

April 2024 President's Message

I can see from the brilliant yellow flowers and the pale green leaves on the treetops that Spring is well under way. I can also tell by the extra allergy medicine I need to be able to go outside! The pollen always creates a challenge for me in the spring, and it creates a challenge for all of us to keep it off our antique vehicles! It seems that the start of show and touring season coincides with the heaviest of the pollen clouds, making it difficult to keep them clean while out and about. If you do get the old car out for a drive, please make sure to take a few photos with it at your destination and send it in to Bruce Anliker for the Weak Spark, and forward it to Stacy Zimmerman at AACA National. Stacy is running a challenge for us to send her photos of our outings this spring. She will be drawing names from the entry list for some cool new AACA swag!

I am sad to report the passing of club member Jim Shaw on March 23. Jim was a Navy veteran, mechanic, entrepreneur, pilot, sailboat captain, and an all-around great guy! He and Margot were enthusiastic club members, and he served on the Alamance Region Board of Directors for several terms. I enjoyed talking with Jim, and will certainly miss him.

Our 52nd Antique Auto Show (May 18) is quickly approaching, and we already have more than a dozen vehicles registered on the online registration! We need to finish up our sponsor list to be able to publish the show posters, so make sure to contact your sponsors and forward the confirmations to Jeannie Johnson. Flyers for the show are on our website for download and printing, and we should have hardcopies available as well. If you will be attending any of the local shows or cruise ins, please take some and distribute them. There are plenty of events in the area, and we want to make sure we support our neighboring clubs' activities.

Remember our April meeting will be a Saturday morning outing to Leland Little Auctions in Hillsborough on April 13. There will be a Carbs and Carburetors cruise-in starting at 9 AM (doughnuts and coffee!) hosted by our club member Mark Terry, followed by our business meeting at noon inside the Leland Little facility. We will meet at 8:30 AM at the Buffalo Lanes bowling alley in Mebane (103 S. Fifth St) to caravan down to Hillsborough. You can also meet us there if that works better for your schedule. Lunch will be on your own after the meeting.



*Jim Shaw: July 30, 1938 -
March 23, 2024*

We'll see y'all down the road,

Rick Holmes

April 2024 Treasurer's Report

We now have 32 sponsors for our spring car show and 18 of those will have their ad on our website. Please keep up the good work! We need more sponsors to make this car show a big success. If you need a sponsor invoice, please let me know and I will forward one to you. We also have 4 cars registered for our show. The online registration is up and running so it is easy to register your car. You can pay the pre-registration fee of \$20 on the day of the show. If you wait to register at the show, the registration fee is \$25. It really helps the registration process and the judges if you can pre-register your cars. If you are unable to attend the show after you have pre-registered, you do not have to pay the registration fee. So, pre-registration is a bargain!

Jeannie Johnson

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Next Weak Spark Deadline
May Issue 4/27/24

Next Club Meeting

April 13, 2024
9:00 am to 12 pm
Leland Little Auctions
Hillsborough, NC
Meet at the Buffalo Lanes
bowling alley in Mebane at 8:30 am

Spending summers on the family's dairy farm taught me a lot about mechanics, and how things work. I have always been fascinated by the operation of things. My father used me as a "worklight" before there were such things. That meant I held the flashlight "steady" while he performed brake jobs, or similar on the family cars. I learned by watching, and later doing. My mother had a 67' 442, and my dad had a Karmann Ghia. Later, he got a 1968 Oldsmobile Cutlass Supreme. I just knew this would be my car when I turned 16. To my disappointment he got me a Toyota, claiming the Cutlass had too much motor and not enough brakes. I loved that car and owned many more Toyotas, a Dodge Daytona Shelby Z, a retired fire department brush truck that I lifted to the sky, and most recently a string of BMW's.



Mark and Tori's 1972 MGB project.

In 2012, taking a break from entrepreneurship, I joined Leland Little Auctions. I began to learn all I could about the auction business. The Collector Car Department began from necessity. We were performing well with late model cars for our estate work, and the public took notice. Private consignments began coming in. In 2018, we developed the Estate and Collector Car Department to focus on filling a void for sellers. Also, providing a valuable service for buyers by vetting the material, and deeming it fit for one of our auctions. Our goal was to be transparent, make fair deals for vehicles for sale, and let the market speak.

local car show in Burlington. I had sold a few cars for him, and he thought I could make some new contacts. Although he was capable of selling the cars himself, he found safety and security letting us handle the sales for him and exposing the cars to an international market. He still does. I have not missed a show since then, retained my membership, made many new friends, act as a judge, and even helped some other members sell their vehicles.

