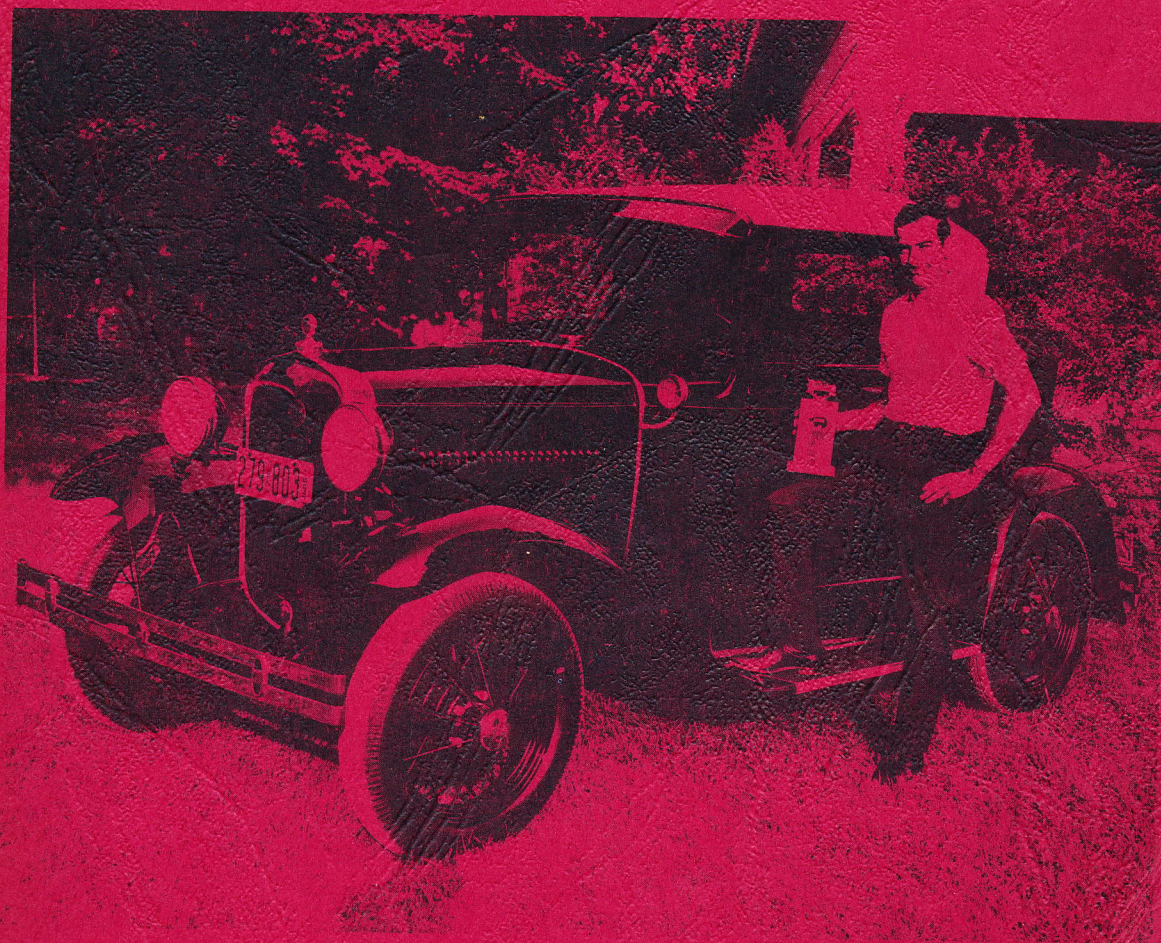


AUTO

ANTIQUARIAN

NEWS

Mark



NORTH ALABAMA REGION
A.A.C.A.

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

NOTICE!!

NOTICE!!

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CHANGE IN PUBLICATION DATES

This is the last monthly issue of the AA News this year; now that fall and winter months are approaching, we will adopt the practice followed in many regions and offer bi-monthly publications. The September-October issue will be followed by a November-December issue.

EXECUTIVE BOARD MEETING

The Executive Board held their fourth meeting this year on 20 July at Regional Director Bill Ashby's home. Board members present included: Bill Ashby, Ken Barry, Dennis McCann, and Bill Spriggs. David Johnson, co-chairman of the Hospitality Meet, also attended. The meeting was devoted to developing plans for the Hospitality Meet.

ACKNOWLEDGMENTS - Thanks.... to Don Pryor for his report on the Totcky Mail Truck restoration project.... to Jim Beal for his contribution on Headlights.... to Bill Hayle for the prints of the Chevrolet Greats of Yesteryear.... and Louise Azary's comments on the National MARC Meet.

REMEMBER — The CENTRAL DIVISION NATIONAL FALL MEET will be held in Baton Rouge, Louisiana, 25 - 27 August 1967.

THE COVER car is a 1930 Model "A" sport coupe owned by Leonard Brown, the beaming 'antiquer' holding a National First trophy. The car was purchased new by one of Leonard's great-uncles. Fifteen years were spent trying to buy the car; success came in 1962. The next four years were spent in collecting parts. Restoration was started in December 1965, and finished May 1967. The car is solid black with apple green striping, brown check interior and white top. The upholstery was done by Tiny Grant of Winchester, Tennessee, and woodwork by club member Ernie Cross; all other restoration by Leonard. The National First was won in May at Gatlinburg; another first at the Open Invitational Meet in June at Stone Mountain, Georgia; and, Best Model "A" at the Greatest Antique Show, held in July at Maryville, Tennessee. Leonard specializes in paint and body work on antique cars — in addition to his regular job as a Rock Driller in a quarry.

MEETING NEWS

Our regular monthly meeting was called to order at 7:30 p. m. by Bill Hayle, Assistant Director, on 27 July at Dr. Becraft's office on West Clinton Street. The visitors were recognized and welcomed; they included: Rev. W. F. Stayton, Messrs, E. D. Friday, and Don Yoho; all of Huntsville, and Mr. Lee Baker and son, Butch, of Athens, Alabama. Mr. Baker is the owner of a 1947 Lincoln Continental that originally belonged to Edsel Ford.

The financial report was made by Ken Barry, Treasurer, and was followed by a report by David Johnson on the coming Hospitality Meet to be held here in Huntsville on 26 August. David reported that party plans for Friday night were well under way by Bud Congdon. Any wives who would help Barbara Congdon prepare for the patio party would be appreciated. Dave reported that he would handle the selection of plaques and trophies that are to be awarded. Tour packs will also be awarded to all participants. A committee meeting, to be held at Bill Caldwell's home at 7 p. m., was set for 3 August to finalize plans for the Meet.

Members agreed not to hold a monthly meeting in August since the Hospitality Meet will be in the fourth week of the month. The fourth Saturday in September —the 23rd — we will hold a picnic. While deciding on the place, Ken Kirby suggested a Tour, with the picnic to be held in the Bankhead Forest as the highlight of the Tour. This was unanimously agreed upon. The Tour will form in Huntsville as a caravan and proceed to Decatur to join the Tennessee Valley members. All cars will then go to the picnic grounds at the Bankhead Forest near Moulton, Alabama. It was urged that all of our good Tennessee members should be in Huntsville in time to leave with the caravan. Bill Caldwell, Ken Kirby, and Tom Holly were appointed as the tour committee to formulate routes, final plans, contacting of members by phone, etc.

Motion was made, seconded, and unanimously supported to extend a special welcome to all members voted in this year. ALL MEMBERS are urged to shake hands and say hello to:

Mike Elling
Jerry Thach
Kelly Hill
Jim Latham
Dr. John Vietas
Carlton Berg
Ernest Matthews
Bill Kinzalow
Robert Ewing

Dr. Ben Marshall
Ralph Burnett
Murphy McCormick
Bruce Foley
Lee Baker
Don Yoho
E. D. Friday
Rev. D. D. Wilkinson
Spencer E. Williams

David L. Hood

GAS AND OIL

August is another busy, busy month. With members participating in the Chickamauga Region Meet in Chattanooga, Tennessee; the National MARC in Petit Jean, Arkansas; our Regional Hospitality Meet in Huntsville; and the Central Divisional Meet in Baton Rouge, Louisiana; planning trips, readying cars, and making the Meets themselves, it is keeping practically everyone very busy.

Plans for our Hospitality Meet on 26 August are taking final shape. Although many members from this region will be participating in the National Meet in Baton Rouge, our Meet in Huntsville still promises to be a real nice affair. We are sure that members attending these Meets will swap stories and yarns afterwards.

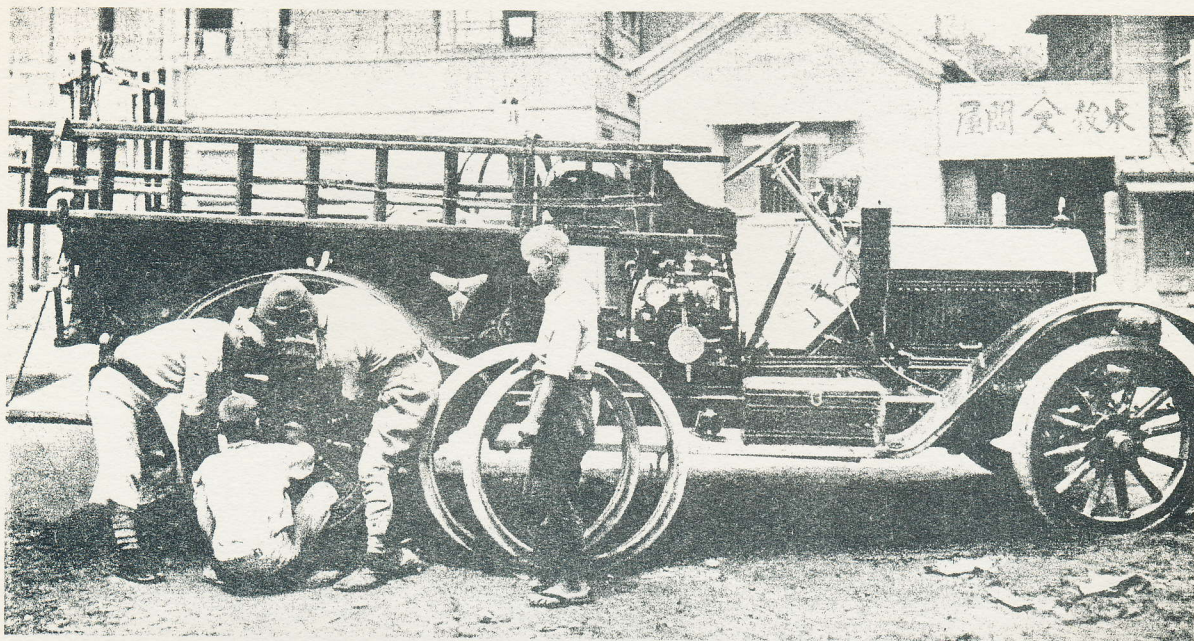
It is regretted that the anniversary of our Annual Regional Meet falls on the day of the National Meet. Discussion among members seems to indicate that future conflicts of this sort will be avoided.

We have received several nice letters in the mail recently. One is from Chris Ellingsen whose current address is: 340 North College Street, Auburn, Alabama 36830. Chris has found a source of parts and is interested in communicating with other members; he has also found a very odd set of headlamps with rims and lens and an odd radiator cap. Chris, the free-hand sketch of these parts will be circulated among members to see if they can identify them or if they may be needed. We have also received a very nice letter from Jeff Podmers whose address is: Box 65361, Los Angeles, California 90005. Jeff states that he is pursuing the delightfully tedious process of restoring the type 35 Bugatti that he purchased in Montgomery a couple of years ago. Jeff has volunteered to track down parts, or cars, in his area for any members. Thank you Chris and Jeff.

