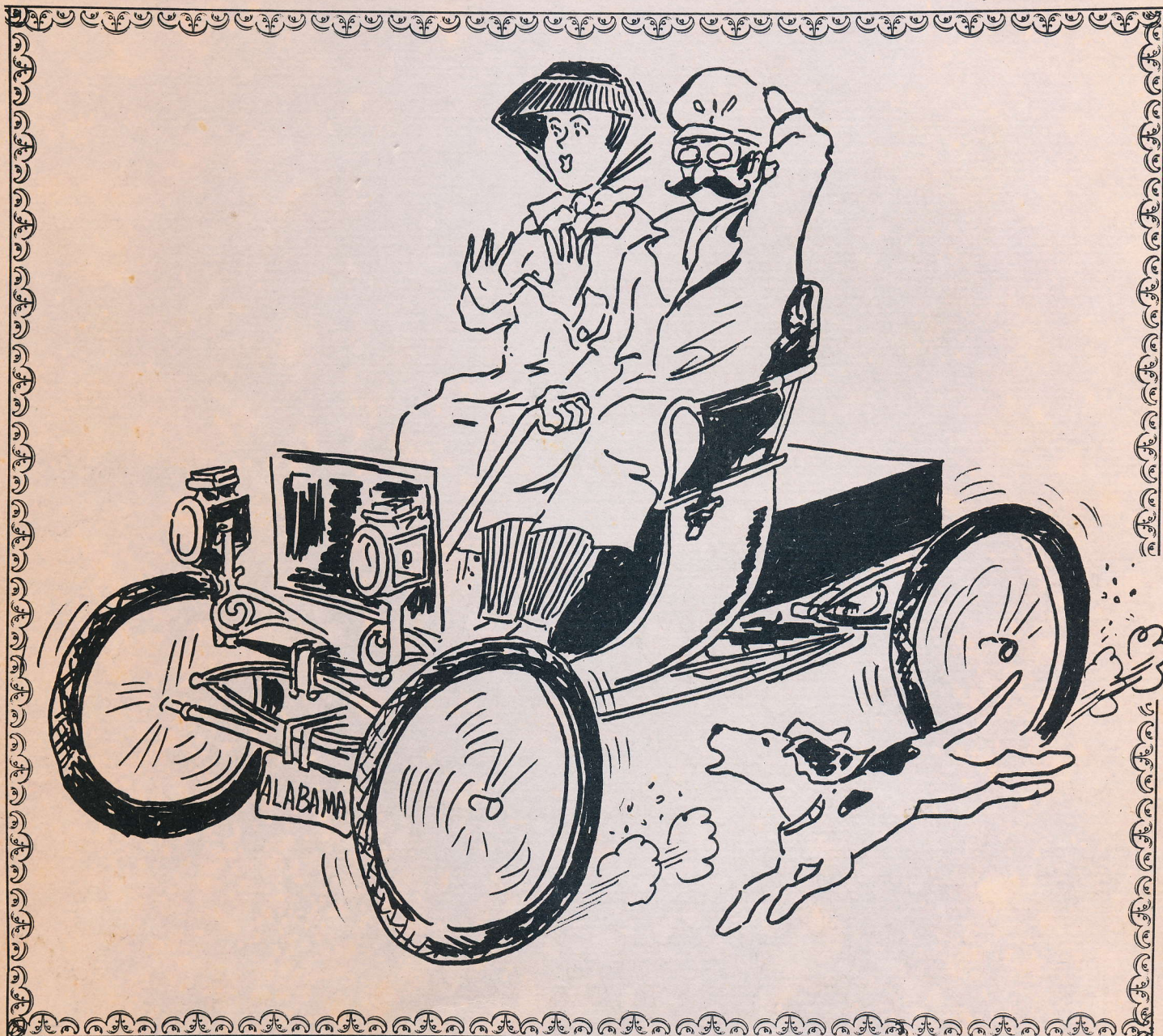


AUTO

ANTIQUARIAN

NEWS



NORTH ALABAMA REGION
A.A.C.A.

March 1967

AUTO ANTIQUARIAN NEWS

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Opinions expressed by contributors to A. A. NEWS are their own and do not necessarily reflect the official policy of this region or A. A. C. A.
Deadline for contribution of all material is the 10th of the month.

ACKNOWLEDGMENTS

The Publication Staff of the Auto Antiquarian News (A. A. N.) would like to thank everyone for the many compliments about the February issue. We feel special recognition should be given to Mr. Herman Gierow for his FORD FIX and FACTS; his contribution in this issue is equally good. Although the background for his fine articles is based on his personal experiences in restoring Model "T's", much of the information will be of interest to anyone restoring an automobile — be it antique, classic, or production. We also wish to thank Mr. Jack Stuart for adapting Production of Cars for 1923 for this issue. We believe it will induce stimulating interest, especially as an index to the scarcity of certain makes for that period.

We especially want to thank Mr. Tommy Gooch for producing our "RACY" cover beginning with the February issue, as well as our "Antique" cartoons on the inside back covers of the February and March issues. Although not a member, Tommy's contributions are greatly appreciated and have caused many laughs and comments.

Our list of accolades and appreciations would be incomplete if we did not include Mrs. W. T. (Cassie) Schade. For she is the loyal assistant who, although not named in the masthead, has enthusiastically attacked the monumental task of typing, proof-reading, re-write, and other tasks, these past months. Many, many thanks, Cass!

— Editor

WHIMSY

The ten-year-old was telling his mother what he'd learned at Sunday School: "Well, our teacher told us about when God sent Moses behind the enemy lines to rescue the Israelites from the Egyptians. When they came to the Red Sea, Moses called for the engineers to build a pontoon bridge. After they crossed, they looked back and saw the Egyptian tanks coming. Quick as a flash, Moses radioed headquarters on his walkie-talkie to send bombers to blow up the bridge and save the Israelites."

"Bobby," exclaimed his startled mother, "is that really the way your teacher told the story?"

"Well, not exactly. But if I told it her way, you'd never believe it!"

MEETING NEWS

North Alabama antiquers, being hardy souls by nature, braved the wintry blasts of 20° on 23 February and turned out in en masse for the February meeting at Doctor Becraft's office. The meeting was called to order by Director Bill Ashby, and visitors were recognized. One visitor was Gene Garrett of the East Tennessee Region. Gene is a recent addition to the populous city of Huntsville; we hope that he will visit regularly and affiliate as a member with this region. Other visitors included: Mike Elling, the Director of the Mississippi - Alabama Region of the Studebaker Driving Club, and Jerry Thach. In order to attend the meeting, Mike and Jerry braved the freezing weather in Jerry's 1928 Model "A" Sport Coupe. They apologized for arriving late by explaining it took them nearly an hour to make the trip from Guntersville to Huntsville. We are most happy to welcome Mike and Jerry as visitors and now new members of this region and AACA. Mike's address is: 3603 Williamsburg, N. W., telephone 859-2949; Jerry's address is: 812 Kendall Terrace, N. W., telephone 539-7637. Jerry states that he would welcome any help or advice on tips for restoration of his Model "A". Another visitor and new member welcomed at the February meeting was Kelly Hill. Kelly has a most interesting car and one that is quite rare. It is a 1941 BMW Cabriolet. This car was made in very limited numbers during the war years in Germany. It becomes more of a rarity when it is realized that in 1941, no automobiles were being manufactured for domestic consumption or export in Germany. In addition, very few "cloth top" vehicles were made except on special order. A very hearty welcome to Kelly as a member of this region and AACA.

Ken Barry reported a "healthy" treasury status. Dennis McCann made a motion for this region to give the Tennessee Valley Chapter assistance by buying stationery supplies; the motion was seconded by Bill Caldwell and acceptance was voted unanimously by the membership. Bill Hayle made a motion that the North Alabama Region officially express their formal support of the AACA Central Division National Spring Meet, to be held in Gatlinburg, Tennessee on 19-21 May under the sponsorship of the East Tennessee Region. This motion was seconded by Don Pryor and unanimously accepted by the membership (to all of our friends in East Tennessee Region: please let us know your wants and requirements and how we may assist).

Ken Kirby, Dale Crites, and Bill Fuhr, of the Tennessee Valley Chapter, attended the last meeting and reported growing interest in their area. Jimmy Kimsey was nominated by Ken Kirby and the appointment was confirmed by Bill Ashby for Jimmy to serve as reporter on the AUTO ANTIQUARIAN NEWS for the Tennessee Valley Chapter. Ken also reported that an antique car show is in the making for Decatur. Needless to say, all the region members will give their support to this show.

Meeting News continued

Bill Ashby appointed Eugene George as librarian. Incidentally Gene, several members have stated that it would be nice if all of the publications we have on hand could be catalogued and this information made available to the membership as a source for restoration. ("Gene, this job may not be as easy as it first sounded, huh?") Our Director also appointed Bill Varnedoe (the antique fire-engine king) as Parliamentarian.

Bill Caldwell suggested that we should proceed with the club project of renovating the upstairs room at Doctor Becraft's office building in order to have a permanent meeting hall.

After discussion, and hearing a report by Don Pryor that he had checked the availability of a meeting room at the Public Library and also a report from Ed Gannaway on the availability of the Salvation Army Hall, Bill Caldwell was appointed chairman of the club Renovation Committee.

Bud Congdon, Bill Hayle, and Bill Ashby, volunteered to meet on Saturday, 4 March, at 1 p.m. and commence developing a work plan and bill-of-materials needed for this renovation. This is a worthwhile project and certainly one that every member can take part in. We are fortunate, indeed, in having such a fine member as Doctor Becraft in this club; he has made his office premises available at no cost for such a long time. Really, completing this renovation would be but a small gesture of our appreciation for Doc's many favors.

Ken Barry advanced the recommendation that a new committee be formed to go forward with completing the restoration of the 1929 Model "A" Ford mail truck, belonging to deceased member Tom Totcky. Don Pryor estimates this project is about 65 percent complete. Ken Barry and Don Pryor have volunteered as co-chairmen of this project. They are to be commended; all members are urged to give this memorial their help or assistance.