Butch's friendship and knowledge has provided an opportunity for English cars to hold a strong position with us. And it has lit a small fire in me about them. Currently my wife Tori and I are doing some light restoration to a 1972 MGB that I bought from the original owner. Another project that

found me was a 1972 Plymouth Valiant Sedan that had been buried in a garage since 1991, by its original owner. It showed just 40k miles from new, and other than some dust it was in very good condition. Mechanically the hydraulic and fuel systems suffered, but it's on its way to being finished. I will leave the lap pillow on the rear deck, but will wash off the dust.

The Collector Car Department at Leland Little Auctions is delighted to host the Club for our monthly Carbs and Carburetors car show alongside our monthly meeting on Saturday, April 13, 2024. Bring your classic car and join us for donuts and coffee from 9am-12pm. My favorite visitor car will be presented with a small token of appreciation. The Club meeting will begin promptly at 12pm.



Mark's Toyota Celica

Cheers,

Mark Terry

Time to Celebrate the Birthday of a Legend

Legend: A famous or important person or thing that is known for doing something extremely well. On April 17th a legend celebrates 60 years since the official unveiling at the New York World's Fair. That is also 60 years of continuous production of over 10 million Mustangs.

The Mustang team headed by Lee Iacocca developed the car after extensive study of their target audience: Baby Boomers. These potential buyers want a "sports car" with a long sleek hood, short decklid, bucket seats and floor shifter to name a few of the car's attributes (Note: To be fair Plymouth did produce a variant of their Valiant and called it the Barracuda, so they did have the first long-hood short-deck style compact.) The car was also designed for the customer to "build their own" Mustang with a long option list including significantly different engine options.

Before the launch of the Mustang Ford launched a huge marketing and public relations blitz. If you ever look at a magazine from the launch date you will find full page ads of the new Mustang. Ford intentionally leaked details of the new car to the press and even had a 70 car Mustang rally from Dearborn to New York to demonstrate the car's reliability a few days before the actual launch date. Priced as low as \$2,368 (2024 dollars: \$23,704.90), there were nearly 22,000 orders on the first day the Mustang went on sale... it was the most successful product launch in automotive history! By the end of 1964 there were over 120,000 sales and 419,000 by April of 1965.

In September of 1964 the 2+2 Fastback joined the coupe and convertible along with some other changes to the car. Among those changes were: 170 6 cylinder was replaced by the 200, the 260/2V V-8 was replaced by the 289/2V; the 289/4V went from 210 horsepower to 225; the generator was replaced with an alternator. Midyear of the 1966 model year the car exceeded one million units, eighteen months after the car's debut, and it continues adding to the overall production numbers today. (Just as an FYI, the much-maligned Mustang II (I can see your facial expressions now) sold 1,107,718 cars from 1974-1978...that's a bunch of cars for such a fairly short period of production.

Though it may be hard for some to admit, car was perfect for the times (can you say Arab oil embargo?)

During the Mustang's years of production, there have been attempts to change the car. I recall the time when Ford was looking to rename the Probe (built by Mazda) and make it the Mustang. Mustang owners just about stormed Ford Headquarters in Dearborn (over 30,000 letters) and that idea was quickly squashed and resulted in the changes to the Mustang in 1994. The latest trend to electrify every car has resulted in the death of the Dodge Challenger (Dodge has no current plans to revive the Challenger) and Chevy Camaro (it MAY come back as a four door). While the Dodge Charger will return as a two-door coupe and four door sedan, it will initially as an all-electric then later have a gas powered Hurricane 6 cylinder. The Mustang coupe instead has no plans to drop gas powered engines and will continue development with gas powered engines (I would bet on another Shelby in 2025 or 2026).

The Mustang changed the automotive landscape. Even the most die-hard GM or Mopar fans must admit that. Without the Mustang there would probably not have been the Camaro, Challenger, Cuda, Firebird, Cougar, or Javelin (including the AMX). The duels in racing (especially the early Trans AM series) would not have been the same. Personally, I'm sad the Challenger and Camaro are going away because the competition between car makes only results in all cars being better.

For now, the Mustang will soldier on as the last true pony car. Hopefully the long hood short decklid concept will remain on the streets and racetracks for many years to come. It took a team of true visionaries to come up with what has become a legendary automobile. Who knows what team is planning to continue the legend. I hope there will be 60 more years of "Mustang Magic" to come! HAPPY 60th BIRTHDAY MUSTANG!

