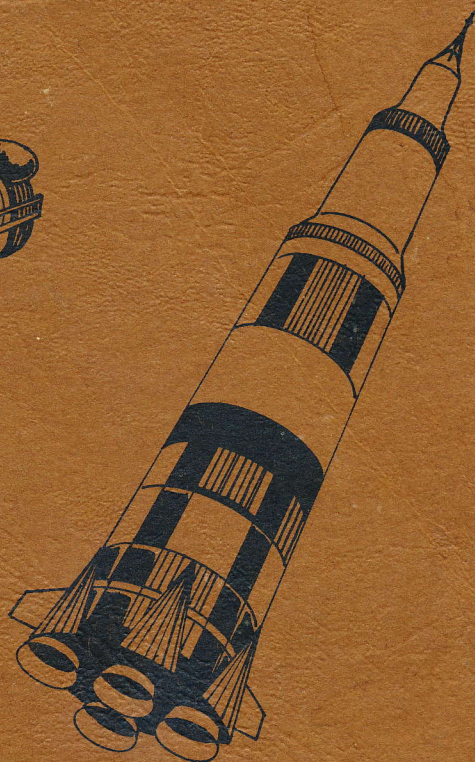
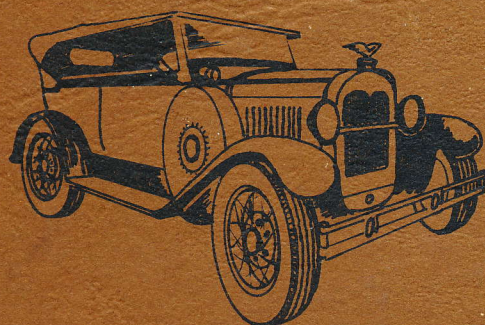

AUTO ANTIQUARIAN NEWS

*North Alabama Region
Huntsville, Alabama*



♥ *Heart of Dixie*

APRIL 1967

AUTO ANTIQUARIAN NEWS

VOL. 4, NO. 4

April 1967

Official Publication of the North Alabama Region, Antique Automobile Club of America, Inc.

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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 1st of the month.

ABOUT THE COVER - This month's cover is a work of art by Bill Caldwell and weaves a theme that includes cotton and rockets as the home of antique automobiles in North Alabama ... some of Bill's humor is shown on the inside back cover.

EDITOR'S COMMENTS - We wish to thank Julian Eady, Director of Southeastern Region, and his wife Ann, Editor of the Peachtree Parade, for their compliments about the A. A. N. We have included in this issue, a registration form for the Invitational Meet to be held at Stone Mountain, Ga., June 17 - 18. Members are urged to complete registration early in order that adequate plans may be made by that region. We expect to have more about this Meet in the next issue.

We wish to thank Jerry Hodge, Director of the East Tennessee Region, and David Dawn, Chairman of the AACA Spring Meet to be held in Gatlinburg in May, for the materials that they have sent us that are included in this issue.

ACKNOWLEDGEMENTS - We wish to thank Ken Barry for suggesting that we publish "The Ignition System," by Bruce McCally, that appeared in the May — June 1966 edition of the Vintage Ford Magazine.

We also wish to thank Dennis McCann for suggesting publication of the article from Ward's 1966 Spring Quarterly, entitled "They Roll by Night and Day," by Doris Pratt. This article carries a sub-title shown as "The Evolution of the Truck." We are indebted to the Publisher, Powers and Company, Inc., of Detroit, Michigan, for their permission to print this last named part of that article.

Herman Gierow has supplied an informative listing of motor numbers for Model "A's" and Model "T's," grouped by year, that is a convenient wallet size for ready reference.

The editor has been informed by Bill Hayle that movies have been ordered for our next meeting. The titles are not known as we go to press; however, all hands are urged to attend and be surprised!

We believe Jack Stuart's observations about Points of Interest, during his recent trip to Daytona, will be of interest to readers.

SYMPATHY

The entire membership extends their condolences and sympathy to Bud and Barbara Congdon for the passing of Bud's father, Mr. Layton J. Congdon, age 83, of Endicott, N. Y. Mr. Congdon passed away on 21 March, and was interred on 23 March 1967.

MEETING NEWS

If any of you have ever been to an old country church, and there was a lot of preaching, singing, and comradeship, and the place was packed close to bursting, then you will know the thought we are trying to convey. We didn't have the preaching or singing, but we had the comradeship and the house was packed close to bursting at our last regular meeting on 23 March at Dr. Becraft's office (fellows, we had better hurry with completing our clubroom project, since we are now having so many members attend that we simply must have more space available for meetings). So many members were present that we can't begin to recall all of those in attendance. However, two visitors we do recall were introduced by Director Bill Ashby after he had convened the meeting at 7 p.m. The visitors were: Jim Latham and John Vietas, both of Huntsville. John has a 1930 Model "A", 2-door Sedan; Jim is looking for an open car, either touring or roadster. John also has a disassembled Model "A" that he would sell. We were most happy to welcome them as visitors and are looking forward to their affiliation as members.

Discussion was held by the membership relative to holding the regular meeting with the Tennessee Valley Chapter, as host, in Decatur on 25 May. This will be the fourth Thursday in that month and is our regular meeting night. The meeting will be held at the office of Cook's Pest Control in Decatur. Ken Kirby announced that the Tennessee Valley Chapter would hold their regular meeting the second Thursday in every month. (Their meeting this month, of course, was held on 13 April; the May meeting will be held the 25th, as described above.)

Bill Ashby urged all members to consider an early date for a joint picnic with the Decatur Chapter. This is yet unresolved, but will probably be held in May or June. Ken Kirby has several locations that he is investigating for this affair.

Ken Barry reported that he is accepting local dues; there are a few members that have not yet paid their dues for 1967. It was announced that all members that joined during the last quarter of 1966 would not be required to pay local dues for 1967. All members are urged, if you have not paid your dues, to please do so at your earliest convenience. As everyone knows, the club does have certain expenses that must be met. Part of the cost of defraying these expenses is obtained from dues. Think of what you get for only \$2!

An excellent presentation was given by Don Pryor on the progress and status of restoring the "Totcky" Ford. Don, and also Dan Shady and Ernest Cross, have been expending considerable hours on this restoration project for the past several weeks. In our last issue we reported that the project was approximately 65 percent complete; Don states that this is in error and that the project is actually 40 percent complete. All of the running gear is presently at Dan Shady's home where Dan is doing a complete engine rebuild job. Don and Dan, jointly, are doing restoration of the running gear. Ernest Cross has been and is doing restoration work on the body. The body work is progressing rather well and as many members will recall, it

Meeting News continued

entails a large amount of woodworking since this vehicle will be a wooden bodied Model "A" Ford Mail Truck. Don has prepared a detailed estimate and figures that it will cost about \$350 for parts. He reported that we now have \$200 on hand that is earmarked for this project and that we expect to pick up \$25 from the sale of extra parts. This says that we need an additional \$125. Members agreed, after discussion, to expend available project funds first before earmarking or adding the \$125 to the special project fund. Ken Barry is doing restoration of the wheels. Leonard Brown has volunteered to do fender work, including painting of the fenders; he has already done much of the body painting. All of these members, as well as others who have or who will assist in this restoration memorial, are commended. Don circulated prepared copies of a detailed estimate of parts needed to complete the restoration. He has asked members to contribute what they have, whether new or used, or give a break on price or discount on parts that may be purchased. Don had quite a number of different parts in his truck at the meeting. After the meeting, members were urged to participate in this project by selecting any of the parts they wanted to restore. Don states that, tentatively, they hope to have the running gear ready by the first of May. Completing restoration of the body will follow; it is hoped that the vehicle will be completely restored by mid or late summer.

The show at Dunnivant's Mall, scheduled for April 7 - 9, was discussed in some detail. Bill Hayle reported that he would contact members individually for setting up cars for the show. All members were urged to volunteer for "policing" or any other assistance that Bill may need.

The National Meet, scheduled in May at Gatlinburg, Tennessee, was discussed and members are displaying keen interest in this coming activity. The information obtained from Jerry Hodge, Director of the East Tennessee Region, AACA, was read at the meeting; members were urged to commence making reservations immediately. It is expected that the registration forms for this National Meet will be received between 15 - 20 April. Members are urged to note that registration must be completed or made by 10 May. Your editor reported that this issue would devote a considerable section to this National Meet and that wide distribution of the Auto Antiquarian News would be made to selected regions.

Members were asked to note changes in the Calendar of Events for the show following the Dunnivant's Mall Show. Ken Kirby gave a report on the Tennessee Valley Chapter; he stated that there are several prospective members in that area. Many have already stated their interest in joining that Chapter.

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

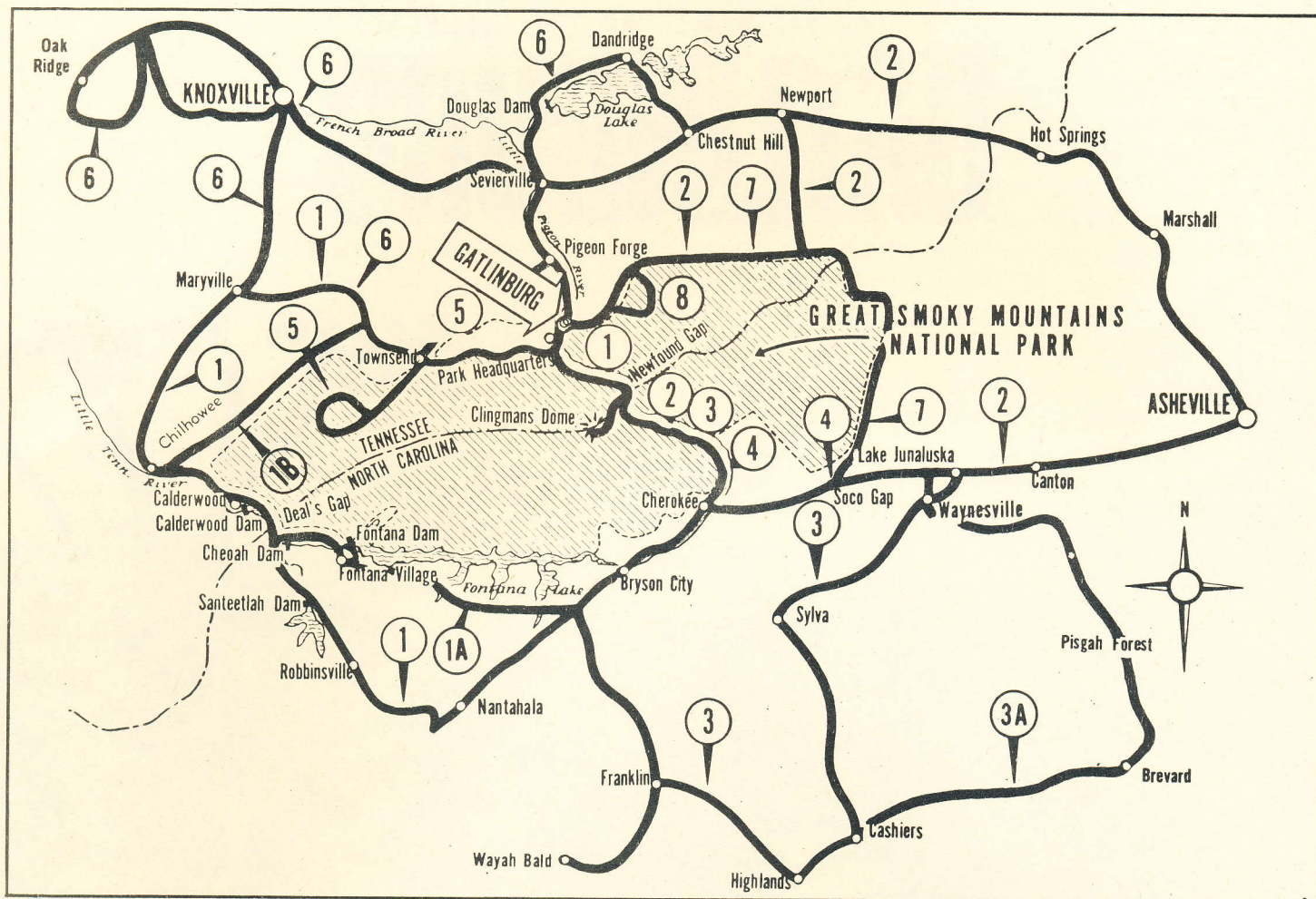
GREAT SMOKY MOUNTAINS
NATIONAL PARK and
GATLINBURG



GATLINBURG

GATLINBURG, TENNESSEE

YOU ARE INVITED TO THE AACA CENTRAL DIVISION
NATIONAL SPRING MEET ON MAY 19 - 21!!