Cecil Eddins of Fayetteville, related interesting information in rebuilding Model "A" shocks. He had first-hand information since he has experience in rebuilding several sets. He has invited Model "A" club owners to contact him if they need help. Also, Ken Kirby is interested in obtaining specifications for his 1934 Chevrolet pickup.

As a result of the discussion by Cecil and Ken, information was volunteered by Dennis McCann and others that drawings, cuts, and specification information, is available from the automotive section of the Philadelphia Public Library for a very nominal charge. (Dennis was not certain, but believes the information is available for about five cents per sheet or card.) The book review contained on Page 58

Meeting News continued

of the January-February issue of the Antique Automobile, that reviews the Detroit Public Library as an excellent restoration source, was also discussed as a possible club project. It was suggested that the Huntsville Public Library might be encouraged to purchase this set of information which costs \$125.

Dennis McCann and Bud Congdon both made negative reports on their investigations in finding garage storage available in Huntsville. David Johnson reported that the state docks lessor, Mr. Waylan Hawkins, would be interested in talking to club members about storage for cars. This matter was not resolved but it does appear that it is a very worthwhile suggestion since the charges would probably be very nominal.

Cecil Eddins has stated that he can arrange transportation during the spring of the year for automobiles for as far north as Vermont in the Eastern United States. This might be good to remember if some of us are planning to buy a car in this region and are concerned about "getting it home." Jim Beal repeated that his offer still stands for those of us who need small items brought back from the Classic Car Yard in Los Angeles. Incidentally, if some of us can come up with a set of plans, Cecil has volunteered to build the club a sand blaster. (Yours truly may have spoken out of turn.)

It is but seldom when we err, but when we do, sometimes things turn out even better. Such was the case when we reported in last month's issue that there would be a show of some 200 slides not seen before by the membership. Instead, we saw a wonderful color film and so much "old brass" that most of us fairly drooled. The color film was entitled "Gauntlets and Goggles"; also shown was a comedy film in black and white, entitled "All-Wet", featuring Charlie Chase and Model "T's". We recommend these films to any club or group. Houston Wright, we do apologize; please bring the slide of the 1912 Ford, for if we see the 200 slides at the next meeting, certainly it should be first!

MORE WHIMSY

Traffic court judge: "I wish to commend you two drunks for running into each other instead of some innocent person. If this sort of thing can be encouraged, we may solve a very serious problem."

Yes, youngsters do brighten up a home. Who ever saw one of them turn off any electric lights?

PRODUCTION OF CARS FOR 1923

(by Harlan E. Appelquist, automotive historian)

Order	Make	Production	Highlights
1	Ford 4	1,703,000	(100,000 employees, 8,968 dealers, Henry Ford, Detroit)
2	Chevrolet	464,000	(11,032 employees, 4,498 dealers, W. Knudson, Flint)
3	Buick 4 & 6	218,000	(18,000 employees, 3,500 dealers, H. Bassett, Flint)
4	Dodge Bros. 4	151,000	(16,239 employees, 824,535 since 1914, F. Haynes, Detroit)
5	Studebaker 4 & 6	150,000	(18,000 employees, 2,947 dealers, R. Erskine, S.B., Ind.)
6	Overland 4	147,000	(10,000 employees, 4,500 dealers, J. Willys, Toledo)
7	Star 4	130,000	(27,000 employees, 3,000 dealers, C. Downin, L. I. City)
8	Maxwell 4	58,000	(W. P. Chrysler, General Manager, Maxwell-Chalmers)
9	Nash 4 & 6	57,000	(4,600 employees, 2,048 dealers, C. Nash, Kenosha)
10	Willys Knight 4	49,000	(10,000 employees, 4,500 dealers, J. Willys, Toledo)
TOP TEN MAKES		3,127,000	(passenger cars from U. S. plants)
11	Hudson 6	46,000	(4,431 employees, 3000 dealers, R. Chapin, Detroit)
12	Essex 6	43,000	(built in Hudson factory, 3,000 dealers, W. McAneeny)
13	Durant 4 & 6	39,000	(27,000 employees, 3,000 dealers, W. Durant, L. I. City)
14	Hupmobile 4	38,000	(4,500 employees, 1,320 dealers, C. Hastings, Detroit)
15	Oakland 6	36,000	(2,800 employees, 1,150 dealers, G. Hannum, Pontiac)
16	Jewett 6	36,000	(Paige-Detroit Co., 1,800 dealers, Harry Jewett)
17	Oldsmobile 4	33,000	(1,900 employees, 1,200 dealers, A. Harcy, Lansing)
18	Cadillac V8	22,000	(8,000 employees, H. H. Rice, Gen. Mgr., Detroit, G.M.)
19	Packard 6 V12	19,000	(8,000 employees, 679 dealers, Alvan McCauley, Detroit)
20	Chandler 6	17,000	(1,500 dealers, F. C. Chandler, Cleveland, Ohio)
TOP TWENTY MAKES		3,456,000	(passenger cars from U. S. plants)
21	Gray 4	17,000	(500 factory employees, 1,286 dealers, F. L. Klingensmith)
22	Reo 4 & 6	16,000	(4,864 employees, 1,759 dealers, R. E. Olds, Lansing)
23	Cleveland 6	12,000	(1,200 employees, 900 dealers, J. Whitbeck, Chandler)
24	Franklin 6	10,000	(2,772 employees, 600 dealers, H. Franklin, Syracuse)
25	Moon 6	7,500	(500 employees, 467 dealers, S. McDonald, St. Louis)
26	Paige 6	7,500	(Paige-Detroit Co., Shipped 43,556 cars during 1923)
27	Jordan 6	7,500	(edward 'Ned' Jordan, Cleveland, Ohio, quit late 1930)

28	Chalmers 6	7,500	(Maxwell-Chalmers Co., W. Chrysler, Gen. Mgr. Detroit)
29	Rickenbacker 6	7,500	(750 employees, 250 dealers, B. Everitt, Detroit)
30	Lincoln V8	8,200	(2,700 employees, 8,968 dealers, Edsel Ford, Detroit)
TOP THIRTY MAKES		3,556,700	(passenger cars from U. S. Plants)
31	Gardner 4	7,500	(750 employees, 1,100 dealers, R. Gardner, St. Louis)
32	Dort 4 & 6	7,000	(500 employees, 666 dealers, J. D. Dort, Flint)
33	Peerless V8	5,000	(1,200 employees, 150 dealers, R. Collins, Cleveland)
34	Columbia 6	5,000	(750 employees, 1,500 dealers, J. Bayerline Detroit)
35	Velie 6	5,000	(1,000 employees, 750 dealers, W. L. Velie, Moline, Ill.)
36	Haynes 6	4,000	(1,500 employees, 600 dealers, E. Haynes, Kokomo, Ind.)
37	Stephens 6	3,500	(450 employees, 225 dealers, G. N. Peak, Freeport, Ill.)
38	Marmon 6	3,200	(3,000 employees, 300 dealers, W. Marmon, Indianapolis)
39	Auburn 4 & 6	3,000	(260 employees, 400 dealers, A. P. Kemp, Auburn, Ind.)
40	Flint 6	3,000	(production started in late 1923, div. of Durant Motors)
41	Elcar 4 & 6	1,900	(375 employees, 125 dealers, F. B. Sears, Elkhart, Ind.)
42	Stutz 4 & 6	1,800	(C. M. Schwab, headman, Indianapolis, Ind.)
43	Cole V8	1,800	(200 employees, 125 dealers, J. J. Cole, Indianapolis)
44	Stearns Knight 6	1,650	(800 employees, 50 dealers, F. B. Stearns, Cleveland)
45	Earl 6	1,600	(1,600 employees, 400 dealers, George Scobie, Jackson, Mich.)
46	Pierce Arrow 6	1,750	(2,887 employees, 125 dealers, 29,611 cars since 1901)
47	Wills St. Claire V8	1,500	(1,450 employees, 180 dealers, C. H. Wills, Maryville, Mich.)
48	Kissel 6	1,400	(1,000 employees, G. A. Kissel, Hartford, Wis.)
49	Lexington 6	1,200	(750 employees, 275 dealers, F. B. Ansted, Connersville)
50	Davis 6	1,150	(250 employees, 110 dealers, George Davis, Richmond, Ind.)
51	Elgin 6	1,100	(C. S. Rieman, Headman, Factory Argo, Ill.)
52	Westcott 6	1,000	(J. B. Westcott, Springfield, Ohio)
53	Case 6	950	(6,000 factory employees, 300 dealers, W. J. Davis, Racine)
54	Apperson 6	800	(E. L. Apperson & Associates, Kokomo, Ind.)
55	Bay State 6	710	(400 employees, 22 dealers, R. H. Long, Framingham, Mass.)
56	Anderson 6	700	(400 employees, 300 dealers, J. W. Anderson, Rock Hill, S. C.)
57	R & V Knight 6	500	(221 employees, 32 dealers, H. A. Holder, East Moline, Ill.)
58	Winton 6	480	(Alexander Winton, Cleveland, Sold first car in 1898)

59	Roamer 6	430	(300 employees, 168 dealers, A. C. Barley, Kalamazoo)
60	Paterson 6	420	(150 employees, 12 dealers, W. A. Paterson, Flint, Mich.)
61	Cunningham V8	415	(430 employees, 10 dealers, A. J. Cunningham, Rochester, N. Y.)
62	H.C.S. 6	325	(200 employees, 28 dealers, H. C. Stutz, Indianapolis)
63	Courier 6	315	(100 employees, 21 dealers, A. C. Burch, Sandusky, Ohio)
64	Revere 4 & 6	280	(built in Logansport, Ind.)
65	Locomobile 6	300	(1,600 employees, Bridgeport, Conn., Div. of Durant Motors)
66	Hanson 6	300	(85 employees, 26 dealers, G. W. Hanson, Atlanta, Ga.)
67	King V8	240	(65 employees, A. Weber, Built in Detroit)
68	Rolls Royce 6	220	(850 employees, 13 dealers, L. J. Belnap, Springfield, Mass.)
69	McFarlan 6	170	(200 employees, 20 dealers, A. H. McFarlan, Connersville)
70	National 6	170	(C. A. Earl, Indianapolis, Div. of Associated Motors)
71	Duesenberg 8	140	(Fred & August Duesenberg, Indianapolis, Ind.)
72	Dagmar 6	135	(120 employees, 12 dealers, M. P. Moller, Hagerstown, Md.)
73	Templar 6	125	(T. L. Hausmann, headman, car built in Cleveland)
74	Pilot 6	150	(150 employees, George Seidel, Headman, Richmond, Ind.)
75	Daniels V8	110	(225 employees, 15 dealers, G. E. Daniels, Reading, Pa.)
76	Premier 6	110	(200 employees, 12 dealers, I. F. Schaeffer, Indianapolis)
77	Dorris 6	100	(150 employees, 6 dealers, G. P. Dorris, St. Louis, Mo.)
78	Mitchell 6	100	(W. L. Jacoby, headman, Racine, plant taken over by Nash)
79	Kline 6	100	(72 employees, 5 dealers, Warner Moore, Richmond, Va.)
80	Sayers 6	100	(250 employees, F. M. Sayers, Cincinnati, Ohio)

1923 total for TOP EIGHTY MAKES 3,629,545 (passenger cars from U. S. plants)

All listed employee figures and dealer totals were supplied by the manufacturers themselves and are as of January 1, 1923.

