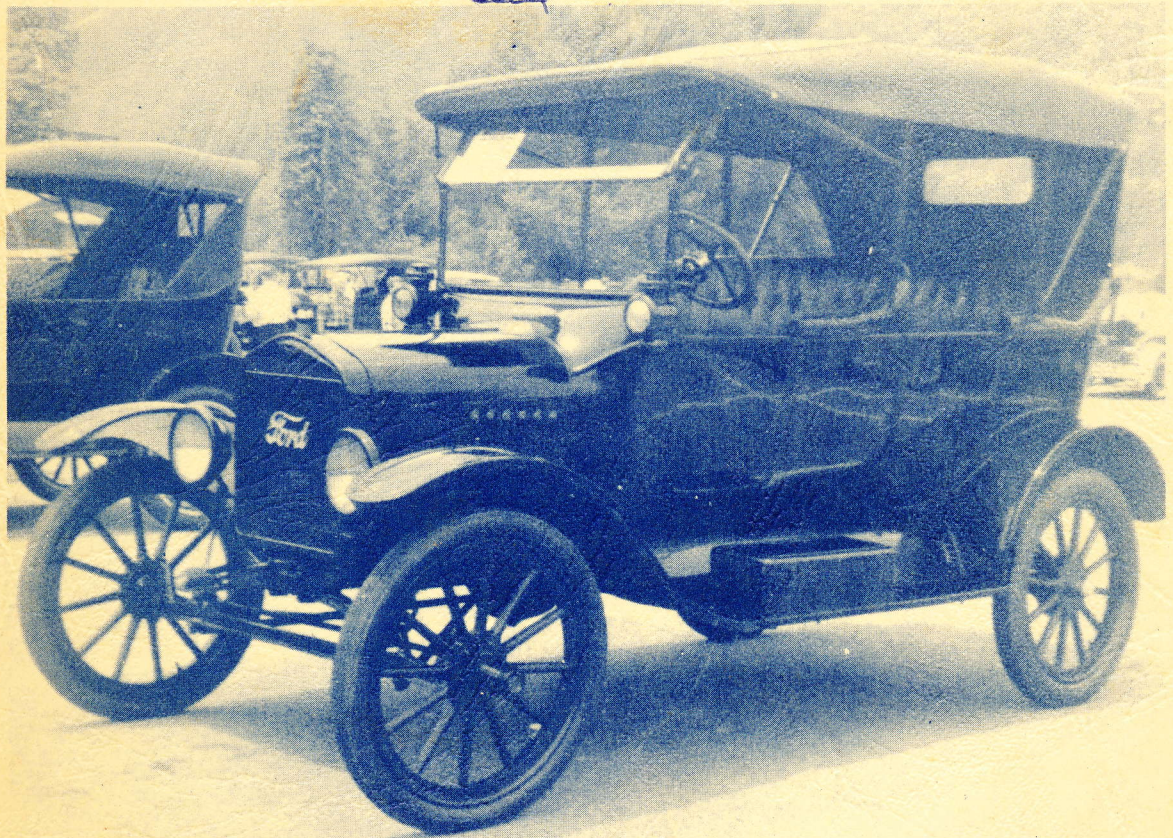


AUTO

ANTIQUARIAN

NEWS

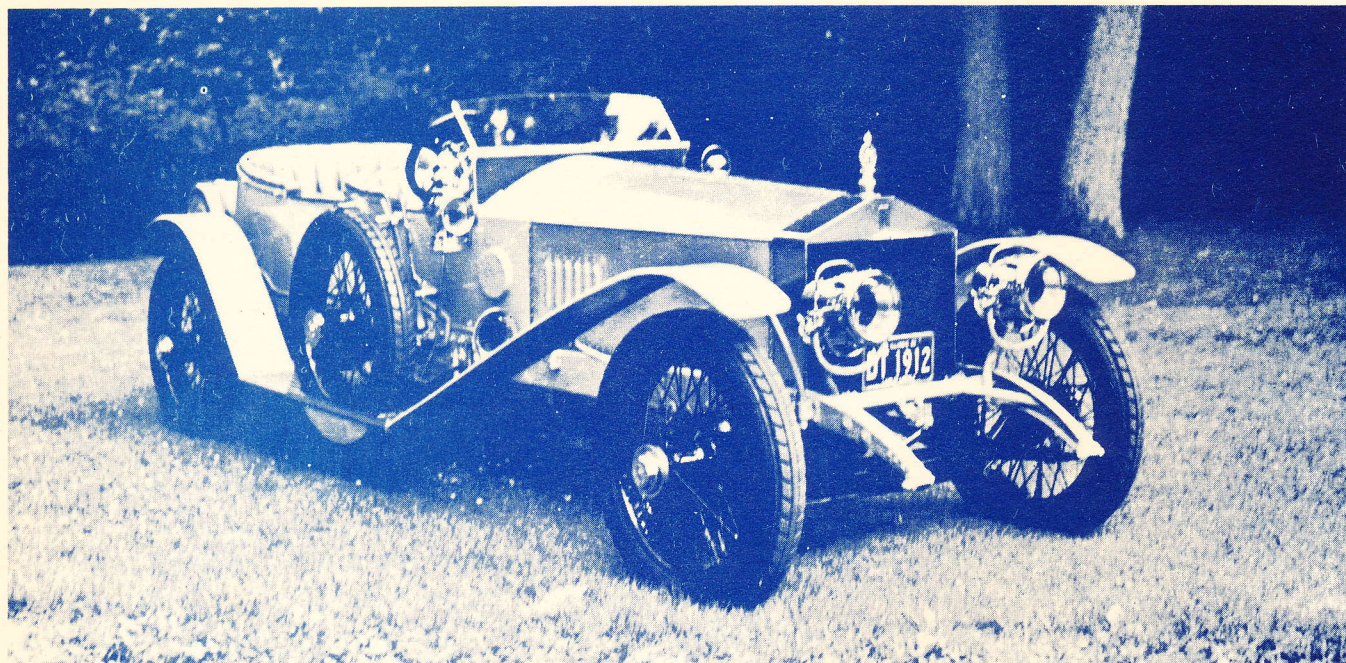


ANNIVERSARY
ISSUE

NORTH ALABAMA REGION
A.A.C.A.

SEPT. - OCT. 1967

"Lady Elizabeth" - Grand Old Silver Ghost Still Going Strong After Fifty Years!



1912 Rolls Royce Speedster Described In British "MOTOR" December 17, 1947

It's usually bad manners to refer to a lady's age, but in this case the owner proudly boasts about it. We're proud of it too because Marvel Mystery Oil has helped prolong the engine life of the "Lady Elizabeth" during her stay here in the U. S.

"What of George Felton's Machine?", MOTOR wrote, "Its chassis number is 2208 and according to the manufacturers was one of a batch put through to War Office order in 1912 and delivered in December of that year. The car saw active service in World War I. She may even have served on Commander Samson's Dunkirk Patrol in August and September, 1914."

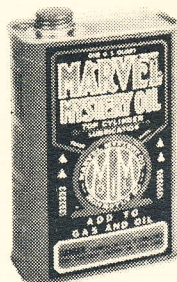
As late as February 12, 1918, the Ministry of Munitions ordered parts from the factory. Later this car was owned by Sir James Dale and then by Sir Delves Broughton.

The original factory order states, "Build duplicate of chassis 1701" which is believed to be the first "London to Edinburgh" chassis.