We are now exchanging publications with the Antique Car Times; this is the fine magazine published by Bob McRaney for the Mid-America Old Time Automobile Association. MOTAA now has members in some 16 or 18 states. Other fine publications that are reciprocating include: the Old South Antique Auto Club of Mobile, Alabama and the Evergreen Gas-ette, HCCA, in Seattle, Washington.

Meeting News - continued

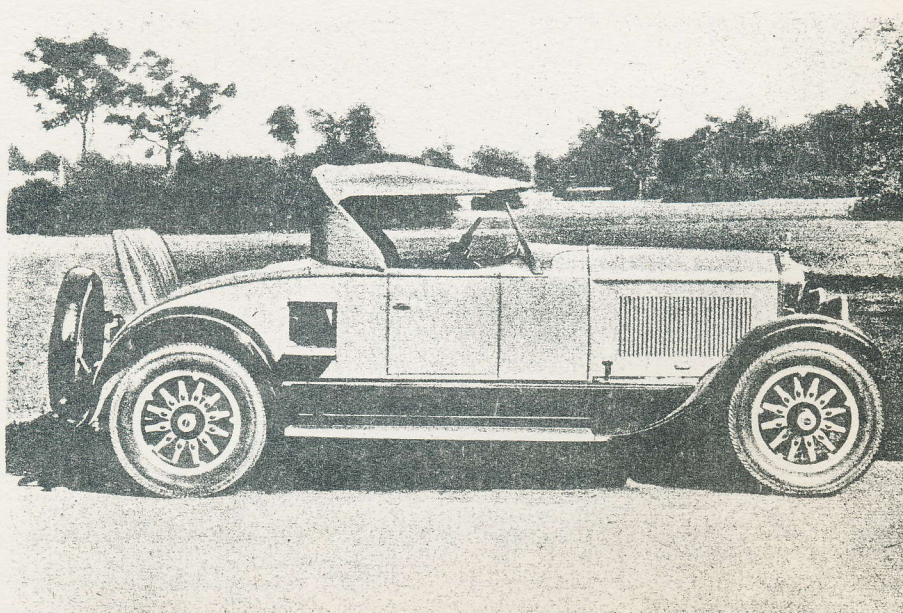
Ernie Azary's color movies of the Stone Mountain Meet, held in Stone Mountain, Georgia, in mid-June, were wonderful. These were followed by two excellent collections of color slides shown by Ken Barry and Dennis McCann. It was a fine meeting, enjoyed by all.

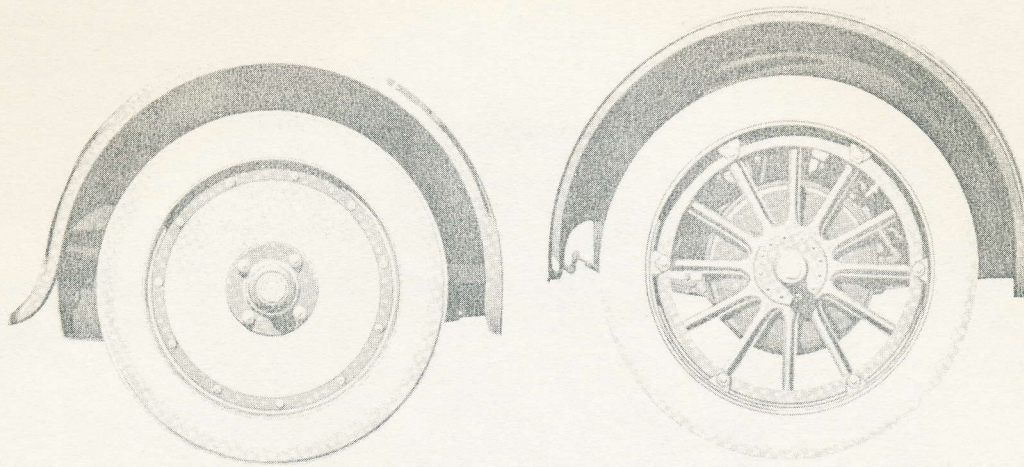


Above photo was taken in Tokyo, Japan, in the year 1915. Adapted from a Federal truck chassis, this fire engine saw considerable service and also gave the kids fun: here, they change 38 x 4 solid tires.

Diana

MANUFACTURED by the Moon Motor Car Co., St. Louis, Missouri, this Diana DeLuxe Roadster cut quite a dash in 1925. The engine was a straight-eight and put out 73 hp at 2,950 rpm; making 16 miles to the gallon, it accelerated from 5 to 25 mph in a matter of 6.5 seconds. Wheelbase was 125½ inches. Total weight was 2,970 pounds; price came to \$1,895. A British Lanchester crankshaft was used. First 5,000 units sold in six months. •



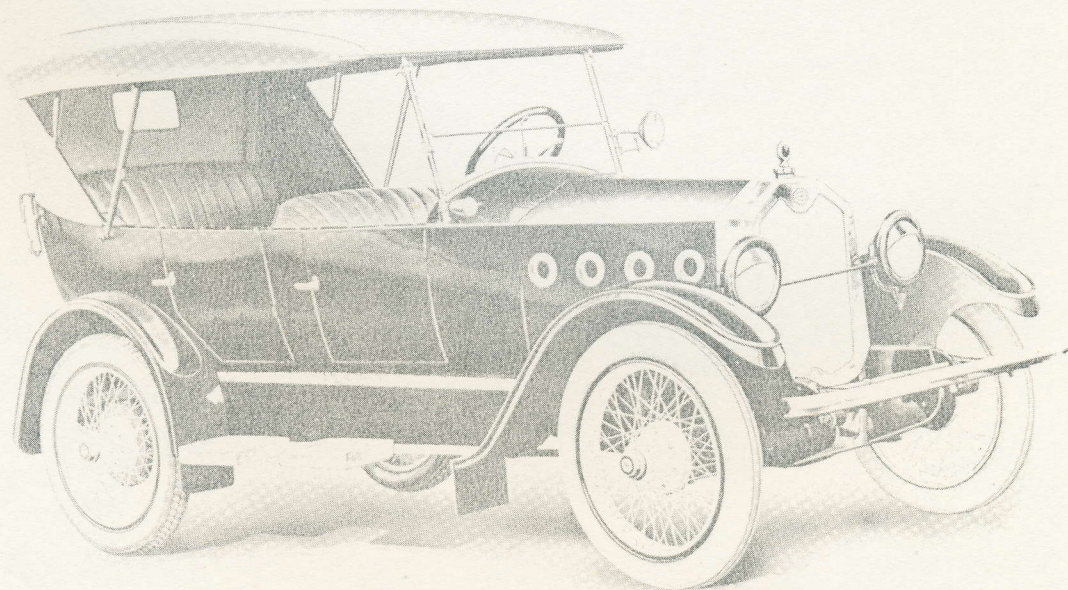


Disteel

THE old and the new: in 1917 the steel disc-wheel was thought to be the most advanced and sporty wheel then in existence. Compare it, above, with the typical artillery wood wheel with demountable rim, used on all cars from the dawn of the industry to the middle of the century's second decade. Wood wheels had a tendency to crack on impact. Steel wheels were stronger and cheaper. The Detroit Pressed Steel Co. was manufacturer of Disteel wheels. •

Dixie Flyer

WHO said portholes were new? The Model HS-70 Dixie Flyer shown here had them in 1922—45 years ago! Even then they didn't look too good. This sport touring car was a product of the Kentucky Wagon Manufacturing Co., located in Louisville. It featured a four-cylinder L-head engine by Herschell-Spillman, producing 40 hp, on a 112-inch wheelbase. Early (1916) Dixies used a Lycoming engine. Price of this model: \$1,395. Company quit in 1924. •



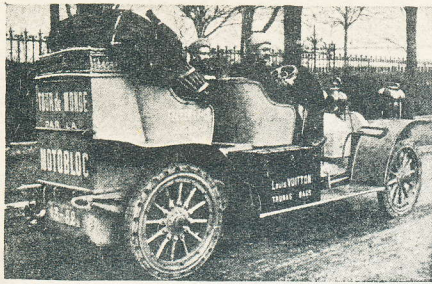
CHICKAMAUGA REGIONAL MEET

The Chickamauga Region Meet, held in Chattanooga, Tennessee, on August 4 - 6, 1967, was enjoyed by many of the North Alabama Region members. The Meet got off to a good start on Friday night with the Trade Winds Motel as headquarters. Saturday and Sunday were two of the most beautiful days this year (it did not rain). The cars were displayed at the East Gate Shopping Center all day Saturday and, after the judging was finished, many persons enjoyed rides and high jinks of the old charmers. We enjoyed seeing and visiting with many acquaintances. These included: MR. DONALD M. ANDERSON, CHAIRMAN, NATIONAL ACTIVITIES FOR THE CENTRAL DIVISION AACA; CHICKAMAUGA REGIONAL DIRECTOR TOM WILLIAMS; JIM HIXSON, W. BENNETT, J. MESSER, HAROLD AND LIL COKER, "PAP" AND "MAMA" COKER, RALPH DYBING, JIM STONE; MEET CHAIRMAN AND CHIEF JUDGE J. C. LAMB; AND GARY RUSSELL (GENIAL BANQUET EMCEE AND KEYSTONE COP); we also enjoyed seeing JERRY HODGE, DIRECTOR OF THE EAST TENNESSEE REGION; BILL DAWN, RAY AND MILDRED CAMPBELL; all of the East Tennessee Region. SOUTHEAST REGIONAL DIRECTOR JULIAN EADY AND HIS WIFE ANN (Editor of the Peachtree Parade), THE GRADY MINTORS, HERB WATTS, AND LARRY BAILEY; these good Georgia folks were there too. Shook hands with BOB RAGLAND in the Flea Market Saturday afternoon; Bob is Director of the Middle Tennessee Region.

The Central Baptist Church-recreational hall provided a wonderful setting for the Awards Banquet. After awards had been made, attendees were regaled with hilarious stories told by Harold Coker and Ray Campbell. The Gaslight Tour commenced at 9:30; this is always an enjoyable feature of a Chickamauga Meet. At 10:30 on Sunday morning, a tour formed at the East Gate Shopping Center and proceeded through downtown Chattanooga by police escort and through part of Georgia into the Chickamauga National Battlefield Park. Cars were parked and everyone was treated to a tour of the guns, battle scenes, and maps on display in the main park building. This was followed by a conducted tour that Director Tom Williams had arranged with park officials and covered the principal battle lines and areas of the Battle of Chickamauga. This concluded one of the best Meets of the year. The universal vote among members of this region was "we'll be back again." Participants from this region included:

Roy Nell and Jack Stuart
Pat and Bill Spriggs and children
Mable and Cecil Eddins and guest
Paul Smith
Dr. and Mrs. Ben Marshall

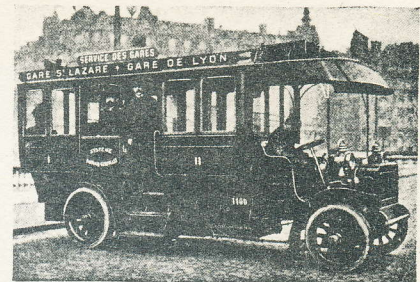
Bob Haraway and son
Ed and Barbara Gannaway
and children
Robert Ewing
Eugene George



ONE OF THE CARS IN THE RACE TO PARIS.



THE ROAD THROUGH KIRKSTONE PASS, WESTMORELAND, ENGLAND.



MOTOR-OMNIBUS TRANSFER IN USE IN PARIS.