About 120 builders manufactured one or more cars during 1923. Some of the Makes building less than 100 cars were: Barley by Roamer, Crawford by Moller, Liberty by Columbia, duPont, Fox, American, Mercer, Rubay, Stanley Steamer, Stevens Duryea, American Steam, Biddle, Climber, Colonial, Brewster, D.A.C., Detroit Steamer, Driggs, Gearless, Grant, Holmes, Hadley Knight, Jackson, Kelsey, Leach, Noma, Pondor, Riddle, Dixie Flyer, Seneca, Sun, Doble, Tarkington, Winther, etc.

Four STATES during 1923 accounted for the bulk of America's motorcar production

1	Michigan	2,900,142	passenger cars - (Ford, biggest builder in State)
2	Ohio	250,504	(Willys Overland, biggest builder in Ohio)
3	New York State	199,982	(Durant Motors, Major N. Y. Builder, L. I. City)
4	Indiana	184,771	(Studebaker, major Indiana Builder, South Bend)
	TOP FOUR STATES	3,535,399	(passenger cars from U. S. plants during 1923)
	All other States	101,201	(Wis, Mo, Ill, NJ, Ky, Ga, Pa, Conn, Mass, Md, Del, Ark,
	1923 U. S. Total	3,636,600	Calif., etc.

1923 U. S. Production By Price Groups (Wholesale)

Under \$1,000	2,967,500	81.6% of total
\$1,001 to \$2,000	596,400	16.4% of total
\$2,001 to \$3,000	43,600	1.2% of total
\$3,001 and up	29,100	.8% of total
1923 U. S. Total	3,636,000	100.0% of total

3,625,717 passenger cars were shipped from U. S. plants during 1923

409,295 trucks were shipped from U. S. plants during 1923

FORD was by far the Nation's largest Truck builder accounted for over 1/2 of the industry total. Less than 400 new electric cars were sold in U.S.A. during 1923 with only one active builder, the DETROIT ELECTRIC.

Four or five new builders announced plans to manufacture steam cars for the 1923 season, but none of them met with any success. Less than 100 steam cars were built in the U. S. during 1923, including Stanley, Doble and the newcomers.

During 1923 about TEN BUILDERS manufactured 44,000 motorcycles in U.S.A. Harley-Davidson, Indian, Excelsior, Henderson, Emblem, Cleveland, Ace, Evans Power Cycle, Ner A Car, etc. On December 31, 1923, there were 126,386 motorcycles registered in U.S.A.

Chevrolet shipped 15,326 trucks to dealers during 1923, G.M.C., 6968 and Oldsmobile 1,497. The Peerless Company of Cleveland showed a net profit of \$706,469 during 1923. The TOP TEN builders of 1923 accounted for about 87% of the industry total. The Dodge Brothers Co. of Detroit shipped 179,505 cars and trucks during 1923 and showed a profit of \$11,590,637.

On display at the NEW YORK CITY AUTO SHOW of 1923 were 78 makes of American motor cars. Ford announced plans to build a \$6,000,000 assembly in Chicago. The plant was completed in 1925.

Fred Duesenberg drove a Duesenberg "Straight Eight" Touring car as the pacemaker at Indianapolis on May 30, 1923. America exported 127,035 completed cars during 1923, 853 cars were imported. Ford's total 1923 car and truck production was 2,090,950. On January 1, 1923 America had some 13,250,000 passenger cars. Fords accounted for about 48% of the total. Packard profits for 1923 were \$7,081.00.

ARTICLE OF INTEREST TO FORD AND LINCOLN ENTHUSIASTS --

February, 1967, issue of Motor Trend has a five page article entitled "How Leland Lost Lincoln to Ford". The article also features pictures of a 1927L Brougham, 1932 Pheaton, 1934 Pheaton, 1939 Limosine, FDR's "Sunshine Special" 1939 and KB V-12 1932 engine. General specifications are given on Series L & K 1920 through 1940 Models including significant engineering and styling changes for each year.

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

FORD FIX AND FACTS

Herm Gierow

When one undertakes as a hobby the restoring of antique automobiles he usually discovers that he does not have detailed knowledge of what supplies and new tools he should obtain. After talking and listening to other buffs he discovers that everyone seems to possess or to use such items as silver solder, red oxide primer, body putties, body picks and the like, but no one seems to remember from where they were obtained. After locating suppliers and using their products during the restoration process he soon discovers that there are good items and unfortunately some extremely poor ones. Based upon my experiences, I have described below some items which have been of aid to me and have listed the source from which I obtained them. I have tried to list as many local concerns as possible, but in some cases I have not been successful in obtaining them locally.

Aluminum Oxide and Carborundum Cloth - These are the only abrasives that should be used to remove rust and to prepare metal for further finishing. One should restrain from buying other products such as emery and crocus cloth for this purpose since these soft abrasives are meant for polishing, not metal abrading. Also, as important as the proper abrasive is the manufacturer. The best product I have found is the 60 or 80 grit aluminum oxide cloth obtainable from the local Sears store. Any coarser grit doesn't last long since the large grains are easily removed when the backing is flexed.

Flexible Holders and Abrasive Discs - These rubber holders with an attached shaft will fit a quarter-inch drill and when used with an adhesive-backed aluminum oxide or carborundum cloth disc they provide a fast and efficient method for cleaning metal surfaces. Until you try this method, you will not believe how much time and labor can be saved when cleaning old rusty parts. These holders and discs come in sizes ranging from one-half inch to four inches. I have found two sizes to be very useful, the one and one-half and three-inch sizes. After some hard use the outer edges of these discs wear out and they become essentially useless. However, it is a simple matter to cut away the worn out outer portion of the three-inch disc and to mount the remaining portion to the small one and one-half inch holder. Both the holders and discs can be obtained from Hopper Hardware and Mill Supplies. I prefer the 60 grit discs.

Garnet Paper - For refinishing wood items such as wheel spokes always use open coated garnet or silicon carbide paper. These abrasives are hard and sharp and will last for a reasonable period. Since in our restorations the chances are good that the wood will have to be filled due to gouges it is important that the abrasive be both sharp to cut the harder filler and that it be applied to the backing in such a manner that it will not tend to clog. I have found that Sears' garnet paper is excellent and that it meets these requirements. The 2/0 or 100 grit paper is excellent and is the coarsest that I have needed and the 6/0 or 220 grit proves to be an excellent final finisher. Never buy the cheap flint papers.

Body Fillers - If you are a purest and believe only in leading and brazing to fill sheet metal don't skip over this paragraph because I have found that some body fillers are excellent for repairing wood products. Of course there is no need in discussing the merits of leading, but since many of us do not learn quickly the fine art of filling with lead, there will always be many who end up using the less desirable materials. However, with the good materials available now and with proper surface preparation after the bumping operation I believe an excellent final product can be obtained. To prepare a good base for bonding I have found the use of a broken twist drill to be a big help. The drill should be chucked in a one-quarter inch power drill and then directed back and forth over the region to be patched to obtain an extremely rough surface. The many miniature spurs that stick out normal to the panel create an excellent foundation for the filler material to adhere. Now to the filler. To my knowledge there are essentially two kinds; the polyesters and the epoxies, the latter being the better but also the more costly. It is surprising to me that many salesmen do not know the difference and if you ask for an epoxy filler, nine chances out of ten they will sell you a polyester. Snow White, Black Magic, and Black Knight are some polyesters which seem to be satisfactory. These can be obtained from Western Auto or any auto supply store. The epoxies are more difficult to come by and the Pittsburgh brand I use was bought from Pittsburgh Plate Glass Company, Coatings and Resin Division, in Birmingham. However, both Wards and Sears sell them through their catalog stores under the "epoxy putty" label. Epoxies when bought in small quantities are most expensive and since they have unlimited self-life before the hardener is added it pays to buy at least the quart size. You will find many other

uses for epoxy. I found that when applied with a squeegee it makes an excellent filler for wooden spokes.

Body Finishing Tools - To do any body and fender work you will need bumping, picking, and cross pein hammers; dollies; an adjustable body file and possibly a dent puller. All of these items are available from Sears, some locally and others through the catalog. My most useful dollies are the "heel" and the "all-purpose" ones. If you have an old hammer, you can easily make the cross pein hammer as I did by contouring it with your bench grinder. A word of caution about the inexpensive dollies seen advertised in many automobile parts catalogues: Don't buy them since they do not contain sufficient mass.

Finishing Materials - Although there are many good brands of preparation and finish materials the Sherwin-Williams items listed have proved satisfactory for me and they all can be obtained from the Bill Clemons Auto Parts Company. Service Auto Parts handles the Ditzler products, a principal manufacturer of automobile finishes.

Rust Remover - S-W Dual-Etch which should be applied to the bare metal after degreasing but prior to priming.

Red Oxide Primer - S-W Opex Primer Surfacer.

Lacquer Thinner - For the red oxide primer and the first few coats of color an inexpensive thinner such as S-W Lacquer Thinner Number 128 is entirely satisfactory. For the finish coats a better grade such as S-W MF 203 and 209 should be used.

