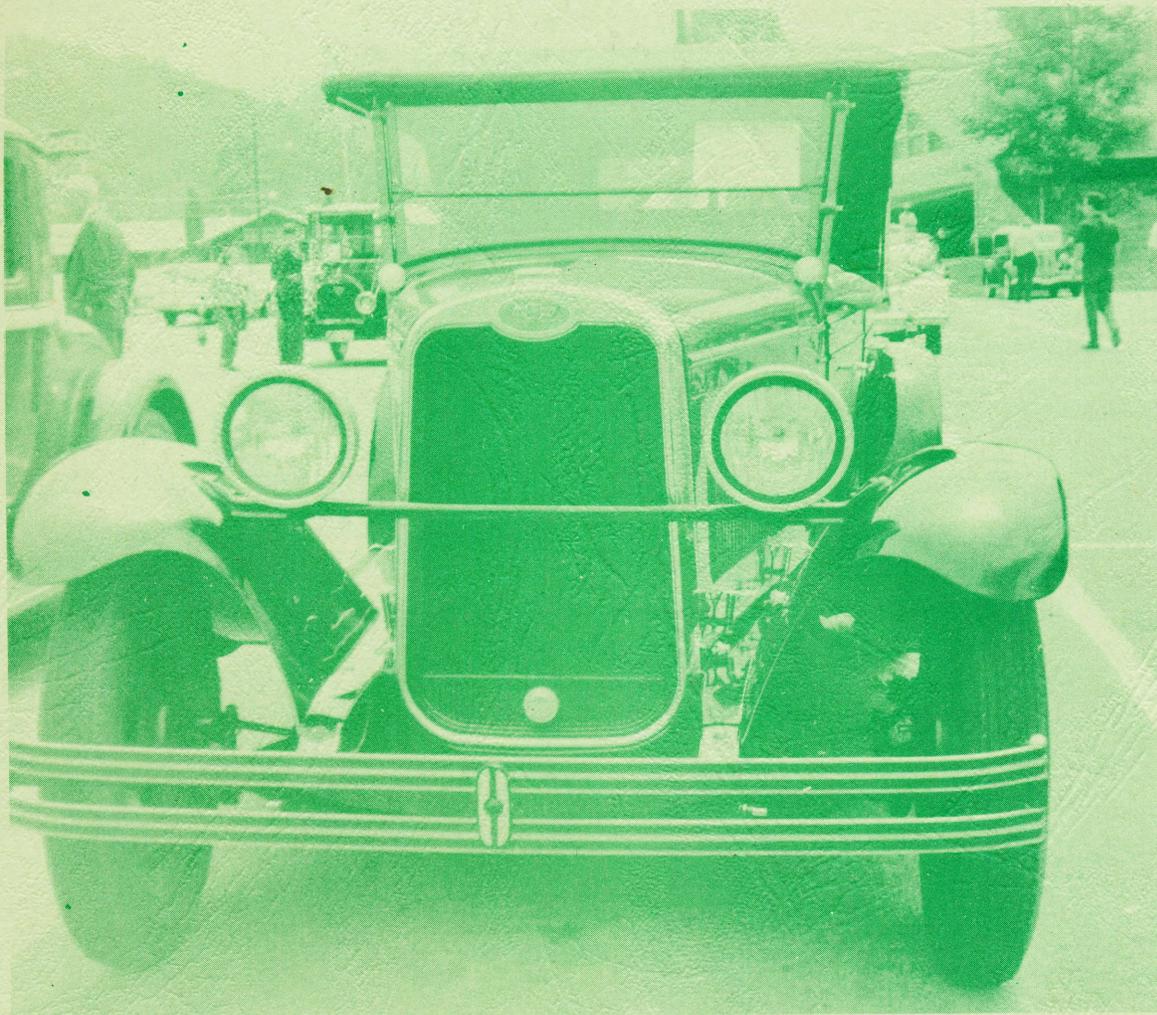


AUTO

ANTIQUARIAN

NEWS



NORTH ALABAMA REGION
A.A.C.A.

JULY 1967



See antique cars and fashions, such as these, at
Baton Rouge, Louisiana, on 25-27 August 1967.

ANTIQUÉ AUTOMOBILE CLUB OF AMERICA

invites you to the

1967 CENTRAL DIVISION FALL MEET

at

BATON ROUGE, LOUISIANA

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

Officers

Regional Director	Bill Ashby
Assistant Director	Bill Hayle
Secretary	Bud Congdon
Treasurer	Ken Barry

Tennessee Valley Chapter Officers

President	Ken Kirby
Vice President	Dale Crites
Secretary and Treasurer	Jimmy Kimsey

Board of Directors

Don Huffine
 Dennis McCann
 Bill Spriggs
 Ken Kirby

Editorial Address:
 11018 Jean Rd., S. E.
 Huntsville, Alabama 35803
 Phone ---- 881-9677

Regional Membership Committee

Don Pryor
 Phil Gambrell

Club Secretary Address:
 P. O. Box 810
 Huntsville, Alabama 35804
 Phone ---- 881-6051

CONTENTS

PUBLICATION STAFF

Editor	Bill Spriggs
Associate	Tom Holley
Art and Layout	Bill Caldwell
Circulation	Bud Congdon
	Bill Hayle
Want Ads	Dennis McCann
AACA Reporter	Ed Zogg
Sickness and Distress	Doc Becraft
T. V. Chapter Reporter	Jimmy Kimsey

Page

BATON ROUGE	Inside Front Cover
Ford Fix and Facts	4
Meeting News	5
No Clutch Chatter	7
"The Mall"	9
Chickamauga Meet	14
Calendar of Events	15
Ads and Other	16
Classic Cars	17
Steam Facts	20
Packard	21
OLD SOUTH SHOW	Inside Back Cover

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 contributions of all material is the 1st of the month.

SCHEDULE OF EVENTS

Friday, August 25

- 1:00 - 5:00 p. m. Registration at Hotel
7:30 - 9:00 p. m. Welcome party with real southern ice cream, home made cakes, Cajun entertainment and southern hospitality. This will be in the State Capitol Building. Dinner is on your own with many fine restaurants located in Baton Rouge.

Saturday, August 26

- 7:00 a. m. Flea Market
8:30 - 10:30 a. m. Registration at Stadium for late arrivals.
11:00 - 5:00 p. m. Ladies tour to Governor's Mansion and State Capitol Building.
11:00 a. m. Judging Begins.
12:00 noon Box Lunch
7:00 p. m. Banquet and Cajun entertainment.
8:30 p. m. Presentation of awards.

Sunday, August 27

Attend the church of your choice or tour the bayous and ante-bellum homes of Louisiana.

REGISTRATION FORM INFORMATION

- Car Registration - \$1.00
Box Lunch - \$2.00
Adult Banquet Tickets - \$5.50
Children (under 12) - \$3.00
Flea Market - \$5.00 per 10 ft.
(10 ft. minimum) No Flea Market Sunday.

Informal get together Friday Night (Free)

Total Enclosed

Fill out appropriate spaces and return promptly with check (payable to Baton Rouge Chapter AACA) to: Billy Moore, 2235 Vista Drive,
Baton Rouge, La. 70809

Deadline date, August 17, 1967

THE COVER CAR is a 1928 Chevrolet National touring model owned by member Ernie Cross. The car was found on 9th Avenue in Huntsville, Alabama, in 1963 and purchased for \$125; its present value is estimated between \$3,000 and \$3,500. The car was purchased from Bill Woodbury, one of the founders of the North Alabama Region, Antique Automobile Club. Restoration took approximately 3-1/2 years. When Ernie purchased the car, he drove it 18 miles to get it home. Although it had not been started for about four years, it started good. Mr. Woodbury owned the car for about two years, but did no restoration work on it; Mr. Woodbury is now in New York. The car was painted by regional member Leonard Brown.

Ernie drove the car to the Gatlinburg Meet in May and had good performance from Huntsville to Gatlinburg, but experienced a little trouble on the return trip. The trip was a real success, however, for the car was awarded a National First Prize.

ERRATA in the June issue. We apologize to Don Pryor for "dropping" a line regarding restoration of his car to Cecil Eddins and Dr. Marshall for omitting their names and cars ('31 "A" 2-door sedan and '30 "A" roadster) from the listing of supporters and participants of the ATHENS SHOW "Mr." Bill Ashby and "Mr." Don Huffine should have been "Mrs." in both instances for the listing of the antique fashion show participants (Beverly and Fay — pardon us please) for omitting Mrs. Ernie Cross from the antique fashion show participants for listing Tom Holly's '46 4-door Chevrolet sedan as a coupe

ACKNOWLEDGEMENTS to Jerry Thach for his humorous story entitled No Clutch Chatter, Just Hissing to Jerry Peoples for Steam Facts to Herman Gierow for transmission and timer tools for "T's" in this month's Ford Fix and Facts and, to Jack Stuart's contribution of the listing of classics by the Classic Car Club of America

COMMENT — We are also happy to publish information about the AACA CENTRAL DIVISION FALL MEET to be held in Baton Rouge, Louisiana, in August.

NOTE: Our new Post Office Box is 810, and Zip Code is 35804,
Huntsville, Alabama

FORD FIX AND FACTS

Herm Gierow

For this month's article I have picked out a couple of aids for servicing or maintaining the Model T in proper operating condition. Both items can be easily made with a few hand tools.