MOTOR-TRIPS AND MOTOR-CARS

DIFFICULTIES AHEAD FOR THE RACE TO PARIS

Now that the several cars taking part in the New-York-to-Paris race are well on their way to San Francisco, an outline of the remainder of the journey, more in detail than any heretofore given in these pages, will doubtless be welcome. Owing to delays caused by bad roads, the cars are much behind their expected time. It was hoped that San Francisco would be reached in time for a steamer to land them at Seattle for sailing from that port for Valdez in Alaska on March 10 or March 16, with a further option of March 27. The latter date seems now the more probable one for the departure from Seattle. From Valdez, which lies at the mouth of the Copper River, far to the west of Sitka, the cars expect to resume the journey on their own wheels, going along the Government trail to Fairbanks, 376 miles in the interior, and traversing two mountain ranges. The route thence follows the Tanana River to Fort Gibbon, which is 150 miles farther on. Here will be met the Yukon, which they will follow almost to its mouth.

There is a well-beaten trail thus far which is traversed regularly by the United States mail and by about a thousand passengers a year besides the regular freight shipping made by sleds. A writer in the New York Times says further of the route:

"All along this way there are telegraph-stations—at least ten in the 1,200 miles between Valdez and Nome. There are road-houses every twelve or fifteen miles through the entire distance. Gasoline was not available in sufficient quantities, and had to be laid in all the way by dog-sleds. In fact, when the cars started from New York the trail of gasoline extended every foot of the way from New York to Paris with the exception of about 900 miles in Siberia. Gasoline was shipped from the United States and freighters were engaged to spread it along the trail. The cost of transporting gasoline was \$2.83 a gallon; the gasoline itself cost only 25 cents a gallon.

The descent of the Yukon will end at Kaltag, when the cars will begin to make their way across an eighty-mile stretch to Unalakluk on Norton's Bay, whence they will follow the shore to Nome. As to the crossing of Bering Strait, the same writer says:

"Three ways have been considered.

One is to chop through the rough field of ice and with sleds and skin boats take the dismantled cars across the twenty-eight-mile gap between Cape East and Cape Prince of Wales. This entails a tremendous amount of work, and means at least a week's time in crossing, with the danger always of the ice breaking up and carrying car and men away. It is only possible at an early date, before the thaw begins.

"The conditions at the Strait are: A twenty-eight-mile expanse broken by two islands in the center. Big Diomedé is four miles wide, Little Diomedé one mile wide, leaving twenty-three miles of water to cross. Five miles on either side the shore ice is absolutely safe and fairly smooth, but in the intervening thirteen miles there is open water or else moving ice-fields, drifting with the currents. The sleds and boats, however, cross and carry 2,000-pound loads, including the weight of the crews and dogs. The machines would have to be completely dismantled to admit of this crossing.

"The second method is to run out over the shore ice to the first steamer that reaches Nome. This stands five miles from shore, and unloads its freight on the ice, carting it by four-horse teams to the city of Nome. It is possible to load an automobile on the steamer and unload it on the ice on the other side. This means a long delay at Nome, however, as well as the jeopardizing of the chances of crossing Siberia.

"The third method is to wait for a steamer to reach Nome and to carry the cars to the other side after a longer delay. This is not considered seriously. The autoists confidently expect to use the first plan. They have promises of all the assistance that Nome can afford."

In Siberia will be encountered difficulties quite as great as these, if not greater. Says the same writer:

"There is no way by which gasoline can be taken as far as East Cape in Siberia. It must be taken across Bering Strait with the car or ahead of it, and forwarded to points to be reached by the cars along the shore of the Arctic Ocean. Nine hundred miles of difficult travel must be encountered by this means before the cars reach the first gasoline station in Siberia.

"At that station gasoline has been placed at great cost and by almost superhuman effort. It was shipped by the Nobel Oil Company, which at Irkutsk has a station from which it has supplied the entire route, by sending teams to Yakutsk on the Lena River, and from there shipping by dogs to the mouth of the river at Boulong, dropping part of the load at Schigansk, midway.

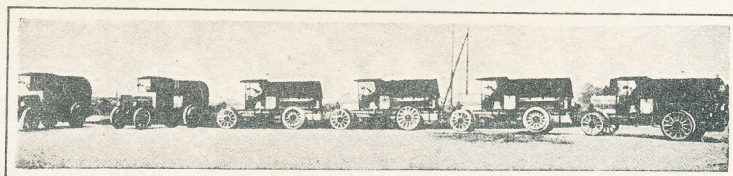
"From Boulong dogs took the oil and gasoline to Oustiana on the Arctic Ocean, and by reindeer teams it was shipped from there to Nijni Kolimsk on the Kolimsk River. This is the farthest station eastward in Siberia, and the first that will be reached after leaving Nome. It is 900 miles distant westward from East Cape."

It will be seen therefore that, having crossed Bering Strait, the cars must proceed along the northern shore of Eastern Siberia until they reach the mouth of the Lena River, whence they will go up the Lena valley to the head waters of the river, finally reaching Irkutsk. When the latter point is reached they will seem to be near home, for from Irkutsk went Prince Borghese in his Italian car: but Irkutsk is nearly 7,000 miles from Paris. On the journey from Nome, however, the racers will be out of communication with other points until they arrive at Yakutsk on the Lena River, which is the first telegraph-station. They will not be heard of from the time when they leave East Cape until they have traversed 3,000 miles of rarely traversed country.

In conclusion this writer says:

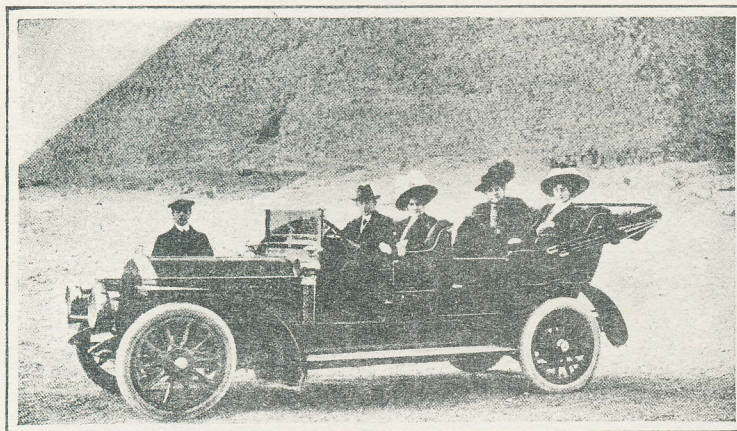
"It is useless to minimize the hardships that will be encountered or the difficulty of the whole task. It looks impossible to any one who has not studied out all the obstacles and how to meet them, or to one who does not know the determined character of the men engaged.

"These men have built machines that cost \$3,000 or more and have come across the Atlantic at considerable expense. They have paid \$500 apiece to spread gasoline in Alaska alone, and \$1,000 more for its transportation in Siberia. It is costing them all told upward of \$20,000 apiece to



A TRAIN OF MOTOR-WAGONS FOR THE GERMAN ARMY.

[March 14,



MOTOR PARTY AT THE BASE OF THE GREAT PYRAMID OF GHIZA.

make the trip, and more than a third of that has already been paid."

TAKING CARS TO EUROPE

In order to relieve steamship passengers of many annoying details in the shipment of their cars on the same steamer they take themselves, some of the Atlantic lines have made special arrangements to facilitate the work of transportation. None of the lines will carry cars unless they are crated. Hence the first step was to arrange for having the crating done on the piers. One of the German lines has issued a booklet describing in detail the facilities it affords:

"Carpenters especially skilled in this class of work build the boxes for the automobile on the pier terminal, and tourists are thereby enabled to run their cars directly to the piers under their own motive power, avoiding the jolting that a car receives while being carted across New York, besides saving the cost of drayage, which varies from \$15 to \$20.

"Another convenience offered by this arrangement, is that the passenger may use his automobile up to the day prior to sailing, as the car can be delivered in the morning to the carpenters and then be immediately boxed and placed on the ship. The crates are built in such a manner that they may be taken apart on arrival abroad and used again for the return shipment of the automobile, saving thereby the cost of a new box that would be otherwise required. This arrangement applies primarily to those passengers whose cars are returned from the same port at which they were landed. When the automobile is returned from a different port, it may prove more economical to build a new crate, rather than to ship the lumber of the old box from the port at which it is landed to the port whence the automobile is to be returned."

Figures of the cost of such service are not given in the circular, but the items against which charges are made are named as follows: Boxing at piers; custom-house service in New York; for lifting automobile into the steamer; ocean freight; for lifting automobile out of the steamer; unboxing of car; custom-house formalities at port of debarkation; storage of lumber (empty case); insurance of lumber (empty case); reshipping of lumber to another port, if necessary; refund of duties paid; reboxing of car; freight to New York; U. S. customs entry at New York.

It is explained further in the circular that for Cherbourg and Plymouth cars are carried in the upper compartments of the steamer, and on arrival in port are discharged into a tender at the same time that the passenger goes aboard another tender, so that "the passenger is able to obtain his car within two to four hours after the arrival of the steamer at the port."

MOTOR TRANSFERS IN LARGE CITIES

A letter from Paris to *The Automobile* (February 20) sets forth in detail what has been done in Paris to supply motor transfers between railway stations. The Orleans line has just put into service at its station overlooking the Seine a series of cabs and buses with special provision for carrying luggage. The correspondent says of them:

"Economic considerations demand that the taxicab should be a light, low-powered vehicle without the capacity for overloading, which is one of the redeeming features of the horse-cab. Consequently for railroad work a special type of vehicle has to be designed, with provision for at least four passengers, and some place in which heavy trunks can be carried in safety. The Orleans Company has met the situation by twenty-horse-power four-cylinder cabs with closed bodies, the top of which is fitted with a metal gallery and built sufficiently strong to carry a heavy load.

For larger parties small family buses, capable of carrying eight to ten passengers and the usual baggage attending such a group, are kept in constant attendance at the station.

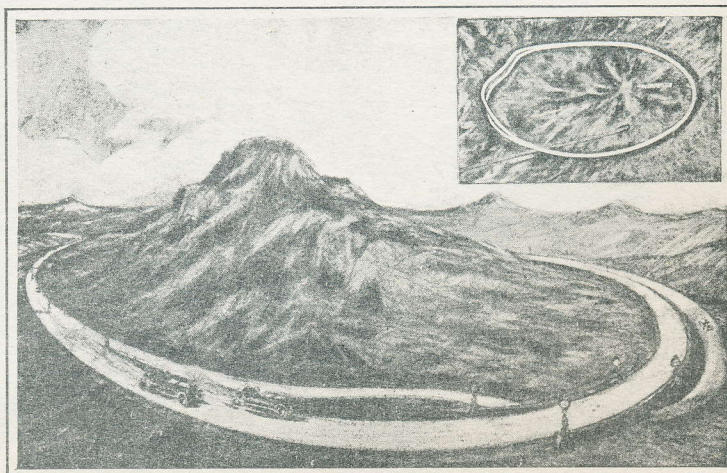
"Between the St. Lazare station and the Lyons depot, separated by four or five miles of crowded city thoroughfares, steam-omnibuses now form a direct connecting link, uniting the two most important points of the city in a much more satisfactory manner than was ever done by the horse-drawn buses or the leisurely horse-cab. In this case no special provision is made for passengers' baggage, the bus service being designed as a connection for the use of passengers between the two railroad depots. It is a connecting link, however, which will be much appreciated by those who have jogged over the paving-stones in the old manner."

The correspondent predicts that "the adoption of the steamer-car for railroad work will prove to be the advent of steam-automobile traction for the entire city of Paris." He adds that the lease of the present city omnibus company is on the point of expiration and it is not yet known who will obtain the next monopoly, but "it is absolutely certain that when the change is made the main provision will be that every horse-drawn bus shall be taken off the streets of the city with the least possible delay."