Glazing Putty and Squeegee - S-W Red Oxide Glazing Putty Number 7.

Abrasive Papers - 240, 400, and 600 grit silicon carbide wet-or-dry paper under such brands as Bear and Tri-M-ite is obtainable from all auto supply houses including the ones listed above.

Rubber Sanding Block - This item is ideal for holding abrasive paper to finish either flat or curved surfaces. I would suggest that you buy two and cut one down to a smaller size for more convenient sanding on small and sharply curved panels. These can be obtained from either of the above sources.

Miscellaneous Items

Muriatic (Hydrochloric) Acid - Huntsville Roofing Company.

Liquid Wench - Any hardware store such as the above or auto parts store.

Gasket Material - A couple different thicknesses is carried by Service Auto Parts.

Buffing Compounds - The local Sears store carries bars of red and white rouge but you can obtain a nice set of four different grades by ordering from the catalog.

Insulating - Electrical insulating material such as Glyptal put out by GE in liquid or spray form can be obtained from Matthews Electrical Supply Company.

Lubricant - Moly-disulfide put up in spray cans are excellent for lubricating leaf springs. This solid lubricant is sold by Hopper Hardware and Mill Supplies.

Silver Solder - Sold in kit form with flux by Service Auto Parts.

Degreaser - Dichlorethylene is an excellent solution but is very difficult to obtain locally. I have been successful in obtaining a gallon from Wittichen Chemical Company.

This is about all I can recall on the subject of materials and supplies. I am sure I have omitted some items that I have used in the past but I am more positive that the list could be improved by others in our club. I would like to ask members to give me any similar additional information that they would wish to share. I will gladly write an addendum to this article with proper credit being given for a future issue if sufficient ideas are expressed. Better yet, why don't you write an article?

Profile: EDDIE RICKENBACKER

A HAT IN EVERY RING

EDDIE RICKENBACKER WILL always be remembered for his exploits at the wheel of a racing car, just as he will be remembered as a World War I flying ace decorated 19 times for bravery; an ace who downed 23 German airplanes. But will Rickenbacker, the President of Eastern Airlines, be remembered as a suspected spy? Probably not. Nevertheless it is part of the story of this ace of aces. You see, Rickenbacker was born Richenbacher and this spelling of his name once led an overzealous publicist to promote Rickenbacker, then an ace racing driver, as "Baron von Richenbacher from Germany." (Actually, his father was a Swiss immigrant construction worker who had come to this country in the last century; Eddie was born and bred in Columbus, Ohio.)

After World War I had begun, but before the U.S. had entered the conflict, Eddie went to England—his first trip abroad—with the intention of purchasing two Sunbeam racers for New York millionaire Bill Weightman. Somehow, the suspicious British Intelligence Service had caught wind of the "Baron von Richenbacher" publicity and descended upon the innocent Rickenbacker. He was forced to return home without the cars, after being subjected to a search and endless questioning. When he began his flying career for Uncle Sam, he

changed his legal name to Rickenbacker to avoid any repetition of the British incident.

Rickenbacker had a short childhood. It ended at the age of 12, when his father died and he had to go to work at the Columbus Glass Co. He was on the night shift and worked 12 hours a day, 6 days a week to bring home a weekly \$3.50 for the support of his mother and seven brothers and sisters (Eddie was third eldest). After holding several jobs in a foundry, a shoe factory and a railroad, he found his element in a garage where he went to work as a mechanic. He became fascinated with the internal combustion engine and it became, almost literally, his bread and butter from that day to this. He completed all the formal education he wanted by taking an engineering course from a correspondence school.

By age 16 he was such an excellent and reliable mechanic his employer, Lee Frayer, racing driver and manager of the Frayer-Miller Automobile Co., took Eddie to Garden City, Long Island, N.Y., to ride with him in the 1906 Vanderbilt Cup Race. This made a deep impression on Eddie, and for the next four years he was completely absorbed with automobiles, selling them, repairing them and racing them on dirt-tracks, usually at county fairs. His eight successive victories at Omaha in 1910 prompted Frayer to take him along as riding mechanic the following year in the first Indianapolis 500,

CAPTAIN EDDIE AND HIS ELECTRIC CAREER

but they could finish no better than 13th. Eddie landed a job as driver in the 1912 Indianapolis, but valve trouble forced him out on the 43rd lap and he spent the rest of the race as a spectator, watching Ralph de Palma duel with the eventual winner, Joe Dawson. From then on, racing became his full-time profession and he was kept busy piloting the heavy monsters of the day on tracks from coast to coast.

The year 1914 marked a turning point in Rickenbacker's career; he joined the Fred Duesenberg team and qualified at Indianapolis against the cream of the European crop of drivers, who had invaded the Brickyard in quest of a fatter purse than the European Continent could ever offer.

During the race, Rickenbacker was doing well—at 100 miles he lead the whole pack for awhile, but gradually fell back to 9th place. It looked as if he would keep this position safely to the end but on the 199th lap his Duesenberg blew a tire, forcing him into the pits. The exhausted mechanics tried desperately to re-start the engine by cranking it, but their efforts were hopeless and precious minutes were being lost. Finally, they jacked up the rear wheels, spun them vigorously by hand and pushed the car off the jack, getting Rickenbacker quickly on his way, but the furiously driving Billy Carlson in a kerosene-burning Maxwell had moved, in the meantime, into ninth place and Rickenbacker had to be satisfied with 10th, which was still in the money. More than 100,000 people witnessed this international competition. The first four places went to the French drivers piloting Peugeot and Delage cars, but



PHOTO COURTESY 20th CENTURY FOX

EDDIE, AT 12, SUPPORTED FAMILY

their triumph was by no means easy. The favorite of the race and idol of France, George Boillot, blew a tire after 340 miles while firmly in the lead. A sizable piece of this tire hit poor George's arm so fiercely that it was useless to him and he had to withdraw. The flying rubber had even knocked off his black necktie—the Continentals were always dressed ever so properly, even when racing.

Despite his bad luck at Indianapolis, Rickenbacker was so successful with his Duesenberg on other tracks that he finished the season in fifth place in the AAA Championship standings.

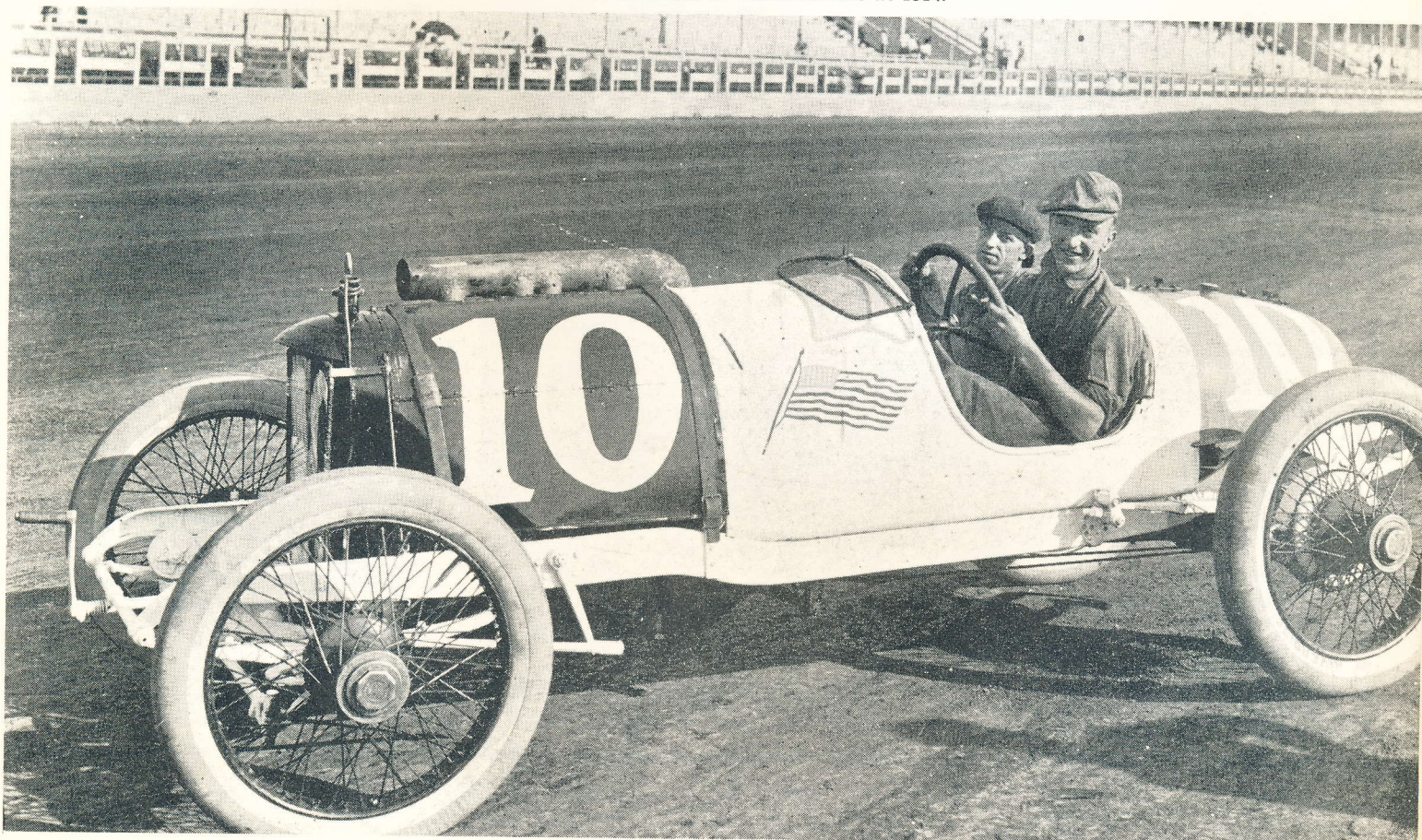
In one of his first appearances on the West Coast, at the 1914 Vanderbilt Cup Race in Santa Monica, Calif., Rickenbacker (with mechanic Domenich Basso, now a Plymouth dealer in Los Angeles) was leading. Their Duesenberg, called "The Mason," was far out in front after 200

miles, but, while going through the notorious "Dead Man's Turn," their crankcase split and they were out. Up to that time they had maintained an average speed of 78 mph.