2 U. S. Owners Have Used Marvel Mystery Oil As A "Youth Tonic"

When received in this country, the body was in bad shape and was discarded. A new one was built after considerable research and from photos of 1912 "London To Edinburgh" cars, obtained from the Veteran Car Club of Great Britain.

The new body construction was under the direction of Edgar L. Roy, President of the Antique Car Museum, West Roxbury, Mass.



Ownership then passed to Col. George E. Felton, Hingham, Mass., who began using Marvel Mystery Oil to lubricate the upper cylinder areas.

Upon buying this famous Silver Ghost, W. P. White, Jr., Winnetka, Ill. wrote us: "I would like to buy a gallon of your Marvel Mystery Oil . . . I have been told by the former owner that he has used this oil with good results . . . I am proud to own it and accordingly, want to maintain it in the finest condition, hence the use of Marvel Mystery Oil."

Mr. White also wrote that the "Lady Elizabeth" has appeared in many magazines and on the cover of ARGOSY.

Marvel Oil Company, Inc. salutes this "grand old lady" and appreciates the confidence expressed in Marvel Mystery Oil by its owners.



MARVEL OIL COMPANY, INC. • Port Chester, New York

Makers of World-Famous MARVEL MYSTERY OIL

FOURTH ANNUAL HOSPITALITY ANTIQUE CAR MEET
Huntsville, Alabama, 26 August 1967

— Jerry Peoples

Success is the keyword to describe the Fourth Annual Hospitality Antique Car Meet. In spite of rain, clouds, and chilly breezes, people came in antique cars, modern cars, trucks and trailers.

Successful meets are not born, they result from careful planning, conceived in the mind of the "meet chairmen" and implemented by the "meet committees." Our thanks this year go to Dave Johnson and Ken Kirby, co-chairmen of the Meet. They were supported by the following:

Banquet Committee Chairman	Jim Latham
Advertising Committee Chairman	Bill Caldwell
Entertainment Committee Chairman	Bud Congdon
Field Marshall Committee Chairman	Ernest Azary
Registration Committee Chairman	Jerry Peoples

Others assisting included: Jerry Thach, Bill Hayle, Dan Shady, Bill Ashby, Doc Becraft, Don Huffine.

This was the first year the Meet was headquartered at the Kings Inn Motel. It was planned to use the grassy lawn on the south side as the activity area. However, rain on Friday and Saturday afternoons plus the countless days of rain prior to the 26th changed this area into a sloshing, ankle high metrics of water, mud, and dead grass. The activities, therefore, took place on the large paved drive-way east of the motel. This was somewhat crowded for the number of cars present, but Ernest Azary did a fine job at coordinating cars, people, ping-pong balls, rope and cardboard boxes. Ernest was greatly supported by Kelly Hill, Dan Shady, and Bill Ashby.



Prior to the afternoon events, one of Huntsville's finest "blue" guided a caravan of antiques out University Drive and Jordan Lane to the Army display area. The tour was organized and led by Dave Johnson. We missed the turn off on Jordan Lane and upon consulting MP's at Gate 8, they promptly and correctly directed us to the Army area. So we whipped around Gate 8 and traversed the 1000 yards between Gate 8 and the right gate. Bud Congdon said he enjoyed the tour at Gate 8. Strange as it seems most of our Huntsville people have never visited the Army area. Many Huntsvillians were as "goo-goo" eyed as the out-of-towners. Albert Gasser was an old hand at space. He told one of the Guards that he wished they would hurry up



and get to the moon, he wanted to start a "milk run" as soon as possible. (That Albert has an eye for opportunities.) Fun was the word for that cruise. Upon returning from the Army's display area, dark clouds lay heavy upon the horizon. Before the last car had returned, the rains came and came hard. Ernest Azary called an emergency meeting in the hospitality room for purposes of establishing a "rain plan." All members present said, GO. So in spite of the rain, the electronic crew connected the public address systems, prepared material, and made ready. Never has such spirit been expressed. Of course, Bill Hayle and Dave Johnson, being old mailmen, could stand any weather conditions. It was the faith of these two that pulled the car activities through. However, there was no need to worry, since the rains subsided about 3 p. m.

The east parking lot turned out to be a natural. The upper level of the motel served as a grandstand. Also, the grandstand was near the hospitality room. Food, drinks, records, information and the events were all concentrated

in a small area and it all worked out great.

Probably the single most successful event was the hospitality party Friday night at Bud Congdon's home. To see Bud's house, is an experience in itself. A conversation on the rear deck went something like this:

Bill Caldwell: "I bet that swimming pool cost 20 thousand." Phil Gambrell: "Heck no, Bill, I'll say not more than fifteen." Ken Kirby: "How much did this pool cost, Bud?" Bud Congdon: "I ain't saying yet; someday I might want to sell this house."

Good food and refreshments were provided by members of the local club. There was plenty and it was very tasty. Everyone enjoyed the talking and friendships exchanged. We don't know yet where all the people came from. At our next meeting we should probably have roll call.

The meet was climaxed by a Banquet in the "Room for Kings" at the Kings Inn. At the last moment, there was a run on tickets. As a result, some had to take their place in a smaller adjoining room. There were a total of 49 people who registered 37 cars. Representatives from three states were present from Alabama, Georgia, and Tennessee.

Dr. Becraft delivered the invocation; he led the group in thanking God for our blessings and the knowledge of Christ. We then sat and ate delicious roast beef. Cotton Dotson had the group rolling with laughter by quoting a satire poem which he called Ren Celler (Cinderella). Cotton really laid the group out.

During the course of the evening the following conversations were overhead (which we overhear at all our Banquets).

1. Houston Wright telling Packard stories.
2. Bill Caldwell dramatizing the weight of many acres of limestone.
3. Dr. Becraft describing his latest encounter with Miss Sue (retailer of antiques).
4. Ernest Azary - Those "A's"

During presenation of awards, all "sad" stories were related to determine who had experienced the hard luck. Ken Barry came up with a story that will make a sadist cry. While driving his 1926 "T" coupe across the intersection at Oakwood and the Parkway toward the Meet area, Ken experienced a complete out-of-gas sensation. His powerful machine stopped. This wasn't so bad except he blocked the busiest intersection in Huntsville and stopped what seemed like one hundred thousand cars. If this wasn't bad enough, it occurred during one of the heaviest rains of the day. In the midst of great apprehension, Ken kept cool and managed to bring his sleek "T" to the activities areas. Upon entering the "crank" event the heavy humidity caused the engine to foul and prevented the engine from developing maximum

power. He lost the event. Even this wasn't so bad except during the cranking maneuver, the spark was advanced — and wham — Ken got the crank on the back of the wrist. Ken claimed a clean break; however, after checking with Dr. Becraft, the most of us believed it was faked. For a normal man this would be enough. But really being a hard luck guy, he missed the trade of his life, for a little '29 Chevy, by only minutes. The factor which really put Ken in the winning circle, was when he told that he wrecked his modern car the week before. Ken had other stories to tell but Chief Field Marshall Azary declared Ken the winner and moved to get on with it. For a man with that much hard luck, it's bad enough to just have to tell about it.

President Bill Ashby presided during the formal part of the banquet. A word of thanks was given to those who came from long distances, to make our Meet a success. Tom Williams of Ringold, Georgia, and Albert Gasser of Nashville, Tennessee, spoke for the group and thanked out club for the good time and the privilege of coming. The meeting was then turned over to Ernest Azary who presented the awards.