Gatlinburg is the Ideal Base for Your Circle Tours in the Smokies Region

Suggested circle tours of considerable interest are outlined briefly here. No attempt has been made to rank them in order of importance or significance.

TRIP 1 — Western Loop to Fontana Dam and Resort Village; return through famous Nantahala Gorge, but if time does not permit, using alternate 1-A (N. C. 28) as shortcut from Fontana to Bryson City; Cherokee, N. C. to Gatlinburg on U. S. 441, or take Foothills Parkway (1B) to return to Gatlinburg via Townsend. 235 miles—8 hours.

TRIP 2 — Asheville Circle trip, via U. S. 441 — the "Over-the-Smokies" Highway; via Cherokee, N. C., and U. S. 19 to Asheville. Many visit Biltmore Estate there. Return via French Broad River route, U. S. 25-70 to Newport, Tenn; Tenn. 32 to Cosby; Tenn. 73 to Gatlinburg, passing Hunter Hills Theatre. 200 miles—8 hours.

TRIP 3 — Waterfall Loop, via U. S. 441 to Cherokee, N. C.; U. S. 19 to Lauada; N. C. 28 to Franklin; U. S. 64 to Highlands-Cashiers; N. C. 107 to Sylva; U. S. 23 to Waynesville; return via U. S. 19 to Cherokee, then U. S. 441. Alternate 3-A. At Cashiers continue U. S. 64 to Brevard; N. C. 276 through Pisgah Forest to Waynesville, etc. (In season, spectacular Whiteside Mtn. sidetrip enjoyed by many near Cashiers.) 230 miles—8 hours.

TRIP 4 — Cherokee, N. C. trip. Over-the-Smokies on U. S. 441, at Newfound Gap taking Skyline drive to Clingman's Dome and back; at Cherokee, in season see restored Cherokee Indian village (Oconaluftee); Cherokee museum; Chero-

kee drama, "Unto These Hills" (late evening); up to Soco Gap on U. S. 19; out link of Blue Ridge Parkway to Mile-High Overlook; continue to Heintooga Overlook — both presenting unforgettable panoramas of the Park. Back to Cherokee, etc. 125 miles—8 hours.

TRIP 5 — Cades Cove trip. Down Little River on Tenn. 73 passing spectacular Sinks; left to Cades Cove circle Cove; Tenn. 73 to Townsend. Many take sidetrip to Tuckaleechee Caverns, near Townsend. Return via Wear's Valley road to Pigeon Forge on U. S. 441; Pigeon Forge Pottery; Gatlinburg Country Club golf course; back to Gatlinburg. 80 miles—4 hours.

TRIP 6 — Douglas Dam and Lake — Norris Dam and Lake — Oak Ridge Trip U. S. 441 to Sevierville; Tenn. 66 to Douglas; Tenn. 139 to U. S. 25W into Knoxville; U. S. 441 to Norris; 25W to Clinton; Tenn. 62 to Oak Ridge; return to Clinton; 25W into Knoxville; U. S. 441 to Gatlinburg; or, Tenn. 73 at Knoxville, returning via Little River Gorge. 200 miles—8 hours.

TRIP 7 — Eastern Loop trip for experienced drivers used to mountain roads. Tenn. 73 to Cosby; Tenn. 32 to Davenport Gap; N. C. 284 to Dellwood on U. S. 19 near Waynesville; return via Cherokee, N. C. Gravel roads between Cosby and Dellwood. 175 miles—8 hours.

TRIP 8 — Cherokee Orchard Motor Nature Trail. Take Airport Road from Gatlinburg. A slow speed one way motor nature trail for enjoyment of the Park.

You'll be Delighted with GATLINBURG

COME!!!

COME!!!

COME!!!

ANTIQUE AUTOMOBILE CLUB OF AMERICA

EAST TENNESSEE REGION A.A.C.A.

March 6, 1967

Dear Regional Director:

The members of the East Tennessee Region A.A.C.A. and I would like to take this opportunity to personally invite you and your region members to the CENTRAL DIVISION A.A.C.A. NATIONAL SPRING MEET to be held in Gatlinburg, Tennessee on May 19 - 21, 1967.

Gatlinburg is located 40 miles Northeast of Knoxville, Tennessee in the foothills of the Great Smoky Mountains. Since its beginning, Gatlinburg has served as the main entrance to the Great Smoky Mountains National Park, America's most visited national park.

The meet will be held on the parking lot of the Gatlinburg Civic Auditorium on Airport Road. Headquarters for meet will be at the Howard Johnson's Greystone Hotel and Motor Lodge, located only 5 blocks from the Civic Auditorium.

The awards banquet will also be held at the Civic Auditorium. Tickets will be \$5.00 for adults and \$2.50 for children.

Enclosed you will find a schedule of events, list of accommodations and general information about the meet. Please make your reservations direct with the hotel or motel of your choice. A \$10.00 deposit will be required to guarantee any room.

Make your plans now to attend the 1967 A.A.C.A. CENTRAL DIVISION NATIONAL SPRING MEET. Registrations forms will be mailed to all active members from National A.A.C.A. headquarters on or about April 15, 1967.

Sincerely

Jerry L. Hodge

Jerry L. Hodge
Director, East Tenn Region
1740 LeConte Drive
Maryville, Tennessee 37801

Schedule of Events

Friday, May 19, 1967

1:00-5:00 p.m. Registration opens for the flea market
at the Civic Auditorium parking lot.
Car registration open at the Greystone Hotel lobby.

7:00-10:00 p.m. Movies from AACA Film Library for children
and adults at Greystone Hotel.

8:00-11:00 p.m. Informal get-together at Greystone Hotel.
Enjoy the evening with your fellow antiquers.

Evening dinner is on your own with plenty of
restaurants and eating facilities within walking
distance of any hotel or motel.

Saturday, May 20, 1967

8:00 a.m. Registrations open at Civic Auditorium.
Flea market opens.
Meet area open to receive cars.

9:00 a.m. Judges breakfast.

11:00 a.m. Registration closes (no exceptions).
Judging of cars begins.

12:00 a.m. Ladies activities (to be announced).

2:30 p.m. Judging of cars concluded.
Flying "A" Trophy run.

7:00 p.m. Buffett banquet, Civic Auditorium.

8:30 p.m. Presentation of awards, Civic Auditorium.

Sunday, May 21, 1967

Attend the church of your choice or tour the Great Smoky
Mountains and local attractions.

ACCOMMODATIONS

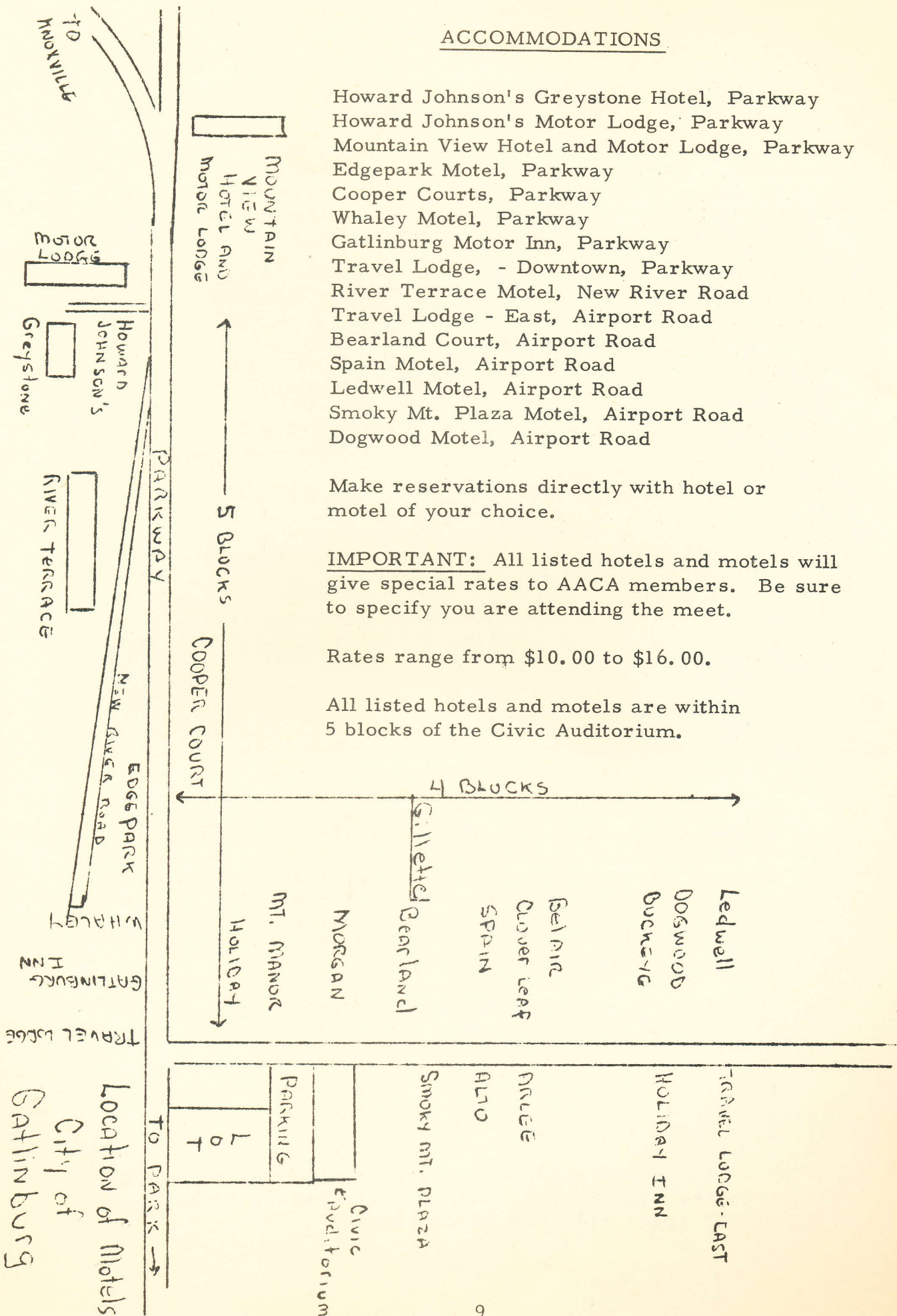
Howard Johnson's Greystone Hotel, Parkway
 Howard Johnson's Motor Lodge, Parkway
 Mountain View Hotel and Motor Lodge, Parkway
 Edgepark Motel, Parkway
 Cooper Courts, Parkway
 Whaley Motel, Parkway
 Gatlinburg Motor Inn, Parkway
 Travel Lodge, - Downtown, Parkway
 River Terrace Motel, New River Road
 Travel Lodge - East, Airport Road
 Bearland Court, Airport Road
 Spain Motel, Airport Road
 Ledwell Motel, Airport Road
 Smoky Mt. Plaza Motel, Airport Road
 Dogwood Motel, Airport Road

Make reservations directly with hotel or motel of your choice.