The team manager of the Maxwell racing stable, Paul Bruske, noticed Rickenbacker's splendid driving and signed him up in February of 1915. The truly glorious era of Maxwells, with Billy Carlson, Barney Oldfield and Eddie Rickenbacker, started to change the American automobile scene and from then on the Duesenberg and Stutz teams (as well as the foreign teams) had to work hard to keep even with this new racing stable.

In many of the events which followed, Rickenbacker had the thankless job of pace-setter, strategic bait for

CONFIDENT RICKENBACKER AND PENSIVE MECHANIC IN DUESENBERG AT INDIANAPOLIS IN 1914.



EDDIE RICKENBACKER continued

other competitors who had to try to catch him. He performed this role successfully during the American Grand Prix and the Vanderbilt Cup Race at San Francisco and races at Venice, Calif., and Tucson, Ariz.

Rickenbacker appeared on the Indianapolis track in 1915 with a new, lighter and highly modified 16-valve experimental Maxwell, a real masterpiece built by Ray Harroun, the winner of the first 500. Because of the war in Europe, there were only two foreigners among the 24 starters, English-Italian Dario Resta in a Peugeot and Jean Porporato from Italy in a Sunbeam.

Starting in the seventh row, Rickenbacker set a very fast pace and on the 60th lap he was third. However, when he increased his speed to get closer to the leader, his spark plugs started to misfire and a pit stop was necessary to change them. When he got back onto the bricks after a long delay, he found himself in 16th place; 24 laps later he was out of the race for good with a broken connecting rod.

The Maywood Speedway near Chicago announced that year that it would stage a 500-mile Classic on the new 2-mile track, which on its inauguration day that June actually attracted more spectators than the celebrated Indianapolis race. Right from the start, a furious battle developed between Resta in a Peugeot, Porporato in a Sunbeam and Rickenbacker's Maxwell with less than 3 min separating them. But Resta crossed the finishing line first after 5 hours, 7 min, 25 sec, followed by Porporato and Rickenbacker, first of the Americans to finish.

His first victory in a Maxwell was scored in a dirt track race in Sioux City, Iowa, where he won in 4 hours, 1 min at a 74-mph average, leaving other excellent drivers far behind. His victory was repeated at Omaha and



SPORTING football-type crash helmets, Rickenbacker and mechanic pose again at Indianapolis one year later (1915), this time in a Maxwell.

from then on Rickenbacker's name was firmly established in the headlines. He soon became one of the biggest money-makers in racing. Eddie, in fact, was such a consistent winner that some drivers alleged that he could win an auto race on a bicycle. He was known as a "lead-foot" and a "hot chauffeur," always driving very fast, but never recklessly.

At that time the Maxwell team was weakened to such an extent by Carlson's tragic death that the factory decided to quit racing entirely. The Indianapolis Motor Speedway owners bought four of the Maxwell racing cars and Rickenbacker became manager of the "Prest-O-Lite" stable, as the team was known. His organizational capacities and qualities of leadership were soon made ap-

The Rickenbacker Car

THERE ARE NOT MANY famous archways in the history of the automobile and now there is one less. The archway which was once an integral part of the Rickenbacker Motor Car Company became, in 1961, merely another structure impeding the progress of the Shatterproof Glass Corporation's expansion program. So, it had to be torn down.

The archway stood in an old brick and frame building (designed by the famous architect, Albert Kahn) at 4815 Cabot, a quiet, elm-lined residential street in Detroit's west side.

Atop the arch was a large concrete plaque emblazoned with the "hat-in-the-ring" insignia of Rickenbacker's World War I fighter squadron. The insignia had come to be so strongly associated in the public mind with the famous aviation ace that he took it for his own when he went into business in 1919 with pioneer car builders Harry Cunningham, "Barney" Everett and Walter E. Flanders. The three dreamed of building "the great American car."

A year later, they had produced a prototype of a 6-cyl, \$1500 auto and Rickenbacker's partners favored rushing it into production. But, perhaps prudently, Rickenbacker insisted upon a delay, time for a 2-year, 150,000-mile testing program to ensure that all the bugs had been ex-

terminated from the design. Rickenbacker was not interested in building just *another* car; he wanted to build a *better* car.

With \$5 million capital, the company formally commenced business in 1921. Rickenbacker, wanting to stay on top of the marketing end, passed up the presidency in favor of the position of sales manager.

Out from under the archway, which was at the end of the production line, rolled touring cars, coupes and sedans, but they were under canvas wraps; Rickenbacker wanted his cars to be the hit of the 1922 Automobile Show in New York. And, indeed, the Rickenbacker was a cynosure at the show. Clearly, Eddie's racing experience had paid off handsomely for the cars incorporated speedway-developed devices like 4-wheel brakes, a double flywheel to eliminate crankshaft whip, cradle-spring suspension (which lowered the center of gravity and made the car safer to drive), balloon tires and a positive system of oil filtration.

Yet, partially because of these features, the company was in trouble right from the start. Other auto manufacturers rolled up heavy guns and started a smear campaign. They selected the 4-wheel brakes as the target; their own millions were tied up in 2-wheel brakes. So Rickenbacker's brakes (along with the 4-wheel brakes of Packard and Buick) were attacked as being not only unnecessary but also unsafe. With full-page ads,

rumor campaigns, even slander, the big manufacturers claimed 4-wheel brakes made cars stop too suddenly, thus injuring passengers. Bad backs and broken bones were all attributable to 4-wheel brakes, they contended. One company spent \$200,000 on a single, full-page blast which claimed an experiment had proved that 4-wheel brakes made tires wear out much faster and even caused cars to turn over.

Eventually, the rumors had their effect and the Rickenbacker salesrooms emptied. Production costs mounted as sales slumped. Banks wouldn't extend the young company any more credit. The year was 1925 and in the midst of a nationwide boom, Eddie Rickenbacker was in debt. The death of Walter Flanders, one of the three original partners, in an auto crash seemed to be the final straw.

One day, amid loud bickering at a stockholders' and directors' meeting, Rickenbacker scribbled something on a sheet of paper, stood up and headed for the door. On his way out, he paused to say, "Here's where I get off. I can't go along any further because I don't want to be a party to having anyone lose any more money. The Rickenbacker is in the ditch—out of the race—and the best way I can let people know that we're out of the running is to walk away from the wreck. You'll find my resignation on the table." So, in 1928, the company folded.

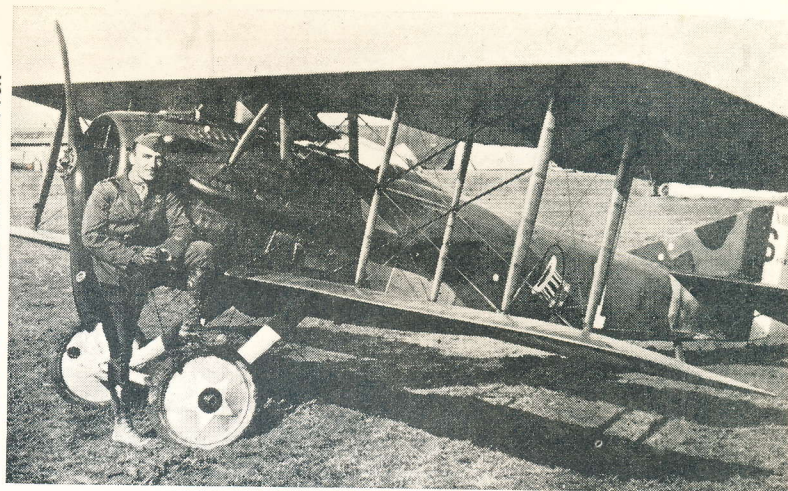
parent. One of his additions was a mobile workshop, complete with spare parts and equipment.

While leading the 100-mile race at Narragansett Park, Providence, R.I., he had to stop at his pit, which cost him two full laps. In the meantime, the 1915 Indianapolis winner, Ralph de Palma, in a Stutz, and Bob Burman, in a Peugeot, set a fantastic tempo and it appeared that nobody could catch them. But in the end Rickenbacker won, despite the fact that his two opponents did not pit at all.

The 1916 Indianapolis Classic was shortened to 300 miles because of a gasoline shortage due to the war in Europe. There was no doubt that Rickenbacker, who a fortnight before had won a 150-mile race at Sheepshead Bay, N.Y., was the favorite. Judging by the preliminary practice runs, he had the fastest car among the 21 competitors. By the end of the ninth lap he was firmly in the lead, a lap ahead of Resta, but then the unforeseen happened—a steering knuckle broke. However, he took over Peter Henderson's Maxwell on its 52nd lap and finished in sixth place, 2 min behind Oldfield's Delage.

When America entered the war in the spring of 1917, Rickenbacker was one of the first to enlist in the Army and was among those who embarked from New York on the S.S. "Baltic," as the first contingent of the AEF headed for France. With a rank of sergeant, he was assigned to drive Gen. Pershing's Hudson Super-Six and, by a fortuitous coincidence, happened to come across Gen. Billy Mitchell's stalled car near the front. After quickly fixing it, he got acquainted with the famed airman. Soon after that Mitchell helped Eddie transfer into the Air Corps. (Loyalty and conscience, as well as good sense, dictated Rickenbacker's position several years later, when he vehemently defended Gen. Mitchell during the latter's infamous court-martial.)

SIGNAL CORPS PHOTO COURTESY 20TH CENTURY FOX



EDDIE, holding down a Spad with his foot, in France with the Hat-In-The-Ring 94th Squadron.

In August, Rickenbacker was posted to the Air Corps as engineering instructor. From there it was not too difficult for him to manage reassignment to the flying school. He quickly earned his wings and officer's rank, and a fabulous chapter in the book of American aviation began.