Door Prizes	Mrs. Jack Stuart, Mrs. Phil Gambrell, and Albert Gasser.
Hard Luck Trophy	Ken Barry
Long Distance Trophy	Cotton Dotson
Slow Race	Joe Parks
Ping Pong	Tom Williams
Water Race	Dr. Becraft

Everyone is looking forward to our Fifth Hospitality Meet next year. —

end

Executive Board Meeting (continued from Page 3)

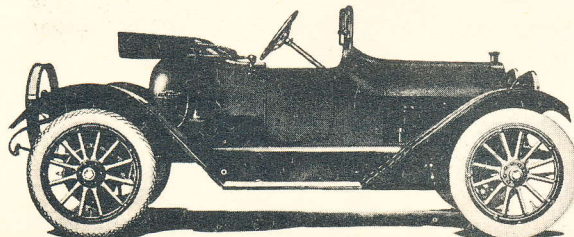
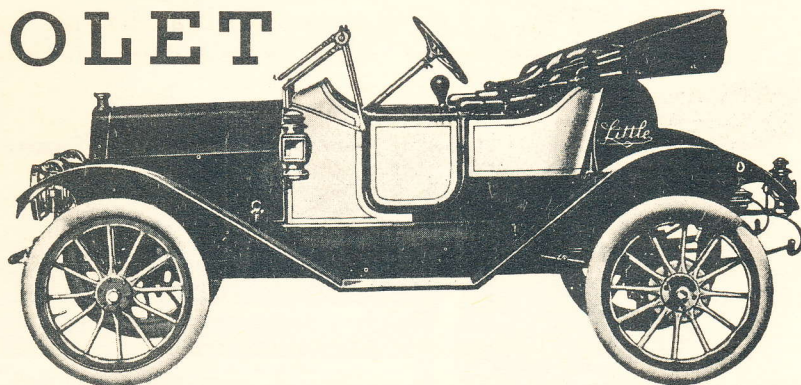
Bill Ashby	'57 Ford
Ken Barry	'27 Ford
Dr. Becraft	'03 Olds Replica
Bud Congdon	'37 Rolls
Ernest Cross	'28 Chevrolet
Ray George	'39 Buick
Bob Harraway	'30 Ford
Bill Hayle	'26 Ford touring
Dave Marty	'30 "A" Ford
Dennis McCann	'29 "A" Ford

Since quite a bit of interest has been evinced by members in attending the Meet as Hershey, Pennsylvania, in October, it was decided interested parties should contact Jack Stuart who is endeavoring to arrange a charter flight from Huntsville, providing enough members are interested.

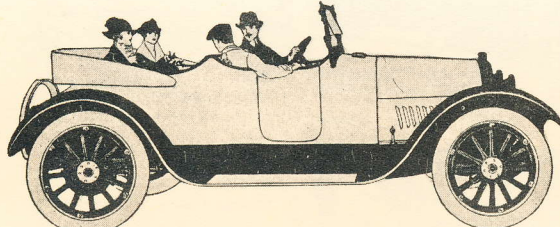
CHEVROLET

Started as a
Little Four

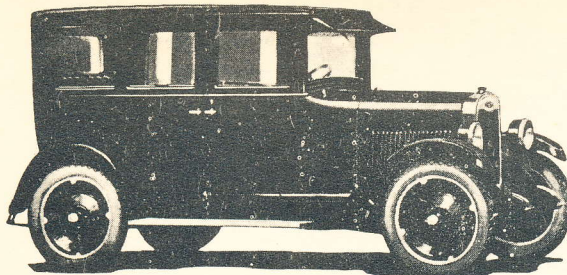
The Little was bought by Chevrolet in 1912. The car shown is the 1913 Little Four which sold for \$690 fully equipped. First Chevrolet was a six made in 1913



1915 Model H2 Chevrolet with four-cylinder valve-in-head engine



Chevrolet V eight four-passenger roadster built in 1917 and 1918. There is a narrow aisle between the two front seats. Price \$1,385



Four-door, five-passenger sedan, 1925

THE CHEVROLET was named after the late Louis Chevrolet, its first designer, who was a famous race driver in his day. The company went into production in 1912 and the same year bought the Little car. All Chevrolet cars have had overhead valves. In 1913 the line consisted of the Little four priced at \$690, the (Chevrolet) Little six at \$1,285 and the six-cylinder Chevrolet Model C at \$2,100. The smaller six was dropped at the close of the year but the larger one was made during 1914 and 1915.

The real ancestor of the modern Chevrolet, unless you count the Little four, was a four-cylinder model introduced in 1914 at the low price of \$750. It weighed 1,975 pounds, had a wheelbase of 104 inches and tires were 30 by 3½ inches. The engine had 3¼ by 4 inch cylinders, a piston displacement of 170.9 cubic inches and developed 24 hp. Engines of these dimensions were made right through the years until the company turned to six-cylinder cars in 1929.

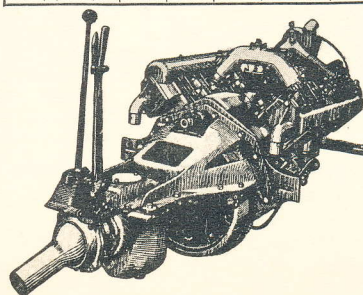
In 1916 the engine was also employed in a cheaper model which was priced at \$490. In 1918, the more expensive four-cylinder model, now listing at \$995, was given a similar engine with the same bore but a longer stroke—5¼ inches.

In 1923 the company dropped the larger size of engine in favor of the smaller and continued with it through 1928.