Figure 1 is a simple device which is helpful in replacing the transmission bands on early cars which do not have removable transmission band ears. Instead of using string or wire to tie the bands together while replacing the transmission cover, it is much easier and quicker to use the yoke shown. A one-foot length of 1/4" diameter rod bent to the dimensions shown is all that is required. Prior to replacing the transmission cover, the ears of the three bands should be pulled together and the yoke slipped around them. After the cover is in place the yoke can be withdrawn through the access.

Figure 2 is a template of a gauge which will permit one to accurately and easily set the Model T timing. This gauge insures that the distance between the center of the commutator case spring stud and the center of the commutator pull rod is correct when the spark adjustment lever is in the fully retarded position. In use, the gauge should be placed over the spring stud and the commutator pull rod bent in such a manner that it will align with the remaining hole in the gauge. If the rod does not align when the spark lever is fully retarded you have an incorrectly timed engine. To make the gauge accurate I suggest that your material be bent to obtain the desired offset prior to cutting and drilling the final hole. The gauge shown was one approved by Ford for use in making this timing adjustment and was made by K. R. Wilson.

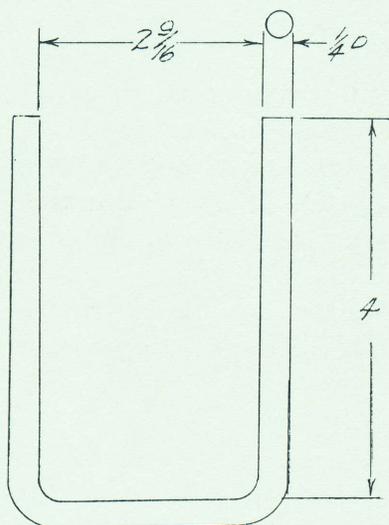


FIG. 1

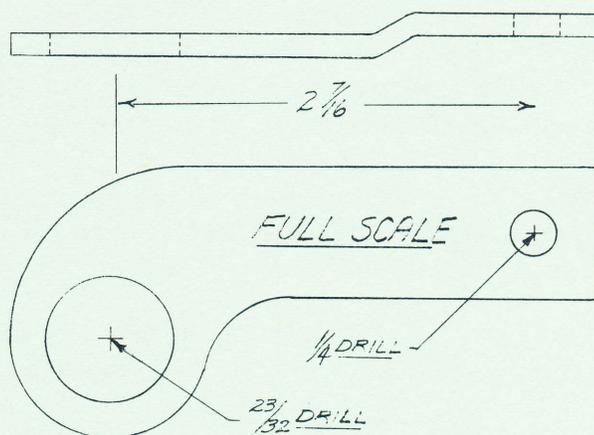


FIG. 2

MEETING NEWS

The meeting was called to order by Director Bill Ashby, in our new club room. Visitors welcomed were: Murphy McCormick, 1931 4-door Model "A" town sedan; Bruce Foley, 1929 Model "A" coupe.

Our coming Hospitality Meet, scheduled to be held 26 August, was discussed at length. Members will recall that Ken Kirby and David Johnson had been previously named as co-chairmen for this meet. Additional committees now named include:

Headquarters, Lodging, and Entertainment Committee:	****	Bud Congdon, Jerry Thach, Jim Latham, and Bill Caldwell
Field Marshall and Assistant:	****	Ernest Azary and Dan Shady
Advertising Committee:	****	Jim Latham and Bill Caldwell
Registration Committee:	****	Jerry Peoples
Banquet Committee:	****	Don Huffine and Jim Latham

Bill Ashby stated that many of these committees would be holding meetings between now and August and that additional members will be asked to serve. There will be an informal welcoming party held on Friday night, 25 August, at Bud and Barbara Congdon's home (Bud has graciously extended an invitation, especially to all out-of-towners). There will be no judging, however, there will be contests, games, and social and field activities.

Name tags were discussed. It is expected that they will be ordered prior to the Hospitality Meet. Bill Hayle and Ken Barry were given special recognition for constructing the 20 display stanchions that cost us only \$ 1.45 each. This effort was greatly appreciated since both of them devoted the major part of two weeks "free labor" in obtaining materials, cleaning, buffing, welding, assembling, and painting these stanchions. The club has only been charged for those materials that had to be purchased. The club thanks and appreciates the donation of the paint from Mr. Cecil Stewart of Precision Paint Stores of Huntsville, located on Governors Drive. The club also thanks Bill Hayle's son, David, for the help that he gave.

Because the stanchions proved to be so successful in our last show, Bill Caldwell made a motion that was seconded by Gene George that the club purchase 20 more of these stanchions. This was carried unanimously.

Bill Fuhr extended an invitation to all members to meet with the Decatur Chapter every second Thursday. Bill also stated that Ken Kirby

Meeting News continued

is working on a public display of cars to be shown in Decatur in late summer.

Dennis McCann stated that he has a possible lead on storage of 25 cars; he asks all members interested in storing cars to contact him and give him their needs.

Don Pryor gave a report on the Totcky Ford restoration project. He stated that he and Dan Shady expect to finish the running gear by 1 July; Ernest Cross will then continue with the woodwork. The sheet metal is at Leonard Brown's place in Cowan, Tennessee. All members are urged to give their support to this project. Financially, the project is still solvent. However, when the car has been brought to the finishing stages — including paint and upholstery — additional money will be needed. Don believes the project can be finished by late summer, if continued help is given by members.

Bill Ashby read a letter inviting the club to participate in a showing of cars at the Jaycees Fair in September. Discussion brought out the fact that this would conflict with many individual plans, since many members are planning to attend the Meet at Red Boiling Springs that week. (Bill Ashby stated that he would write the Jaycees and thank them and explain our reasons for declining.)

The club room project was discussed at some length for items that could be used as improvements. The next work party is scheduled for Saturday afternoon, 24 June. Bill Ashby thanked Dave and Freda Johnson for cleaning and "redding up" the meeting room prior to this meeting.

Motion was made by Bill Caldwell and seconded by Dr. Becraft to hold a picnic and watermelon cutting the fourth Saturday in September. This motion was unanimously supported. The place for this outing will be announced later. Congratulations are extended to Leonard Brown for capturing another first with his Model "A" sport coupe at the recent Meet in Stone Mountain, Georgia, and to Don Pryor for capturing another first with his Model "A" coupe at the recent Meet in Jackson, Tennessee.

HUNTSVILLE HOSPITALITY MEET

All regions are extended a hearty invitation to attend the North Alabama Hospitality Meet on 25 and 26 August 1967. Headquarters will be the King's Inn Motel on Memorial Parkway. Registration will start Friday evening. Bud and Barbara Congdon extend a sincere welcome — especially to out-of-towners — to the patio party on Friday evening at their lovely home on Tannerhill Drive.

The Meet will feature games, contests, and fun, but no judging. The Meet banquet will be held on Saturday night; meals are \$3.50 each for adults and \$1.50 each for children. Please address reservations to P. O. Box 810, Huntsville, Alabama.

David Johnson and Ken Kirby - Meet Chairmen

NO CLUTCH CHATTER, JUST HISSING

By - Jerry Thach

We started out on a beautiful day, just perfect for plucking a prized trophy from the hands of rust and the grim reaper (junk man). Don Huffine and your writer, Jerry Thach, had heard of a PRIZE in the area of Summertown, Tennessee — about 70 miles from Huntsville. May 30 was settled on as the day for immortality for a 1930 Model "A" Ford. Don's Blue Beetle (1949 Ford pickup) was selected as the mode of transportation and would serve as the ambulance for the prize. During the trip to the enshrinement, traveling at 45 mph to best conserve energy, a leisurely two hours was spent exchanging thoughts as to how the prize could best be divided.

A stop was made south of Lawrenceburg to rest the "Blue Beetle" and look at a Model "A" pickup truck and a four-door Chevy. After refreshing, it was back to the road and on to the PRIZE.

Arriving at the trophy area, thirty minutes passed in looking for the PRIZE. After a trudge through a pasture, through vines, blackberry patches, and thickets, we came upon a pond that had a dam at one end. We circled the pond, crossed a barb-wire fence and found the PRIZE parked near the water, under the fence. There it stood covered with spider webs, mud, and leaves.

The sky clouded and the rain fell, but this could not deter our stout hearts. The area was surveyed and the "Blue Beetle" brought into the area; well, at least close. The pond could not be skirted so the "Beetle" was parked on the dam about a block away from the PRIZE. The points of interest proved to be the front end (with one shredded tire), a radiator and shroud, an engine, bell housing, transmission, and half of a frame. Other parts were beyond repair or non-existent. The PRIZE was to be disassembled and hand carried that eternal block. Stout hearted and keen eyed (for snakes) we went to work. The manifold was removed and out poured acorns, corn, nuts, and twigs. Yep, the squirrels had found a home in the manifold and bell housing. The radiator had no cap so a loving bird, not wanting to see a Model "A" go unused, had built a nest in the top. After three hours of work, dodging rain, and running from a bull, we had the transmission, engine, front end, and frame loaded and ready for the trip home.

A rest stop for the "Blue Beetle" was made in Lawrenceburg where a Gardner, driven by Mr. Keith of San Antonio, Texas, was spotted. Mr. Keith was returning from a vacation and the car show at Gatlinburg. The Gardner was an in-line eight that ran beautifully (the car was built in St. Louis).

