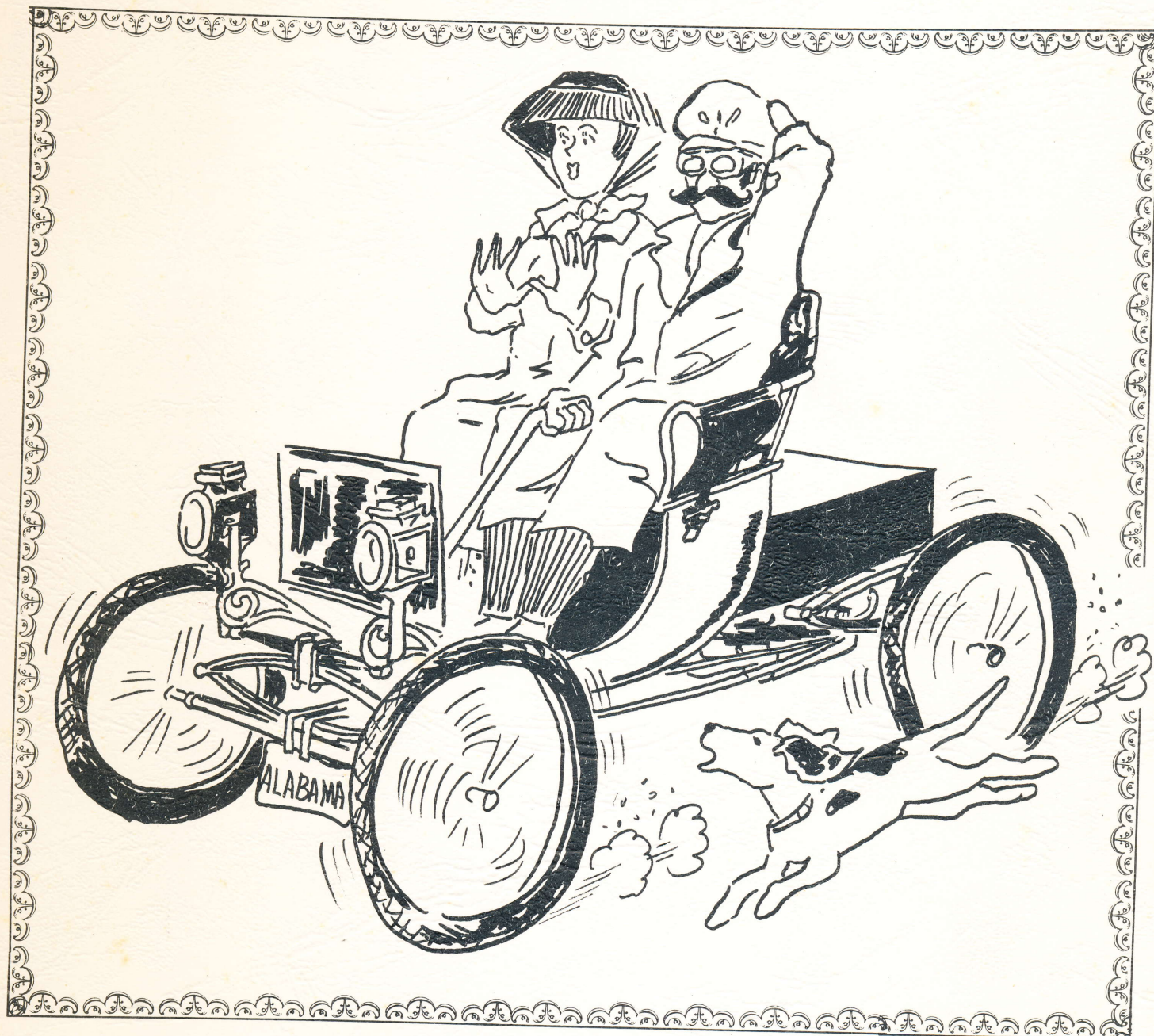


AUTO

ANTIQUARIAN

NEWS



NORTH ALABAMA REGION
A.A.C.A.

FEBRUARY 1967

AUTO ANTIQUARIAN NEWS

VOL. 4, NO. 2A

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This months technical contribution by Herm Gierow, entitled "Ford Fix and Facts," should prove useful not only for "T" restorers, but others as well.