CHEVROLET SPECIFICATIONS, 4's, 6's, 8's

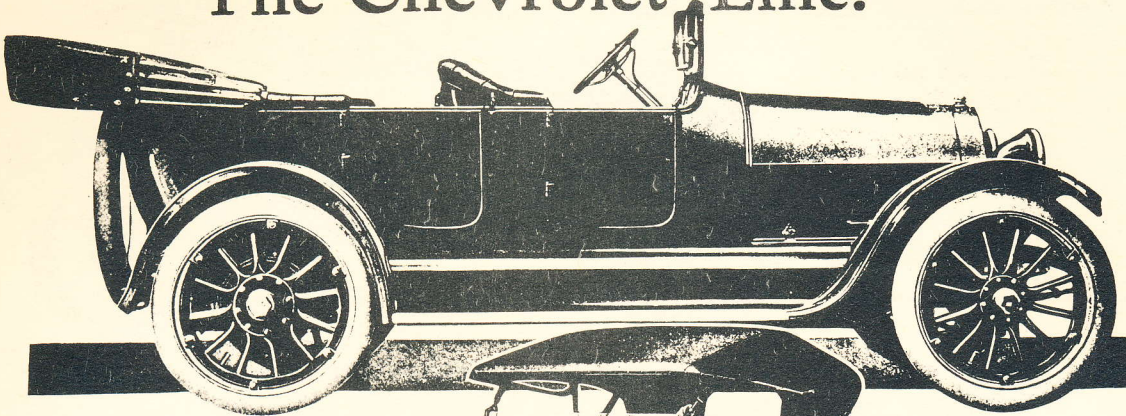
Year	Model	Price	Wgt	No. of cylinders	Bore & Stroke	Piston Displacement	Maximum H.P.	Tire Size	Wheel base
13	Little 4	690	1650	4	3½x3½	134.7	19.6	30x3	90
13	Little Six	1285		6	3½x4½	219.8		32x4	106
13	C	2100		6	3½x5	299.0	50	35x4½	120
14	H2, 4	750	1975	4	3½x4	170.3	24	30x3½	104
14	L	1425	3050	6	3½x5½	270.9	35	34x4	112
15	H2, 4	875	2250	4	3½x4	170.9	24	32x3½	106
15	Ligh 6, L	1425	3050	6	3½x5½	270.9	30	34x4	112
16	490	490	1890	4	3½x4	170.9	25	30x3½	102
16	Baby Gnd.	750	2250	4	3½x4	170.9	25	32x3½	106
17	490	550	1890	4	3½x4	170.9	24	30x3½	102
17	D	1285	3200	8	3½x4	286.3	55	34x4	120
17	F-5	800	2745	4	3½x4	170.9	35	32x3½	108
18	D-5	1385	3200	8	3½x4	286.3	55	34x4	120
18	490	635	1890	4	3½x4	170.9	24	30x3½	102
18	F-A-5	995	2745	4	3½x5½	223.4	35	33x4	108
19	490	735	1890	4	3½x4	170.9	24	30x3½	102
19	FB-4	1135	2745	4	3½x5½	223.4	35	33x4	110
20	FB	1235	2574	4	3½x5½	224.3	37@2000	33x4	110
20	490	735	1890	4	3½x4	170.9	26@1800	30x3½	102
21	490	820	1900	4	3½x4	170.9		30x3½	102
21	FB	1345	2745	4	3½x5½	224.3		33x4	110
22	490	525	1900	4	3½x4	170.9	32@2800	30x3½	102
22	FB	975	2504	4	3½x5½	224.3	37@2800	33x4	110
23	Sup'lor, M	525	1880	4	3½x4	170.9	35@1900	30x3½	103
24	Superior	495	1880	4	3½x4	170.9	26@2000	30x3½	103
25	Superior	510	1875	4	3½x4	170.9	26@2000	30x3½	103
26	Superior	525	1870	4	3½x4	170.9	26@2000	30x3½	103
27		645	2115	4	3½x4	170.9	26@2000	30x3½	103
28	Nat'l, AB	595	2368	4	3½x4	170.9	35@2000	30x4.50	107
29	Int'l, AC	675	2585	6	3½x3¾	193.9	46 .00	4.50x20	107
30	Univsl, AD	675	2615	6	3½x3¾	193.9	50@2600	4.75x19	107
31	Incnc, AE	635	2685	6	3½x3¾	193.9	50@2600	4.75x19	109
32	Confid, BA	635	2750	6	3½x3¾	193.9	60@3000	5.25x18	109
33	Stnrd, CC	455	2425	6	3½x3½	181.0	60@3000	5.25x17	107
33	Mastr, CA	565	2895	6	3½x4	206.8	65@2800	5.25x18	110
34	Stnrd, DC	495	2565	6	3½x3½	181.0	60@3000	5.50x17	107
34	Mastr, DA	645	3080	6	3½x4	206.8	80@3000	6.50x16	112
35	Stnrd, EC	550	2780	6	3½x4	206.8	74@3200	5.25x17	107
35	Mr, ED, EA	640	3210	6	3½x4	206.8	80@3300	5.50x17	113
36	Stnrd, FC	575	2775	6	3½x4	206.8	79@3200	5.25x17	109
36	Mr, FA, FD	640	3110	6	3½x4	206.8	79@3200	6.25x16	113
37	Mastr, GB	667	2935	6	3½x3¾	216.5	85@3200	6.00x16	112½
37	Delxe, GA	739	2935	6	3½x3¾	216.5	85@3200	6.00x16	112½
38	Mastr, HB	730	2845	6	3½x3¾	216.5	85@3200	6.00x16	112½
38	Delxe, HA	796	2935	6	3½x3¾	216.5	85@3200	6.00x16	112½
39	Mastr, JB	689	2996	6	3½x3¾	216.5	85@3200	6.00x16	112½
39	Delxe, JA	745	3025	6	3½x3¾	216.5	85@3200	6.00x16	112½
40	Mastr, KB	740	2960	6	3½x3¾	216.5	85@3200	6.00x16	113
40	DI, KA, KH	766	3045	6	3½x3¾	216.5	85@3200	6.00x16	113
41	Mr DL, AG	795	2990	6	3½x3¾	216.5	90@3300	6.00x16	116
41	SpDL, AH	851	3010	6	3½x3¾	216.5	90@3300	6.00x16	116
42	Mr DL, BG	907	3130	6	3½x3¾	216.5	90@3300	6.00x16	116
42	SpDL, BH	965	3160	6	3½x3¾	216.5	90@3300	6.00x16	116

†NOTE—Open car prices from 1913 to 1925. Closed car prices begin with 1927
‡ Rear tires are 30x3½.
Fronts are 30x3.



Chevrolet 1917 V eight with valves in head. Dual carburetors are used and exhaust manifolds are formed within the cylinder heads. Cone clutch and flywheel are exposed

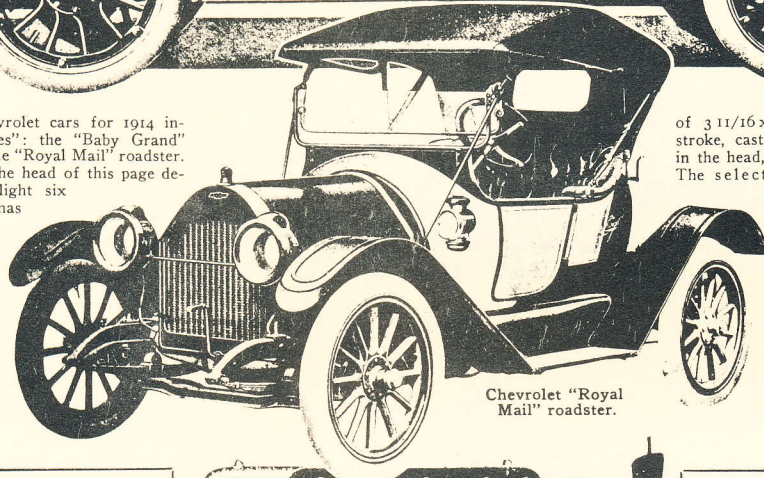
The Chevrolet Line.



THE line of Chevrolet cars for 1914 includes two "sixes": the "Baby Grand" touring car and the "Royal Mail" roadster.

The illustration at the head of this page depicts the type "L" light six touring car, which has "L"-head cylinders, Remy dual magneto and pressure-fed, double-jet Zenith carburetor.