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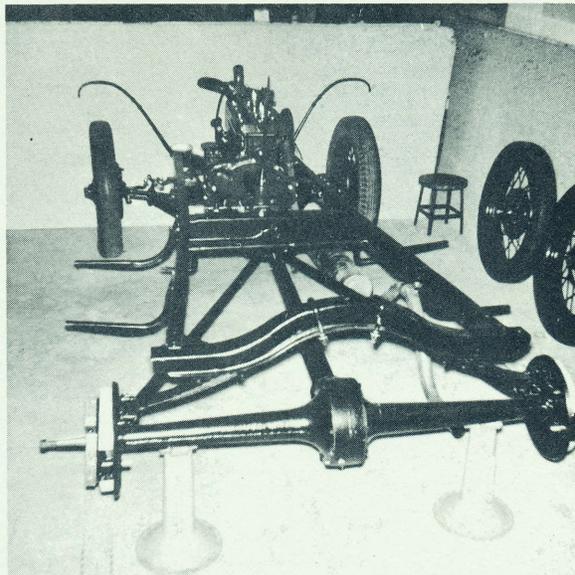
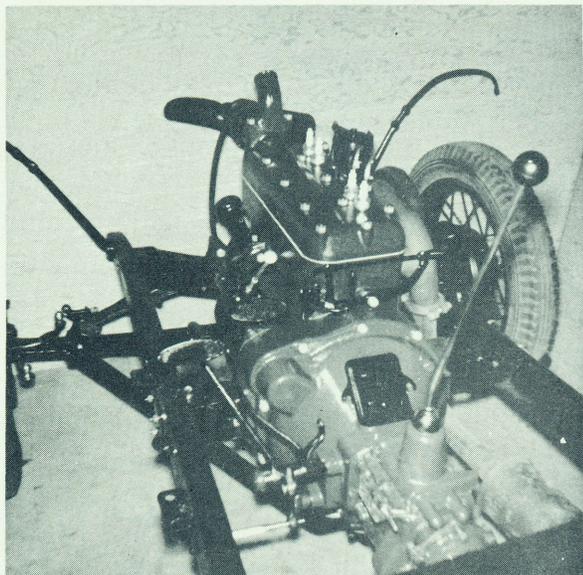
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The trip into Huntsville continued; we had begun to recover from the hard days work and were now joking and singing as the "Blue Beetle" transported us closer home. The PRIZE was placed in the Model "A" shrine in my back yard with loving hands. Don headed home to correct an air conditioning problem that Fay (Don's wife) was pounding the floor about. I decided to put the head, manifold, and bell housing on the block to keep out rain. Also visitors would enjoy the sight of the assembled engine. I turned the bell house over and found an oil covered snake coiled around the pilot bearing. The snake was 24 to 28 inches long and had a mean disposition; I don't think he cared for me. I located an 8 foot angle iron that would afford a little protection and did away with him. But, now the question; where did he come from? Was the snake in the radiator, the old shredded tire, or had that good-natured, fun-loving Don Huffine placed this creature in the truck for my pleasure?

Results of a days work included calluses on the hands, shook-up stomach from the "Blue Beetle," sun-burned back, soaked clothes, muddy shoes, and a scare that makes my Model "A" pre-flight checklist look wicked; air, water, oil, gas, and SNAKES. My next parts will be bought across a clean counter with no clutter on the floor and a noisy cash register next to the wall. That is — unless I hear of another PRIZE.

** *****

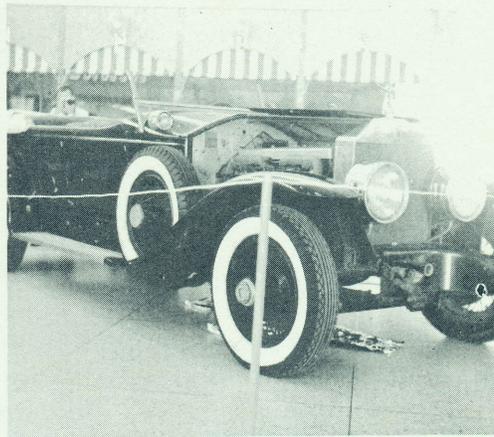
TOTCKY FORD RESTORATION



photos courtesy Jack Stuart

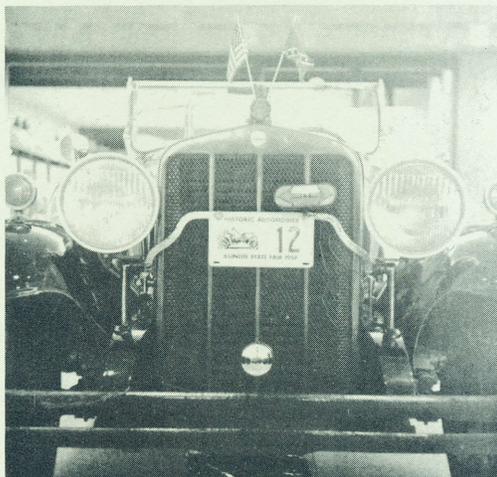
Two views of the Model "A" Ford Mail Truck being restored by club members.

CARS!
 CARS!
 CARS!
 some antique, some vintage,
 some classic,
 at
 "THE MALL"
 9-11 June 1967



Bill Sefton's speedster
 body Rolls-Royce phaeton

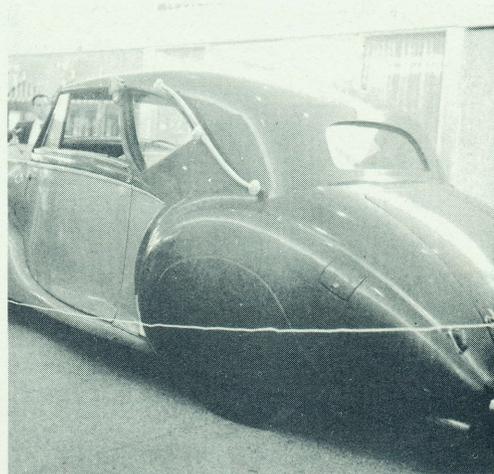
CLASSICS! ALL ELEGANT!



Two views of Noble Collins' Franklin phaeton.



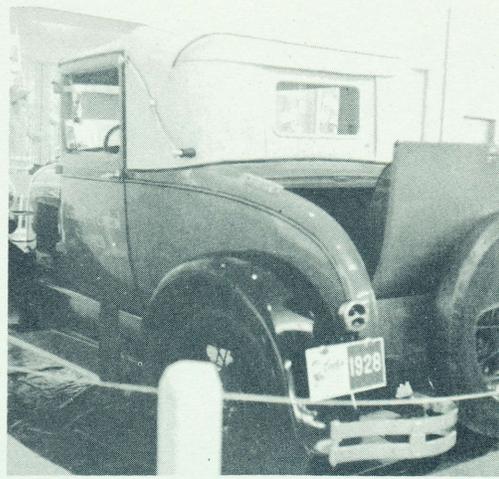
Bud Congdon's 4-door
 Rolls-Royce salon



Bud's special
 bodied Rolls
 coupe



Jerry Thach's '29
Model "A" sport coupe



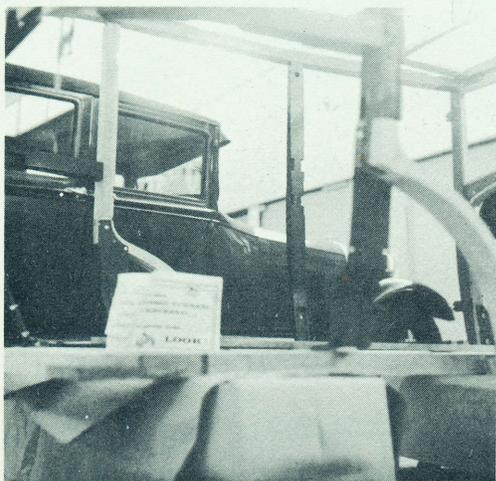
John Cook's '28
Model "A" sport coupe



Gene George's '39
4-door Buick sedan



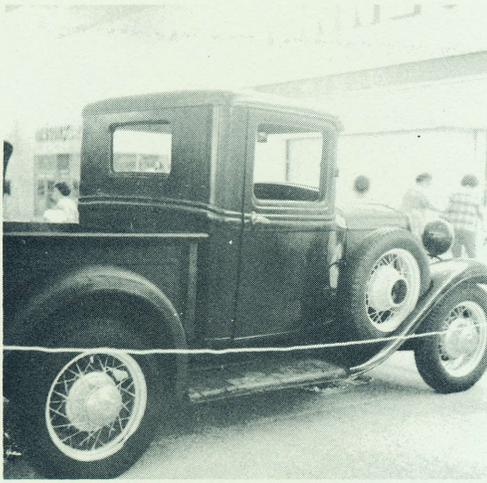
Tom Holley's '46
4-door Chevrolet



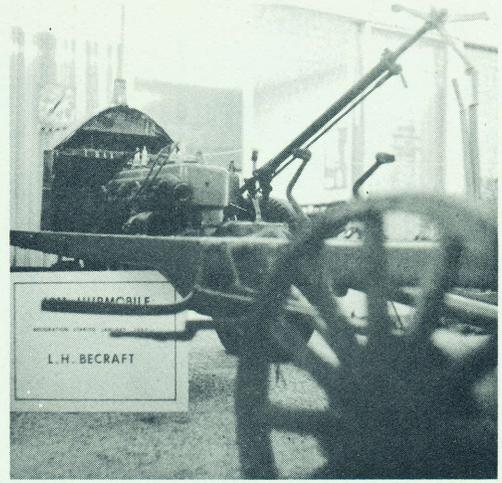
The woodwork for Ernie Azary's
Briggs body "A" in forefront of
Dennis McCann's Briggs body
Model "A"