MEETING NEWS

In spite of the torrential rain, a large number of members turned out for the last meeting on 26 January. Don Pryor and Phil Gambrell were appointed as the Regional Membership Committee. Other appointments included the Publications Staff (see page one). Welcomes were extended to Ed Gannaway ('30 "A" coupe) and Bob Harraway ('30 "A" coupe) who came as visitors and left as members.

Jerry Peoples' and John Massey's detailed suggestions for a Hospitality Meet, having been reproduced in quantity, were passed around at the meeting for brief discussion. Bill Ashby asked members to consider the ideas presented since we should start early to prepare for our Meet. Certainly, it would appear, that Jerry and John spent time on developing a thought-provoking plan that might well serve as the basis or groundwork for our next meet in August.

The membership voted to accept the recommendations of Doc Becraft, Ernest Azary, Don Pryor, and Bill Spriggs, regarding the purchase of a trailer as a club project. This appointed committee viewed the trailer after the meeting and decided to recommend against its purchase.

The membership was in general agreement to support the East Tennessee Region in their sponsorship of The National Spring Meet, A. A. C. A. Central Division, to be held 19-20 May in Gatlinburg, Tennessee.

Bud Congdon was commended for developing a new membership and mailing roster. We've grown rather fast, especially this last year, and have also lost members to other regions; hence, Bud's task was no small feat. By the way, Bud reports 91 members. Would you believe 100 members --- soon! In order to be completely accurate and up-to-date, Bud is asking all members to complete the form on the last page of this issue. This should be mailed by 1 March 1967, or, better still, bring it to the February meeting.

CLUB NEWS

Jim Beal has suggested a garage tour of cars under restoration. I vote yes for such an interesting and educational tour. Anyone else? Incidentally, Jim is doing a great deal of cross-country travelling these days and has volunteered to bring back much needed (but small) items for classics from the "Classic Yard" in Los Angeles. Best wishes to Jack Stewart in restoring his recent acquisition; a 1919 Model "T" Ford roadster. --- all the way from Chickasaw, Oklahoma! Bill Sefton is

Club News - continued

re-assembling his 1913 Model "T" Ford and plans to be ready for summer motoring. Doc Becraft reports he has given top priority to restoring his 1910 Hupmobile.

Members and their families are invited to participate in the fashion shows to be held on Friday evening, 7 April, and Saturday afternoon, 8 April, at Dunnivant's Mall. This should prove to be as interesting (maybe more interesting) than the display of cars! Let us all be in this one --- even the kiddies! All interested in participating are invited to a meeting at Beverly Ashby's home on 13 March at 7:30 p.m. at 2322 Poinciana S. W., telephone 536-1041.

200, YES!! Two hundred beautiful color slides of "our" National Meet will be shown at the next regular meeting. This is an entirely "new" set of pictures not seen before by the membership. Do not miss it; this should be interesting to all. (And who knows, you may be in the picture too. Hope Houston Wright will bring the slide of the 1912 Ford we all admired so much!)

THE V-8 CADILLAC 1915 - 1925

Pioneer of the Mass-Produced V-8
Engine, This Car Was a Prizewinner
From the Start -----

With the advent of the V-8 Cadillac, first introduced in October 1914, this romantic sounding automobile came to represent not only the yardstick by which the accuracy of American manufacturing methods were gauged in the automotive industry, but also became the symbol of smooth and luxurious travel. The 90° V-8 engine was not in itself new; many automobile manufacturers had tried it before, but none had put the care, forethought and exactitude of detail into their designs felt necessary by Cadillac engineers. Hence, no V-8 had, until then, turned out a practical success in quantity manufacture. Already the Cadillac (which derived its name from an adventurous Frenchman, the Sieur de la Mothe Cadillac, founder of Detroit), had twice won the important British Dewar prize: for interchangeability of parts in 1908 and for "the greatest advance in automobile construction" (the introduction of the electric starter as standard equipment) in 1912.

Now, from 1915 on, when production of the new V-8 got into its stride, the basic design, measurements and capacity of this famous engine remained unchanged for the next 12 years.