Included in the regular equipment is the Electric Auto-Lite starting and lighting system, the generator being located in front of and driven by the



Chevrolet "Royal Mail" roadster.

of 3 11/16 x 4 inches bore and stroke, cast en bloc, with valves in the head, this being removable. The selective transmission has three speeds; lubrication is splash system with positive pump; a fan, in conjunction with the thermo-siphon system, takes care of the cooling; the carburetor is of double-jet type and ignition is by high-tension magneto. The wheelbase of this car is 104 inches: tires are 32 x 3 1/2:

Manufactured by the Chevrolet Motor Company, Flint, Mich.
Price, 5-passenger Type "L" Light Six Touring Car.....\$1,475
Cylinders...Six, cast in blocks of three
Bore and Stroke...3 11/16 x 5 1/4 inches

ClutchCone
Change Gear...Selective type, three speeds
Drive, Shaft and bevel gear
Wheelbase...112 inches
Tires.... 34 x 4 inches

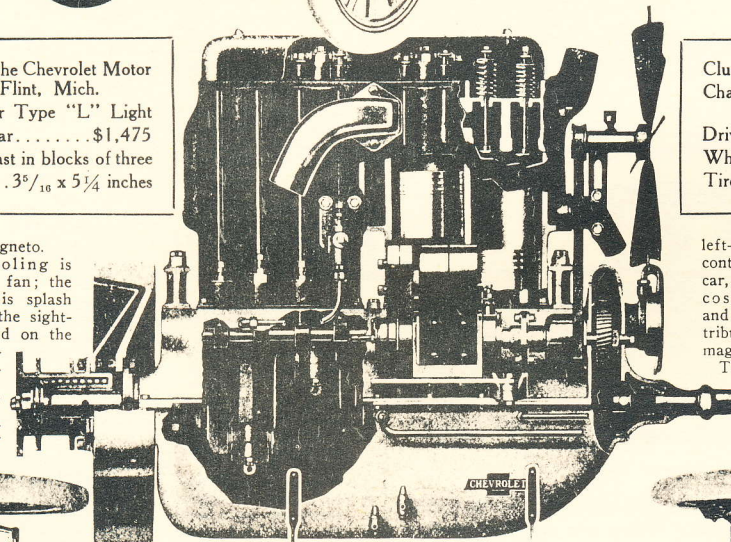
same shaft as the magneto.

Thermo-siphon cooling is aided by an efficient fan; the lubrication system is splash with plunger pump, the sight-feed being installed on the dash. Left-side steering with center-control is featured.

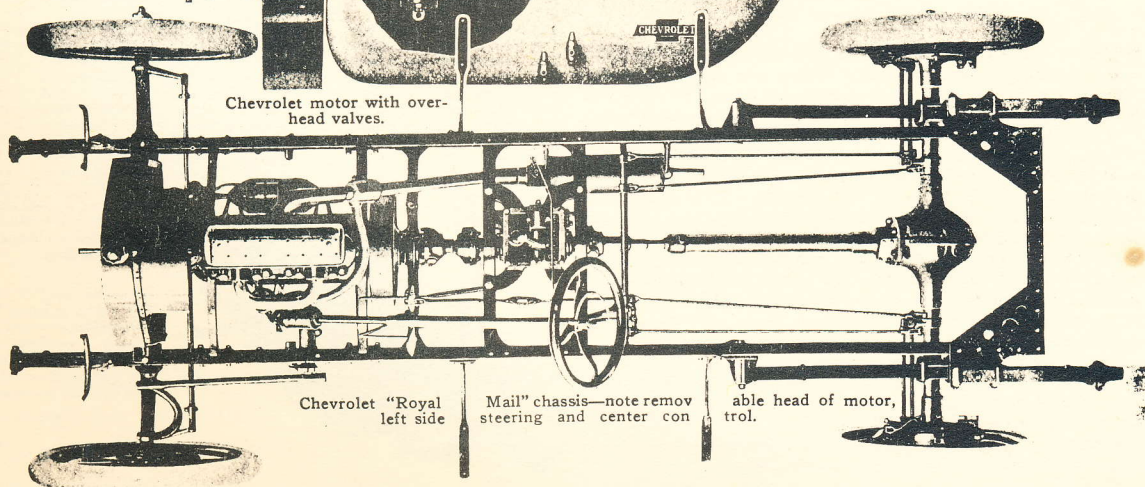
The "Baby Grand" touring car has a four-cylinder motor

left-side steering and center-control are provided, and the car, with complete equipment, costs \$875. Electric lighting and starting with coil and distributor ignition, instead of magneto, costs \$125 extra.

The "Royal Mail" Roadster, which sells at \$750, has practically similar chassis specifications.



Chevrolet motor with overhead valves.



Chevrolet "Royal Mail" left side

Mail" chassis—note removable head of motor, steering and center control.

able head of motor, steering and center control.