Cecil Eddins' 1931 2-door
Model "A" sedan



Herb Townsend's 1932
Model "B" pickup



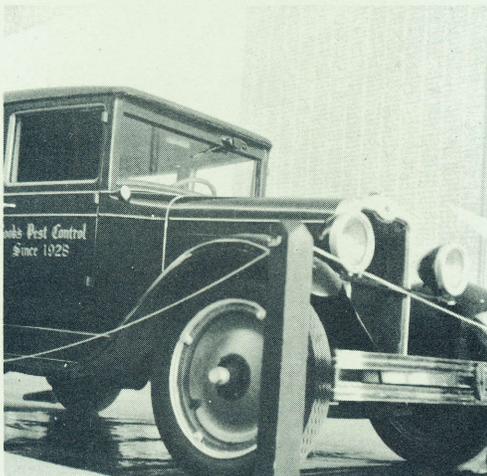
Restoration start on
Dr. Becraft's 1911
Hupmobile



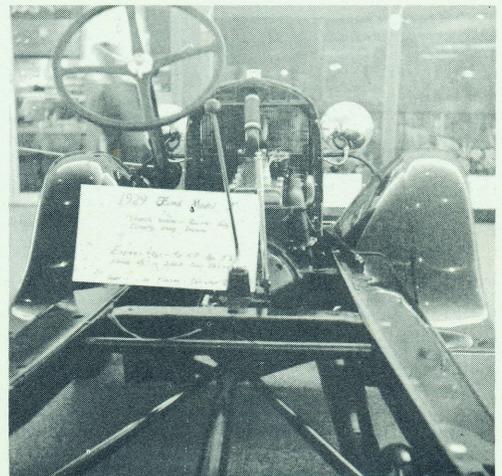
Dennis McCann's 1917
convertible Cadillac sedan



Ernest Cross' 1928
Chevrolet touring car
(cover car this issue)



John Cook's 1928 4-door
Chevrolet sedan — original
condition



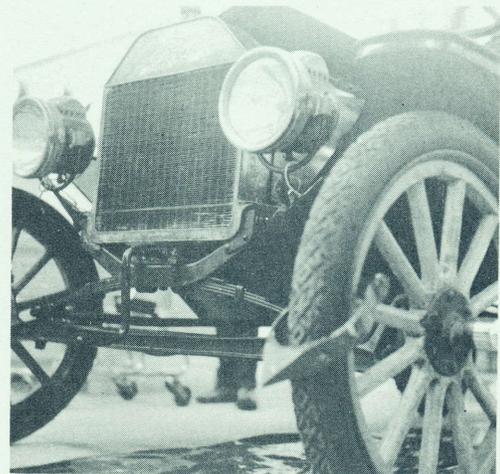
J. Kimsey has made a good
start on restoration of his
Model "A" roadster



Ken Barry's and Bill Caldwell's Model "T" coupes present a "T" contrast.



Mrs. Jackie Totcky's "T" roadster in foreground and Arles Jackson's "T" touring in background.



Bill Sefton's 1913 Model "T" with "thief catcher" on wheel.



Tom Malone's 1931 Model "A" coupe



Dave Marty's 1930 Model "A" phaeton.

photos courtesy Jack Stuart

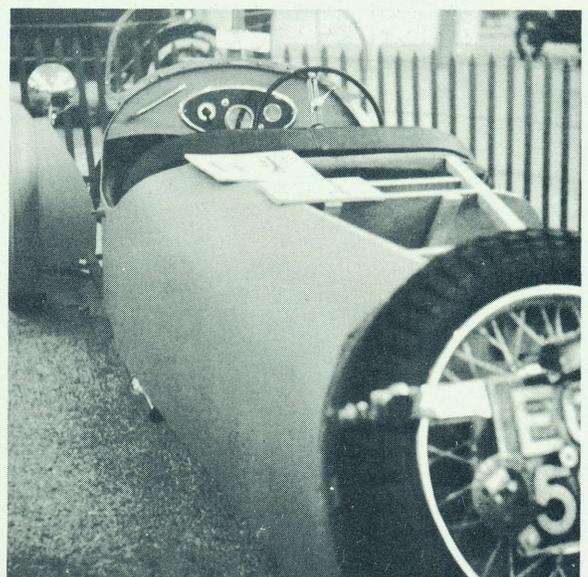
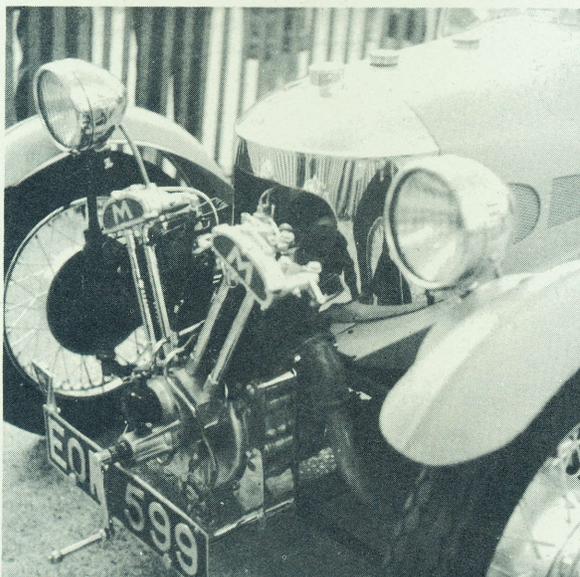


Fourteen lovely ladies in antique and vintage dress grace the fashion show stage and Bill Sefton's Rolls-Royce phaeton. Fashion show participants include:

Beverly Ashby
Jo Barry
Barbara Becraft
Vivian Caldwell
Marylee Becraft

Betty Case
Mabel Eddins
Beverly Gierow
Faye Huffine
Joyce Cross

Freda Johnson
Marilyn McCann
Pat Peoples
Jackie Totcky



Two views of Jim Beal's Morgan 3-wheeler, now being restored.

CHICKAMAUGA REGION INVITATIONAL MEET, August 5th and 6th, 1967
Sponsored by
CHICKAMAUGA REGION CHAPTER AACA

Arrangements for lodging should be made in advance by the individuals. Headquarters for the Meet will be the Tradewinds Motel, 5637 Brainerd Road, Chattanooga, Tennessee.

SATURDAY, AUGUST 5th, 1967.

REGISTRATION:

Registration of cars should be made in advance, (see attached form). A Registration booth will also be available at the Meet area, located at the East Gate Shopping Center, (same as last year), and will be open from 8:00 A.M. till 11:00 A.M. Registration fee, \$2.00, per car.

FLEA MARKET:

Ample flea market space FREE

CAR JUDGING:

Judging will start at 1:00 P.M., in the AACA official classifications.

AWARDS CEREMONIES:

Awards will be presented at the Banquet, held at the Central Baptist Church. Reservations for the Banquet should be made and tickets purchased in advance. The price of the tickets will be \$3.00. Special entertainment provided by Cotton Dotson, Harold Coker, and Tom Williams.

GASLIGHT PARADE:

The GASLIGHT PARADE will immediately follow the Banquet. Tour Route will be announced at the Banquet.

SUNDAY, AUGUST 6th, 1967

PARADE AND SURPRISE TOUR:

Conclusion of the Meet will be a surprise tour, conducted by Tom Williams. Departure time will be 1:00 P.M.

We anticipate a splendid show and plan more entertainment for you and your family. A schedule of events will be in your goody-bag. Churches of all denominations are located in the Meet area.

REGISTRATION FORM

Your name _____
Make & year of car _____
Banquet, nbr tickets _____
Amt. Enclosed _____

DATE _____
Your address _____
Body Style _____

Car Registration: \$2.00 Banquet: \$3.00
Deadline for reservations for Banquet will be July 29, 1967.
No Banquet tickets will be available at the Meet.

Mail to:

James W. Powell
403 School Street
Rossville, Georgia 30741

1967 CALENDAR OF EVENTS

- 4 July HILLBILLY HOMECOMING,
MARYVILLE, TENNESSEE.
- 15 July ANNUAL FAIR AND OLD CAR SHOW AND
PARADE, HALEYVILLE, ALABAMA.
- 27 July REGULAR MONTHLY MEETING
time: 7 p. m. ; place 400 West Clinton
Street, Huntsville, Alabama.
- 4 - 5 August OLD SOUTH ANTIQUE AUTO AND
COSTUME SHOW, MUNICIPAL
AUDITORIUM, MOBILE. CONTACT:
J. H. Edwards, 1101 Matterhorn Dr.,
Alpine Hills, Mobile, Alabama.
- 4 - 6 August RENO SWAP MEET AND CAR SHOW,
AT HARRAH'S, RENO, NEVADA.
- 19 - 20 August MID-TENNESSEE ANNUAL PICNIC,
NASHVILLE, TENNESSEE.
- 24 August REGULAR MONTHLY MEETING
time: 7 p. m. ; place: 400 West Clinton
Street, Huntsville, Alabama.
- 25 - 27 August CENTRAL DIVISION FALL MEET,
BATON ROUGE, LOUISIANA.
- 26 August HOSPITALITY MEET,
HUNTSVILLE, ALABAMA.
- 9 September MEET AT RED BOILING SPRINGS,
TENNESSEE.
- September ANNUAL CAR RALLY AND PARADE,
GADSDEN, ALABAMA. (EXACT
DATE TO BE ANNOUNCED)
- 6 - 8 October AACA EASTERN DIVISION NATIONAL
FALL MEET, HERSHEY, PENNSYLVANIA

ADS, LEADS, AND OTHER INFORMATION

FOR SALE: 1939 Packard Convertible for sale by original owner. \$2,000. Bush Mumpower, Fairfield, Ala. 35064.

1930 "A" Roadster, dual mounts, completely restored just like new. Allen McKeel, Tiptonville, Tenn. ph: 901-253-7577.