The V-8 Cadillac - continued

Production for 1915 of "The Sweetest Running Car in the World" topped 13,000 units, delivered in six body styles, of which the Type 51 Limousine was the most popular. One outstandingly pleasant feature of this car was the use of "backed-off gears" that eliminated the "clashing of sharp-edged teeth" in the three-speed transmission.

From this period until 1925, Cadillac's list of firsts grew into the most impressive of all such claims made for a production automobile. The Caddy was first to introduce a complete electrical system of cranking, lighting and ignition (1912); first to regulate engine cooling by thermostatic means; first to manufacture a high-grade car in real quantity production (1915); first in the U.S. to develop the V-type, high-speed, high-efficiency power unit; first to introduce thermostatic control of engine carburetion (1922); first to build inherent balance in the V-8 (1923); first with a positive system of crankcase ventilation on a quantity-built car (1925).

By 1916, Cadillac standards required that more than 20,000 clearances be accurate to within one-thousandth of an inch; over 30,000 tolerances meet the limits of two-thousandths of an inch; some 600 operations produce tolerances of only a quarter to a half-thousandth inch. There was hardly a part of the car but was subjected to the precision standards of high-grade watch making.

The Army, needing a dependable staff car, decided on the Cadillac Type 55 Touring Model after exhaustive tests on the Mexican border in July 1917. Several Cadillacs, used as guinea pigs, came through with flying colors. As a result, some 2,350 units of the Model 55 were supplied for use in France by officers of the American Expeditionary Force during World War I. Not one mechanical change was found necessary, the only departure from standard being a coat of khaki-brown paint.

Further war contributions by Cadillac included the manufacture of Liberty airplane engines and of 1,157 V-8 Artillery tractor power units. In addition, 1,200 of the firm's employees donned uniform.

It was in 1917, too, that Henry M. Leland, designer of the first Cadillac and founder of the company's fortunes, resigned from presidency of the Division. He continued active, however, in business and civic affairs until his death in 1932 at the ripe old age of eighty-one.

The following year (1918), Cadillac's new Type 57 model found a record 20,285 customers in spite of war commitments and material shortages.

The V-8 Cadillac - continued

Sales for 1920 --- a healthy 19,628 units of the Type 59 Cadillac --- were only slightly less; but 1921 saw a distinct production slump to only 5,250 cars. This was not caused by any tapering off in public demand, but resulted solely from the concentration of all available effort into preparing for manufacturing cars in the new Cadillac plant on Clark Avenue in Detroit. At the time of its completion, this was regarded as the world's most modern industrial plant. As proof of this, the company expanded its retail outlets by opening branches in Detroit and Chicago, in preparation for the 1922 output.

Four-wheel brakes appeared for the first time on the 1924 Type 63 Cadillac. But the company's greatest improvement that year was the introduction of the compensated crankshaft that completely eliminated vibration throughout the engine's speed range.

The wide selection of Duco exterior finishes, pioneered as standard equipment on 1924 Cadillacs, proved very popular. The introduction of two-tone bodywork, introduced that same year, was soon copied by others. This evoked a public demand for bright and bizarre color schemes which quickly grew into a stampede.

The industry in general had already taken on some 800 colors, Fisher Bodies, which supplied Cadillac coachwork, was now faced with the serious task of simplifying color combinations made possible by the new pyroxilin finish. This was done by an analysis of the spectrum, which broke up the rainbow into its seven color phases --- red, yellow, orange, green, blue, indigo and violet. And everyone of these hues supplied a group of varying tints and shades. By sorting out the "off colors," several thousand possibilities were reduced to some 450, of which 150 definitely were unsuitable for use on automobiles. Incidentally, owing to demand by Cadillac and other passenger car Divisions of General Motors, the Fisher Body Corporations' output jumped from 105,000 units in 1914 to over half a million bodies in 1924.

Probably the outstanding year of this decade for the Cadillac Motor Car Division was 1925, though not with specific reference to sales which were a little over 17,000 cars. The outstanding events were the introduction of the Model 314 --- a husky, luxurious automobile from radiator to spare wheel --- and the decision to launch a five million dollar expansion program designed to cope with the ever-increasing demand for the unique Cadillac products where dependability rated before dollars and price was subordinated to the ideal of a constant striving for perfection.