A RACING-TRACK FOR FRANCE

So much has been accomplished in England by the famous Brooklands Track that French automobilists are planning to construct for that country in a picturesque region a road which may serve similar racing purposes. The plan is to construct "a more or less circular concentric track around that volcanic old mountain the Puy de Dôme." A survey of the mountain, entirely encircling it, was made a month ago, and a map has been drawn showing the relation of the proposed road to the mountain, which is of the sugar-loaf form, much scarred by storms and ice. A writer in *The Autocar* (February 22) says:

"The traced line touched no road or cultivated land. The entire course would measure twenty-four miles in two concentric buckled tracks of twelve miles each, the outer path crossing to the inner position at one point by means of a bridge.



PROPOSED FRENCH RACING-COURSE AROUND THE PUY DE DÔME.

The course would be some twenty-six yards wide. The track would be electrically lighted. The whole work is estimated to cost 2,000,000 francs = £80,000. The current for lighting can be economically derived from a small adjacent river. It is suggested that the whole of the money could be raised in the locality. The idea of a permanent circuit is undoubtedly gaining ground in France."

The Puy de Dôme is a famous mountain in Auvergne. It gives the name to a department of which it is almost the center, and lies about 160 miles south of Paris. Its height above the sea is 4,800 feet. It is the chief of a group of volcanic peaks in that region, its summit, bare of trees, having an observatory that was built in 1876 and some ancient ruins.

THE POPULAR TAXICAB

That the motor-cab with taximeter has come to America to stay seems to have been fully demonstrated during the past winter. In New York its use has constantly increased, the reasons being not only the lower charges and (what has perhaps been a greater attraction) the definiteness as to what the charge will be, but the expedition with which a trip is made and the facility with which the cabs surmount ice and snow. Even at the opera one could have noticed an increase in the number of those using them as the season advanced. The result has been throughout the winter a lack of motor-cabs in sufficient numbers to meet the demand. Before the winter was well advanced, news that a further supply of several hundred were on the way from France was received with general pleasure. Two companies had been operating motor-cabs when the third supply was announced as about to start a service.

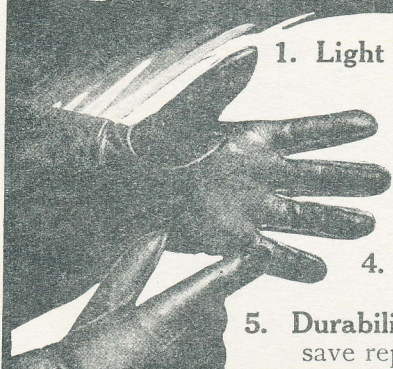
Even this addition promises now to be insufficient for the demand. At no time has it been possible for a patron to be able to engage a taxicab in advance of the hour when wanted unless he were willing to pay a time-charge for the period between making the engagement and actually using the cab. Says a writer on this subject in a recent number of the *New York Evening Post*:

"With two companies already operating motor-cabs, and another company promising service, New-Yorkers are not going to suffer for cab-service no matter how slippery the streets get or how much snow piles up on them. The motor-cab has demonstrated that it is superior to both. The cabs, which have now been in use for several months, have proved a success, and the operating companies are waiting for more vehicles to be shipped from the French factories. The taximeter attached to these vehicles, which makes them cheaper to use than the now old-fashioned horse-drawn hansom, has proved an added feature of attractiveness. The first lot of cabs, which are the make of which some one thousand are in use in London, is awaited with a good deal of interest by students of the motor-cab situation here, since it will nearly double the present facilities."

MOTORING IN THE SNOW

The efficiency of the motor-car in snow has resulted during the winter in a far greater use of it by private owners than ever before in winter. Owners appear

5 FRANKLIN FACTS



1. **Light Weight**—No power wasted carrying useless bulk.
2. **Air Cooling**—No freezing, no overheating.
3. **Easy Riding**—Wood frame and full elliptic springs absorb shocks.
4. **Economy**—Tire expense cut down; less fuel used.
5. **Durability**—Laboratory-tested materials save repair expense.

Experience tells the story

Tire-saving

I have covered over 15,000 miles in my Franklin without a hitch. Have bought only one new tire and had three re-covered.—HENRY H. SIMONIN, 1217 W. LEHIGH AVENUE, PHILADELPHIA, PA.

Climbing

I have owned several cars previous to the Franklin. Its actual performance during an entire season has been a revelation to me. At hill-climbing the Franklin is the greatest I have ever driven.—HERMAN A. ARUS, NEW YORK CITY.

The Best of 9

I have had 9 different makes of cars. Have had better service from my Franklin than from any other; with less trouble and annoyance. I have found it the most reliable and least expensive to run.—GEORGE T. CUSHMAN, M.D., 46 DUDLEY ST., BOSTON, MASS.

Cooling

Two Franklins remained throughout the three hours of the procession (about one mile per hour). No heat at all. Six water-cooled cars boiled their water away in less than 30 minutes.—D. R. GARDNER, MEXICO CITY.

An Unprejudiced Verdict

I have driven or watched the operation of nearly all the well-known cars on the market, and your 20 H.P. (1907 D) will out-run, out-carry and out-travel any 40 H.P. water-cooled car I have seen, and I own an excellent water-cooled car too.—MACGREGOR DOUGLAS, OKLAHOMA CITY, OKLA.

8 Tough Miles

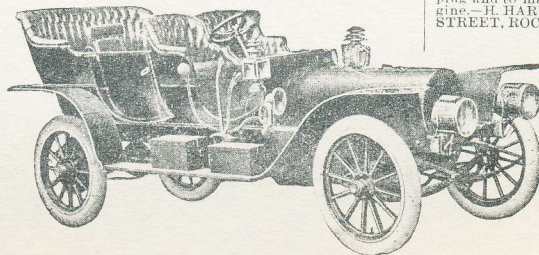
The engine will not get hot. About two weeks ago I ran the car eight miles through six inches of mud on the low gear and the engine never fired once when I shut off the switch. I have had six, but none of them ever did the work of the Franklin.—F. VAN BLAROOM, WESTMORELAND PLACE, ST. LOUIS, MO.

10,500 Miles, No Repairs

The Model D we now have has run over 10,500 miles with absolutely no repairs except three new tires. Even the valves have never been ground, and the machine is to-day running as smoothly and as well as when started.—S. C. LOWE CO., NEW BEDFORD, MASS.

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My FRANKLIN is a wonder. No one could have made me believe it was possible to cover 1800 miles without opening a tool-box but once, and then only to separate the points on a spark plug and to make a slight adjustment to the engine.—H. HARWOOD GARFIELD, EXCHANGE STREET, ROCHESTER, N. Y.



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42 h. p. Touring-car or Runabout	4000
Four-cylinder Landulet	4000
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Fast, smooth; don't corrode, can't splutter, "Cannon Ball" Aluminoid—that is the modern speed pen, and you get free samples by taking

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to tear out this adv. and send it to us with your stationer's name and address. You will be glad of those samples.

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343 Broadway, New York City

CANNON BALL

I TRAVEL all over the United States. Our eleven branch houses from Boston to San Francisco demand it. I have found in this travel that there is a growing belief that

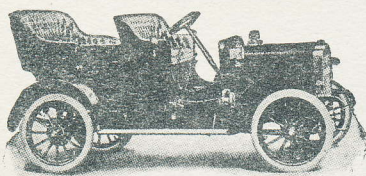
President Roosevelt

will succeed himself

(If Bryan shouldn't be elected)

What is really more important to me, I find that there is an established belief that the Maxwell car is pre-eminently The Car of the American people. This new model (same Maxwell mechanical principles all through),

The MAXWELL Model D



24 HP, 4-Cylinder, 5-Passenger Touring Car
\$1750

It's evidently just what the people want, who don't want the Maxwell two-cylinder 14 HP Runabout at \$825, or the Maxwell 20 HP Family Touring Car at \$1450. We believed it would be when we made it, because it is a rational car, fast enough, roomy enough, exceedingly comfortable, good on hills; in fact you can go anywhere, do anything, be as aristocratic with this car as you can with a higher-priced one, and have money enough left to take a touring trip in Europe with it.

Mr. Maxwell has, of course, adhered to those same mechanical principles which he originated in our other cars.

In writing for catalog, please use box number in addressing us, because then we can tell where you saw this ad. and if Magazine Advertising pays.

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SUCCESS AUTO-BUGGY MFG. CO., Inc., St. Louis, Mo.



Largest Parts and Supply House in America
Everything for the Automobile

Our 1908 Catalogue just out, 200 pages, 1000 illustrations, 5000 descriptive prices, yours for the asking.

Neustadt Automobile and Supply Co.
The Growing House
3933 OLIVE STREET, ST. LOUIS, MO.

seldom to have thought of laying up their cars any more than of laying up their horses. The sleigh has therefore become, at least in some of the large cities, an apparently obsolete conveyance. Even owners of cars without limousines have in great numbers used their cars and on the coldest days. Of the joys of motoring in an open car in the snow a writer in the New York Evening Post discourses rapturously:

"The joys of winter motoring—and they are not truly known inside a wind-defying closed car—must be experienced a few times to be appreciated. Students of hygiene will explain how the cold, fresh air pumped into the lungs makes the blood circulate, and any one who steps out of a car after a few hours on the road and goes into a heated house will be so warm with the blood tingling through his body that he will see one of the benefits of it. But to ride up hill and down dale with the traction chains on the rear wheels gripping the snow, and to feel the rush of air as you slide through it—that is sport.

"To enjoy a car in winter one must, perforce, look well to his costume. If a glass screen is used there is not the same need for warmer clothing, but even with this one needs clothing for use only in the car. The glass screen is very deservedly popular, even all the year round, for it does away with the necessity for goggles and saves many a chill in hot and cold weather alike. But to the motorist who likes the air in his face, and glories in the sting of the northeast wind, the closeness of the fitting of his coat is an essential factor. Both wrists must be protected against cold air, which would naturally blow up the sleeves, and the neck should be guarded equally well. With man, the trouser-leg is a vital spot also, and if there are no doors fitted between the dash and the front seats, a good plan to keep out the cold is to use either fur-lined boots, or foot-muffs, or the ordinary goloshes of the kind that fasten over the trousers. The trousers should be tucked into these regardless of appearance, for then the motorist will be in no danger from cold feet or legs."

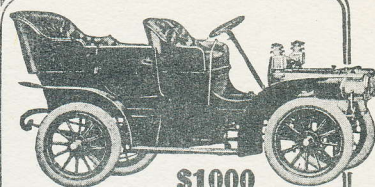
A marked influence from these conditions has been exerted in the fur trade, where prices have gone up in notable degree. Not only is this true in this country, but in Canada, England, and France. Says the writer already quoted:

"Retail dealers in furs will tell you that the sale of their wares has increased wonderfully during the past several years. One can scarcely look for the cause in a change for severer climatic conditions. It is the automobile which is very largely responsible, and not only the car itself, but the pronounced tendency on the part of motorists to use it more and more in the cold-weather months.

"Judging from the furriers' windows and advertisements, every possible corner of the earth has been searched and gleaned to make winter costumes for the motorist. Australia contributes the kangaroo and opossum skins now so fashionable, from Austria comes the waumbeck, a silvery-haired pelt, which looks much finer than it really is; and from Russia the pony skin, made up in its naturally vivid yellow tone, or dyed in various shades of brown, or else jet-black. Of the cheaper skins, beaver makes the most effective trimming, but when expense is not considered, seal and Persian lamb are preferred."

TO RELIEVE NERVOUSNESS,

Headache, Insomnia, Exhaustion and Restlessness, take *Horsford's Acid Phosphate*. An ideal nerve tonic in all forms of nerve disorders.