1939 Ford Convertible Sedan, 4 door. New paint, upholstery, top, runningboards, chrome, tires, tubes, 1 new fender. Many other new parts. Good motor. Dartmouth green, tan top, saddle tan upholstery. New brake system. Best offer over \$1150 or trade for "A" touring. Gerry McDaniel, Box 470, Corinth, Miss. 286-2288.

1928 - A- Phaeton A-1	\$900.00
1926 - T- Roadster Restored	800.00
1926 - T- Coupe Restored	700.00
1926 - T- Phaeton Very Solid	600.00
1926 2 door solid all glasses and Wire Wheels.	500.00

Harvey Watson, c/o Watson Shoe Shop, Brewton, Ala., 36426. Night Phone: 867-3758

Two - 1930 Model "A" Roadster Deluxe. Completely restored original in 1966 by professional. Price \$3,250 ea. James N. Hogue, 126 Stone Mt. Road, Clarksville, Tenn. 37040. Ph: 647-8935.

1936 Ford Phaeton. Prof. Restored 7,000 mi. ago. \$3,500 firm. Harold L. Coker, 5100 Brainerd Road, Chattanooga, Tenn. 37411. Ph: Day 1-615-622-3191. Night 1-615-624-5552.

1907 Ford, Mint condition. \$4,400. Write for more information. Perry Jennings, Decatur, Tenn. 37322.

1930 Roll-Royce PII limousine. Body by Connaught. Mechanically very good. Needs paint and upholstery. New Tires. Recently driven from New Jersey trouble free. \$1,875. Lee Comer, 156 Williams, Mobile, Ala. 205-471-1345.

1914 Overland Touring, complete, restored, 4-cyl. model, hand-stuffed diamond-tuft leather upholstery. \$2,700. Mr. S.R. Colson, 4858 Toulon St., New Orleans, La. 70129, Ph: 504-254-1241

LEADS: 1909 Hupmobile complete with extra parts. \$1250. Eugene George, 852-3315.

1934 Plymouth 4 dr. sedan. Contact Jim Latham. Tandem axle, 4 wheel trailer; ideal for making into car trailer. \$125. Contact Ed Gannaway.

C L A S S I C C A R S

The following list of cars are the ones considered to be Classic Cars by the Classic Car Club of America, Inc., 114 Liberty Street, New York, New York, 10006.

No commercial vehicles, such as hearses or ambulances, are classified as Classics.

MAKE & MODEL CAR	Classic Car	Non- Classic
A.C.	x	
Alfa Romeo	x	
Alvis - Speed 20, 25 & 4.3 litre	x	
Apperson		x
Aston-Martin - Ulster & Mark 2 Team cars	x	
Auburn - All Classic, except 6 cyl.	x	
Austin (American)		x
Audi		x
Austro-Daimler	x	
Autovia		x
Bay State		x
Bentley	x	
Blackhawk	x	
B.M.W. - 327, 328 & 335 only	x	
Brewster (Heart-front Ford)	x	
Bucciali	x	
Bugatti	x	
Buick (except one custom by Smith Bros.)		x
Cadillac - All 1925 thru 1935; All 12's & 16's; 1936-1942; All 70, 72, 75, 80, 85, 90 All others (Except 5 individual 60's)	x	
Case		x
Chandler		x
Chevrolet		x
Chrysler - 1926 thru 1930; Imperial 80; 1931 Imperial 8 Series C. G. 1932-C.G. & C. L. 1933-C.L. 1934-C.W. 1935-C.W. & 5 Newports & 6 Thunderbolts All others	x	
Citroen		x
Cleveland		x
Cole		x
Continental 1933 & 1934		x
Continental Lincoln Thru 1948	x	
Cord	x	
Cunningham	x	
Dagmar - 25.70 Model only	x	
Darracq - 8 cyl. cars only	x	
Davis		x
Delage - 4 cyl. cars		x
Delahaye - 4 cyl. cars		x
Delaunay Belleville - 6 cyl. cars	x	
Others		x
DeSoto		x
Devaux		x
Diana		x
Doble	x	

MAKE & MODEL CAR	Classic Car	Non-Classic
Dodge		
Dorris		x
Dort	x	
Duesenberg		x
duPont	x	
Durant	x	
Elcar		x
Erskine		x
Essex		x
Falcon Knight		x
Flint		x
Ford		x
Franklin - all models (except 1933-34 Olympic Sixes)		x
Gardner	x	
Graham		x
Graham Paige (except 1929 Graham Paige, Le Baron, D. C. Phaeton & 1930 G.P. Erdman & Rossi Conv. Vict.)		x
Gray		x
Hansa Lloyd		x
Haynes		x
Hispano Suiza		x
Horch	x	
Hudson	x	
Hupmobile		x
Invicta		x
Isotta Fraschini	x	
Itala	x	
Jewett	x	
Jordan - Speedway Series 'Z' only		x
Kissel - 1925 & 1926; 1927- 8 -75; 1928, 8-90 & 8-90 White Eagle; 1929 - 8-126 & 8-90 White Eagle; 1930 - 8-126; 1931 - 8-126 All others	x	
LaFayette		x
Lagonda - (Except Rapier)		x
Lammas-Graham	x	
LaSalle - 1927 thru 1933		x
Lexington	x	
Lincoln - All K., L., K.A. & K.B.; 1941 - 168H & 1942 - 268H	x	
Zephyrs		x
Locomobile - All models 48 & 90; 1927 - 8-80; 1928 - 8-80; 1929 - 8-80 & 8-88 All others	x	
Marmon - All 16 cyl.; 1931 - 88 & Big 8; 1930- Big 8; 1928 - E75; 1927 - 75; 1925 & 1926 - 74	x	
Marquette		x
Maxwell		x
Maybach		x
McFarlan	x	
Mercedes Benz - All 2-20 & up; S., S.S., S.S.K.,S.S.K.L.	x	
Mercer	x	
M.G. - K3 Magnette	x	
Minerva - 4 cyl. cars	x	
Others		x
Moon	x	
Nash		x
Oakland		x
Oldsmobile		x

MAKE & MODEL CAR	Classic Car	Non-Classic
Overland		x
Packard - All 6's & 8's 1925 thru 1931; all 12's All 1932 - 901, 902, 903, 904, 905 & 906; 1933 & 1934; 1935 - 1200, 1201, 1202, 1203, 1204, 1205, 1207, 1208; 1936 - 1400, 1401, 1402, 1403, 1404, 1405, 1407, 1408; 1937 - 1500, 1501, 1502-1506, 1507, 1508; 1938 - 1603, 1604, 1605, Super 1607, 1608; 1939 - ± 1705 Super, 1707, 1708; 1940 - 1806, 1807, 1808 One-Eighty; 1941 - 1906, 1907, 1908 One-Eighty; 1942 - Super One- eighty 2006, 2007 & 2008	x	
Packard - 1932 - 900 (Light 8); 1935 - 120 8 cyl.; 1936 - 120-B 8 cyl.; 1937 - 115C 6 cyl., 120C 8 cyl., 120CD 8 cyl., 138CD 8 cyl.; 1938 - Six 1600 6 cyl., 1601 8 cyl., 1601D 8 cyl., 1602 8 cyl.; 1939 - 1700 6 cyl., One-Twenty 1701 8 cyl., One-Twenty 1702 8 cyl., Super 1703 8 cyl.; 1940 - One-Ten 1800 6 cyl., One-Twenty 1801 8 cyl., One-Sixty 1803 8 cyl., One-Sixty 1805 8 cyl.; 1941 - one-Ten 1900 6 cyl., One-Twenty 1901 8 cyl., One-Sixty 1903 8 cyl., One-Sixty 1904 8 cyl., One-Sixty 1905 8 cyl., Clipper Eight 8 cyl.; 1942 - Clipper Six 200 6 cyl., Clipper Six 2010 6 cyl., Clipper Six 2020 6 cyl., Clipper Eight 2001 8 cyl., Clipper Eight 2011 8 cyl., Clipper Eight 2021 8 cyl., Super, One- Sixty 2003 8 cyl., One-Sixty 2023 8 cyl., One-Sixty 2004 8 cyl., One- Sixty 8 cyl., One-Sixty 2005 8 cyl., One-Sixty 2055 8 cyl., One-Sixty 2030 8 cyl.		x
Paige		x
Peerless - Series 69, 1926-1928; Custom 8; 1930 & 1931; Deluxe Custom 8; 1932 All Others	x	
Pierce Arrow	x	
Plymouth		x
Pontiac		x
Renault - 45 HP	x	
Reo - 1933 Royale Custom 8; 1930 & 1931 Royale Custom 8; Series 8-35 & 8-52 Elite 8 All Others	x	
Revere	x	
Rickenbacker		x
Roamer - 1925 - 8-88, 6-54e & 4-75; 1926 - 475e & 8-88; 1927; 1928; 1929 - 8-88; 1929 - 8-125; 1930 - 8-125 All Others	x	
Rockne		x
Rohr	x	
Rollin		x
Rolls Royce	x	
Roosevelt		x
Ruston	x	
Salmson		x
Squire	x	
S.S. Jaguar - SS1, SS90 & SS100	x	
Star		x
Stearns Knight	x	
Sterling Knight		x
Stevens Duryea	x	
Studebaker		x
Stutz	x	
Sunbeam - 8 cyl & 3 litre twin cam	x	
Sunbeam Talbot		x

Continued on next page

STEAM FACTS

In 1895 a son was born to Mr. W. A. Doble of San Francisco. They called him Abner. Thus, the channel was established by which a super car would be conceived and fabricated. The car would be called Doble and its performance would never be matched in Abner's lifetime or even years after his death in 1961.