Editor's Note:

It is believed that this information --- which could be called "The Developing Years of the Cadillac V-8" --- will be of special interest to local members since a Model 55, 1917 V-8 Cadillac limousine, is owned by Dennis McCann.

*7-pass convertible sedan
by special order*

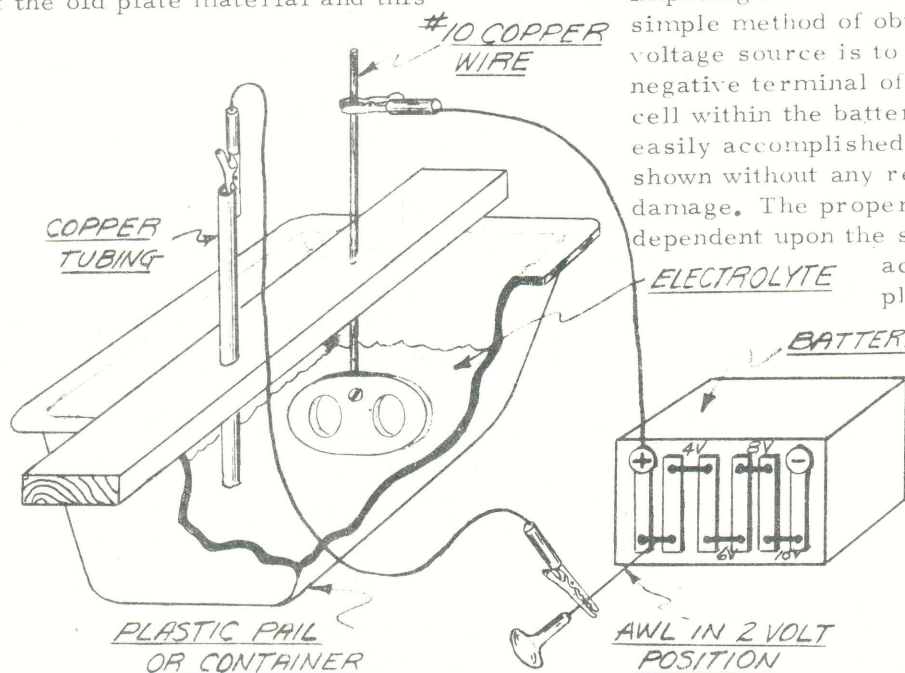
FORD FIX AND FACTS

Herm Gierow

In restoring my 1926 Model T touring I have picked up a few interesting facts regarding the history of the Model T as well as some techniques which will make restorations easier for others. This section, which I hope to write for a short period, will contain "facts" and "fix" information which I have obtained from friends, magazines, and old or reprinted auto manuals. I would like to appeal to other members who possess knowledge regarding antique restoration for their ideas which could be shared with their fellow members.

This month's "fix" is concerned with replating, an operation required for all restorations. The actual expense of plating is not large, but the labor required to prepare an item is what greatly increases the total cost of replating. I have found that with a buffing wheel and various grades of compounds almost all parts can be readied by the average restorer. The first step is usually the removal of the old plate material and this

need not be a chore if the electrolysis approach described and illustrated below is employed. First a non-metallic container such as a plastic pail or freezer container should be obtained. The electrodes can be a piece of copper tubing and a length of #10 copper wire to which the article can be easily attached. These are held in an electrolytic solution by inserting them through holes drilled in a piece of lumber. The electrolyte is a dilute solution of hydrochloric (muriatic) acid containing 4-6 parts of water to one part of acid. CAUTION: When mixing, always add Acid to Water. An easy method to connect this "cell" to a battery is with a couple of patch cables made up of lamp cord and alligator clips. To remove the old plating the electrode joined to the article should be connected to the positive battery terminal and the copper tubing to a negative portion of the battery. To prevent pitting of the article one should not start by imposing 12 volts on the system. A simple method of obtaining a reduced voltage source is to contact the negative terminal of an individual cell within the battery. This can be easily accomplished by an awl as shown without any resultant battery damage. The proper voltage will be dependent upon the strength of the acid solution. The plating will be removed in minutes.



