hulsey, if he wanted to tackle the Imperial. He said he would, so we took the car to him. I didn't tell you earlier but this car is a one of a kind. Chrysler Corporation did not build five or seven passenger touring cars. As a result a custom built car at the time generally had some features unique to the vehicle that the owner requested. Fortunately we are not missing any parts that would make the restoration more difficult than it is. All of the unique items are present.

Terry Hulsey's son, Zack, is a computer whiz and has been searching the internet for information on 1928 Imperials to help in the restoration. Last week when I got Terry's bill he said the following: "Ernie, we are almost 100% sure we have located a picture of YOUR car on the internet. It was in Norway in the 60's and sold to a gentleman in New York by the last name of Sherman. Since it is the only seven passenger 1928 Imperial ever built it has to be your car."

I pulled up the web site (www.imperialclub.com/yr/1928/

Norway/index.htm) and went into shock. **IT IS THE IMPERIAL I BOUGHT IN 1967!!**



Photo from web site

Here is what the gentleman had to say on the website:

"Me (Idar Molseter) and my friends have actually none of the old Imperials left in our area. In my home village, Geiranger, the transport company had two Imperials, 1927 and 1928. The 28 model 80L was exported back to New York in the late 60's to a Mr. Sherman and I would be glad to know if it still exists."

I am corresponding with Mr. Molseter to see if he has any more information on the car. Needless to say, this has been a fantastic find and adds great enjoyment to what started with a young man's foolish journey to New York City to purchase an old car in the winter of 1967 many years ago.

TECH TIP by Jim Roberts

Addendum to last month's tech tip regarding hand positions on the steering wheel by Bob Hinds:

As a racer, I was taught the 9 & 3 positions many years ago and Mercedes-Benz as well as Porsche were first in guiding their drivers to do this.

The next error I see driver's doing- is putting a hand through the wheel for a sharp turn (e.g. getting parked or making a "U" turn). If someone hits you, it will spin the wheel and cause a severe wrist/arm injury. This happened to my step-daughter and resulted a compound radius fracture (ouch!).

2009 DUES

Annual AACA and Dixie Region dues are due by the end of the year. If you have already paid- thank you.

Mail your \$35 National AACA dues to Hershey (renewal notice was included with your September/October *Antique Automobile* magazine). Mail your \$15 Dixie Region dues to Nancy Myer, 5021 Collins Drive, Pell City, AL 35128.

Be sure to vote for national AACA officers by years end.

A note from your editor



This month, please enjoy the featured story about Ernie Gauld's 1928 Imperial saga.

Thanks to those who submitted feature articles throughout 2008, everyone enjoyed them.

Please keep your articles and stories coming! Does anyone have interesting tales to tell? How about experiences with family cars to share? Have any Tech Tips?

Regarding Roster & E-mail

E-mail is a free and fast way to communicate with our membership. We still would like to have e-mail addresses for the following members:

Henry Brooks, Larry Davis, Stewart Dudley, John & Beth Gerwin, Bobby & Barbara Jones, Al & Rebecca Knight, Joey Moore, Fred & Catherine Shaw, Zeke & Linda Willis, and Millard & Ann Young.

We also need corrected e-mail addresses for the following members:

Russell Hepp, Ed Keller, Bob Perry and Gene Wilkinson.

Please send your e-mail and other roster corrections to the editor.

The Editor's US & e-mail addresses are on page two, you can also give your material to me at a meeting or via the telephone.

Thank you, *Bob Hinds*

**FYI: non-AACA local antique car events,
contact organizer for details**

First Saturday morning of every month: Krispy Kreme in Hoover US-31 and Patton Chapel Rd. From about 8:30 a.m. until noon. Rain date is the second Saturday of the month, same place and times. Contact Dixie Region member: **Jim Ketchersid 205 979-5387**

Third Saturday morning of every month: Breakfast with your fellow hobbyists @ the RAILROAD CAFE in Morgan Village on Morgan Road I-459, exit #6 (Morgan Road). About 8:30 a.m. Contact Dixie Region member: **Gary Adams 205 444-0876**

Third Saturday evening of every month: A year-round cruise-in at the Hoover Krispy Kreme. Starting at 5:00 p.m. every month of the year. Contact Dixie Region member: **Jim Ketchersid 205 979-5387**

Polar Bear Run 2008: Saturday December 27th Starting at Barber Motorsports Park at 9 a.m., ending at Motor Sports Hall of Fame, Talladega. Sponsored by Birmingham British Motoring Club (BBMC), \$22 includes luncheon. Contact Dixie Region member: **Ruben Greenwood at 205 515-9388** or rgreenwood@pwba-architects.com



**HOSPITALITY
ROOM FOR APRIL
TOUR**

The club will be hosting a Hospitality Room for our April Tour. It will be open for an hour from 7:30-8:30 in the morning so tourists can pick up their water. (We will have breakfast at the hotel and coffee stops so we don't need anything else at that time.) In the afternoon, we want to have sandwiches, fruit plates, finger food, desserts, dips and chips. I will need volunteers to help provide these and I would like you to call or email me to let me know what you will bring and when so my committee doesn't have to call you. We will be open from 3:00 to 5:00 in the afternoon with this food and water. The hotel will have a happy hour in the afternoon after 5:00 serving appetizers and drinks.

Thank you for your participation.

Nancy Myer, Hospitality Chair, 205-338-7332
nmyer@centurvtel.net

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The Exhaust Whistle

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Address Correction Requested**

FIRST CLASS

Christmas Party- Saturday December 13, see page one