The first Doble was built in 1914 from salvaged parts. No one knows exactly how many were built. But, those who study the past say about forty.

The Doble was not a car for everyone. Its price tag was near the \$8,000.00 mark. The cars were manufactured in Waltham, Massachusetts; Chicago, Illinois; Detroit, Michigan; and San Francisco. It was more than a car, it represented the splendor of engineering which E. L. Cord, L. P. Fisher, and William Packard dreamed of achieving. Doble was alone, a class by itself.

Abner himself never realized the full potential of his creation. Years after the company completed production, the cars rack up phenomal mileage with only minor or routine maintenance. Doble E-5 stacks up 300,000 miles. Doble E-14 streatched out 600,000 miles. All of the cars were guaranteed 100,000. It was an accepted fact that a Doble car was good for at least 200,000 miles with only routine maintenance. Those who knew the Doble described it as magnificent — "The Ultimate Car." And what was the basis for the greatness of this Car? It was a steamer.

— Jerry Peoples

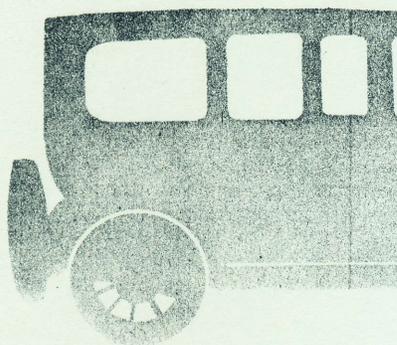
Note: There are three Dobles which have not been discovered or accounted for. If anyone by chance should find one while trying to locate some "T" parts, please call Jerry Peoples collect, anytime day or night.

Continued -

MAKE & MODEL CAR	Classic Car	Non- Classic
Talbot - 105 & 110 models	x	
Terraplane		x
Triumph - Dolomite 8 & Gloria 6 models	x	
Vauxhall - Model 30-98	x	
Velie		x
Viking		x
Voisin	x	
Westcott		x
Whippet		x
Wills Saint Claire - All 1925 & 1926	x	
Willys		x
Willys Knight		x
Windsor		x

Packard

Skillful design of auto power plants led this company to succeed in aviation and tank engines.



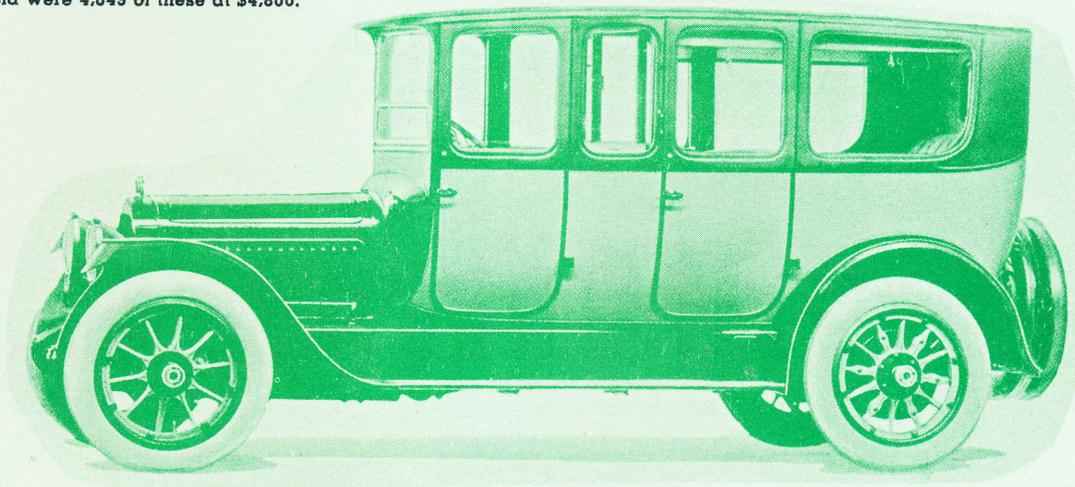
THE introduction of the First Series Packard Twin Six, in 1915, not only set a new precedent in automobile engine design but led the company directly into the field of aviation power units. The Twin Six was a 60° V-12 with two banks of six cylinders—the first such engine ever offered by an American firm and the first in the industry to use aluminum pistons. Despite its 12 cylinders, the new car was 500 pounds lighter than the preceding Five Forty-Eight Six-Cylinder Model (which had earned the title of “Boss of the Road”) and—strangely enough—developed 20 hp less. In performance and flexibility, however, it was far superior. Some 3,600 First Series Twin Sixes were sold before the Second Series was introduced in 1916.

Meantime, Jesse G. Vincent, Packard’s chief engineer, designed an improved racing version in the fall of 1915 that packed a terrific wallop. Weighing only 817 pounds, this engine produced 110 hp at 3,000 rpm and was used by Ralph De Palma to set several new track records. A second experimental Twin Six followed, known as the “905” because of its 905 cubic-inch piston displacement. This one developed 240 hp at only 2,400 rpm for a weight of 979 pounds, and with it De Palma set a new world’s record of 149.87 mph at Daytona Beach on February 12, 1919—the highest land speed ever achieved by man up to that time. He later also established a road record of 93 mph at Santa Monica, California, with the same car.

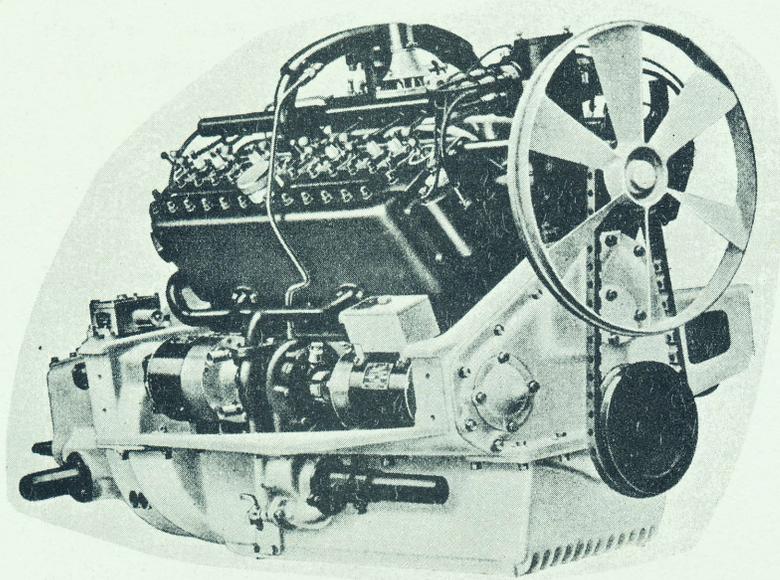
But it was the passenger car V-12 engine that led to

1916

Model 135 Twin Six Imperial with 135-inch wheelbase was limousine in the railroad coach tradition. Sold were 4,049 of these at \$4,800.



Engineering masterpiece for 1915 was radically new 60° Twin Six Engine with 85 hp output at 3,000 rpm. The pioneer American 12 of this design, it was first to use aluminum pistons; weight: 900 pounds.



development of the Liberty motors, widely used in airplanes in World War I.

The year 1915 was notable also for Packard's \$150,000 contribution (pledged by telegraph) toward the construction of the \$10,000,000 Lincoln Highway from New York to San Francisco. Henry Bourne Joy, then Packard's president, was greatly taken with this project—brainchild of an Indianapolis Packard dealer named Carl Fisher—and due in part to his efforts the "Coast to Coast Rock Highway" was made usable in time for the 1915 San Francisco Fair. Joy realized Fisher's dream by traveling the new thoroughfare to San Francisco in a Packard Twin Six, and federal aid to the states authorized by Congress in 1916 resulted in the rest of this great highway being quickly paved.

The Second Series Twin Six, announced September 1916, featured removable cylinder heads, the cost of which was reflected in a \$450 price raise—the touring car of the new series costing \$3,050. Production of this model, offered in 13 body styles, reached 10,645 units, while sales were four times greater than the previous year. South America, until then almost an exclusive market for European cars, now began demanding Packards and the company set up representation in Buenos Aires, Rio de Janeiro and other cities.

In April 1917, Alvan Macauley who had succeeded Henry B. Joy as Packard's president, offered the firm's manufacturing experience to the government. Some \$400,000 had already been spent in



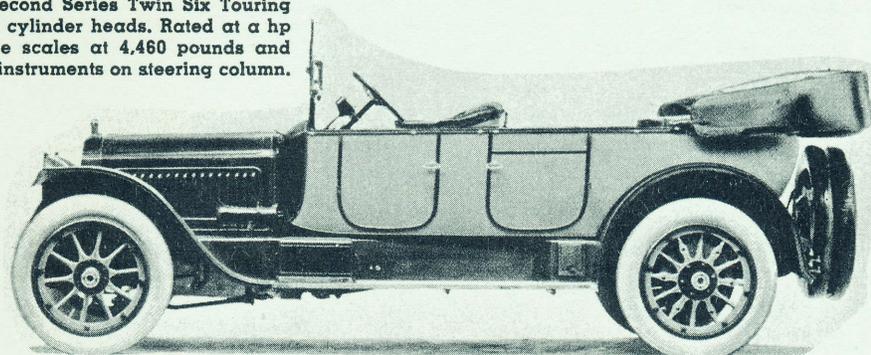
The late William Dowd Packard was co-founder in 1900 of the Packard Company with his brother, James. "WD" died in 1923, leaving 50 acres of land now called Packard Park.