1967 CALENDAR OF EVENTS

Thurs., 23 February	REGULAR MONTHLY MEETING ... time - 7 p.m., place - Dr. Becraft's office, 400 W. Clinton Ave., Huntsville, Alabama
8 - 12 March	17th Annual National Autorama, Connecticut State Armory, Hartford, Connecticut
1 - 9 April	11th Annual New York Automobile Show, Coliseum, N. Y.
7 - 8 April Show in Huntsville	Antique car and fashion show at Dunnivant's Mall, Huntsville, Alabama
9 April	Kyara Region 2nd Annual Swap Meet, Ky. Fair and Exposition Center, Louisville, Ky.
April	Jackson, Tennessee Annual Meet; exact date to be announced.
April	Tri-Regional Swap Meet has been tentatively scheduled at Manchester, Tenn.; exact date to be announced.
4 May	Huntsville, Government Employees Exchange Grand Opening - old car show or display.
19 - 21 May	Gatlinburg, Tenn., Central Division National Spring Meet.
26 - 28 May	Southeastern National Spring Meet, Fort Lauderdale, Florida.
19 - 20 August	Mid-Tennessee Annual Picnic, Nashville, Tennessee
26 August	Hospitality Meet, Huntsville, Alabama
September	Red Boiling Springs
28 October	Annual fair and old car show and parade, Haleyville, Alabama

REMINDER:

All members should vote on the slate of national
directors in the current election.

TIP:

Watch the Untouchables! Antiques and classics!

WANTED:

Please contact new members Stewart, Thompson, and
Holly if you have a lead on any of the following cars:
'32 - '36 Fords, Model "A's", and early classics
'30 - '37.

One set (4, two rear and two front) of 30 x 3-1/2",
straight side clincher rim, Model "T" Ford wheels
by Doc Becraft.

1967 Calendar of Events - continued

FOR SALE:

'29 Chevrolet, two-door sedan, original equipment, everything except front bumper - Price: \$300. - Mr. L. C. Love, P. O. Box 10152, Jackson, Mississippi, Phone: 366-4639.

GMC Truck, ideal to pull trailer. Contact Eugene George.

'31 Model "A" Ford, 2-door, Huntland, Tennessee

LEAD:

Contact Don Huffine regarding '27 "T" touring, "T" open cab truck, and '33 Ford sedan.

LOST (OR
BORROWED)

One-half of a Flying Lady ornament radiator cap for Rolls-Royce; Bill Sefton sez' help, please.

cut along this line

-----NOTICE-----

Please complete the following form with information about your family and your car(s). This information will be used to print our 1967 ROSTER OF MEMBERS --- NORTH ALABAMA REGION. We need an up-to-date record of members and their cars.

Complete and mail to P. O. Box 1255, Huntsville, Alabama.

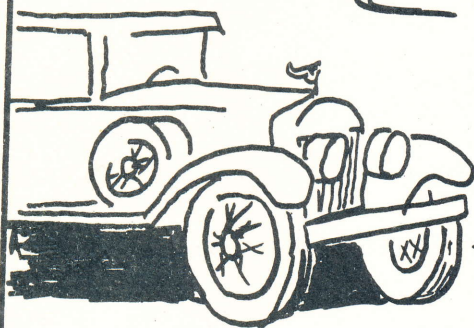
NAME _____	ADDRESS _____		
WIFE'S NAME _____	CITY AND STATE _____		
PHONE NO. _____	ZIP CODE _____		
<u>YEAR</u>	<u>MAKE</u>	<u>BODY STYLE</u>	<u>CONDITION</u>
1. _____	_____	_____	_____
2. _____	_____	_____	_____
3. _____	_____	_____	_____

Note: List your cars in order of oldest first and give brief (2 - 3 words) stage of condition. Deadline for getting in roster is: 1 March 1967. If you need more space use the back of this sheet or fill out similar form.

BE AN INFORMED MEMBER - ATTEND THE NEXT MEETING!!!

(Deadline for all advertisements, articles, or contributions is the 10th of the month.)

OKAY, SO THEY
OWN A VINTAGE
ROLLS, DOES THAT
MEAN THEY SHOULD
SELL VINTAGE CLOTHES



BETH-ANN'S
CHILDREN'S WEAR



CARTOON
COPPER

JACKSON SIGN
SERVICE

203 BROWN STREET

KEEP YOUR
COTTON PICKING
HANDS OFF
OF THE CAR