\$1000

MODEL T FOUR-PASSENGER TOURING CAR

The Single-Cylinder CADILLAC

The single-cylinder Cadillac is the car that proves its worth 365 days in the year. Through mud, sand or snow, on rough roads, up steep grades, or in *any* test calculated to show the mettle of a motor—here you will be amazed at the constancy, power and endurance of the popular single-cylinder

CADILLAC

This type demonstrates conclusively that there may be *real economy* in automobiling. It is the least expensive of all cars to maintain and operate, bringing all the pleasures of motoring within reach of the average family.

There are actual facts and figures on this up-keep question in our booklet

The Truth About the Automobile and What it Costs to Maintain One

Compiled from sworn statements of 158 owners. Sent on request for Booklet No. 23. The single-cylinder Models T and S are described in Catalog T 23. Cadillac Model H, four cylinders, 30 h. p., \$2,500, is described in Catalog H 23. Model G, four cylinders, 25 h. p., \$2,000, in Catalog G 23.

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ROBERT LEMON, Commissioner
430 Searritt Bldg., KANSAS CITY, MO

CURRENT POETRY

Love in the Valley.

BY GEORGE MEREDITH.

Every one knows Meredith's novels, says the writer on Meredith whom we quoted last week, Miss M. Sturge Henderson: "but only the few who go to seek literature wherever they can find it have much acquaintance with his poetry." Yet she continues in the *London Times*: "Poetry has, on the whole, proved so much the most lasting of the forms of creative human speech that it may well be that 'Love in the Valley' may be remembered at least as long as 'The Egoist'."

Mother of the dews, dark eye-lashed twilight,
Low-lidded twilight, o'er the valley's brim,
Rounding on thy breast sings the dew-lighted sky-lark,
Clear as tho the dewdrops had their voices in him.
Hidden where the rose-flush drinks the rayless planet,
Fountain full he pours the spraying fountain-showers.
Let me hear her laughter, I would have her ever
Cool as dew in twilight, the lark above the flowers.

All the girls are out with their baskets for the prim-rose;
Up lanes, woods through, they troop in joyful bands.
My sweet leads: she knows not why, but now she loiters,
Eyes the bent anemones, and hangs her hands.
Such a look will tell that the violets are peeping,
Coming the rose: and unaware a cry
Springs in her bosom for odors and for color,
Covert and the nightingale; she knows not why.
—Reprinted by *The Book News Monthly* (March).

Songs of the Night.

BY RICHARD WATSON GILDER.

MUSIC BENEATH THE STARS.

In Memory of A. St.-G.

Music beneath the stars—remembering him
Who music loved, and who on such a night
Had, through white paths celestial, winged his flight,
Hearing the chanting of the cherubim,—
Which even our ears seem now to apprehend,
Rising and falling in waves of splendid sound

THE DOCTOR'S GIFT

Food Worth its Weight in Gold

We usually expect the doctor to put us on some kind of diet and give us bitter medicines.

A Penn. doctor brought a patient something entirely different and the results are truly interesting.

"Two years," writes this patient, "I was a frequent victim of acute indigestion and biliousness, being allowed to eat very few things. One day our family doctor brought me a small package, saying he had found something for me to eat, at last."

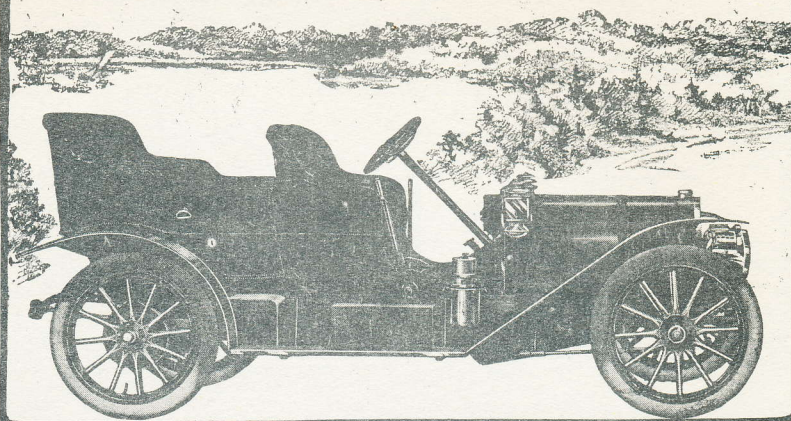
"He said it was a food called Grape-Nuts and, even as its golden color might suggest, it was worth its weight in gold. I was sick and tired trying one thing after another to no avail, but at last consented to try this new food."

"Well! it surpassed my doctor's fondest anticipation, and every day since then I have blessed the good doctor and the inventor of Grape-Nuts."

"I noticed improvement at once, and in a month's time my former spells of indigestion had disappeared. In two months I felt like a new man. My brain was much clearer and keener, my body took on the vitality of youth, and this condition has continued."

"There's a Reason." Name given by Postum Co., Battle Creek, Mich. Read "The Road to Wellville," in pkgs.

That Lake—Those Woods



are yours with a

Rambler

All the treasures of nature are at the service of the owner of a powerful, reliable touring car, but their enjoyment is largely dependent upon the service of the car. The thousands of Ramblers in constant daily use have established a world-wide reputation as

The Car of Steady Service

The leader of the 1908 line, Model 34, shown above as a touring car, is also furnished with slight alterations in chassis design as a three-passenger roadster. Price of either, with full equipment, \$2,250. These cars have every feature of structural design that has been found of practical value.

Many of these are new and found only in the Rambler.

Their study will interest you and you cannot afford to order a new car without an examination of this superb model.

Also a two-cylinder touring car at \$1,400.

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HARRY L. DIX, Inc.
Exclusive Diamond Merchants
Candler Building ATLANTA, GA.

HEADLIGHT RESTORATION

— by Jim Beal

If any single part of a vintage automobile receives the least attention during a restoration, and less maintenance thereafter, it is the lighting system. Most otherwise well-restored machines suffer from "dimlightus", which not only indicates negligence, but can be dangerous on today's highways. If you are confining your driving to daylight hours, you have less need for good lights, but you are missing out on much of the pleasure of Classic ownership.

The first electric headlamps were a great improvement over the contemporary acetylene lights from a maintenance standpoint, but actually gave less light. As the candlepower of the new lamps increased, manufacturers gradually adopted the new system.

Tilting reflectors, resistors and other methods of dimming eventually gave way to the dual-filament bulb, which was steadily improved until the adoption of the "Sealed-beam" in 1940, when manufacturers chose to gain some ease of maintenance, at the cost of lighting power.

Most classic enthusiasts are totally unaware that a properly restored vintage headlamp system, carrying accurately aimed and focused 50 candlepower bulbs operating on their designed voltage, will furnish as bright a light as anything available in the U. S. today. The retention of a sealed-beam conversion is inexcusable on most cars.

The reconstruction of an ancient lighting system represents seven different problems, each of which will be treated individually. Keep in mind, too, that the restoration of tail, stop, back-up, parking, fog and spot lamps is similar to the procedure outlined below.

1. BULBS: By 1942, 15 different multifilament headlamp bulbs had been recognized as standard by the Society of Automotive Engineers, as shown in the chart on the next page.

We need be concerned with only a few of these. Classics require lighting that is suitable for the high speeds of which the cars are capable and the only adequate bulbs are the 50/32 cp type, either bayonet base or prefocused, if used on a post-1934 automobile.

The SAE 2400, (GE-Mazda 3003), was used only on the Solar lamps worn by Packards in 1933-34. Conversion to a two-contact socket is probably the best answer, since the bulbs are no longer produced, but you can still get a few of them, at \$3 apiece, by writing to: General Electric, Small Lamp Division, Cleveland, Ohio.

Headlight Restoration - continued

The 2530 type, along with some of the less powerful types in both bayonet and prefocused form, is readily available through local sources. The 1188's, however, are more of a problem. In spite of comments in certain national publications to the contrary, this bulb is currently catalogued by all of the major manufacturers, and can be ordered by any local dealer, although he will probably insist on your taking a dozen bulbs.

Single filament bulbs, by the way, are readily obtainable for spotlights and such like, but if you have single-contact headlights, and a fast car, you should convert to dual-contact sockets. This conversion business is a solution to certain other problems, too, so will be discussed later.

CANDLELABRA BAYONET BASE - 2 CONTACT

<u>SAE No.</u>	<u>Designed Candle-power</u>	<u>Designed Highbeam Voltage</u>	<u>Lamp Life In Hours</u>	<u>Highbeam Amperage</u>	<u>Filament to Pins</u>
1000	32/32	6.2	125	4.19	Perpendicular
1110	21/21	6.5	125	2.72	Perpendicular
1116	32/21	6.2	125	4.19	Perpendicular
1188	50/32	5.5	100/125	7.09	Perpendicular

CANDLELABRA PREFOCUSED BASE - 2 CONTACT

2220	21/21	6.5	200	3.02	Perpendicular
2320(L)	32/21	6.2(6.1)	200(400)	4.52(5.00)	Perpendicular
2330(L)	32/32	6.2(6.1)	200(400)	4.52(5.00)	Perpendicular
2331	32/32	5.9	400	5.10	Parallel
2520(L)	50/21	6.1	400	7.60	Perpendicular
2530(L)	50/32	5.9(6.1)	200(400)	7.20(7.60)	Perpendicular
2531	50/32	5.6	200(400)	7.77	Parallel

THREE PRONG BASE - 3 CONTACT

2400	45/45 (Watts)	6.4	300/500	7.74	Three contact
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(L) - Indicates that a long-life bulb is also available.

2. REFLECTORS: Unless your car is a very rare exception, you will have to resilver your reflectors in order to take advantage of your other lamp restoration efforts. Even a slightly tarnished or dull reflector can cut your light output in half.

Headlight Restoration - continued

Resilvering can be done by most plating companies, and cost from \$4 to \$10 per pair, depending on their condition, their size, and on where you go.

If you think polishing might suffice, try some very mild table polish and cotton. The oldtimers always finished up with lampblack mixed with alcohol, and applied with cotton. Use short, radial strokes, outwards from the bulb, and not around it. Don't use very much pressure. The alcohol and cotton routine is fine for the monthly dusting-off.

3. VOLTAGE: Our next step is to buy, beg, or borrow a voltmeter, for if we do not have the voltage available at the lamp socket recommended for that particular bulb, we will be getting only a fraction of the bulb's light potential, or we will be shortening the bulb's life. As an example, if a 32 cp bulb, designed to operate on a voltage of 6.1, and with a rated life of 400 hours is used in a socket with a voltage of 6.80, the candlepower will be increased to 50, but the lamp life will be only 100 hours.

Too high a voltage is not a common problem with vintage automobiles, but means that the generator output voltage is too high. This can be caused by too high a charging rate setting, or a maladjusted regulator. High resistance at the ammeter, battery terminals, ground cable or in the battery itself can affect the output of a voltage-regulated generator.

Before looking into the problem of low voltage at the lamp socket, let's talk about regulators for a moment. If you are doing any amount of after-dark city driving, it is probably best to install a modern regulator on your old third-brush-with-cutout system, as otherwise the generator may fail to keep the battery charged. A third-brush system with a cutout varies the charging rate, roughly, with the engine rpm, up to a driving speed of 30 or 40 mph. Thus, low speed city driving gives you a charging rate of about 5 amps or so, while the 50 cp bulbs are drawing about 14 amps. Nothing dampens one's classic enthusiasm more than having to push-start a Packard Twelve on a cold winter morning.

Setting the third-brush charging rate to give us a low speed charge of 10 or 12 amps is fine, until we hit the freeway. Now a driving speed of 60 mph ups the charging rate to 20 or 25 amps, and suddenly our lights go dim, and, on opening the hood, we are greeted by the unfriendly odor of overheated insulation, and watch big blobs of molten lead drip out of the bottom of our generator.