Alvan T. Macauley, who succeeded Henry B. Joy as Packard president in 1916, quickly boosted company's annual sales from \$15,000,000 to \$35,000,000. He retired after 23 years.

1916

Massive was this Second Series Twin Six Touring Car with removable cylinder heads. Rated at a hp of 43.2, it tipped the scales at 4,460 pounds and sold at \$3,050. Note instruments on steering column.



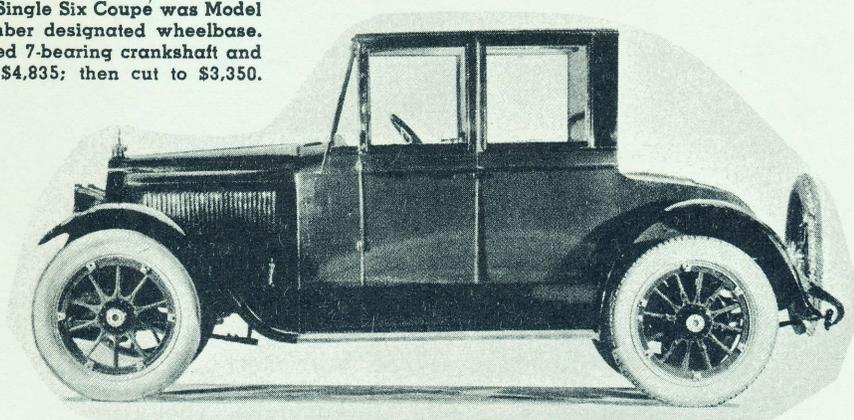
1918

Model 325 Twin Six Brougham with curtained division inside reflected a lofty elegance. This Third Series Model with improved lubrication and cooling had a 128-inch wheelbase, weighed 4,181 pounds.



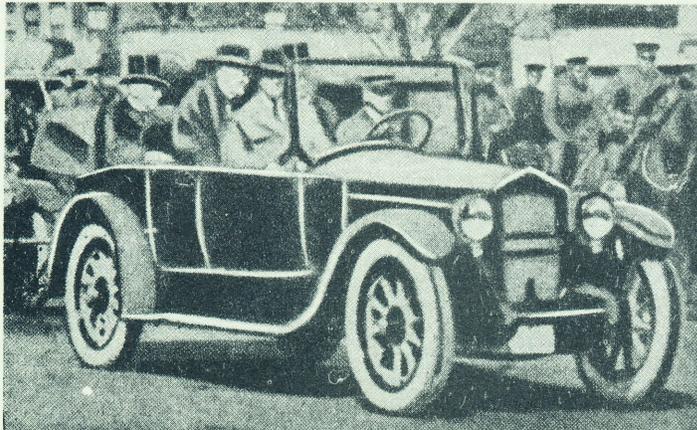
1920-1921

Lighter, more compact Single Six Coupe' was Model Six-116. The latter number designated wheelbase. Engine of 54 hp featured 7-bearing crankshaft and caused high price of \$4,835; then cut to \$3,350.



1921

First president of the United States to motor to his inaugural ceremony was Warren G. Harding, shown here in a Packard Twin Six Touring Car on the streets of Washington. Note cavalry horses.



developing the "905" Twin Six engine which was to outshine 83 types of airplane motors then being worked on by the British and French. The government accepted and the creation of the Packard Liberty Engine (so named by an admiral) took an unbelievably short time. The idea was conceived May 21, 1917; plans were drafted by June 4; parts were machined ready for assembly on July 3; and the first Liberty engine was completed and test-run July 23. Six days later it was installed in an airplane which subsequently broke the American altitude record.

Between September 4, 1917, and February 9, 1918, Packard made at least a thou-

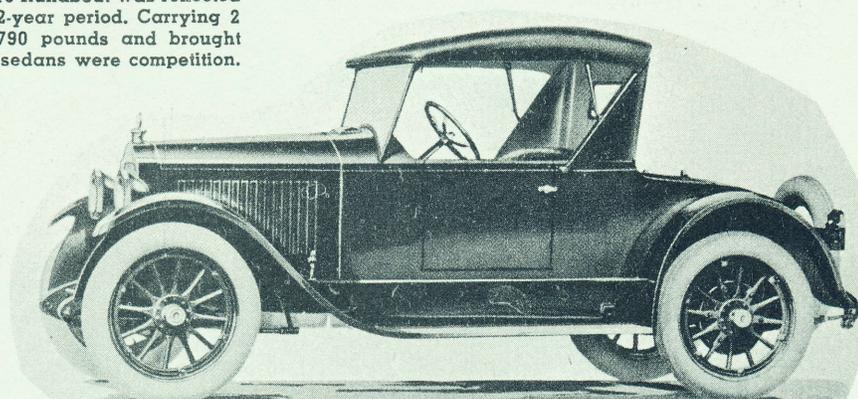
sand detail changes while nursing the new engine through its growing pains; while of the 13,574 Liberty engines turned out by four automobile manufacturers up to November 11, 1918, Packard built 6,500—more than any other company involved.

During 1918, Packard's World War I commitments caused a heavy cut in pleasure car production; only 2,741 Twin Sixes being built, against 5,930 trucks—a modest total of 8,671 vehicles.

The following year, close-coupled open bodies gained favor with the public and Packard stylists gave this fad popular expression in a "cloverleaf" creation that was well liked. Although truck production rose

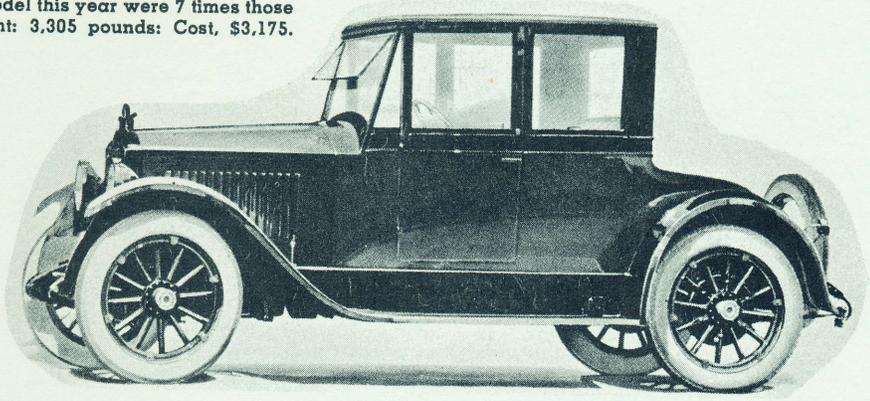
Popularity of Single Six-116 Runabout was reflected in sale of 8,800 units in 2-year period. Carrying 2 passengers, it scaled 2,790 pounds and brought \$2,350 during time when sedans were competition.

1921



1922

Wide-vision windshield was feature of Single Six Coupé; it was favored by doctors and professional men. Sales of the model this year were 7 times those of Twin Six. Weight: 3,305 pounds; Cost, \$3,175.



further to 6,668 units, the Twin Six—sole Packard passenger car then manufactured—found 3,589 customers.

Greatly increased traffic in 1920 called for a new car that was lighter, more maneuverable, without sacrifice of flexibility. Packard's answer was the Model 116 Single Six with a 116-inch wheelbase, produced in four body styles with a price range of \$2,350 to \$3,350. This sleek automobile of compact dimensions had a six-cylinder, L-head engine that developed 54 hp and met the needs of motorists so satisfactorily that production snowballed during the next three years. Over 1,000 Single Sixes sold in 1920; 6,374 in 1921 and 13,433 in 1922.

Warren G. Harding, first U.S. president to ride to his inaugural in an automobile, did so March 4, 1921, in a Packard Twin Six, and that same year Cornelius Vanderbilt gave the press something to write about when he drove his 1916 Twin Six from New York to Seattle in 154 hours running time. This car already had a two-year World War

I record on the Western Front with Vanderbilt's father, commander of a regiment of U.S. Army Engineers. It also had been stolen and driven countless more miles.

May 1922 saw the introduction of an improved model known as the Single Six-126, resulting from public demand for more body room and additional power. Offered with a choice of two wheelbases—126- and 133-inch—the new Single Six produced 61 hp and sold 14,123 units in 1923.

That year marked the passing of William Dowd Packard, one of the company's two brother-founders and a leading figure in the industry. But Packard engineers, never idle, had by then a new Single Eight ready for production, and this was introduced in June 1923. This car was designed to replace the Twin Six which lacked the simplicity and lighter weight demanded by more progressive motoring tastes. The eight-in-line L-head engine of this car had a nine-bearing crankshaft with an ingenious system of throws for better balance, and power out-



1922

Twin Six ordered by Manchurian War Lord, Marshal Chang Tso-Lin, was armored and equipped with spotlight and machine gun. Specially built for toughness, this Third Series Model cost \$35,000.

put was 84 hp. Two wheelbases of 136 and 143 inches were available, and four-wheel brakes were included as standard equipment for the second time on any American production car. Other novel Packard features for that year included a built-in stoplight signal, automatic windshield wipers, ball bearing steering knuckles and optional bumpers front and rear.

These refinements appeared also on yet another new model introduced December 1923, and known as the Packard Six-226, with the same size engine as the Single Six-126 model. At this time, some 40,000 Packard owners were proving the need for a flat rate system related to parts and repairs, and thus was created the Packard Standardized Service Operations and Charges set-up, effective on a nationwide basis.