I'll see you down the road!

Henry Gaither, Jr.



Classic Cars and Membership of the Modern Day Collectors

There is something special in an old machine that does the exact thing that a new one does, but with less moving parts usually, and a flare for design and style that is often lost in these modern times. Classic cars are stuff that most people have an appreciation for, even if they aren't an enthusiast...they at least have some interest, or can relate to a classic. Everyone has seen them, known somebody who owned one, had a family member that had one or, if your financially able, owned one themselves. These classic remnants of consumer dreams and needs are still with us in one way or another if you are paying attention. Maybe, if you are lucky, you will spot one back on the road in all of its original glory!

Then there is the modern day car that is either the means of transportation at the lowest cost possible, or the most advanced technology available put into a machine. Some have more onboard electronics than some of the early rockets that entered outer space leaving the earth behind. Some modern day cars are smart, so smart they can take the driving away from you, and (to me) that doesn't sound safe or fun. Politicians and environmentalists would probably like to make sure that we aren't even thinking about any of these machines in the coming years and that we would just ride a solar powered, recycled plastic butter bowl to our next destination. For the current time we still need transportation and its such a joy to take an old classic for a drive to nowhere in particular and enjoy the experience.

This all makes me wonder how everyone else feels about the subject of classic cars. I did some research just by checking the internet, and here are some of the results. These are just some facts and in no way are intended to reflect any bias against anyone's race, creed, or religion. Surveys agree that the typical classic car owner these days is a white male, aged 55 – 64, and the second group is those aged 45-54. Most classic car owners have a yearly income of \$50,000-\$150,000, the second closest group is those making below \$50,000, and the 3rd place group brings home above \$150,000. Most data says that 43 million Americans own classic cars all told, and there are generational classes that separate them.

Most people that would answer when polled, have opinions one way or another about classic cars, and about membership in a club centered around classic cars. No surprise the generation that likely owns the most classic cars, and comes in 1st place when asked if they would buy a classic car is baby boomers with around 70%. Second when posed the same question is surprisingly millennials with around 57% of them being interested. Gen Z and Gen X are about as equally excited about this

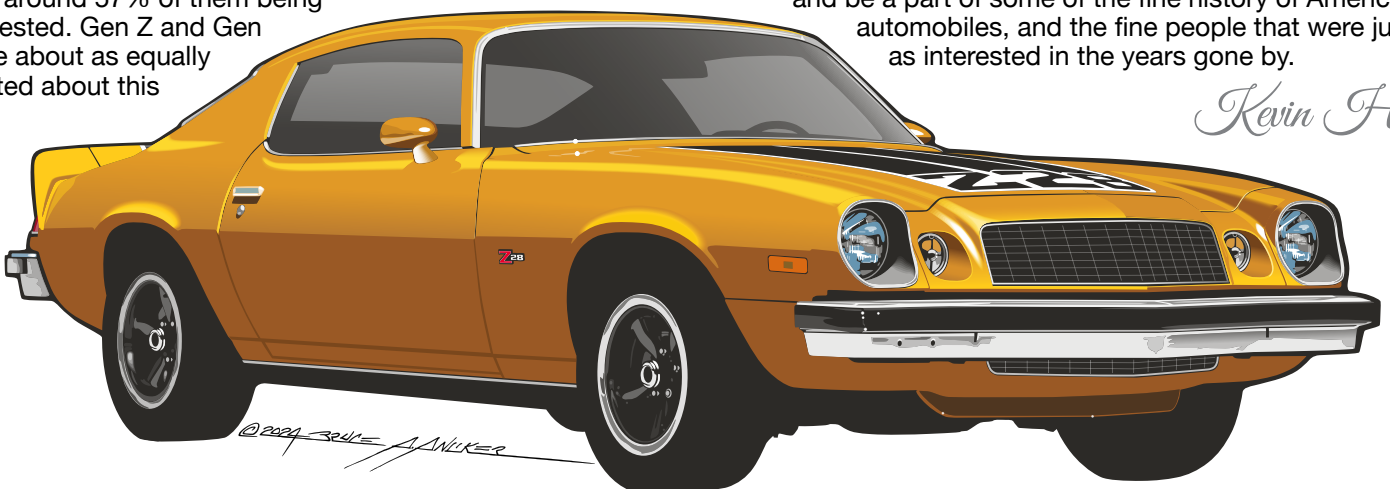
with about 50% saying they would own a classic car.