DATA SHEET CHEVROLET 1916-1928 MODELS

Model	Year Built	Trade Name	Type of Car	No. of Cyl.	Bore and Stroke	S. A. E. Horse Power	Tire Size	Wheel-base	Ave. Shipping Weight	Road Weight Less Pass.	No. of Pass.	List Price
490	1916	"490"	Touring	4	3 1/16x4	21.7	30x3 1/2	102	1830	1910	5	\$ 490.00
490	1916	"490"	Roadster	4	3 1/16x4	21.7	30x3 1/2	102	1660	1740	2	490.00
490	1917	"490"	Touring	4	3 1/16x4	21.7	30x3 1/2	102	1830	1890	5	550.00
490	1917	"490"	Roadster	4	3 1/16x4	21.7	30x3 1/2	102	1660	1740	2	535.00
D	1917	D-5	Touring	8	3 3/8x4	36.4	34x4	120	2880	3100	5	1100.00
F	1917	D-4 Chummy	Roadster	8	3 3/8x4	36.4	34x4	120	2900	3140	4	1100.00
F	1917	F-5	Touring	4	3 1/16x4	21.7	33x4	108	2400		5	800.00
F	1917	F-2	Roadster	4	3 1/16x4	21.7	33x4	108	2275		2	800.00
490	1918	"490"	Touring	4	3 1/16x4	21.7	30x3 1/2	102	1830	1890	5	685.00
490	1918	"490"	Roadster	4	3 1/16x4	21.7	30x3 1/2	102	1660	1740	2	660.00
490	1918	"490"	Sedan	4	3 1/16x4	21.7	31x4	102	2165	2270	5	1060.00
490	1918	"490"	Coupe	4	3 1/16x4	21.7	30x3 1/2	102	1910	1990	2	1060.00
490	1918	"490"	Chassis	4	3 1/16x4	21.7	30x3 1/2	102	1460	1540	No Body	625.00
490	1918	"490"	Light Del.	4	3 1/16x4	21.7	30x3 1/2	102	1785	1865		1000 lb 595.00
FA	1918	FA-5	Touring	4	3 1/16x5 1/4	21.7	33x4	108	2410	2580	5	995.00
FA	1918	FA-2	Roadster	4	3 1/16x5 1/4	21.7	33x4	108	2310	2500	2	995.00
FA	1918	FA-4	Sedan	4	3 1/16x5 1/4	21.7	33x4 1/2	108	2700	2850	5	1475.00
D	1918	D-5	Touring	8	3 3/8x4	36.4	34x4	120	2880	3100	5	1550.00
D	1918	D-4 Chummy	Roadster	8	3 3/8x4	36.4	34x4	120	2900	3140	4	1550.00
T	1918	Ton-Truck	Truck	4	3 1/16x5 1/4	21.7	31x4 Front 32x4 Rear	125	3300	3420		2000 lb 1245.00
490	1919	"490"	Touring	4	3 1/16x4	21.7	30x3 1/2	102	1900	1980	5	735.00
490	1919	"490"	Roadster	4	3 1/16x4	21.7	30x3 1/2	102	1820	1900	2	715.00
490	1919	"490"	Sedan	4	3 1/16x4	21.7	31x4	102	2160	2270	5	1185.00
490	1919	"490"	Coupe	4	3 1/16x4	21.7	30x3 1/2	102	2135	2215	2	1110.00
490	1919	"490"	Chassis	4	3 1/16x4	21.7	30x3 1/2	102	1460	1540	No Body	685.00
490	1919	"490"	Light Del.	4	3 1/16x4	21.7	30x3 1/2	102	1865	1945		1000 lb 735.00
FB	1919	"FB-50"	Touring	4	3 1/16x5 1/4	21.7	33x4	110	2745	2880	5	1135.00
FB	1919	"FB-20"	Roadster	4	3 1/16x5 1/4	21.7	33x4	110	2640	2790	2	1110.00
FB	1919	"FB-40"	Sedan	4	3 1/16x5 1/4	21.7	33x4	110	2945	3095	5	1685.00
FB	1919	"FB-30"	Coupe	4	3 1/16x5 1/4	21.7	33x4	110	2820	2965	4	1685.00
D	1919	D-5	Touring	8	3 3/8x4	36.4	34x4	120	2880	3060	5	1585.00
D	1919	D-4 Chummy	Roadster	8	3 3/8x4	36.4	34x4	120	2900	3140	4	1585.00
T	1919	Ton-Truck	Truck	4	3 1/16x5 1/4	21.7	31x4 Front 32x4 Rear	125	3300	3420		2000 lb 1460.00
490	1920	"490"	Touring	4	3 1/16x4	21.7	30x3 1/2	102	1900	1995	5	795.00
490	1920	"490"	Roadster	4	3 1/16x4	21.7	30x3 1/2	102	1820	1915	2	775.00
490	1920	"490"	Sedan	4	3 1/16x4	21.7	31x4	102	2160	2255	5	1245.00
490	1920	"490"	Coupe	4	3 1/16x4	21.7	31x4	102	2040	2135	2	1170.00
490	1920	"490"	Chassis	4	3 1/16x4	21.7	30x3 1/2	102	1460	1540	No Body	745.00
490	1920	"490"	Light Del.	4	3 1/16x4	21.7	30x3 1/2	102	1865	1945		1000 lb 795.00
FB	1920	"FB-50"	Touring	4	3 1/16x5 1/4	21.7	33x4	110	2745	2880	5	1295.00
FB	1920	"FB-20"	Roadster	4	3 1/16x5 1/4	21.7	33x4	110	2640	2790	2	1270.00
FB	1920	"FB-40"	Sedan	4	3 1/16x5 1/4	21.7	33x4	110	2945	3095	5	1855.00
FB	1920	"FB-30"	Coupe	4	3 1/16x5 1/4	21.7	33x4	110	2820	2965	4	1855.00
T	1920	Ton-Truck	Truck	4	3 1/16x5 1/4	21.7	33x4 Front 35x5 Rear	125	3300	3440		2000 lb 1460.00
490	1921	"490"	Touring	4	3 1/16x4	21.7	30x3 1/2	102	1900	1995	5	625.00
490	1921	"490"	Roadster	4	3 1/16x4	21.7	30x3 1/2	102	1820	1915	2	625.00
490	1921	"490"	Sedan	4	3 1/16x4	21.7	31x4	102	2160	2255	5	975.00
490	1921	"490"	Coupe	4	3 1/16x4	21.7	31x4	102	2040	2135	2	975.00
490	1921	"490"	Chassis	4	3 1/16x4	21.7	30x3 1/2	102	1460	1540	No Body	625.00
490	1921	"490"	Light Del.	4	3 1/16x4	21.7	30x3 1/2	102	1865	1945		1000 lb 560.00