IMPORTANT: All listed hotels and motels will give special rates to AACA members. Be sure to specify you are attending the meet.

Rates range from \$10.00 to \$16.00.

All listed hotels and motels are within 5 blocks of the Civic Auditorium.



General Information

All roads lead to Gatlinburg and the Great Smoky Mountains. Bring the entire family and enjoy the many outdoor activities that are abundant in this famous resort area. The ladies will especially enjoy the antique and mountain craft shops that surround the meet area.

Registrations will be open Friday at the Greystone Hotel approximately 5 blocks from the Gatlinburg Civic Auditorium. The meet itself and the judging will be held on the 5 acre parking lot of the Civic Auditorium on Airport Road.

Most of the activities on Saturday will be held at the Civic Auditorium. Policemen will be on duty during the weekend for the protection of cars and property at all events. There will be parking available for antique car trailers.

There will be a refreshment stand and restrooms located in the Civic Auditorium. A first aid station will also be in operation.

Box lunches will not be sold on Saturday since there are many restaurants and eating facilities located within walking distance of the meet area.

All participating cars will receive a plaque.

Please make your own hotel or motel reservations. There are approximately 5,000 rooms available.

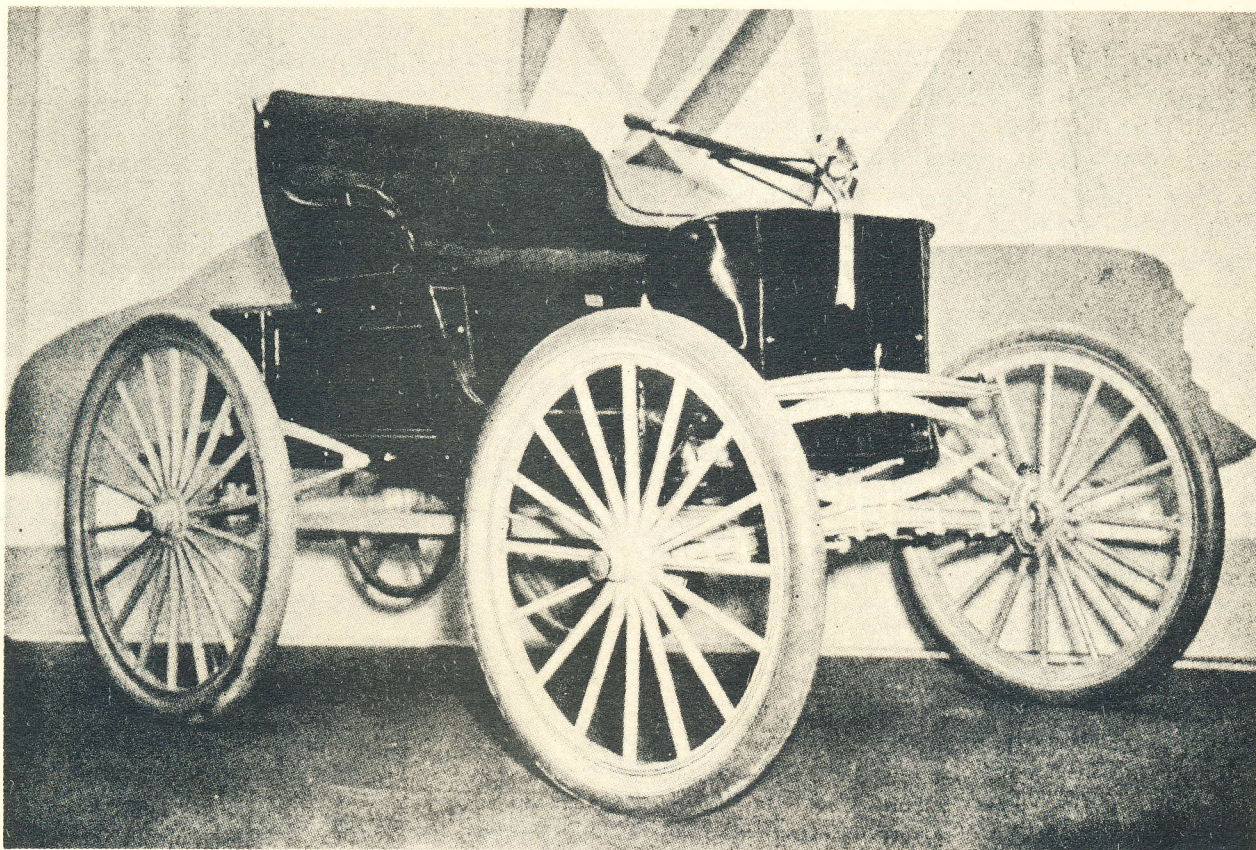
The flea market will be laid out and space allotted on a first reservation basis. The spaces measured at ten feet intervals and the minimum being ten feet. Only active AACA members may register for the flea market. Flea market registrations must be made in advance and paid in full at the same time. Set-up, display and sales are permitted Friday until 5:00 p.m. and all day Saturday. The flea market will not operate Sunday.

Deadline for registrations is Wednesday, May 10, 1967. Entries received after this date will not be judged and will not be included in the entry booklet.

Tickets will be required for admission to the banquet. Please order all tickets on the registration form; they will not be for sale at the meet.

To sell an antique car a ten foot space must be purchased on the flea market. Car registrations, tickets, and flea market space will not be confirmed.

BUILT IN 1896 AND STILL RUNNING



1896 DURYEA MOTOR WAGON

We join with Bill Jackson, Editor of the Antique Automobile, in paying tribute to J. Frank Duryea, automotive pioneer who passed away on 15 February 1967, in Madison, Connecticut, at the age of 97 years. The name of Duryea is revered.

This two-cylinder car was built in Springfield, Massachusetts, by the Duryea Motor Wagon Company., Incorporated, on September 21, 1895, the first corporation in the United States established to manufacture automobiles.

It was one of thirteen which constituted the first production run of automobiles in this country. The first purchasers included George H. Morrill of Norwood, Massachusetts, and Fiske Warren of Harvard, Mass.

— Ed.

DAYTONA, FLORIDA, POINTS OF INTEREST

When the college kids take over the beach in Daytona, Florida, during the week before Easter, why not visit some of the automotive points of interest. This was exactly what I did. There are two places I found of extreme interest, the old "Ormond Garage" and the "Museum of Speed."

The "Ormond Garage" stands in original condition at Ormond Beach just North of Daytona Beach. It presently is utilized to house the golf carts of the adjacent Golf and Country Club. It is the meeting place of the annual antique auto meet in Ormond Beach. The local club is negotiating with the city to purchase the garage for the purpose of turning it into an antique car display museum and show room. In the early 1900's racing drivers and mechanics worked and slept with their cars in preparation of record runs on the beach at Daytona.

Some of the notables were Fred Marriott who in 1907 reached a speed of over 190 MPH on the Beach before being wrecked. His car the "Rocket" was a Stanley Steamer. With a nine mile run before hitting the measured mile, Marriott was clocked at 197 MPH before disaster struck. Hitting a rough spot, the car flew into the air and was completely demolished. By some miracle, Marriott survived. A year previous almost to the day he and the little rocket shocked the world when they achieved an official of 127.66 MPH, first ever to break the two-mile-a-minute barrier, and the fastest ever traveled by man up to that time. Fred Marriott died at the age of 84 several months after the 50th anniversary of this feat. Your kids will probably be shocked to know that Marriott's "Rocket" was considered to be the world's first Hot Rod. The engine is enshrined today in the Smithsonian Institute, but the other remains of the Rocket are in the Museum of Speed in South Daytona.

Sir Malcolm Campbell frequented the Garage back in 1935. In that year he set a two way average on the Beach of 276.82 MPH and a top recorded speed of 330 MPH with his world famed "Bluebird". Few airplanes could fly at that speed in 1935. Campbell was the first man to attain 150 MPH, 4 miles per minute, 250 MPH, and 5 miles a minute. He holds two records which will never be beaten at Daytona Beach and on the Pendine Sands in Wales. His first race car, the Bluebird, was a Darracq bought in 1910. From 1921 thru 1927 he raced a 350 HP Sunbeam and went to Daytona in 1928 with a Napier powered Bluebird. With successive Bluebirds through 1935 he made 206.96 in 1928, 246.09 in 1931, 253.97 in 1932, 272.46 in 1933, 272.46 in 1933 and finally 276.82. His 301.13 MPH record was set in 1935 at Bonneville Salt Flats. After reaching his goal on land, Campbell retired from auto racing but in 1938 drove his Bluebird boat to a new world record of 130 MPH, beating Gar Wood's Miss America Record of 124 MPH. Campbell was 50 years old when he established his record on the Beach. He died in his sleep on January 1, 1949. His son Donald, present holder of the world speedboat record, lost his life in a new attempt on January 4, 1967.

The Museum of Speed is located on U. S. Highway 1 in South Daytona, Florida. It is owned by Bill Tuthill who has more firsts to his credit than any man in the history of racing. Many were individual efforts, others a co-promoter or partner. He organized the first stock car association in New England in 1946; ran the first stock car race ever held on a short paved track in 1947; Organized and founded NASCAR with Bill France in 1947 and many many other significant feats.

The museum contains Campbell's Bluebird. It is 30 feet long, 3 feet high, weighs 5 tons and is powered by a special 2500 HP Rolls-Royce supercharged V-12 engine. The engine burned 5 gallons of gas a minute and cost the British Government over \$75,000.00. Specially built tires with a life of just 7 minutes cost \$1800.00 each. The Bluebird had 3 speeds and would run 175 MPH in low gear.

Fireball Robert's No. 22 Black and Gold Pontiac has taken its place alongside the Bluebird. It is the only car ever to win, in a single season, the Daytona Speedway's two premier events -- The February "Daytona 500" and the July 4th "Firecracker". As a matter of fact it won every race in which it was entered at the speedway in 1962. It is the first auto ever to win a 500 mile contest at a speed of over 150 MPH.

One of the museum's prized possessions is the "Green Monster". It won the World's Series of Drag Racing at Lawrenceville, Illinois, against all comers with 152.542 MPH in a standing start quarter mile. Other occasions it had been clocked close to 160 MPH. It is 20 feet long, 22 inches wide, weighs 2 tons and is powered by a 1450 HP V-12 Allison Aircraft engine. To start, without burning the tires off, the engine is revved to 1770 RPM, and the Army tank clutch is slipped to get the weight moving. The engine was never opened to more than half throttle on any run.