Vintage third-brush generators should be set to a maximum charging rate, when warm, not to exceed factory recommendations. If in doubt, be safe, and use a 12 to 15 amp setting. Adjustment procedures vary,

but if you don't see a handle, thumb nut, or something obviously made to be adjusted, remove the dust cover at the rear of the generator so that you can look in and see the brushes. Now turn the odd screw on the rear end plate, the one not holding anything together, so that one of the brushes moves. (Some generators are adjusted by revolving the end plate itself, after loosening its mounting screws.) Rotating the third (movable) brush in the direction of armature rotation increases the charging rate, and vice versa.

If your new setting doesn't keep the battery charged, fit a regulator, but give the job to a mechanic who is willing to take the time to mount it so it looks original, in order to avoid the "clobbered-up look."

It can usually be placed so it replaces the original cut-out on the generator, and on some cars, many Rolls-Royces, for example, the new regulators can be mounted underneath the cover of the original cut-out.

The "two-stage" regulator was some improvement over the ancient third-brush idea, but conversion may be necessary for adequate output today.

The modern (fitted to most cars after about 1935 or so) vibrating regulator automatically adjusts the generator output in accordance with the battery's state of charge, maintaining proper charge at all times, and preventing over-charging on a long trip at sustained high speed.

To return to the problem of voltage, if high voltage is not your problem, it will most likely be low voltage. Using our 32 cp example again, if we decrease the socket voltage to say 5.75 from the required 6.10, our bulb's life will be doubled to 800 hours, but our light output will fall to 26 candlepower, sufficient to cut our night driving speed considerably.

Low voltage is usually caused by poor grounds, loose connections, or old wiring. All connections should be removed, cleaned with emery cloth, and tightened. Check for terminals poorly soldered onto wire ends, so that the solder is carrying the current. Look for, and remove, dark rust-colored corrosion everywhere in your circuits.

Now we are ready to go to work with the voltmeter. Turn on the high beam of your lights. Ground one prod solidly, and with the other prod, touch the lamp body. If you get a reading on the meter, the lamp is poorly grounded. Remove the housing, or lamp proper, clean the contact area with emery cloth, and replace the whole assembly. You should not get a reading now. If you do, keep looking for the resistance. Maybe the fender or whatever the lamp bolts to, is poorly grounded to

Headlight Restoration - continued

the body. When you get through with one light, check the other in the same way.

When you have found your trouble at the lights, and most cars have some, go back to the battery, and touch one prod to the frame solidly. Now put the other one on the battery's ground terminal, and if you get a reading, clean the ground cable ends, terminal, and grounding point. On most vintage automobiles, this cable should be replaced after 20 or 30 years of hard service. It may look fine, but you will be amazed at how much easier the old beast will start, not to mention the improvement in your lights. Now get a reading between the starter terminal and a good ground. If this voltage is more than 0.1 volt less than the battery's post to post voltage, you have another cable to buy, if cleaning will not salvage it.

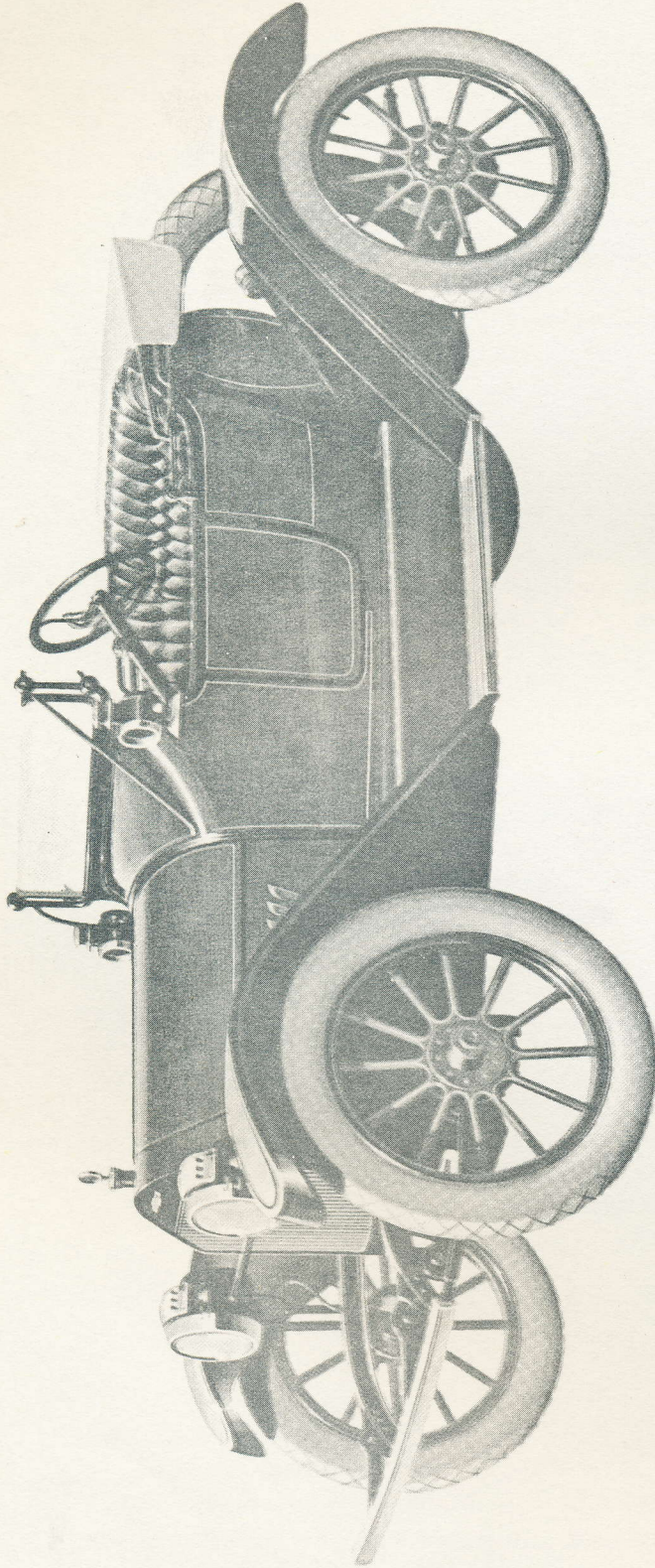
With your starter prod still in place, punch through the insulation on a high beam wire as close to the socket as possible, and take a reading. Allowable voltage drops here are 0.4 with a 21 cp bulb, 0.6 with a 32 cp bulb, and 0.9 with a 50 cp bulb burning. If you have a greater than the allotted voltage drop, you have a leakage somewhere in the system. Check all connections and each unit of your lighting system, including each length of wire, until you find the trouble spot. Leaving the starter prod in place, hit the other to the dimmer switch, the main switch, the ammeter, etc. Check the fuse clips, and don't forget to look for old rusty fuses that have been in place since 1939. If leakage is indicated anyplace, the faulty part must be overhauled or replaced. Old wiring may look like new, but 30 years of oil and weather, heat and cold, have taken their toll. Just because you don't see sparks flying from a bare spot doesn't mean that you have good wiring. A voltage leak is a short, and one that can't be patched with a piece of plastic tape.

At this point, when golf seems to look like a much more sensible hobby, there enters a ray of light. When early cars were first fitted with hotter lights than those furnished by the factory, the wiring was often found inadequate to carry the new load. The electrical shops fitted relays to the lighting circuits, and then had to replace only two short lengths of the original wire, usually 16 gauge, with new 14 or even 12 gauge wire. Of course, the hot wire to the relay from the ammeter should be equally heavy.

A relay is a good idea for all cars with 50 cp lights, even if the above tests do not indicate the need for replacement of the whole electrical system.

When replacing wire, be sure to duplicate the original insulation, usually black rubber, so as to keep things tidy looking up front. And if you can't hide the relay installation, at least mount it so that it looks like something that the factory put there when they built the car.

Continued on Page 24

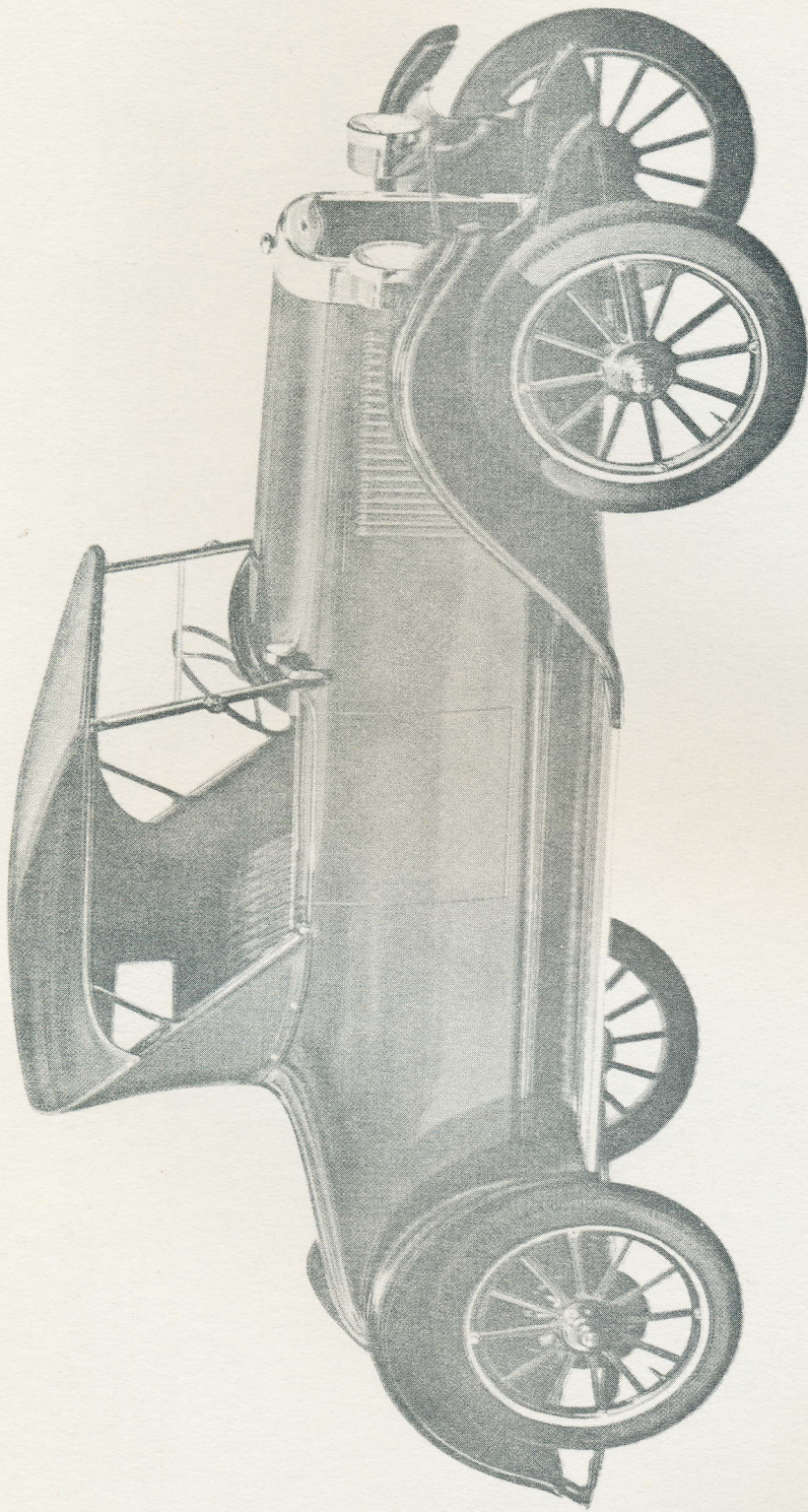


1914 Chevrolet "Royal Mail"

CHEVROLET "ROYAL MAIL" 1914—Chevrolet popularity boomed with the introduction of its dashing Royal Mail Roadster. This snappy model was base priced at \$750. The car featured a flat rear-deck,

oval gas tank and acetylene-burning headlights. The kerosene cowl lights, car top and windshield were standard equipment; the bumper an accessory. The car weighed 2,250 pounds. In 1914, war cries re-

sounded in Europe. But the people of the United States were more interested in the news of the latest Victor Herbert operetta, the newly-opened Panama Canal, and the Women's Suffrage movement.