Besides generational gaps, and social classes, what is it that makes someone want to own a classic car or get excited about it? Some of this could be attributed to the connection stated earlier about a friend or relative having owned one, and themselves getting to enjoy a ride in the car, or maybe watching them change the oil or work on something under the hood in the machine. It could be that maybe just seeing it sitting in a garage under a tarp covering and wondering what this thing could be if given the chance to ride the road again... The smell is part of it for me. High octane fuel with no ethanol that burns smooth and lingers long after the engine has stopped is a thrill like no other. And it's also fancy stylistic parts with more than function involved in the design, and the use of lots of good strong metal.

The modern day club is struggling to keep membership up and healthy. In 2020 a survey concluded that 68% of all membership is down. Some factors of this could have included the covid outbreak several years ago, but most groups and clubs for car enthusiast are still working hard to get new blood into their cause. This is certainly not the end of these kinds of clubs, but there is work to be done to get the young to catch the fever, no pun intended, for classic cars. That is not impossible, especially when you consider the item that bonds us all together. These machines have stories to tell, and so do those that have maintained them, driven them, and in some cases made them the icons that they have become in our great country. When you consider the generations I have mentioned here, the baby boomers and the millennials seem to be the farthest apart, but when you realize millennials value experience of events over all else, hope bubbles up. Most people want to be a part of something bigger than themselves, and they want to be able to know that they contributed and made their mark of personalization. That's why most classics are still around, because somebody cared enough to rescue, or keep the old thing going. It is not cheap to fix up a car like it needs to be done, but it sure is satisfying to see it restored and running right.

Let's be aware of the responsibility we have to carry on the classic car mantle, and show fellowship and appreciation for someone who might restore an old car, or keep it going a little longer. And let us who have knowledge share it with them and even some stories about things that never got covered on any social website. The best part of this whole thing is you never have to spend a dime to be part of it all, but once you get hooked, its hard not to want to know more and be a part of some of the fine history of American automobiles, and the fine people that were just as interested in the years gone by.

Kevin Hill



2024 Event Calendars

National

(see aaca.org for details)

April 4-6, 2024 – Charlotte, NC – Southeastern Spring Nationals and Grand National, sponsored by AACA Hornets Nest Region

June 9-13, 2024 – Fredericksburg, Virginia – Eastern Divisional Tour – sponsored by AACA Buzzards Breath Region. Open to vehicles up through 1999.

June 20-22, 2024 – Saratoga, New York – Eastern Spring Nationals, sponsored by AACA Saratoga Region

July 10-13, 2024 – Big Horn Mountain, Wyoming – Western Divisional Tour, sponsored by AACA Nebraska Region. Open to vehicles up through 1999.

August 22-24, 2024 – Hampton, Virginia – Special Eastern Fall Nationals, sponsored by AACA Historic Virginia Peninsula Region

September 12-14, 2024 – Loveland, Colorado – Western Fall Nationals, sponsored by AACA Poudre Valley Region

September 22-27, 2024 – Fairfield, Pennsylvania – Revival AAA Glidden Tour®, sponsored by the AACA Sugarloaf Mountain Region

October 8-11, 2024 – Hershey, Pennsylvania – Eastern Fall Nationals, sponsored by AACA Hershey Region

October 23-26, 2024 – Huntsville, Alabama – Southeastern Fall Nationals, sponsored by AACA North Alabama Region

Local

First Saturdays of each Month (Apr - Oct), 4 - 6 pm, AutoZone/Sonic, 1509 E. 11th St, Siler City, NC

Second Saturdays of each Month - Cars & Coffee, 697 Hillsboro St, Pittsboro, NC

April 7 - Mt. Gilead Cruise-In, 109 N. Main St, Mt Gilead, NC

April 13 - Reidsville Car Show (10 - 3), Clayton Homes, 1131 Freeway Dr, Reidsville, NC

April 13 - Old Salem Chapter Meet, 505 Nelston St, Kernersville, NC

May 4 - Coastal Plains Chapter Meet, Washington, NC

May 11 - First Capital Chapter Meet, New Bern, NC

May 18 - Alamance Region Antique Auto show, The Historic Depot, 200 N. Main St, Burlington, NC

May 18 - RedOak Cruise In - 6905 Konica Dr, Whitset, NC. Starts 12 noon.

May 18 - NC Region Spring Meet, 310 S. Academy St, Cary NC

June 1 - San-Lee Chapter Meet, Sanford, NC

June 8 - Three Rivers Chapter Meet, Eden, NC

August 3 - Zooland Region Meet, Ashboro, NC

August 10 - General Greene Chapter Meet, Piedmont Triad Farmers Market, Colfax, NC

Sept 14 - NC Region Fall Meet, Spencer, NC

News From National!