Flying with the 94th Squadron, he lived up to his Commanding Officer's expectations, becoming a conscientious, brave and cool-thinking fighter. His fellow officers, on the other hand, were not always kind to him, despite the fact he was one of the most popular racing drivers in America. They all had good educations, high social standing and, as officers, expected their airplanes to be ready for them on the apron. Rickenbacker was very much different; he saw to the preparation of his

It is a well-known story how Rickenbacker refused to plead bankruptcy even though his company was a quarter million dollars in debt. He worked hard to pay off his creditors, good-naturedly saying, "I want to be able to look at myself in the morning when I shave." But Rickenbacker, known as "the man who always comes back," was as good as his word. Repayment of the money took work, sacrifice and time (see story), but in the end the staggering debt was completely paid.

Thirty-three years after the company's demise, when the Detroit Historical Museum got wind of the impending destruction of the factory, it protested, but to no avail.

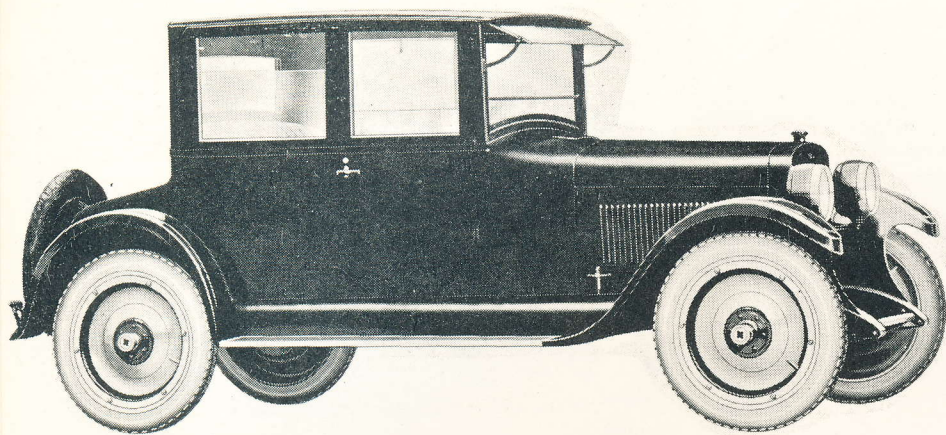
As a gesture to the past and a tribute to the fine reputation that Rickenbacker, the man and the car, had established, the museum spruced up its 1924 Model C Rickenbacker—the only one left in the Midwest—and posed it (complete with a bevy of latter-day flappers) passing under the archway, just as every Rickenbacker had to do before it was formally delivered to a customer. A few hurried photographs were taken and then, the ceremony finished, the wreckers moved in to begin their work. Giant steel demolition balls and huge cranes leveled the archway in short order and, to the workmen, the hat-in-the-ring insignia was just another piece of rubble to be irreverently dumped into the trash truck.

—Hugh W. McCann

POSED scene in which a restored Rickenbacker passes through the company archway under famous insignia.

PHOTO COURTESY SHATTERPROOF GLASS CORP.





THIS sleek, shiny, square and black Rickenbacker 4-passenger, 2-door coupe sold for the modest price of \$1885 . . . and lost money.



IN the dashing days of yesteryear, drivers like Eddie Rickenbacker dressed like this.

EDDIE RICKENBACKER *continued*

craft, not being above getting his hands dirty, and usually loaded the ammunition belts for the machine guns himself to be sure that they would not fail at a critical moment.

Flying a Nieuport-Delage biplane, he scored his first "kill" in April 1918, sending a German Albatross to its doom. His squadron teammates began to change their feelings toward him when they saw his unique flying ability. He knew from his racing days how to nurse the engine and how to extend the plane's cruising radius to the last drop of gasoline by economical flying.

In September he was promoted to the rank of Captain and became Commanding Officer of the 94th Sqdn., which displayed the famous "Hat-in-the-Ring" insignia soon to be recognized as a symbol of U.S. air participation in World War I. His experience as a CO with personnel and organizational matters gave him invaluable training for managing his enterprises in later years. He frequently worked from dawn 'til night, always with two planes at his disposal. When he landed from one mission, a cup of coffee was waiting for him and soon he was ready to take off again, in the other plane.

All told, Rickenbacker sent down 22 German planes and four balloons, a feat perhaps better remembered today than the exploits of some more successful pilots of WW II.

With the French *Croix de Guerre*, the insignia of the Legion of Honor, the Distinguished Service Cross and

"CANNON BALL" Baker poses in the Rickenbacker 6-cyl that set the records chalked up on the window.



PHOTO COURTESY 20TH CENTURY FOX

many other decorations, his return to the U.S. in 1919 was truly triumphant. Captain Rickenbacker was just as popular then as Lindbergh was to be eight years later. A 40-day lecture tour around the States was arranged for him, thus giving millions of Americans a chance to see and hear their 19-times-decorated hero.

Discovering to his dismay that there was little interest in aviation here, he returned to the automobile field and founded, in 1919, his own motor company, a venture perhaps too big for a single man. Borrowing enough money to get started in this risky business, his first 6-cyl, "a car worthy of its name," was unveiled in 1922. Equipped with 4-wheel brakes and vibration dampers and honestly built, the Rickenbacker soon had a good reputation. A new 8-cyl series was added to the line in 1925; "but despite their good quality there was too little difference between what it cost us to build and the price for which we had to sell it," was Capt. Rickenbacker's statement when the company closed the doors in 1928. Altogether, 31,944 cars had been built.

The company's books were in the red by \$250,000. Refusing to declare bankruptcy, the 37-year-old Rickenbacker promised that he would pay back every penny to his creditors. He borrowed more money, took over the Indianapolis Motor Speedway and, in addition to this, joined the Cadillac Co. as assistant sales manager. The turning point in his career came when General Motors transferred him, as vice-president, to its Aviation Division, which produced the Dutch Fokker commercial aircraft under license. In 1932 he became vice-president of American Airways Inc. and two years later was assigned to a similar position in North American Aviation Inc. (both were controlled by GM). After joining the Eastern Air Lines as general manager, he succeeded in acquiring the shaky company from GM. Borrowing 3½ million dollars, this remarkable pioneer performed unprecedented feats. His memorable acquisition of a U.S. Mail contract in the South, offering to carry the mail for nothing (against his nearest competitor's \$.000197 cents a pound), proved that besides being a skillful pilot, he was unmatched in business ability.

Not only did he pay back all his old debts and get his airline out of the red, he was able to show a profit, an accomplishment which none of his competitors could claim at that time. Flying day or night, rain or shine, inspecting the airline's operations along the eastern seaboard and personally checking every expense over \$100, he truly made it a one-man airline. Because of his vast flying experience, he foresaw the extent of air power in future warfare and often reminded the nation of the danger of neglecting the importance of air superiority.

During one of his inspection tours in 1941 he came

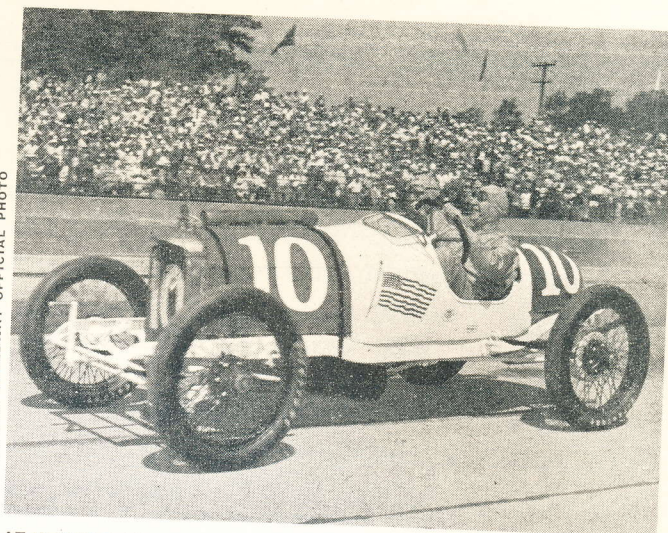
closer to becoming a "statistic" than ever before. The DC-3 in which he was flying crashed one night into a hill in Georgia. Pinned in the wreckage for the whole night, he bolstered the morale of the badly injured passengers and when, after 9 hours of waiting, the 51-year-old executive was taken to a hospital at Atlanta, he was found to have suffered very serious injuries himself. However, after three weeks of rest he was already running the airline from his bed, employing the help of two secretaries. In four months he was on his feet again, although not fully recovered.

With the war in progress, Lt. Gen. "Hap" Arnold asked Rickenbacker in March, 1942, to undertake an inspection tour of American air bases overseas, with a token salary of \$1 a day. On one such secret mission, the inspection group's B-17 lost its bearings in the South Seas and ran out of fuel. The Air Force pilot managed a perfect ditching and all seven airmen and the one civilian, Rickenbacker, got into three rubber rafts.

For three full weeks they were listed as "missing, presumably lost." But, thanks to this durable war hero's morale-building faith and strength, seven survived the 21-day ordeal, and finally were picked up by a U.S. Navy Patrol plane and brought back to safety. Rickenbacker recovered quickly from the ordeal and soon continued his inspection tours of the Pacific.

Today, his Eastern Air Lines, Inc., with 17,447 employees and 218 aircraft, is an indispensable part of our transport system. It runs with the same efficiency today as did its President's immortal 94th Squadron in 1918.

As a prelude to this year's Golden Anniversary Indianapolis Classic, three participants of the first 500 drove their ancient racing cars around the famous track. One of



INDIANAPOLIS SPEEDWAY OFFICIAL PHOTO

AT INDY'S Golden Anniversary this year, Rickenbacker re-enacted 1914 race, with the Duesenberg and mechanic Roscoe Turner.

these men, whose career has symbolized American enterprise, courage and determination, was 71-year-old Captain Edward Vernon Rickenbacker. His outlook today reflects this energetic career:

"I do not expect to be on hand for the first voyage to Mars, nor am I particularly interested in organizing a coach service in that direction. But this I say, as one who ventured with the vanguard into the shallows of space, let us go forward boldly, making sure of our rightful place in the air, for freedom and for good."

LEFT TO RIGHT, Rickenbacker, Henry Ford, Edsel Ford, Harvey Firestone Jr., Henry Ford II, Benson Ford and Firestone Sr. inspect new Lincoln at 1932 Indianapolis race.