Gar Wood's Miss America speedboat is on display. The mahogany hull was hand built at a cost of \$50,000.00 and the engines cost \$10,000.00 each.

Guy Lombardo's TEMPO with the first 3 point hull ever built is in the museum. It holds a world record of over 118 MPH and has been clocked at 125 MPH at various times.

In addition to engines of land, sea and air, which have established world records, the Museum houses just about every type that was ever used, going back from the rockets and jets to engines of World War I and including the largest watercooled aviation engine ever built in America and costing \$75,000 There a German Maybach, an Austro-Daimler, an Isotta-Fraschini, A Rolls-Royce, A Liberty, two of Jack Rutherford's Packards, an Allison, a Duesenberg straight-eight, and a Lycoming engine Also a Curtiss V-12, A Continental pancake, and Cannonball Baker's engine, winner of the first race ever staged on the Indianapolis Speedway There are Gar Wood engines, Ferdie Mercier's early racing engines and a working cutaway of the Dodge Red Ram engine which won the Mexican Road Race.

Prepared by Jack M. Stuart

FORD FIX AND FACTS

Herm Gierow

Many of our members are in the market for an antique automobile and hopefully some, other than myself, are hoping to find a Model "T" or "A". Printed below is a listing of the engine numbers of both the Model T's and A's along with the calendar year in which it was produced. This list will help a prospective buyer to establish whether or not a car has approximately the correct year engine for the specific year model. If the engine number is not of the same year as the body, the car would have a reduced resale value to those like ourselves. It is also conceivable that it could cost you a prize during a highly competitive meet. In a similar manner, if you should be so lucky to find a Model "A" which has the same number for both the body and engine, the car would be worth more to you. In talking with Don Pryor, he says he only knows of one such vehicle since it was common practice to switch engines when the life of one expired. One should be cautioned that these numbers listed will not necessarily establish the style year. Like today's automobiles Ford's next year models generally come out in the fall of the current year.

FORD ENGINE NUMBERS		
MODEL T's		
1908	1 Through	309
1909	310	14161
1910	14162	34900
1911	34901	88900
1912	88901	171300
1913	171301	370400
1914	370401	611100
1915	611101	1029200
1916	1029201	1614600
1917	1614601	2449100
1918	2449101	2831400
1919	2831401	3659970
1920	3659971	4698420
1921	4698421	5638071
1922	5638072	6953071
1923	6953072	9008381
1924	9008382	10999901
1925	10999902	12990055
1926	12990056	14619254
1927	14619255	15007033
MODEL A's		
1927	1 Through	5275
1928	5276	810122
1929	810123	2742695
1930	2742696	4237500
1931	4237501	4830806
1932	4830807	4849340

B E A U T Y - C O M F O R T

Ford

Today's High Peak in Motor Car Value

DISPLAY rooms of all Authorized Ford Dealers are thronged with those eager to see the latest Ford body types. Admiration for these attractive cars is expressed everywhere. The low stream-line bodies, the increased roominess, the greater riding comfort and the many convenient new features are advantages which are widely welcomed and appreciated.

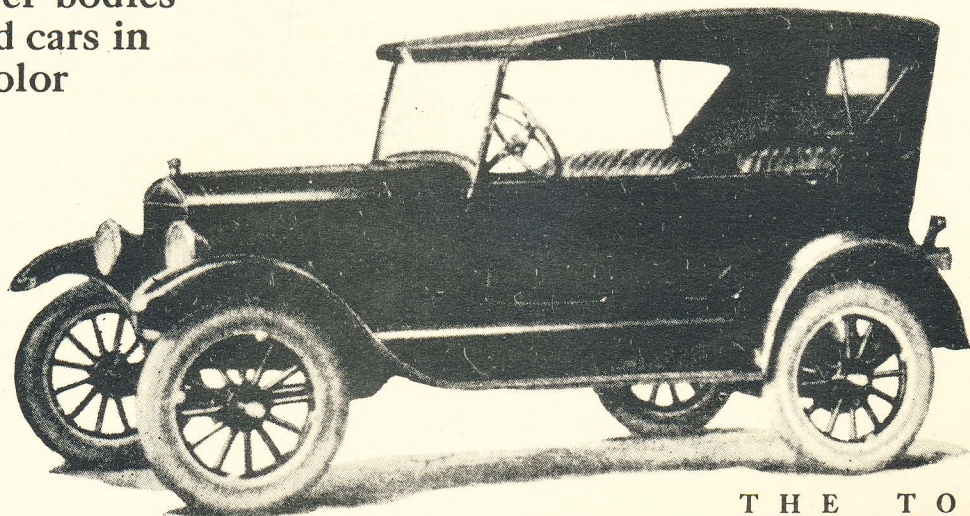
The fact that all this has been accomplished without raise in price is even

more impressive. Ford value, for years holding unchallenged leadership in the motor car market, now reaches a new high peak, through Ford production—its volume and economy of manufacturing methods.

Demand for Ford cars has exceeded all previous records during summer months. Now it is sure to outstrip even the huge production Ford facilities permit.

F O R D M O T O R C O M P A N Y D E T R O I T

All-steel bodies
Closed cars in
color



THIS MODEL "T" AD APPEARED IN 1926 — Ed.

T H E T O U R I N G
Black. All-steel body. One-man top. Weather-proof side curtains opening with all four doors. Four cord tires, nicked head lamp rims, windshield wiper. Starter and demountable rims \$85 extra. Balloon tires \$25 extra. Price **\$290**
f. o. b. Detroit.

The Ignition System

By Bruce McCalley

Simple! Foolproof! Trouble-free! To read the ads you would think that the Model T Ford had the ultimate in ignition systems. In 1909 when it was first produced, the spark-coil and timer system was common, yet most cars had turned to a magneto or the coil and distributor system that is so common today. It didn't take long for the accessory manufacturers to come out with conversion units for Fords so that they, too, could have the "features of the expensive cars". Even today there are many Fords running around with Bosch, Atwater-Kent, Delco or some other type of auxiliary ignition system. And they run well!

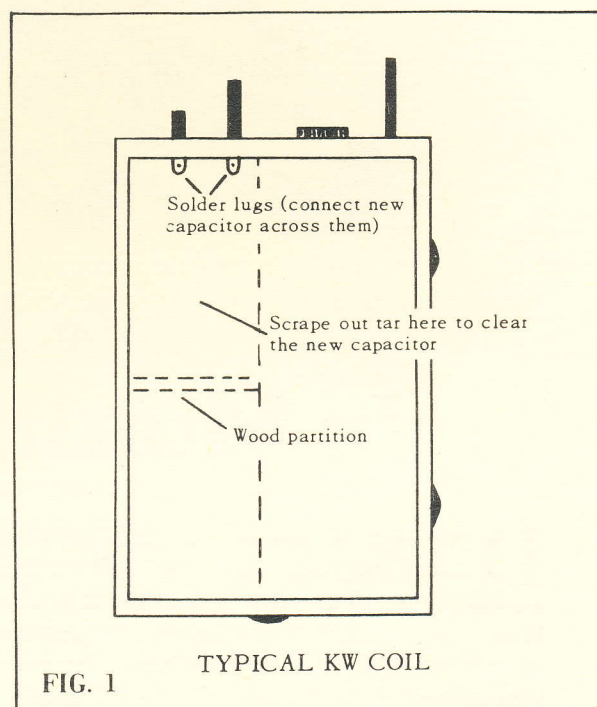
Yet there are those of us who like to hear the zip-zip-zip of the old coils, and enjoy being able to set the spark and have the engine start by just turning on the ignition. This, then, is written for you. We hope to help you keep the old clunk running like she is supposed to run!

The Ford ignition system is composed of five sections; each separate, yet dependent upon the other. These are: (1) Battery, (2) Magneto, (3) Timer or commutator, (4) Spark coils, and (5) the Spark Plugs. Let's take the coils for a start.

The coils are not the weak link in our chain as is commonly supposed. Good coils will give no more trouble than the magneto, and less than the timer! Hard to believe? Well, I have a set that was installed two years ago, and that have not been touched since. The car has been driven across the nation and on many trips throughout California - literally thousands of miles! These are old coils too! The secret? Read on---

First, let me recommend that you buy a set of new KW coils! As they come from the factory, they are not just right. KW has seen fit to install a capacitor (condenser, if you like) of too little capacity (.1mf). Quite often you can use a set of these coils with no problems, but, for me at least, more often than not, they seem to act erratic, causing surging and poor high-speed performance.

The cure: Add a .5mf capacitor across the points, inside the coil box. If you are careful, you can scrape away enough tar in the box to make room for the additional capacitor, and the two terminals are right there where it is handy to make the connection. (See Fig. 1) It is not necessary to remove the old capacitor from new coils unless it is defective.



If you have a set of old coils that have good boxes and that have been giving good performance most of the time, simply changing the capacitor in the box will make them as good as new - better than new, because the modern capacitors are better than those made in the old days.

Fig. 2 shows the location of the old capacitor. Its exact size and position will vary with the make of the coil, but in all coil boxes you will find a glass partition, and the capacitor is between this partition and the side of the box. It is not necessary to heat the tar to remove the old capacitor. By scraping away some of the tar it is possible to pry the old one out with a screwdriver. This will leave you with some wires; one pair that went to the bottom, and one single one that went to the top of the capacitor.

The new capacitor is connected to these wires. There isn't too much room between the glass partition and the side of the box, and since modern capacitor manufacturers do not make units that look like the original, you must install a small unit. I have used one made by the P. R. Mallory Co. Their part number is PVC2047 or PVC205 (.47 or .5mf). These are just about the right size and go in with no trouble. The original capacitor was supposed to be about 3mf, and