FB	1921	"FB-50"	Touring	4	3 1/16x5 1/4	21.7	33x4	110	2745	2880	5	975.00
FB	1921	"FB-20"	Roadster	4	3 1/16x5 1/4	21.7	33x4	110	2640	2790	2	975.00
FB	1921	"FB-40"	Sedan	4	3 1/16x5 1/4	21.7	33x4	110	2945	3095	5	1575.00
FB	1921	"FB-30"	Coupe	4	3 1/16x5 1/4	21.7	33x4	110	2820	2965	4	1575.00
T	1921	Ton-Truck	Truck	4	3 1/16x5 1/4	21.7	33x4 Front 35x5 Rear	125	3300	3440		2000 lb 1345.00
G	1921	3/4-Ton Truck	Truck	4	3 1/16x5 1/4	21.7	31x4 Front 34x4 1/2 Rear	120	2450	2530		1500 lb 930.00
490	1922	"490"	Touring	4	3 1/16x4	21.7	30x3 1/2	102	1770	1850	5	525.00
490	1922	"490"	Roadster	4	3 1/16x4	21.7	30x3 1/2	102	1725	1815	2	510.00
490	1922	"490"	Sedan	4	3 1/16x4	21.7	30x3 1/2	102	2150	2230	5	860.00
490	1922	"490"	Coupe-4	4	3 1/16x4	21.7	30x3 1/2	102	2015	2100	4	840.00
490	1922	"490"	Coupe-2	4	3 1/16x4	21.7	30x3 1/2	102	1945	2030	2	680.00
490	1922	"490"	Chassis	4	3 1/16x4	21.7	30x3 1/2	102	1435	1510	No Body	425.00
490	1922	"490"	Light Del.	4	3 1/16x4	21.7	30x3 1/2	102	1860	1935		1000 lb 510.00
FB	1922	"FB-50"	Touring	4	3 1/16x5 1/4	21.7	33x4	110	2595	2720	5	885.00
FB	1922	"FB-20"	Roadster	4	3 1/16x5 1/4	21.7	33x4	110	2310	2500	2	865.00
FB	1922	"FB-40"	Sedan	4	3 1/16x5 1/4	21.7	33x4	110	2890	3015	5	1395.00
FB	1922	"FB-30"	Coupe	4	3 1/16x5 1/4	21.7	33x4	110	2735	2860	4	1325.00
T	1922	Ton-Truck	Truck Ch.	4	3 1/16x5 1/4	21.7	33x4 Front 35x5 Rear	125	3300	3440		2000 lb 1095.00
G	1922	3/4-Ton Truck	Truck	4	3 1/16x4	21.7	31x4 Front 34x4 1/2 Rear	120	2450	2530		1500 lb 650.00
Sup.	1923	"Superior"	Touring	4	3 1/16x4	21.7	30x3 1/2	103	1795	1880	5	525.00
Sup.	1923	"Superior"	Roadster	4	3 1/16x4	21.7	30x3 1/2	103	1715	1800	2	510.00
Sup.	1923	"Superior"	Sedan	4	3 1/16x4	21.7	30x3 1/2	103	2095	2180	5	806.00
Sup.	1923	"Superior"	Sedanette	4	3 1/16x4	21.7	30x3 1/2	103	2055	2140	4	850.00
Sup.	1923	"Superior"	Coupe	4	3 1/16x4	21.7	30x3 1/2	103	1915	2000	2	680.00
Sup.	1923	"Superior"	Com. Ch.	4	3 1/16x4	21.7	30x3 1/2	103	1390	1475	No Body	425.00
Sup.	1923	"Superior"	Light Del.	4	3 1/16x4	21.7	30x3 1/2	103	1815	1900		1000 lb 510.00
Sup.	1923	"Superior"	Tour. Chas.	4	3 1/16x4	21.7	30x3 1/2	103	1380	1465	Chas. Only	
Sup.	1923	"Sup. Util. Exp."	Truck	4	3 1/16x4	21.7	31x4 Front 34x4 1/2 Rear	120	1830	1915	No Body	2000 lb 575.00
The following data covers both Series B and Series F Cars for 1924 selling season.												
Sup.	1924	"Superior"	Touring	4	3 1/16x4	21.7	30x3 1/2	103	1790	1875	5	510.00
Sup.	1924	"Superior" De Luxe	Touring	4	3 1/16x4	21.7	30x3 1/2	103	1955	2040	5	640.00
Sup.	1924	"Superior"	Roadster	4	3 1/16x4	21.7	30x3 1/2	103	1690	1775	2	495.00
Sup.	1924	"Superior"	Sedan	4	3 1/16x4	21.7	30x3 1/2	103	2070	2155	5	795.00
Sup.	1924	"Superior"	Coupe-2	4	3 1/16x4	21.7	30x3 1/2	103	1880	1965	2	640.00
Sup.	1924	"Superior"	Coupe-4	4	3 1/16x4	21.7	30x3 1/2	103	2005	2090	4	725.00
Sup.	1924	"Superior"	Com. Chas.	4	3 1/16x4	21.7	30x3 1/2	103	1430	1515	No Body	410.00
Sup.	1924	"Superior"	Light Del.	4	3 1/16x4	21.7	30x3 1/2	103	1790	1875		1000 lb 495.00
Sup.	1924	"Superior"	Tour. Chas.	4	3 1/16x4	21.7	30x3 1/2	103	1380	1465	Chas. Only	
Sup.	1924	"Sup. Util. Exp." (Series D) Truck	Truck	4	3 1/16x4	21.7	31x4 Front 34x4 1/2 Rear	120	1850	1935	No Body	2000 lb 550.00
Sup.	1924	"Superior" De Luxe	Sedan	4	3 1/16x4	21.7	30x3 1/2	103	2240	2325	5	940.00
Sup.	1924	"Superior" De Luxe	Coupe	4	3 1/16x4	21.7	30x3 1/2	103	2050	2135	2	775.00
Sup.	1924	"Superior"	Coach	4	3 1/16x4	21.7	30x3 1/2	103	2030	2115	5	695.00
The following data covers all Series F Cars for 1925 selling season.												
Sup.	1925	"Superior"	Touring	4	3 1/16x4	21.7	30x3 1/2	103	1790	1875	5	510.00
Sup.	1925	"Superior" De Luxe	Touring	4	3 1/16x4	21.7	30x3 1/2	103	1955	2040	5	640.00
Sup.	1925	"Superior"	Roadster	4	3 1/16x4	21.7	30x3 1/2	103	1690	1775	2	495.00
Sup.	1925	"Superior"	Sedan	4	3 1/16x4	21.7	30x3 1/2	103	2070	2155	5	795.00
Sup.	1925	"Superior"	Coupe-2	4	3 1/16x4	21.7	30x3 1/2	103	1880	1965	2	640.00