- **Outing Challenge** – Snap a photo of your car on your Spring outings (car wash, grocery store, bank, wherever!) and send it to Stacy Zimmerman at szimmerman@aaca.org for entry into a drawing for some cool AACA swag!
- **The AACA Library** has opened the new “Driving, Designing, and Defying: Women Paving the Way in Automotive History” Exhibition. The display showcases the many contributions of women to the automotive history.
- **MemberDeals** is a member benefit program with discounted offers for AACA members. Amusement parks, hotels, rental cars, movie tickets, appliances, computers, and many other items are on the list of deals. Check it out on aaca.org, then Member Login, and Travel & Entertainment

Minutes of March 2024 Meeting

W

The Alamance Region met on March 10 at the Shiloh Scout Hut. Rich Holmes welcomed everyone and the Pladege of Allegiance was recited. When the business meeting started, he thanked Chuck and LouAnn Smith and Jeanne Johnson for hosting the meeting.

He also announced that Bob King had headed up a committee to work on designs for the new Clubhouse. This committee consisted of Judy Purchell, Ande Shoe and Ben Boney, Their designs were on display.

Our April Meeting will be on April 13 and will be held in Hillsborough at the Leland Little Auctions. We will meet in the morning for their Cruise In and then tour the Car Auction area. Mark Terry heads this area and he is also a member of the Alamance Region. We will have our meeting after the tour and everyone will be on their own for lunch.

Car show flyers and sponsor forms will be on our Website. When we get printed flyers, they will be outside at the Scout Hut.. Sponsor forms are due to Jeanne by April 12. There was a discussion of who has taken on some sponsors of those members who aren't able to contact them this year. Day of Show assignments will be sent out by email. Trophies will feature the Wicker's Mustang in honor of the 60th Anniversary of the Mustang.

Rick, Debbie and Hannah Holmes attended the AACA National convention in February. They had the opportunity to visit the Smithsonian Air and Space Museum at Dulles Airport. Rick talked about some of the seminars that he attended. If you would like to see your vehicle featured in the AACA Magazine, Contact West Peterson and he can walk you through what you need to do. Also, Rick talked about how to conduct research with the AACA Library. It can be done on-line and is a free process. They charge by the page for faxes. You can look at the lineage of your car. He attended to Presidents and Awards Dinner and AACA and the Library are very happy to receive our donations. Jack

Harris is our New President of National and he visited with us in our old clubhouse and he also heads the Funitureland Chapter in the High Point area. There is a vendors area at the Convention and you have a chance to talk and ask questions.

Our land purchase has been completed. Rick said that we had to pull the trigger quickly once we found the land. The property is 9 acres in the Village of Alamance. We spent \$130,000 for the land and an additional \$1,200 for recording fees and title insurance.

Rick thanked Bob King, Lynn and Beckie Pickett, and John and Pat Cox for searching for property. Our old Clubhouse was around 800 - 900 square feet and we will be looking at a building with 2,000 square feet. Bob King talked about some of the features that the building will need. All the designs from his committee include room for seating for 75 people. Cost will be a major consideration as the Board of Directors what to have money left over since we will have additional expenses that we didn't have in our old locaion - water, sewer, larger building for heating and cooling. Bob has met our new neighbor and she and her husband are moving from Franklinville on March 15. We will have the ability to also connect to natural gas in our new location. There may also be a way to rent our our space as Mickey Kluttz said that the Scout Hut is rented out to other community groups at least 3 days every week. We will also have to clear trees from the land in order to have room for the building and parking lot. Ray Fowler wanted to know if the designs could be put on our website. Larry Coble and Rick have used their metal detectors on the land to find the property markers fom the survey. All were found.

Rick asked that someone step forward and volunteer to be Chief Judge for the Car Show. The meeting was adjourned.

Elizabeth Coble
for Mike Blalock

In Memorium

In Memory Of

Bill Irwin

By Kathy & Alan Irwin

He lived by Plan: Humility-Hope



In Memory Of

Dave Rich

By Pat Rich



In Memorium

In Memory Of
Judy Cox
By John & Pat Cox



In Memory Of
Katie & E. B. Dawson
By granddaughter Lou Ann Smith



In Memory Of
Tal Johnson
By Jeannie Johnson



In Memory Of
Walter R. "WR" Smith
By his son Chuck Smith



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