FIG. 2

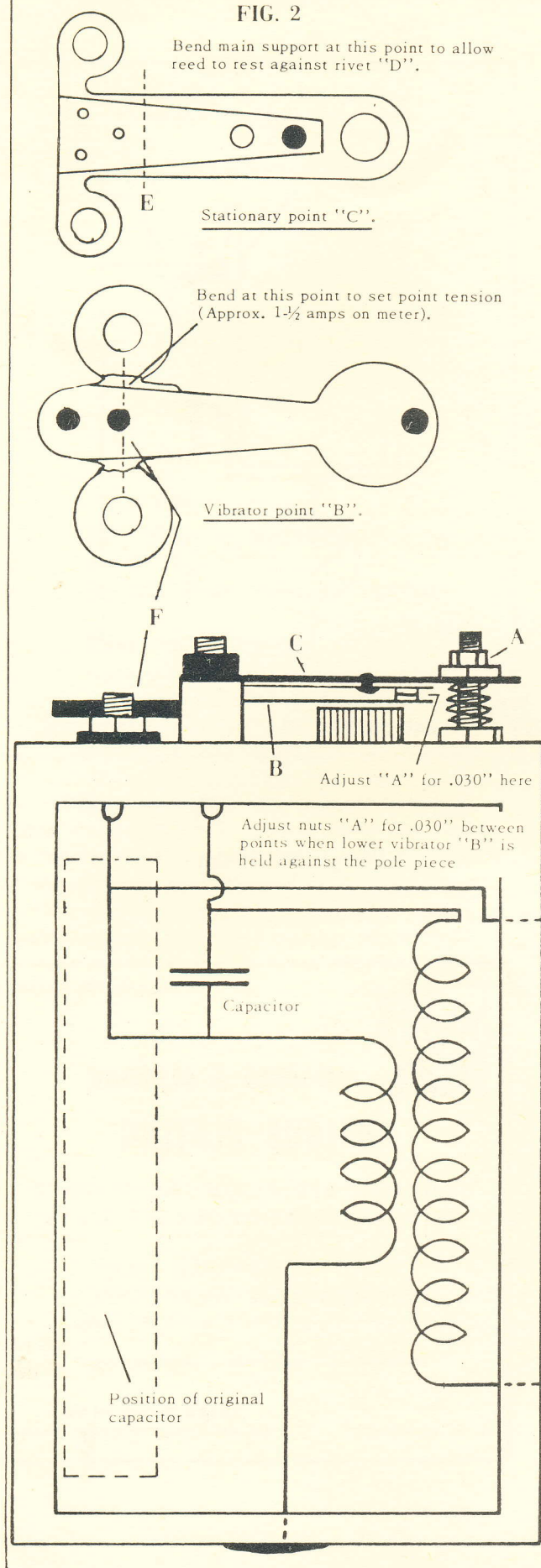
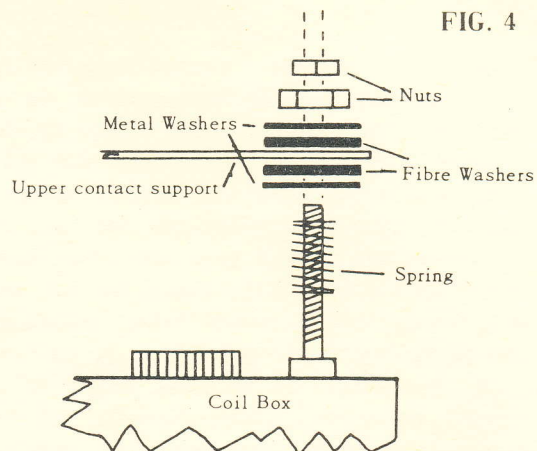


FIG. 4

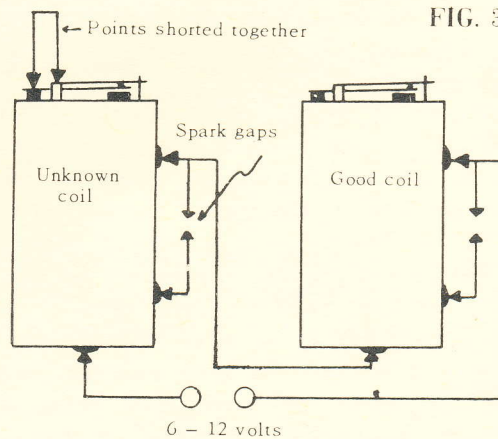


DETAIL OF CONTACT SUPPORT ASSEMBLY

most I have checked have been about 1.5mf, but I have found that about .5mf is optimum. After soldering the connections, stuff wood or cardboard in to fill the space and support the new capacitor. Those of you who like a real mess can fill it with hot tar.

Before going to all this trouble, though, it might be advisable to be sure the *coils* are good in the first place (in other words, that only the old capacitor is bad). This can be done easily by shorting out the points of the coil you are going to check, and connecting this coil in series with another good coil as shown in Fig. 3. By doing this, you have eliminated all but the windings in the coil in question, and are letting the points on the other coil (and its capacitor) do all the work. If the coil is good, you will get equal sparks from the high-tension terminals of both coils. If the spark is not good, find another coil!

FIG. 3



Both coils should have approximately equal arcs across their spark gaps

CHECKING UNKNOWN COIL TO SEE IF ITS WINDINGS ARE GOOD

When you have the capacitor installed and the cover replaced on the box, remove the points and other parts from the top. Clean up the box (a good household detergent with not too much water will do wonders) and sand it smooth. It is generally easier to clean the top and contact side of the box as well as possible and then paint these two surfaces a flat black. Be sure to mask the screws and contacts before painting! The rest of the box can be varnished.

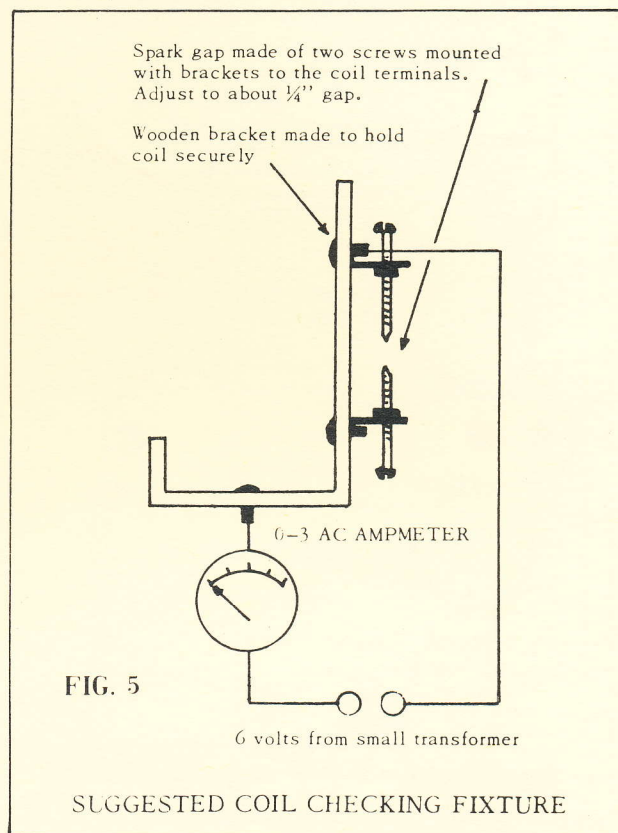
If the points are in good shape (plenty of contact area left), clean them up and perhaps file them to remove any pits. The upper contact has a movable brass spring-like support for the point. This should be free to move up and down between the main part and the little retaining rivet. If the spring is not free to move, bending the support at "E", Fig. 2 will do the trick. Be sure not to put too much tension on it though.

Install the point assembly on the coil box. Adjust the two nuts ("A", Fig. 2) so that there is about .030" clearance *between the points* when the lower reed is held against the pole piece. Note that this clearance is between the *points*, not between the lower reed and the pole! Tighten the two nuts securely. Be sure the two contacts are square with each other and that they meet so that their contact surfaces are parallel. (None of these settings are critical so far as the operation of the coil is concerned, but do effect the life of the points.)

When the points are tightened down, connect the coil to a test jig such as Fig. 5, and adjust the contacts by bending the lower reed (B) at "F" (Fig. 2) so that the coil draws about 1½ amps. Again, this is not critical – anywhere from 1¼ to 1¾ amps is OK. Note that the adjustment is by bending the lower reed support, not by adjusting the two nuts that set the point clearance.

Figure 2 shows the internal schematic of the Ford (brand) coil. There are some (like KW, for instance) in which the points are connected just the reverse (the upper "button" on the side of the coil box connects to the upper point instead of the lower) but the adjustments are the same.

In the many coils we have "rebuilt" we have found no brand to be better than another. Many have told me that the ones with the brass tops are the best, but aside from being a little prettier, their only "advantage" is that they are taller and tend to short in a steel coil box!



Earlier coils such as were used in 1909-10-11 etc. are another story. The same curés apply, but due to their construction, removal of the old capacitor means melting the tar, and you do so at some risk.

More on the ignition system in a future issue.

SOMERS & ELMORE

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DIRECTOR'S LETTER

21 March 1967

Mr. Hyde W. Ballard
R. D. 1
Barto, Pennsylvania 19504

Dear Mr. Ballard:

It is our understanding that the "Automobile Safety" legislation, now under way in Washington, is proposing that antique automobiles be banned from our nation's highways. If this legislation is passed it could have a most devastating impact upon our hobby and the future of the antique automobile.

I would strongly suggest that your office take appropriate steps to prepare a defense against this portion of the "Automobile Safety" legislation and thereby prevent a grave injustice to our antiques.

Cordially,

WILLIAM R. ASHBY, Director
North Alabama Region, A.A.C.A.

Members are urged to contact any influential persons, including Congressmen and Senators, for their help and assistance in keeping such an undesirable bill or law from becoming a reality.

— Ed.

GAS AND OIL

The club renovation work party on Saturday, 25 March, was well attended. The group included: David Johnson, Jim Latham, Bill Ashby, Mr. Roy Ashby, (Bill's father), Kelly Hill, Bill Hayle, David Hayle, (Bill Hayle's son), and Dr. Becraft. The project is off to a real good start. The chimney and fireplace and old partitions have been removed. In other words, the slow and dirty demolition work is done. The club is hiring a clean-up man to clean the premises for \$20; this is well spent. There is general agreement that another work session, such as this, will have the project near completion. A third session, which will probably follow the next one very closely, will result in a completed meeting room.

Jim Beal has donated some antique car posters for our club walls; Bill Caldwell has volunteered to paint antique car murals. And Bill Ashby has contacted the Manager of a local Hill's Quik-Chek and asked for the antique posters that are presently being used in their "old fashioned food" sales campaign. These posters depict antique cars, trains, buggies, bicycles, wall telephones, and trolleys. Other members may wish to obtain some of these; they will make very nice and decorative ceiling borders for our club room.

Congratulations to Bill Hayle on his recent acquisition of a 1931 Model "A" Ford, 1-Ton Mail Truck that carries motor number P. O. D. 113! It still has tires that are stamped "U. S. Mail." This truck was used in Eastern Kentucky for many years and is still in good condition. (Wonder if any other region can boast of two Mail Trucks?)

Jack Stuart decided arranging truck transportation for his '19 "T" Roadster from Oklahoma to Huntsville was taking to long. So, on Friday, 31 March, Jack pulled out on that long, long, trip to go after his "jewel." He reported an interesting side trip was the stop at Okeene, Oklahoma, where an auction of antique automobiles, trucks, tractors, shop equipment, etc., was being held. Jack arrived back in Huntsville with his friend and neighbor, Joe Jordan, on Sunday, 2 April, tired but happy. Bob Thurstone ventured in the opposite direction the second weekend of this month, over into North Carolina to bring back his 1931 Buick Eight Sport Coupe. This will be a most interesting addition to the roster of cars in this region. Jerry Thach is looking for some welding help and/or advice.

David Johnson has taken his Model "A" Sedan to Nashville for a paint job and Herb Fulmer has completed restoring his '28 Model "A" Sport Coupe, with the exception of the upholstery. Ernest Cross is working feverishly to complete his '28 Chevrolet Touring and Leonard Brown is finishing up his Model "A" Sport Coupe. We understand Ken Kirby is re-restoring his '23 Model "T" Roadster, and that Jim Kimsey is pushing hard to complete his Model "A" Roadster. Jerry Peoples has mounted a new set of tires for his Pierce-Arrow. Jerry says he can "be sure of getting there and back" while making Meets and events this year. James Donahoo is fervently polishing his Model A-400. We also hear that Dennis McCann is putting time in on his 4-door Model "A" and that Dale Crites is "Pouring on the cooking oil" in readying his '26 Chevrolet Roadster. Bud Congdon has

some last minute corrections to make to the carburetor of his Rolls-Royce limousine. Huntsville will certainly be well represented if all of these cars go to Gatlinburg, as well as the Model "T's" belonging to Ken Barry, Bill Caldwell, Bill Spriggs, and Don Pryor with his Model "A" Coupe.