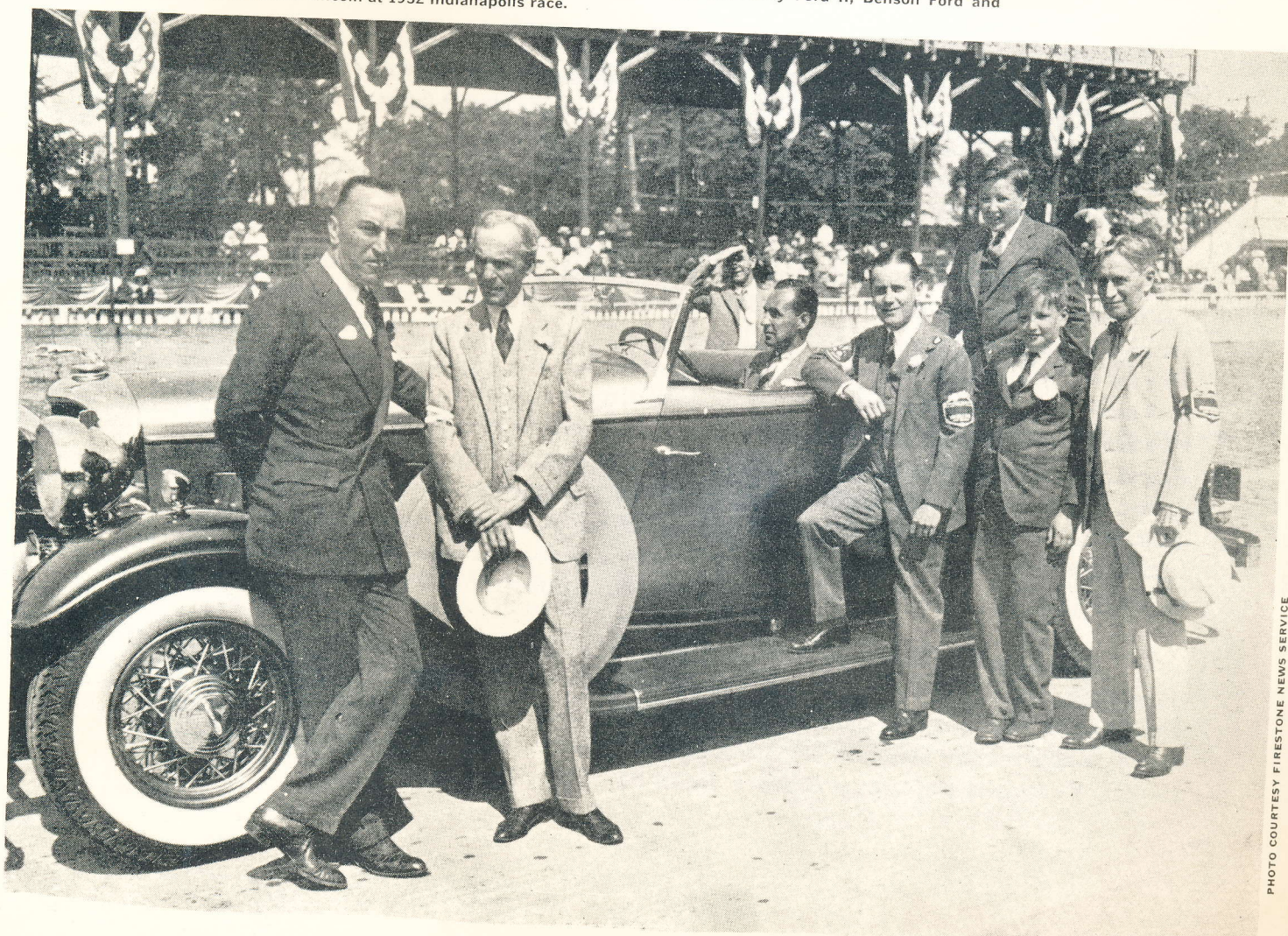


PHOTO COURTESY FIRESTONE NEWS SERVICE

GAS AND OIL

All members are invited to complete the simple form in the back of this issue in order that name badges may be ordered in quantity. This is a handsome badge, designed in the shape of the State of Alabama and bears information showing that the wearer is either a member (or a member's family) from the North Alabama Region.

Bill Caldwell, Bill Ashby, and Bill Hayle met with Doc Becraft on Saturday, 4 March, and started on renovation plans for a permanent club meeting hall. All members that are free are urged to attend the work-party starting at 8:30 a.m., 25 March at 400 W. Clinton Avenue.

ATTENTION ALL HANDS!! The next BIG Event will be our show at Dunnivant's Mall on 7 and 8 April. Tell your friends and neighbors (and even likely strangers). Cars will be entered prior to 6:00 p.m. on Friday, 7 April. Bill Hayle has been appointed chairman of this show and he urges every member to give him help and cooperation. Indications are that the "mix" of cars will be different to the last display. One item he will particularly need help with is the "policing" of the cars. As we go to press, final plans have not been announced for the fashion show, so I'm sure that Alex Bell's invention (the talk-a-phone) will be frequently used by members' wives. (Certainly it will be for "last minute" items concerning the car display!) ALL members are urged to attend our next meeting since this show will be discussed at length.

We've recently learned that the Dixie Region in Birmingham has elected Ray Hamilton as President; Joe George, Secretary-Treasurer; and, Bill Gaines as Activities Chairman. Understand Henry Brooks was appointed Show Chairman and James Davis and Bill Kinzalow were elected to the Board of Directors. Our congratulations to the Dixie Region on your fine slate of officers.

Dale Crites reports that he is making good progress on his 1926 Chevrolet roadster. Ed Gannaway reports he is "moving out" on his Model "A" coupe and will sell his '31 Chevrolet (see ad). Don Pryor's closed trailer is virtually complete; am sure he would be glad to show it to visitors interested in building a similar trailer. Ken Barry reports that he and Ernie Cross are doing some work on the "Totcky" Ford. Ken states that he is currently reworking the wheels. Jack Stuart found a real good tail light for his '19 "T" roadster in a local antique shop. Tom Holley has nearly finished restoration of his '46 Chevrolet sedan. Although not yet an antique, he only has a few years to wait. Doc Becraft is still pushing restoration of his 1910 Hupmobile. Let us hear from others.

Congratulations to Bill and Beverly Ashby. Their 18 month old daughter, Melissa, was First Place Beauty winner in the recent city-wide children's contest sponsored by the American Legion Auxiliary. Awards were made at the Russel Erskine Hotel where Melissa won in the Birth-to-Six Year old category from a field of 111 entrants!

1967 CALENDAR OF EVENTS

Thurs., 23 March	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	ANTIQUE CAR SHOW at DUNNAVANT'S MALL, Huntsville, Alabama.
9 April	Kyana Region 2nd Annual Swap Meet, Louisville, Ky.
April	JACKSON, TENNESSEE ANNUAL MEET; expect to announce date at March meeting.
April	Tri-Regional Swap Meet; expect to announce date and place at March meeting.
4 May	Huntsville, Government Employees Exchange Grand Opening - old car show or display.
19 - 21 May	GATLINBURG, TENNESSEE, CENTRAL DIVISION NATIONAL SPRING MEET.
26 - 28 May	SOUTHEASTERN NATIONAL SPRING MEET, FORT LAUDERDALE, FLORIDA.
16 - 18 June	SOUTHEASTERN REGION INVITATIONAL MEET, STONE MOUNTAIN, GEORGIA.
19 - 20 August	Mid-Tennessee Annual Picnic, Nashville, Tennessee.
26 August	Hospitality Meet, Huntsville, Alabama.
9 September	Meet at Red Boiling Springs, Tennessee.
28 October	Annual fair and old car show and parade, Haleyville, Alabama.

OWEN-MAGNETIC

The first real practical attempt to lick the gear-shifting problem was featured in the 1918 Owen-Magnetic Touring Car. The gasoline engine was connected to the driving wheel through a magnetic clutch by Entz. It was a six-cylinder overhead valve job that produced 80 h. p. to propel the car's 5,200 pounds. Priced at \$5,500, it sold from 1915 to 1921 and was built in Cleveland, Ohio.

ADS, LEADS, and OTHER
INFORMATION

FOR SALE:

1935 Rolls-Royce Limousine, Phantom III;
Mr. Emmett Hopkins, telephone 681-6302,
Birmingham, Alabama. Asking \$3,200.

1925 Studebaker, 4 dr. (do not know if touring
or sedan). Good Condition. Mr. Hersel Ford,
112 South Pine Street, Florence, Alabama.

'31 Chevrolet parts car, no body. Chassis and
engine complete; runs good. \$50.00.
Mr. Ed Gannaway, Rt. 2, Box 324-D,
Huntsville, Alabama. Telephone 852-7784.

1926 "T" Coupe. Excellent Condition; contact
club member Bill Caldwell, 2827 Cora Hill Ave.,
N. W., Huntsville, Alabama. Telephone 859-2725.

2 dr. Model "A", for sale by the "James Bros.";
contact Dr. Becraft. Asking \$150.

LEADS:

Contact Ken Kirby for information on '28 (or '29)
5 wdw. "A" coupe. Disassembled, \$150.

Contact Jack Stuart for details on 1926, 4 dr. "T"
sedan; Good Condition, all glass, running.
Asking \$450.

Don Huffine has information on 1930 Model "A"
coupe in Huntsville; \$400. Don also has infor-
mation on 1926 "T" touring, '33 Ford, and
open cab "T" truck.

WANTED:

By Doc Becraft; four (4) 30 X 3-1/2 Model "T"
clinch wheels (not demountable rims).

PROFILE: Eddie Rickenbacker, A HAT IN EVERY RING, as originally
written, appeared in 1961. "Captain Eddie" retired as President and Chairman
of the Board of Eastern Airlines in 1963; he has lived a quiet and secluded life
since then. From automotive boy mechanic to retirement as aviation corporate
Board Chairman spanned sixty years.