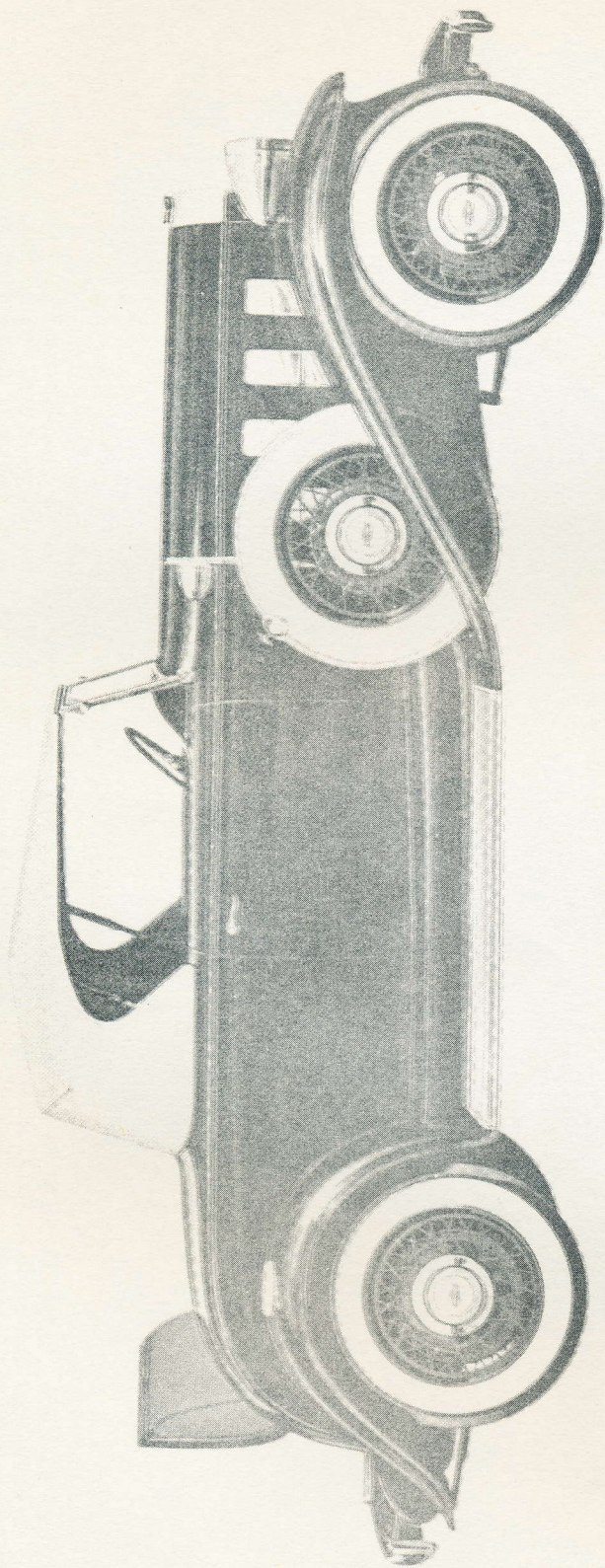


1926 Chevrolet Roadster

CHEVROLET 2-PASSENGER ROADSTER 1926—Available at \$525. f.o.b. Flint, Michigan. Dignified model featured a 4-cylinder overhead-valve type motor. Wheelbase was 103 inches and the rear

axle was a banjo-type design. Speedometers and oil gauges were now included in the dashboard, and cars were tested under actual road conditions. In 1926, Chevrolet expanded production facilities to meet a

goal of one-million units per year. This record was attained the next year. During 1926, Philadelphia presented the U. S. Sesquicentennial Exposition; and boxer Gene Tunney challenged Jack Dempsey.

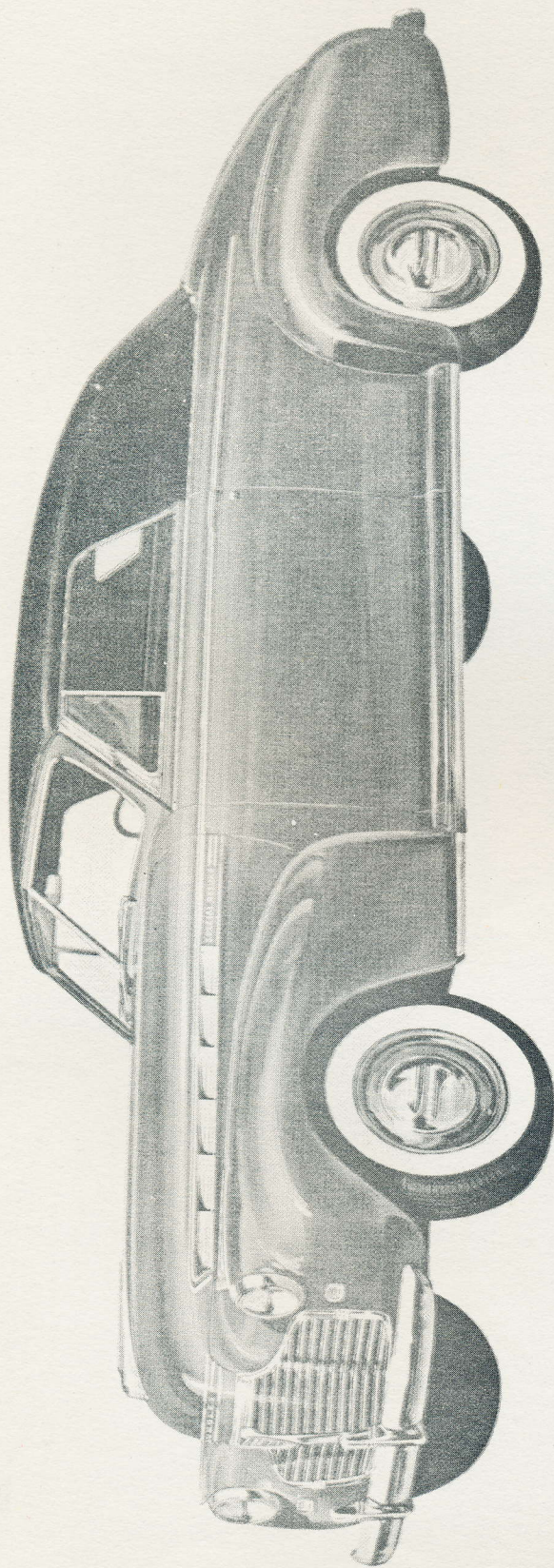


1932 Chevrolet Sport Roadster

CHEVROLET DELUXE SPORT ROADSTER, 1932—This car featured a built-in grille, sporty wheel-wells and wire wheels, and the added dash of a "rumble seat". It had a wheelbase of 109 inches. With its

six cylinder, 60 horsepower engine, the roadster was capable of going from a standing start to thirty-five miles an hour in the then amazing time of 6.7 seconds. Despite the U. S. Depression, this car was

a big seller. It was in 1932 that Babe Ruth was still home-run king; Amelia Earhart soloed over the Atlantic—the first woman to achieve this daring feat; and the U. S. hosted the Olympic Games.



1941 Chevrolet Convertible Coupe

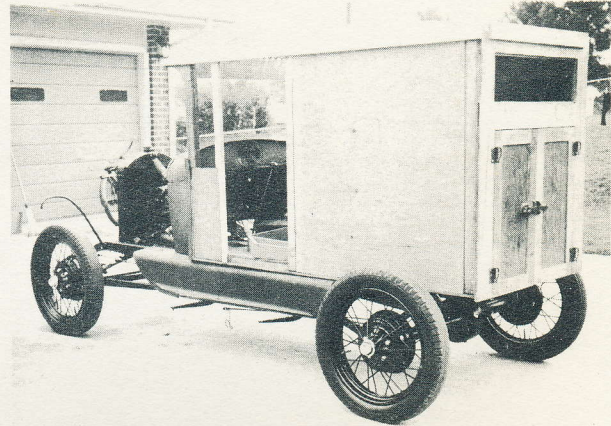
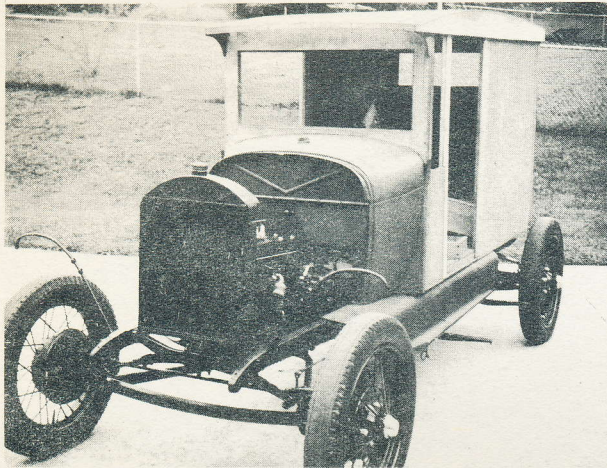
CHEVROLET "CABRIOLET" DELUXE CONVERTIBLE COUPE, 1941 - This popular series followed the '41 styling trend toward longer, wider bodies. Features included Chevrolet's unitized Knee-

Action suspension, a vacuum-power gear-shift and the 90 horsepower "Victory" engine. Chevrolet first eliminated outside running boards with its '41 models. The list price for the Cabriolet was \$949. This

was to be the last full-production year until after World War II. It was in 1941 that The Four Freedoms were proclaimed; the Atlantic Charter was signed and the U. S. entered the war.

TOM TOTCKY MAIL TRUCK PROJECT REPORT

— by Don Pryor



Considerable progress has been made since last report on the Tom Totcky mail truck project. The running gear is essentially complete with only a few minor items necessary to make it 100%. It was a proud moment when Dan Shady pressed the starter pedal and the engine kicked off and ran smoothly, attesting to his engine building ability. I brought my trailer to Dan's house to transfer the completed running gear to Ernest Cross's garage for body assembly. The running gear had to be rolled out of Dan's basement and part way down Suicide Hill, where Dan lives, in order to get to level ground for the loading procedure. *The brakes performed flawlessly* and it's well they did as the hill has already claimed several cars and people. Since the steering wasn't connected, Dan and Herb Fulmer ran along side the front tires kicking them to keep it in the road while I rode the frame and applied the brakes, apprehensively.

The wooden body was then brought from Jackie Totcky's and placed on the running gear. At this time we were in dire need of a good radiator, the original one being a regular sieve; Erny Azary came to the rescue by donating a brand new replacement radiator and a good original hood to boot. These donations represent a substantial

Tom Totcky Mail Truck Project Report - continued

contribution to the project and Erny certainly is to be commended. Thanks also are due to Cecil Eddins who donated a speedometer this past month.