Members will recall that the last issue included an item for a show on 4 May at the Grand Opening of the new Government Employees' Exchange. That date has been cancelled; construction of that shopping center will not be completed until a later date. It is expected that we will hold a public display or show at this location sometime in mid or late Summer; the exact date or time will be announced when new plans have been finalized. Plans are firm for a large show of cars (possibly as many as 20) and a fashion show to be held June 9-11 at Penney's Mall. Members should mark their calendars for this event.

DUNNAVANT'S MALL SHOW

Public interest in antique car shows in this area continues to grow. This was very evident by the large crowds that thronged Dunnivant's Mall during our show on April 7 - 9 this month. This was our first BIG EVENT or activity of the year and, by any standards, it was a huge success!

Bill Hayle did a splendid job as Chairman of the Show. Local radio, television, and newspaper coverage was excellent. Cars were entered by six p.m. on Friday evening, 7 April, and displayed until 2 p.m. on Sunday 9 April. Bill wishes to publicly thank and extend his appreciation to all members who so generously contributed their cars and time.

<u>Car Owners</u>	<u>Make</u>
Dr. Becraft	1911 Hupmobile roadster
Dennis McCann	1929 Model "A" 4-door sdn.
Arles Jackson	1917 "T" Ford touring
Ken Barry	1926 "T" Ford coupe
Bill Caldwell	1927 "T" Ford coupe
Jerry Peoples	1927 Pierce-Arrow coach
Bud Congdon	1937 Rolls-Royce limo.
James Beal	1938 Morgan roadster
Dave Marty	1930 Model "A" phaeton
Don Pryor	1931 Model "A" 2-door phaeton
Cecil Eddins *	1930 Model "A" roadster
James Donahoo	1931 Model A-400
Dan Shady	Model "A" engine on stand
Ken Kirby	1923 Model "T" roadster

* Entered by Cecil but owned by Dr. Marshall of Fayetteville, AACA member, who is now joining this region.

Dunnavant's Mall Show continued

Other members who assisted car-owners and Bill Hayle in "policing" the show included:

David Johnson
Bill Ashby
Bill Spriggs
Herman Gierow
Jim Latham

Jack Stuart
Kelly Hill
Bob Thurstone
Bill Constable
Tom Holley

Noble Collins
Herb. Townsend
Ed Gannaway
John Vietas
Don Huffine

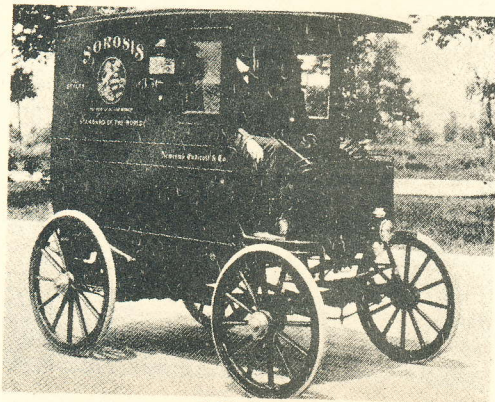
(We apologize if we have omitted anyone; if so, please let us know so credit may be given next month.) — Ed.

The cars filled the Mall and were displayed in an interesting manner. Every "grouping" was a separate feature. The four "A's" — roadster, coupe, phaeton, and A-400 — were just beautiful. And adding the "A" engine to this groupe was like adding mushrooms to steak! The elegant Rolls-Royce and Pierce-Arrow were like majestic guardians of the entire show. But they especially seemed to bestow benevolent glances over the prissy and cute Model "T's." As always, the "T's" drew loving looks and sparkles to the eyes of the elderly visitors and chuckles from the youngsters; many of the "old folks" were heard speaking in reminiscent voices. The Hupmobile and Morgan three-wheeler were two of the most interesting entries. Both of these cars are under restoration and demonstrate the effort and complexity in making a restoration. Each offered particular rarity — the Hupmobile because of its great age yet embodiment of many features in modern cars — the Morgan because of many unique features, including a single rear wheel, chain drive, and V-type engine mounted "outboard" of the front end.

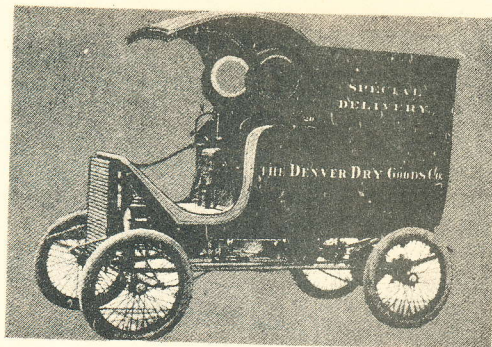
A HORROR STORY

March 11 was a bright and sunny day. At 11 a.m. on that date, Ken Barry attended a public auction held in Huntsville on Meridian Street. He felt rather overjoyed at buying a Studebaker (as a parts car for the bullet-nosed Studebaker he now drives to work) for only \$6. He pulled the car home and was pulling it into the drive way when the rope broke. He applied brake pressure and the brakes failed. The catastrophic result was that Ken's \$6 bargain collided dead center with the rear of his 1926 Model "T" Ford Coupe and caused at least \$100 worth of damage! The moral of this is: if any of you buy a \$6 bargain and find yourselves in a similar situation to Ken, be sure you look for a likely place to crash. Such as the house, since bricks and mortar are usually cheaper — though not always — to repair than the caved-in rear end of a Model "T" Ford!

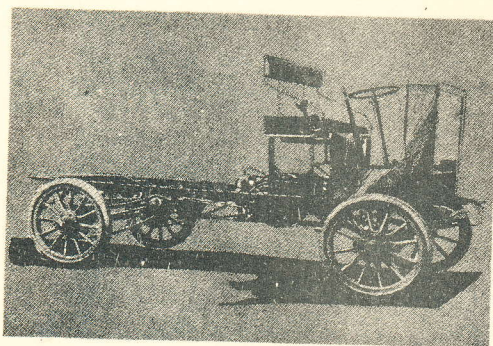
The Evolution of the Motor Truck



1899



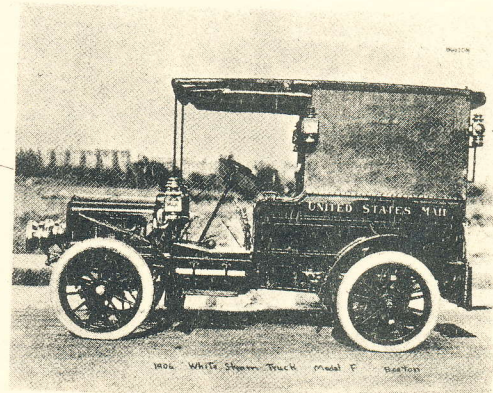
1900



1902



1904



1906

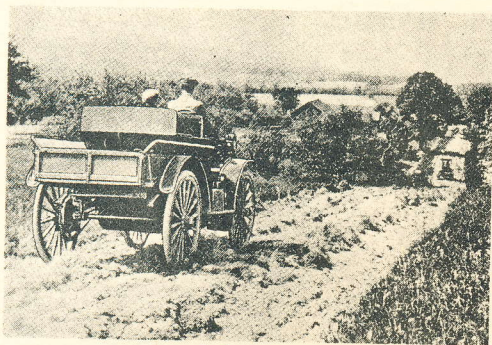
The first vehicle that Henry Ford made and produced for sale was not a car, but a truck. In 1899 this panel delivery truck was sold to a department store and was the only truck that Ford built until 1904.

White's first delivery truck built in 1900 for the Denver Dry Goods Company was terribly chic though its tires look like bicycle offspring.

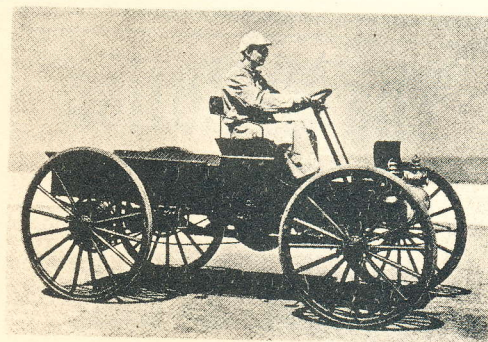
The one-lunger, so called because of its one cylinder engine, was made by Rapid, the forefather of GMC. Invented by Max Grabowski, it was produced in Detroit and later in Pontiac, Michigan.

A contest was held in New York in 1904 between trucks and horses to test the speed of trucks. Needless to say the trucks won easily though the horses look annoyed and ashamed.

White Steam truck built in Cleveland in 1906 for the United States Post Office.



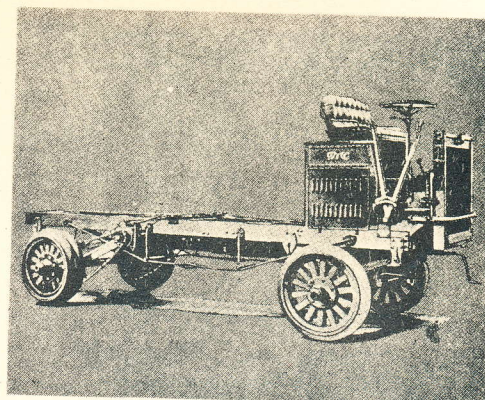
1907



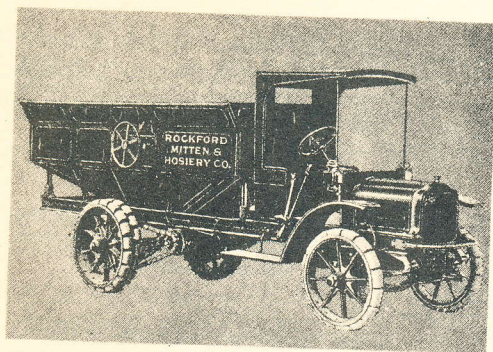
1907



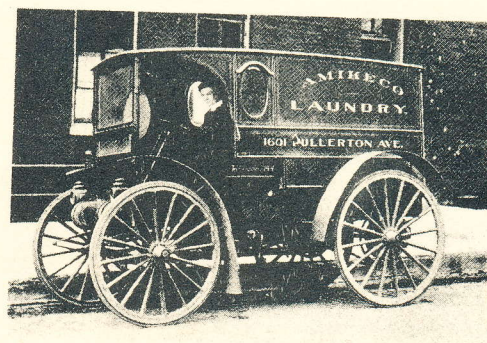
1908



1908



1910



1910

Muddy, rutted roads and a high wheeled International Harvester Auto Buggy was a 1907 solution to the transportation problem.

International Harvester Auto Wagon. Built in 1907, it is called the first truck.

In the good old days about 1908, the Mack Ice Truck was a welcome sight, particularly in the summer.

The GMC emblem was unveiled on this 1908 cab-over-engine. The chain drive is still in use but it does look more like a truck.

A White three ton dump truck of 1910. It was gasoline powered and had nifty tires though driving around in the dark was a bit of a problem.

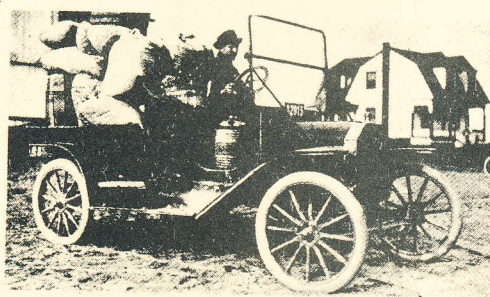
Another International Harvester innovation with wagon wheels. It seemed easier to get away from the horse than the old wagon.