NAME BADGE INFORMATION

Name of Member: _____

Name of Wife: _____

Name (s) of Children: _____

Total, at \$ 1.60 each
(Make check payable to Treasurer, North
Alabama Region, AACA)

OFFICIAL INSIGNIA

Antique Automobile Club of America



Lapel
Pin



Lapel
Button



Charm



Tie Tac
Lapel Button
Combination



#10 Cuff Links



#26 Tie Bar



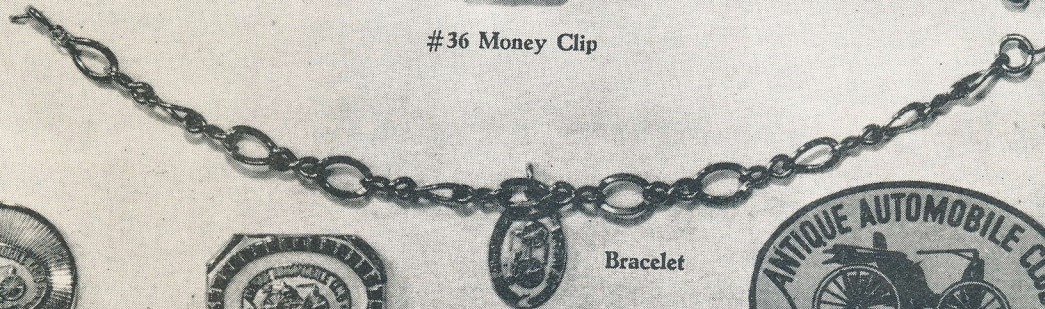
#36 Money Clip



#46 Cuff Links



Bolo Tie



Bracelet



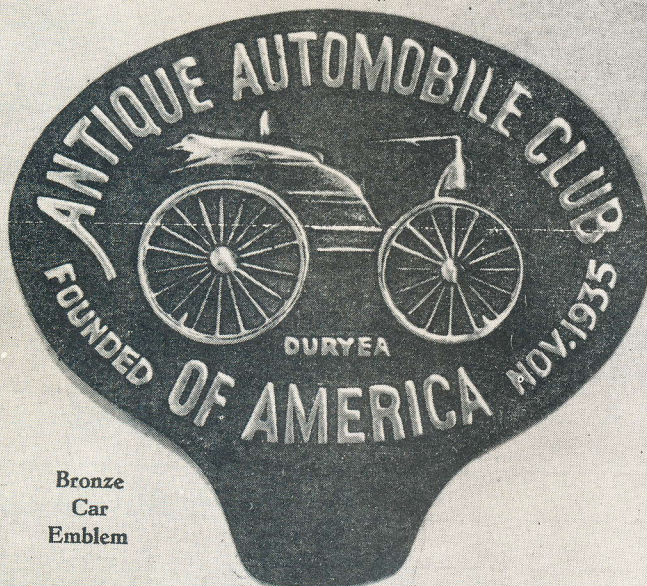
#1005 Brooch



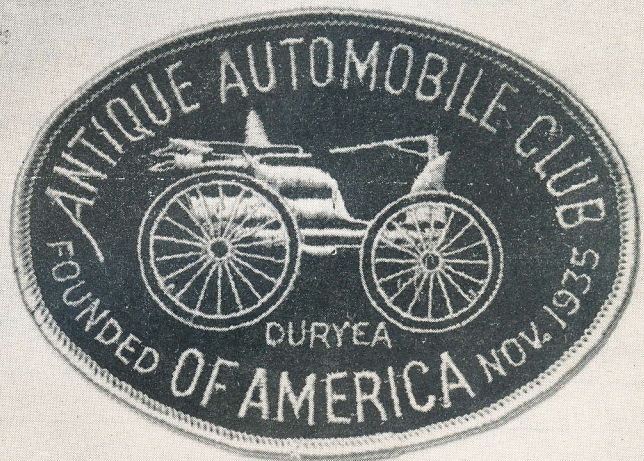
#695 Brooch



Decal



Bronze
Car
Emblem



Embroidered Duster or
Blazer Emblem

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Lapel Pin, Lapel Button or Charm	\$2.00
Tie Tac—Lapel Button, furnished with 2 attachments	2.50
# 10 Cuff Links, Emblem only as Links	3.75
# 26 Tie Bar	3.00
# 46 Cuff Links	5.50
# 36 Money Clip	4.00
Bolo Tie	2.25
Bracelet with charm	2.50
# 1005 Round Brooch	2.50
# 695 Octagon Brooch	2.50

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 #26 Tie Bar, #46 Cuff Links and #36 Money Clip Match In Design.

Car Emblem — Solid Bronze		\$3.50
Embroidered Emblem for Duster or Blazer	{ Large 4 1/4" size	1.00
	{ Small 3" size	1.00
Decals (8 to a package)		1.00

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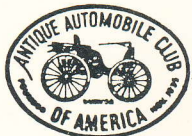
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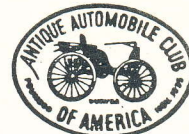
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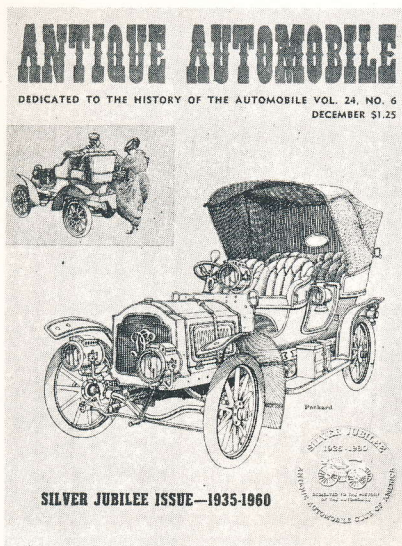
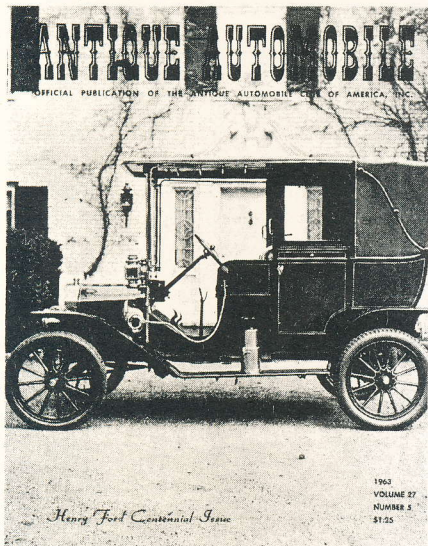
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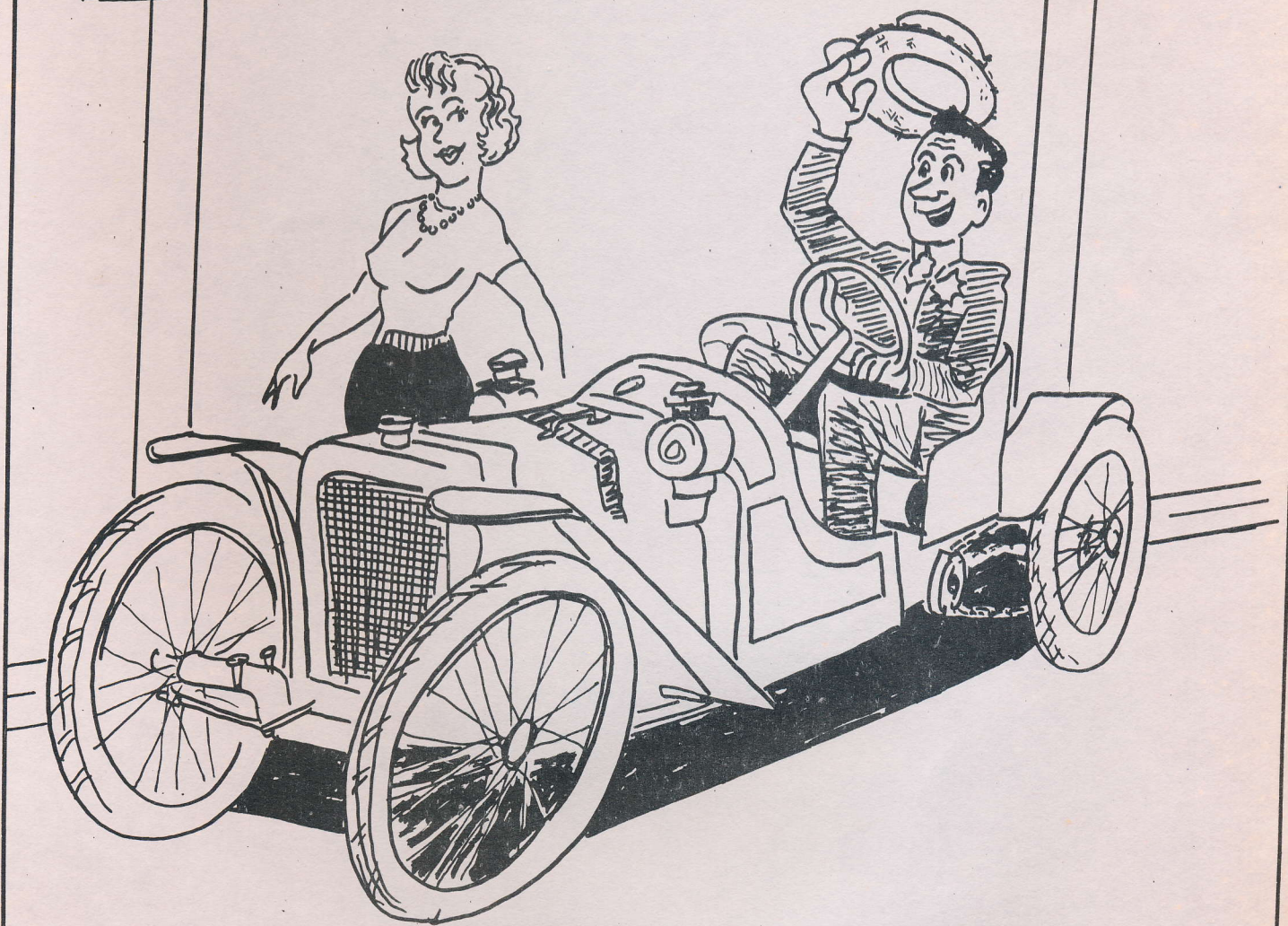
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