Ernest Cross has been measuring up the remaining wood work necessary to complete the body and it is hoped that the sheet metal can be finished out and painted within the next few weeks. These activities will require funds which as of this writing are unavailable. The running gear expenditures completely exhausted those funds acquired by selling spare parts which Tom had collected before his death. There are some remaining parts for sale including a pair of rear fenders for a '30 - '31 Model "A" coupe/roadster which have been modified at the trailing edge. The fenders are otherwise excellent and should be of value to someone. A brass spoked steering wheel (minus the wooden rim) along with the attached steering column from a mid-teen Model "T" is another desirable item remaining. Also, a disassembled 6-cylinder marine engine is for sale. Interested parties should contact Ernest Cross, 2222 Harris Road, Huntsville, Alabama, Zip Code 35810. The sale of these items would aid in the project, but will not bring nearly enough to complete it.

A rough estimate of the remaining project requirements indicates the following monetary needs:

Woodwork and finishing materials	\$ 20.
Paint and finishing materials	40.
Plating	40.
Upholstery and top materials	50.
Miscellaneous (see list below)	50.

In addition, a good deal of brute labor will be required during the body sanding process and at paint rub-out time. A work party date will be established and/or individual members contacted for help as soon as the work reaches the proper stage.

In the meantime, let's take a hard look at what can be done to meet the financial requirements and to gather the remaining items necessary to complete restoration. Please look through your spare parts and watch the flea markets for the following miscellanea:

Headlights	Coil
(rims, lenses, reflectors,	Gas gauge assembly
sockets, flexible conduit)	Tail-light assembly
Hood welting	and bracket
Body welting	Light switch assembly
Lighting wire harness	and rod
	Choke rod assembly.

DOINGS AT THE NATIONAL MARC

- Louise Azary

The North Alabama Region was well represented at the National Model "A" Restorers Club Show, held in Arkansas, August 3 - 6, 1967. Mr. and Mrs. Don Pryor; Mr. and Mrs. Ernie Azary and son, Doug; Mr. and Mrs. Bernie Geir and infant; Mr. and Mrs. Jimmy Kimsey; and Messrs. Leonard Brown, Dan Shady and Jerry Thach, attended this wonderful show. It was estimated that some 175 cars were at this Meet and 120 of these were judged. There were 50 Blue Ribbon winners; three of these Blue Ribbon winners were from this region. These were: Don Pryor, Leonard Brown, and Jimmy Kimsey. In addition, Leonard Brown won a third trophy for his Model "A" sport coupe. Louise Azary won a second place in the fashion show. Mr. and Mrs. Kimsey won the trophy for the Best Display of the MARC Emblem. Congratulations to our regional participants in the MARC National!!

A feature of this Meet was the fact that all cars that were judged were required to participate in the 140-mile tour that ended at Winthrop Rockefeller Museum at Petit Jean, Arkansas. (We understand that Leonard took a wrong turn while on the tour and drove some 60 miles out of the way, as a result, he arrived barely in time to enter his car for judging. We are certainly glad that you made it in time, Leonard.)

Tom Totcky Mail Truck Project Report - continued

If you don't feel you can give away a needed item, at least give the club a break on your asking price. In the event a hard-to-find article is located on the market, please pick it up and the fund will reimburse you. Some duplication may result, but I think it will be a minimum on the really scarce items.

Headlight Restoration - continued from Page 17

If you have trouble finding a light relay, keep looking, for they are still around.be sure it is fused.

Now that we have solved our voltage problem, we can start thinking about gaskets, lenses, aiming and focusing. If all of this seems like a lot of trouble, remember that the difference between the unrestored car and a restored car is just one heck of a lot of work.

1967 CALENDAR OF EVENTS

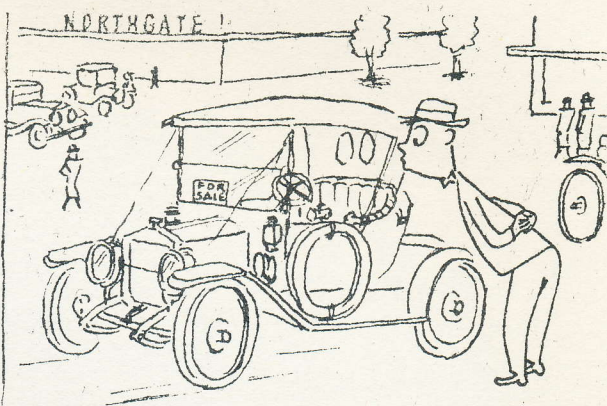
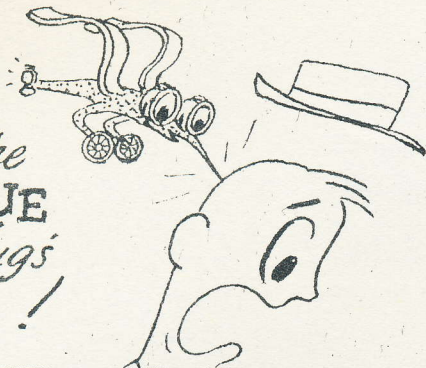
- 19 - 20 August MID-TENNESSEE ANNUAL PICNIC,
NASHVILLE, TENNESSEE.
- 25 - 27 August CENTRAL DIVISION FALL MEET,
BATON ROUGE, LOUISIANA.
- 26 August HOSPITALITY MEET,
HUNTSVILLE, ALABAMA.
- 9 September MEET AT RED BOILING SPRINGS,
TENNESSEE.
- 23 September NORTH ALABAMA REGIONAL TOUR
(AND PICNIC) TO BANKHEAD FOREST,
NEAR MOULTON, ALABAMA, via
DECATUR, ALABAMA.
- 24 September GADSDEN (ALABAMA) ANTIQUE CAR
CLUB HOLDS JOINT MEET WITH
BIRMINGHAM CLUB AT THE SWANN
FARM ON U. S. 411, 3 MILES NORTH
OF ASHVILLE, ALABAMA. FREE
BARBECUE AND GAMES, STARTS AT
NOON.
- 6 - 8 October AACA EASTERN DIVISION NATIONAL
FALL MEET, HERSHEY, PENNSYLVANIA.
- 26 October REGULAR MONTHLY MEETING. . .
time: 7 p. m. ; place: 400 West Clinton
Street, Huntsville, Alabama.

WANT ADS, LEADS, AND OTHER

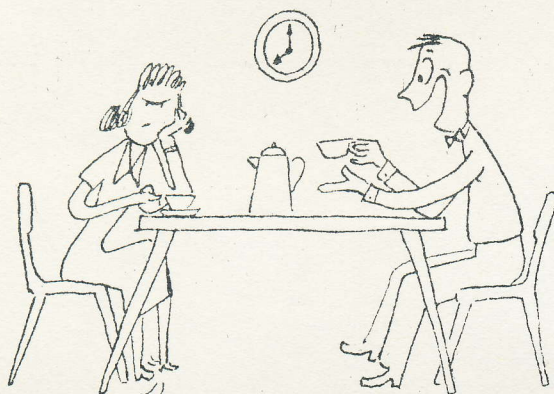
- FOR SALE: '25 Chrysler coupe, unrestored; '27 Chrysler coupe,
partially restored. Neal Estes, 3012 Johnson Road,
S. W., Huntsville, Ala., Tel.: 883-0170
- '28 "A" pickup, good one to restore, \$150; '29 "A"
sedan, real good body, running, \$350; '28 "A"
roadster, restoration started, \$450. Bill Warren,
1348 Carlisle Street, Guntersville, Alabama.
- '23 thru '25 turtle deck for "T" raodster, good, \$35;
set of goot "T" roadster tope bow sockets for '17 - '22, \$30.
Jack Stuart, 12005 Greenleaf Drive, S. E., Huntsville, Ala.,
Tel.: 881-5706.
- LEAD: Model "A", body style and year unknown. J. O. Payne,
Birmingham, Alabama, Tel.: 871-3246. Asking \$600.

THERE'S NO KNOWN CURE

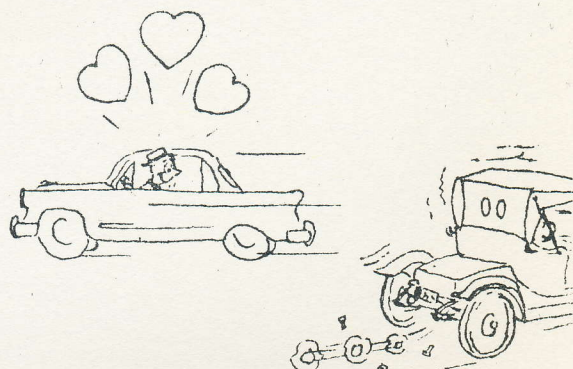
for the
ANTIQUE
CAR bugs
bite!



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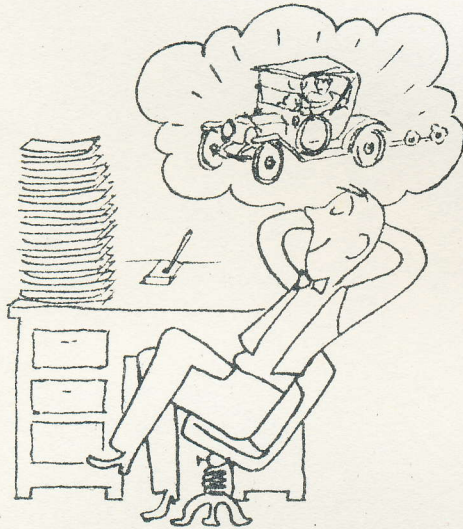
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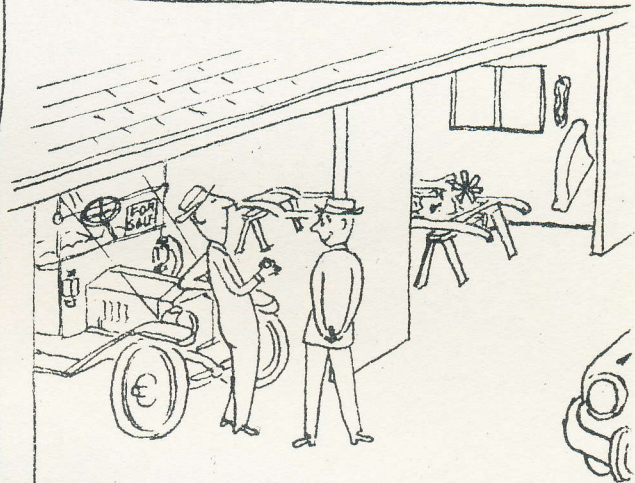
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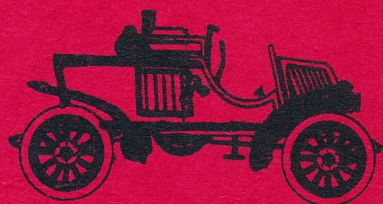


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4th ANNUAL HOSPITALITY ANTIQUE CAR MEET HUNTSVILLE ALABAMA 26 August - 1967



**HEADQUARTERS
KINGS INN MOTEL**
MEMORIAL PARKWAY , N.W.



PATIO PARTY FRIDAY NIGHT

- NO CAR JUDGING • DASH PLAQUES TO ALL ENTRANTS • TROPHY AWARDS
- BANQUET SAT. NIGHT • TROPHIES AWARDED AT BANQUET
- GAMES • CONTESTS

NAME _____

ADDRESS _____

CAR _____ YEAR _____ MODEL _____

ENTRY FEE \$1.00 _____ TOTAL _____

FOR ADDITIONAL BLANKS MAKE DUPLICATE

Send your entries early please !

- REGISTRATION FEE-\$1.00 PER-CAR
- BANQUET TICKETS ADULTS-\$4.00
- FLEE MARKET SPACE -\$1.00
- CHILDREN-\$2.00

RESERVATIONS FOR MEALS MUST BE MADE BY 20 AUGUST 1967.

Send To: Registration Chairman P.O. Box 810 Huntsville, Ala.

antique
Autos



The Stanley Steamer *the famous flying teakettle*