INTERNATIONAL HARVESTER MOTOR TRUCK

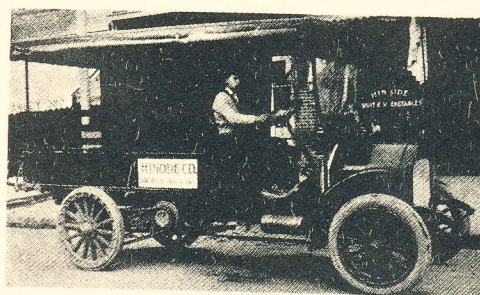
A TIME AND MONEY SAVER
Suitable Bodies for Every Business.
INTERNATIONAL HARVESTER COMPANY
OF AMERICA, INCORPORATED



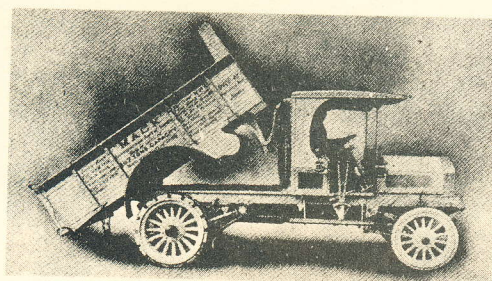
1910



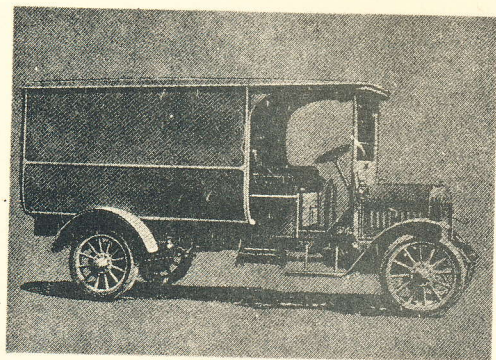
1911



1914



1912



1914

An early truck advertising effort. Suitable Bodies For Every Business is still the motto of International Harvester.

Billed as "The Car that Delivers the Goods" this 1911 Ford was a car with a box on the back.

A seven ton Mack Dump truck about 1912. The straight-up windshield was window glass but it was a tough little vehicle.

The chain drive was dropped on this 1914 GMC. The gear drive was hailed as a major advancement —which it was. The driver's seat has also shifted to the left.

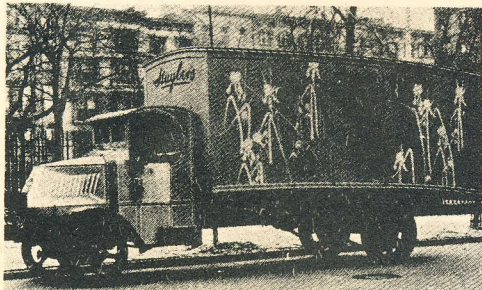
A Willys truck about 1914 looks like a truck and has some center light on the subject. The driver looks like it is his first time out with the new-fangled contraption.

1915—Ohio Commercial Gasoline Motor Truck Registrations
As Compiled by Auto List and Addressing Company
1737 Broadway, New York, N. Y.

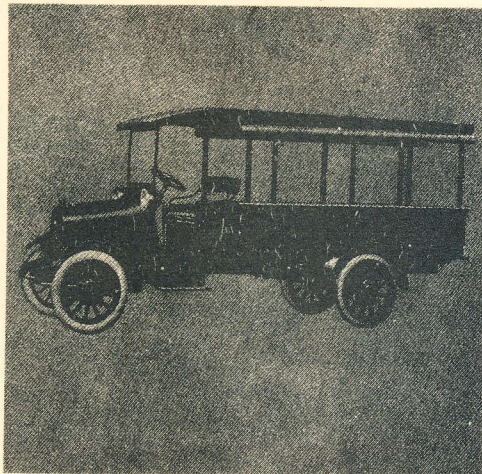
International Motor Truck	775	Universal	44
White	458	Autocar	36
Overland	421	Royal	33
Packard	339	Laurel-Jacobsen	30
Studebaker	324	Atterbury	30
Buick	307	Cino	29
Gramm	292	Mack	28
Reo	196	Gabriel	27
Chase	173	Krebs	27
Billy	172	Lambert	27
Peerless	137	Gaeth	25
Anglais	103	Avery	21
Armstrong	93	Rapid	21
Alco	91	Sandusky	19
Modern	84	McIntyre	19
Crisloway	74	Adams	18
Garford	72	Valle	15
Commerce	70	Knox	15
Mors	68	Republic	14
Little Giant	66	Blair	13
Standard	61	Bonemer	13
Service	56	Detroit	12
Pierce Arrow	53	Saurer	12
Federal	53	Dart	12
U. S.	49	Lippard	11
General Motors	45	Selden	10

68 miscellaneous makes of from 2 to 8 trucks each to a total of 340.

1915



1917

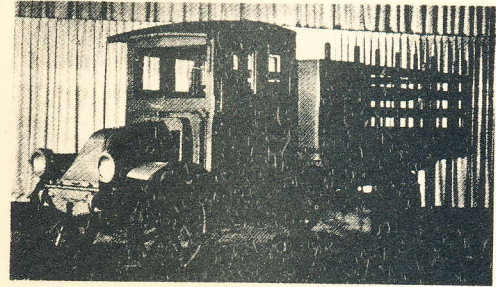


1918

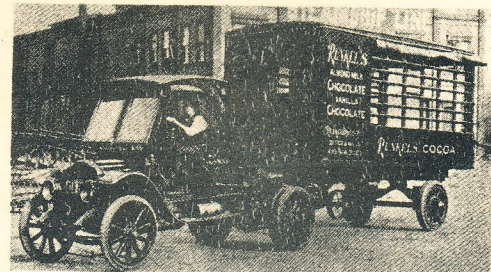
The Mack AC "Bulldog" truck about 1917 looks like a truck but still needs lights.

The one ton 1918 Chevrolet, its first truck model, was air conditioned all year round.

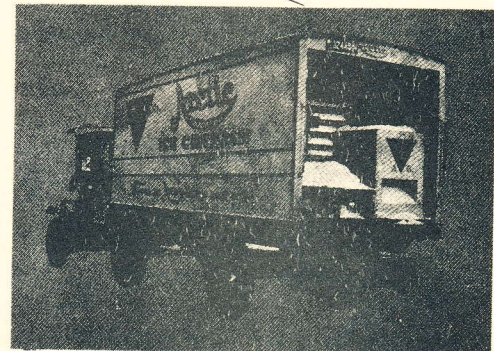
A 1919 International Harvester encloses the driver with what appear to be adopted house doors—



1919



1926

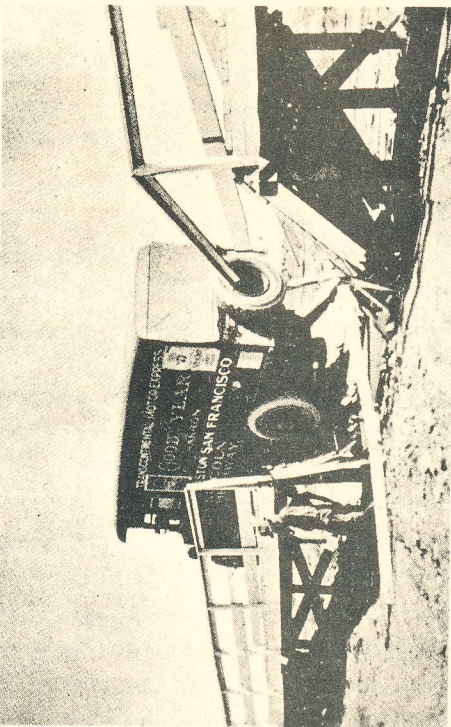


1926

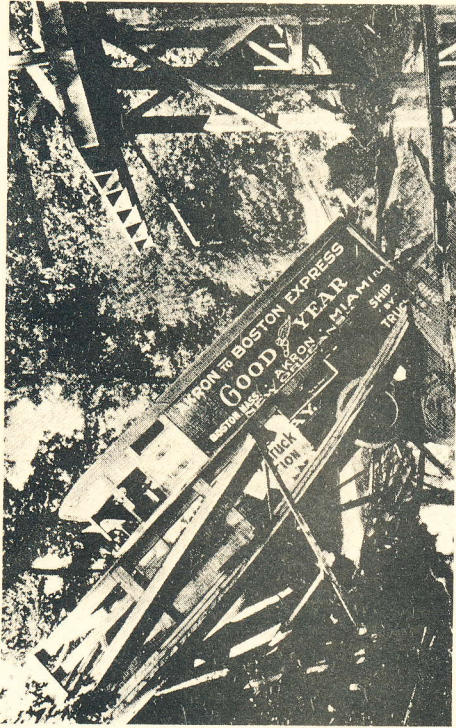
the front end resembles a French motor car of the time.

One of the industry's first tractor-trailer combinations built by White in 1920. It was gasoline powered, had big lights and a twin-framed windshield.

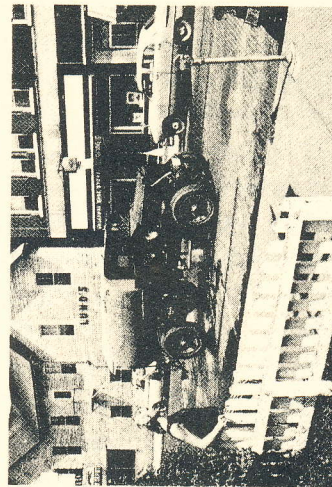
Fruehauf semi-trailers of four and six ton capacities on the streets of Detroit about 1926. The main portion of the refrigerated body was filled with ice cream cans. A trap door in the roof opened to receive pulverized ice and salt which kept the cargo cold.



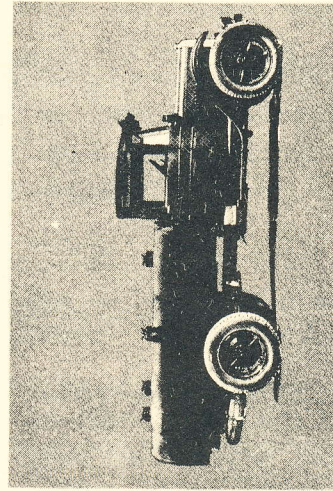
1918



1919



1925



1927

A Goodyear truck broke through a wooden bridge on the transcontinental highway while enroute from Boston to San Francisco in 1918. Weak bridges were just one of the many hazards of roads in 1919. On a trip to demonstrate the reliability of tires, this Goodyear truck proved the worth of pneumatic tires but plunged into a stream in Tennessee.

A 1925 International had a 750 gallon water tank mounted on it to water the 60 miles of municipal streets in Menomonie, Wisconsin. It was still going strong a few years ago.

A post-war package. This 1927 model came in a period when trucks started looking somewhat like today's vehicles and won fame by making the first transcontinental run with a full load.

News from --- TENNESSEE VALLEY CHAPTER
HUNTSVILLE REGION
ANTIQUA AUTOMOBILE CLUB OF AMERICA
Decatur, Alabama

The Decatur Chapter held its first meeting since being formally recognized as a Chapter on March 17, 1967, in the Cook's Pest Control Building in Decatur. The second Thursday night in each month was set as the regular meeting time. It was agreed to launch an all out membership drive with all prospective members invited to a special meeting in April. Each member is to make a list of any prospective members that he may know of. Bill Fuhr has already come up with 25, including one with a 1932 Auburn Custom Broughm. Can you beat that ???