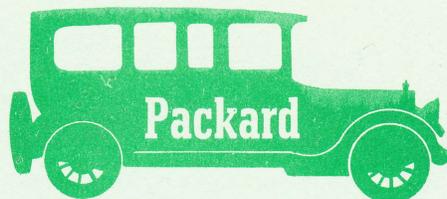
Following World War I, Packard made a number of aircraft engines for both the Army and Navy and also built the engines of the Shenandoah, first of the Navy airships, a craft later lost through structural failure. A Packard "1500" engine built in 1923 was used on Army and Navy pursuit planes, and a Boeing-66 powered by this unit then claimed the distinction of being the fastest standard fighting plane.

In 1924, one of the Navy PN-9 planes equipped with two Packard 600 hp engines established seven world's records and 20 American records for flying boats carrying heavy loads. That year, Packard also built the first engine designed only for Army tanks.

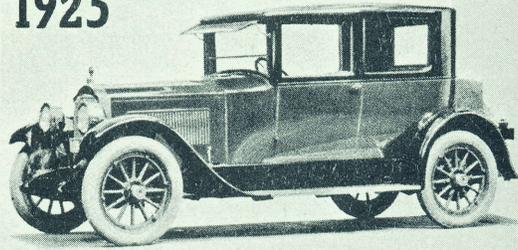
Detail improvements were made in 1924 and 1925 to both the Single Six and Single Eight, the former being known as the Six-326 and the latter as the Eight-236. Both cars were offered with built-in chassis lubrication and an oil rectifier; both had stronger, slightly heavier frames. Too, details came in for attention in the nine styles of body work available on each chassis, and complete equipment was made standard as a merchandizing innovation for 1924. This included bumpers and various accessories previously listed as "extras."

In line with intensified sales promotion, prices of the closed models were cut to equal those of the open cars. For instance, the phaeton, coupé and sedan on the Six-326 all cost \$2,585—a smart move aimed partly at determining true public preference between open and closed cars. At the same time, the Packard Phaeton became the first American car to offer a swanky English Burbank top built for creaseless, easy folding.

As a result, Single Six sales for 1925 were double those of the former year, while total sales of 32,125 units were highest. •

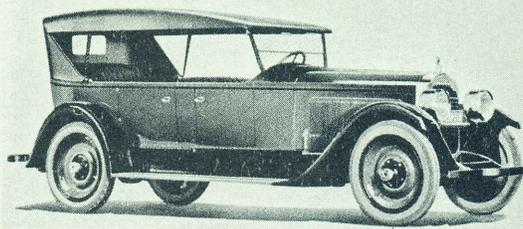


1923



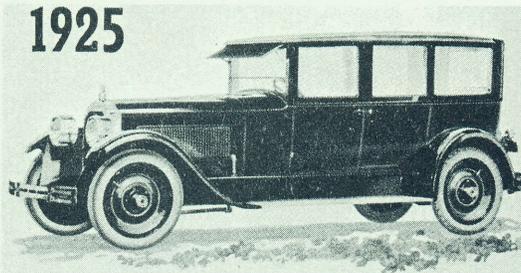
Improved Single Six-126 with longer wheelbase and 61-hp output was introduced in May of this year. A 5-passenger touring sedan, it weighed 3,360 pounds and sold at \$2,750. Total sales for 3 years: 18,192.

1923-1924



New Single Eight-136, announced in June, boasted first production 4-wheel brakes and had L-head straight-8 engine with 9-bearing crankshaft. Output was 84 hp. With disc-wheels, the car sold at \$3,750.

1925



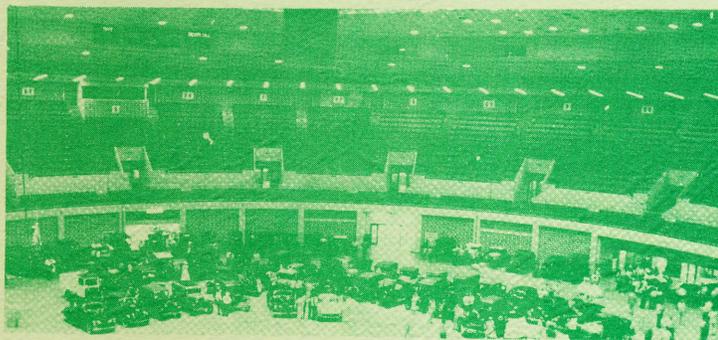
This elegant Single Eight-143 had longest wheelbase yet and featured bumpers and stoplight as standard equipment. Seating 7, it tipped the scales at some 4,560 pounds, was popular for price: \$5,000.

OLD SOUTH ANTIQUÉ AUTO & COSTUME SHOW



ALL AIR-CONDITIONED
FORGET THE WEATHER
WE MAKE OUR OWN

MOBILE MUNICIPAL AUDITORIUM
AUGUST 4 & 5, 1967



FREE BABY SITTERS AND
LOUNGE AREA AT
AUDITORIUM FOR OWNERS
OF REGISTERED CARS

PROGRAM

FRIDAY, AUGUST 4, 1967

1:00 p.m. to 6:00 p.m.
7:30 p.m.

Registration, Admiral Semmes Hotel
Old South Antique Auto Show Banquet
Admiral Semmes Hotel

SATURDAY, AUGUST 5, 1967

8:00 a.m. -
8:00 a.m. - 8:00 p.m.
8:00 a.m. - 4:00 p.m.
10:00 a.m. - 11:30 a.m.

Registration - Municipal Auditorium
Flea Market (auto parts swap & sell) - Auditorium
Judging of Cars
Police Escorted Antique Auto Parade thru Mobile
and Suburbs - about 16 miles

12:00 noon - 1:00 p.m.
1:00 p.m. - 1:30 p.m.
1:30 p.m. - 2:00 p.m.
2:00 p.m. - 2:30 p.m.
2:30 p.m. - 3:30 p.m.
3:30 p.m. - 4:30 p.m.
4:30 p.m. - 5:00 p.m.
5:00 p.m. - 6:30 p.m.
6:30 p.m. - 8:00 p.m.
8:00 p.m. -
9:00 p.m. -

Lunch
Official Opening Ceremonies
Cranking Contest
Car Polo
Free Rides for Children
Slow Quarter Mile Race
Car Balancing Contest
Dinner "Dutch" Treat
Period Costume Show (with trophies)
Awarding of Trophies
Drawing for Grand Door Prize



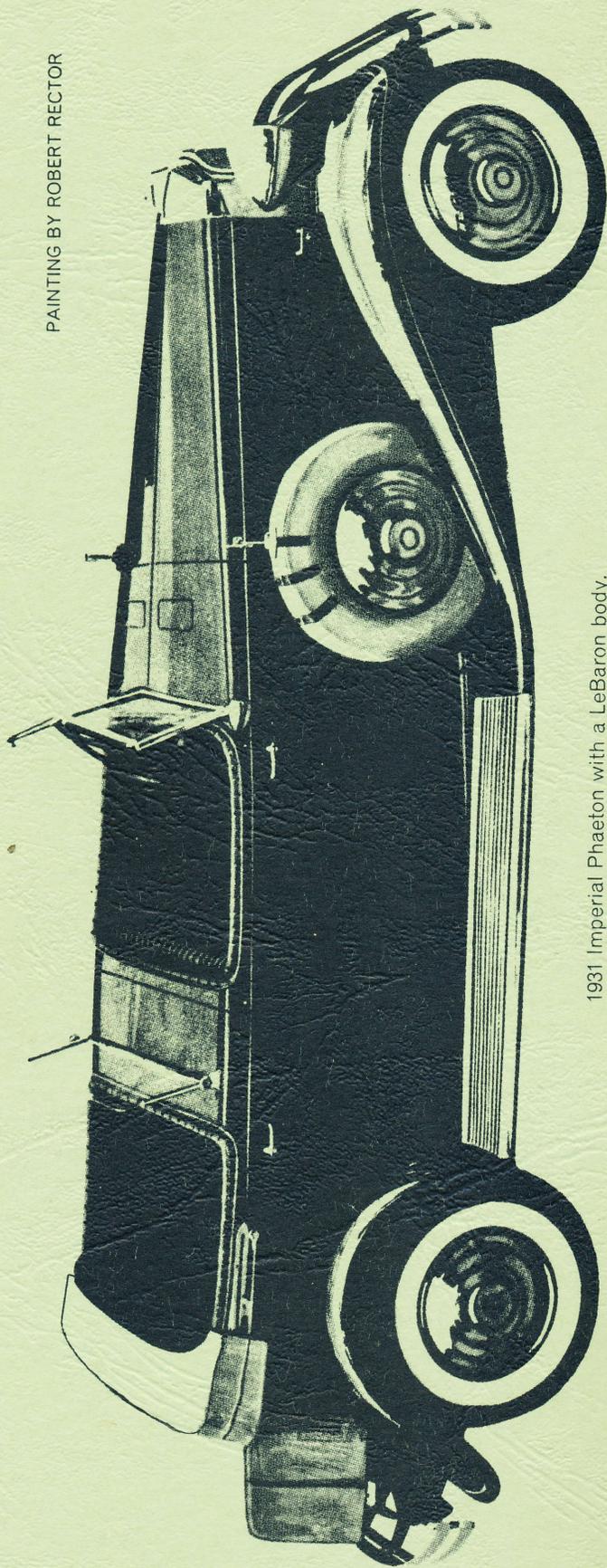
ENTERTAINMENT THROUGHOUT THE DAY BY PERIOD MUSICAL GROUPS



GRAND DOOR PRIZE - 21" COLOR TELEVISION

ALL VEHICLES WILL BE AT LEAST 25 YEARS OLD

PAINTING BY ROBERT RECTOR



1931 Imperial Phaeton with a LeBaron body.