We are discussing plans for our first car showing in Decatur in the near future. Probably at one of the shopping centers.

Our thanks to John Cook for allowing us to use his office as our regular meeting place.

Ken Kirby, our President, has done an excellent job in bringing the Decatur Chapter to reality. Our thanks to him.

— Jim Kimsey, Reporter
Decatur Chapter

BELIEVE IT OR NOT!

My 29 "A" Roadster was purchased without a rumble seat as the former owner thought it more useful as a pickup truck. It was decided long ago that in order to replace all parts that had been removed, another rear section must be located. After much looking, the rear section of a 29 Sport Coupe, complete with rumble lid, hinges, and etc., was located in a hog pasture near Russellville, Alabama. The owner refused to sell, but agreed to trade it for certain items needed for his 1929 Roadster. I immediately began to search for the needed items but to no avail. Sunday afternoon while returning to Moulton after a day of looking, I spied a 1930 Coupe parked beside the highway near Arab, Alabama. It was pulling a trailer and there was a man perched on the running board with a road map in his hand. Of course, I pulled over and struck up a conversation. His name was Herman Reheis and he was returning to his home in Macon, Ga. He had purchased the coupe, trailer, and about a ton of parts in Wichita, Kansas, and had driven all the way in only 24 hours. His "A" was losing oil and having trouble with the heavy trailer and parts on the Alabama hills. He was very anxious to sell parts and I bought every item I needed to trade for the rear section at a bargain price. The last I saw of Mr. Reheis, he was riding off into the sunset. Some days it does pay to get up.

He gave me a tip. He had found in the Wheat belt that old Gleaner Combines were powered by Model "A" engines. Practically all have all scrip parts, heads, distributors, water pumps, etc. Seen any Gleaner Combines lately ???

— Jim Kimsey

STEAM NEWS

The Western Region of the STEAM AUTOMOBILE CLUB OF AMERICA has returned its charter and by-laws to the National Headquarters in Chicago, Illinois. Officers to the National Club who belong to the Western Region have resigned. Concurrently, the Western Region formed a new STEAM POWER CLUB with Mr. C. Wm. Moore (Downey, California) as President. Dues for membership and subscription for the magazine are \$6. As of this writing the National Club has made no statements concerning the action of the Western Region, possible impact, and feeling of the Eastern Region.

Reasons for the split are varied and controversial. A few stated by the STEAM POWER CLUB (old Western Region) are:

1. The National Club has not had an open election in several years.
2. They are three issues behind in publication of the magazine.
3. The National Club will not make statements on financial matters.
4. One man censorship on all articles published. (This fact led to great emphasis on the Williams and Gibbs Engines which are particularly of no value to modern or antique steam.)

Theoretically, there are now two steam car clubs in America. This condition will probably lead to the strengthening of both organizations as both increase their membership and activities. We will probably hear more about them through the AACA.

— Jerry Peoples

HUPMOBILE

Back in 1902, when Oldsmobile had the outstanding assembly operation of the time, a young college man named R. C. Hupp joined the force as a common laborer, rose to the position of department foreman, then switched his allegiance to Henry Ford to get further experience. By late 1908, Hupp had found two financial backers, hired E. A. Nelson from Packard's design force, and commenced the manufacture of his dream, a little car with the principal features of a big one. It had twenty horsepower — a lot for an 1100 lb. car. It had only two speeds, to be sure, but they were sliding gears, so the sales department made the most of it. In fact, they even had a good deal to say about their "noiseless crankshaft." In 1909, 500 of the little cars were sold. This furnished a foundation for a business that endured for decades.

(Dr. Becraft believes this bit of history may be of interest since he is restoring one of these early Hupps — a 1911 model; members are invited to examine his car.)

1967 CALENDAR OF EVENTS

- Thursday, 27 April REGULAR MONTHLY MEETING ...
time - 7 p.m. ; place - Dr. Becraft's office,
400 W. Clinton Ave., Huntsville, Alabama.
- 19 - 21 May GATLINBURG, TENNESSEE, CENTRAL
DIVISION NATIONAL SPRING MEET.
- 25 May REGULAR MONTHLY MEETING ...
time - 7 p.m. ; place - Cook's Pest Control
office, Decatur, Alabama. (Joint meeting;
everyone attend!)
- 26 - 28 May SOUTHEASTERN NATIONAL SPRING MEET,
FORT LAUDERDALE, FLORIDA.
- 6 - 9 June ANTIQUE CAR SHOW, PENNEY'S MALL,
HUNTSVILLE, ALABAMA.
- 15 - 17 June JACKSON, TENNESSEE ANNUAL MEET.
For details, contact Paul Lee, Box 352,
Jackson, Tennessee, Tel.: 901-427-1250.
- 16 - 18 June SOUTHEASTERN REGION SPRING MEET,
STONE MOUNTAIN, GEORGIA.
- 4 July HILLBILLY HOMECOMING, MARYVILLE,
TENNESSEE.
- 4 - 6 August RENO SWAP MEET AND CAR SHOW, AT
HARRAH'S, RENO, NEVADA.
- 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.

NOTICE

Want to work for your Government? Want a job with good pay and some security? Hours are good, slight risk involved. Transportation provided. Contact district revenue department of county seat for opening in Hickory Gap District.

ADS, LEADS, and OTHER
INFORMATION

FOR SALE:

Four, 6:00 X 16 WW tires like new.
\$5.00 each or will sell on wheels for
\$7.00 each. (Wheels are '37 Packard 110.)
Bill Varnedoe, Telephone 881-3288.

4-door, Model "A" Twn. Sdn., Good, solid
original condition, running. Has sidemount
and trunk rack. Contact Bill Hayle for
details, Telephone 536-8438.

'31 Chevrolet parts car, no body. Chassis
and engine complete; runs good. \$50.
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-door Model "A," for sale by the "James Bros."
contact Dr. Becraft. Asking \$150.

TIP:

E. A. Nelson, Florence, Alabama (listed in
Huntsville directory under "Sandblasting")
will sandblast, treat metal and prime while
car (or parts) is in Florence.

Model "A" members: Did you know Montgomery-
Ward puts out a complete catalog devoted ex-
clusively to "A's"?

WANTED:

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

'YOU ALL BE AT THE MOUNTAIN'

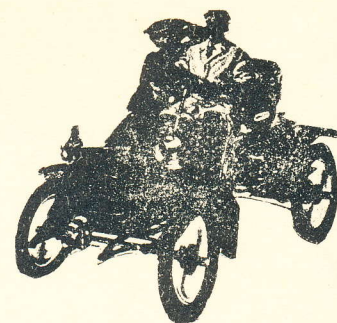
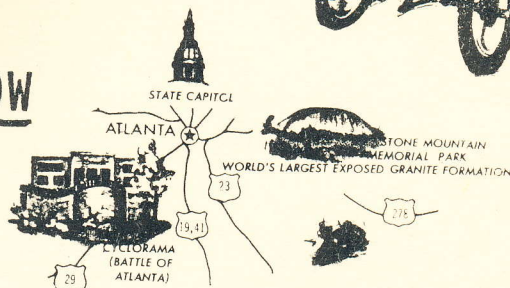
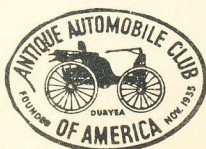
"STONE MOUNTAIN, GA. THAT IS."

JUNE 16, 17, 18, 1967

FOR

A BIG ANTIQUE CAR SHOW

HERE'S THE
PROGRAM

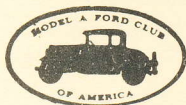


FRIDAY	1:00 - 8:00 P.M.	- Registration at the Inn
	1:00	- Flea Market Open
	7:00 - 9:00 P.M.	- Poolside Party at the Inn (Informal)
	9:00	- Gas Light Parade
SATURDAY	8:00 - 11:00 A.M.	- Registration - Meet area open to cars
	8:00	- Flea Market
	11:30 A.M. - 3:00 P.M.	- Judging - 1965 A.A.C.A. Judging Forms (Production cars will cover cars through 1939)
	3:30 P.M.	- Auto Auction
	4:00 P.M.	- Fashion Show
	7:00 P.M.	- Smorgasbord Dinner - Mountain Inn Courtyard
	8:00 P.M.	- Trophy Awards Program
	10:00 P.M.	- Dis-cuss the Judges & Swap Stories
SUNDAY	9:30 A.M.	- Carillon Music Services - World's Largest Carillon - 610 Bells - at Mountain Park
	10:00 A.M.	- Free Time - Tour Stone Mountain Park (Group rates if you wear badges)
	1:00 P.M.	- Sprint Races
	3:00 P.M.	- "Ya'll Come Back, we hope you had a good time"

OPEN INVITATION to all ANTIQUE CAR CLUB Members. P.S. - FLEA MARKET, too!

SPONSORED BY SOUTHEASTERN REGION OF A.A.C.A.

JULIAN H. EADY, DIRECTOR



REGISTRATION FORM

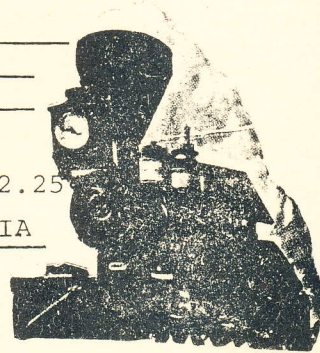
DATE _____

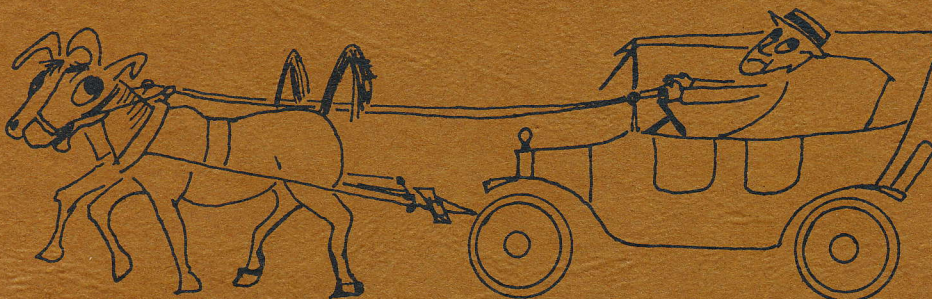
YOUR NAME _____ YOUR ADDRESS _____
Make of Car _____ Body Style _____
Registering _____ Year _____

FLEA MARKET SPACE - \$5.00 REGISTRATION FEE - \$2.00 per car
SMORGASBORD (ALL YOU CAN EAT) - ADULTS \$4.50 CHILDREN (UNDER 12) \$2.25

MAIL TO: STONE MOUNTAIN '67, P.O. BOX 427, STONE MOUNTAIN, GEORGIA

MOTEL INFORMATION AND OTHER DETAILS WILL BE FURNISHED.





Model "T" touring cars, circa 1921 - 22, Sold for \$525.00!

Two horsepower auxiliary motive power, (for emergency use),
was usually sold as an extra by the local livery stable or mule
dealer.

Unmatched pairs.

\$ 150.00

Matched pairs.

200.00

* * *