DATA SHEET CHEVROLET 1916-1928 MODELS *Continued*

Model	Year Built	Trade Name	Type of Car	No. of Cyl.	Bore and Stroke	S. A. E. Horse Power	Tire Size	Wheel- base	Ave. Ship- ping Weight	Road Weight Less Pass.	No. of Pass.	List Price
Sup.	1925	"Superior"	Coupe-4	4	3 11/16x4	21.7	30x3 1/2	103	2005	2090	4	\$ 725.00
Sup.	1925	"Superior"	Com. Chas.	4	3 11/16x4	21.7	30x3 1/2	103	1430	1515	No Body	410.00
Sup.	1925	"Superior"	Light Del.	4	3 11/16x4	21.7	30x3 1/2	201	1790	1875		1000 lb 495.00
Sup.	1925	"Superior"	Tour. Chas.	4	3 11/16x4	21.7	30x3 1/2	103	1380	1465	Chas. Only	
Sup.	1925	"Sup. Util. Exp." (Series H)	Truck	4	3 11/16x4	21.7	31x4 Front 34x4 1/2 Rear	120	1850	1935	No Body	2000 lb 550.00
Sup.	1925	"Superior" De Luxe	Sedan	4	3 11/16x4	21.7	30x3 1/2	103	2240	2325	5	940.00
Sup.	1925	"Superior" De Luxe	Coupe	4	3 11/16x4	21.7	30x3 1/2	103	2050	2135	2	775.00
Sup.	1925	"Superior"	Coach	4	3 11/16x4	21.7	30x3 1/2	103	2030	2115	5	695.00
The following data covers all Series K Cars for 1925 selling season.												
Sup.	1925	"Superior"	Touring	4	3 11/16x4	21.7	30x3 1/2	103	1870	1955		525.00
Sup.	1925	"Superior"	Roadster	4	3 11/16x4	21.7	30x3 1/2	103	1755	1840		525.00
Sup.	1925	"Superior"	Tour. Chassis	4	3 11/16x4	21.7	30x3 1/2	103	1400	1485		1000 lb 425.00
Sup.	1925	"Superior"	Com. Chassis	4	3 11/16x4	21.7	30x3 1/2	103	1500	1585		1000 lb 425.00
Sup.	1925	"Superior"	Sedan	4	3 11/16x4	21.7	29x4.40	103	2220	2305	5	825.00
Sup.	1925	"Superior"	Coupe-2	4	3 11/16x4	21.7	29x4.40	103	2015	2100	2	715.00
Sup.	1925	"Superior"	Coach	4	3 11/16x4	21.7	29x4.40	103	2110	2195	5	735.00
Sup.	1925	"Util. Exp." (Series M)	Truck	4	3 11/16x4	21.7	31x4 Front 34x4 1/2 Rear	120	1900	1985		2000 lb 550.00
The following data cover all Series K Cars for 1926 selling season.												
Sup.	1926	"Superior"	Touring	4	3 11/16x4	21.7	30x3 1/2	103	1875	1955	5	510.00
Sup.	1926	"Superior"	Roadster	4	3 11/16x4	21.7	30x3 1/2	103	1780	1860	2	510.00
Sup.	1926	"Superior"	Com. Chassis	4	3 11/16x4	21.7	30x3 1/2	103	1520	1600	No Body	1000 lb 395.00
Sup.	1926	"Superior"	Sedan	4	3 11/16x4	21.7	29x4.40	103	2215	2295	5	735.00
Sup.	1926	"Superior"	Coupe	4	3 11/16x4	21.7	29x4.40	103	2030	2110	2	645.00
Sup.	1926	"Superior"	Coach	4	3 11/16x4	21.7	29x4.40	103	2130	2210	5	645.00
Sup.	1926	"Util. Exp." (Series R)	Truck	4	3 11/16x4	21.7	30x3 1/2 Front 30x5 Front and Rear	124	1955	2035	No Body	2000 lb 550.00
The following data covers all Series V Cars for 1926 selling season.												
Sup.	1926	"Superior"	Touring	4	3 11/16x4	21.7	30x3 1/2	103	1865	1950	5	510.00
Sup.	1926	"Superior"	Roadster	4	3 11/16x4	21.7	30x3 1/2	103	1785	1870	2	510.00
Sup.	1926	"Superior"	Com. Chassis	4	3 11/16x4	21.7	30x3 1/2	103	1490	1575	No Body	1000 lb 395.00
Sup.	1926	"Superior"	Sedan	4	3 11/16x4	21.7	29x4.40	103	2185	2270	5	735.00
Sup.	1926	"Superior"	Landau	4	3 11/16x4	21.7	29x4.40	103	2185	2270	5	765.00
Sup.	1926	"Superior"	Coupe	4	3 11/16x4	21.7	29x4.40	103	2005	2090	2	645.00
Sup.	1926	"Superior"	Coach	4	3 11/16x4	21.7	29x4.40	103	2110	2195	5	645.00
Sup.	1926	"Util. Exp." (Series X)	Truck	4	3 11/16x4	21.7	30x5 Front & Rear 30x3 1/2 Front 30x5 Rear	124	1985	2070	No Body	2000 lb 550.00
The following data covers all Series V Cars for 1927 selling season.												
Sup.	1927	"Superior"	Touring	4	3 11/16x4	21.7	30x3 1/2	103	1885	1955	5	510.00
Sup.	1927	"Superior"	Roadster	4	3 11/16x4	21.7	30x3 1/2	103	1790	1860	2	510.00
Sup.	1927	"Superior"	Coupe	4	3 11/16x4	21.7	29x4.40	103	2035	2105	2	645.00
Sup.	1927	"Superior"	Sedan	4	3 11/16x4	21.7	29x4.40	103	2225	2295	5	735.00
Sup.	1927	"Superior"	Coach	4	3 11/16x4	21.7	29x4.40	103	2115	2185	5	645.00
Sup.	1927	"Superior"	Landau	4	3 11/16x4	21.7	29x4.40	103	2200	2290	5	765.00
Sup.	1927	"Superior"	Comm. Ch.	4	3 11/16x4	21.7	30x3 1/2	103	1540	1610	No Body	1000 lb 375.00
Sup.	1927	"Util. Exp. "X"	Truck	4	3 11/16x4	21.7	30x5	124	2335	2410	No Body	2000 lb 495.00
Sup.	1927	"Util. Exp. "X"	Truck	4	3 11/16x4	21.7	30x5	124	2810	2885	(Cab and spare rim)	(Cab) 115.00
Sup.	1927	"Util. Exp. "X"	Truck	4	3 11/16x4	21.7	30x5	124	2015	2090	(Stake body, cab and rim)	
The following data covers all Series AA Cars for 1927 selling season.												
1927	"Capitol"	Touring	4	3 11/16x4	21.7	29x4.40	103	1965	2035	5		525.00
1927	"Capitol"	Roadster	4	3 11/16x4	21.7	29x4.40	103	1890	1960	2		525.00
1927	"Capitol"	Coupe	4	3 11/16x4	21.7	29x4.40	103	2090	2160	2		625.00
1927	"Capitol"	Sedan	4	3 11/16x4	21.7	29x4.40	103	2275	2345	5		695.00
1927	"Capitol"	Coach	4	3 11/16x4	21.7	29x4.40	103	2190	2260	5		595.00
1927	"Capitol"	Landau	4	3 11/16x4	21.7	29x4.40	103	2270	2340	5		745.00
1927	"Capitol"	Cabriolet	4	3 11/16x4	21.7	29x4.40	103	2135	2205	4		715.00
1927	"Capitol"	Imperial	4	3 11/16x4	21.7	29x4.40	103	2260	2330	5		745.00
1927	"Capitol"	1/2-T. Truck	4	3 11/16x4	21.7	29x4.40	103	1550	1620	No Body	1000 lb (Fenders and spare rim)	395.00
1927	"Capitol"	1-T. Tr. Ch. Series LM	4	3 11/16x4	21.7	30x5	124	2030	2100	No Body	2000 lb (4 fenders, tools, etc.)	495.00
1927	"Capitol"	1-T. Tr. Ch. Series LM	4	3 11/16x4	21.7	30x5	124	2420	2490	No Body	2000 lb (Cab and spare rim)	610.00
1927	"Capitol"	1-T. Tr. Series LM	4	3 11/16x4	21.7	30x5	124	3045	3115	(Stake body, cab and rim)	2000 lb	680.00
1927	"Capitol"	1-T. Tr. Series LM	4	3 11/16x4	21.7	30x5	124	2850	2920	(Panel body and spare rim)	2000 lb	755.00
The following data covers Series AB Cars for 1928 selling season.												
1928	"National"	Touring	4	3 11/16x4	21.7	30x4.50	107	2090	2160	5		495.00
1928	"National"	Roadster	4	3 11/16x4	21.7	30x4.50	107	2030	2100	2		495.00
1928	"National"	Sedan	4	3 11/16x4	21.7	30x4.50	107	2435	2505	5		675.00
1928	"National"	Coach	4	3 11/16x4	21.7	30x4.50	107	2360	2430	5		585.00
1928	"National"	Cabriolet	4	3 11/16x4	21.7	30x4.50	107	2270	2340	4		665.00
1928	"National"	Coupe	4	3 11/16x4	21.7	30x4.50	107	2235	2305	2		595.00
1928	"National"	Imperial	4	3 11/16x4	21.7	30x4.50	107	2405	2475	5		715.00
1928	"National"	Convertible	4	3 11/16x4	21.7	30x4.50	107	2265	2335	4		695.00
1928	"Capitol"	1-T. Tr. Ch. Series LO, LP	4	3 11/16x4	21.7	30x5	124	2060	2180	No Body	2000 lb (4 fenders, spare rim)	495.00
1928	"Capitol"	1-T. Tr. Ch. Series LO, LP	4	3 11/16x4	21.7	30x5	124	2430	2500	No Body	2000 lb (Cab, 4 fenders, spare rim)	610.00
1928	"National"	1/2-T. Chas.	4	3 11/16x4	21.7	30x4.50	107	1695	1765	No Body	1000 lb (Rear fenders and spare rim)	375.00

NOTE: Model designation based on selling season.

Shipping weights do not include gas, oil, water or any optional equipment. These weights are compiled from all available statistics and are average weights from all plants, on which there is an allowable variation of fifty pounds.

Average road weight above is car ready for the road with gas, oil and water but no passengers, baggage, extra or optional equipment.

Factory installed accessories include Spare Tire and Tube, Bumpers, Front and Rear, Hub Cap Lock.

All Model H cars use motor number only, which will be found on the flywheel and left front motor arm.

All Model 490 cars manufactured in 1916 and until July, 1917, use motor number only, which will be found on the flywheel.

All Model 490 cars manufactured since July, 1917, have motor number on the flywheel, also serial number on nameplate on dash.

All Model F cars use motor and serial numbers the same as 490.

All Model FA, FB, D cars and T trucks have motor number on the flywheel and left side of the front motor support, also serial number on nameplate on dash.

All Model G trucks use motor and serial numbers the same as 490.

All Model Superior (1923) cars have motor number on flywheel, and serial number on nameplate on the left side of front seat frame.

All Model Superior (1924) cars have motor number on flywheel and serial number on nameplate on right or left side of front seat frame.

All Model Utility Express Chassis (1923-24) have motor number on flywheel and serial number on nameplate on left side of dash.

All Model Superior (Series K) (1925-26) have motor number on boss just forward of oil filler tube, and serial number on nameplate located on seat frame.

All Model Utility Express (Series M or R) (1925-26) have motor number on boss just forward of oil filler tube, and serial number on nameplate on dash.

All Model Superior (Series V-X) have motor numbers stamped on block back of ignition distributor on right side of motor.

No. 167 Light Open Express Body

Here is a well-built light express body that is designed and constructed for fast, knock-about hauling service. It is especially adapted for use in mild climates, where no protection is required for either the driver or the load. It is neatly finished and appropriately striped and will make a splendid body for many lines of business.

Regular Equipment No. 167—Drop end-gate with chain; spring cushion; tail light bracket; toe boards; bolts for attaching body to chassis. (Windshield and fenders are not priced or included with No. 167. Be sure to mention them when ordering. See Price List.)

No. 170 Slip-On Body

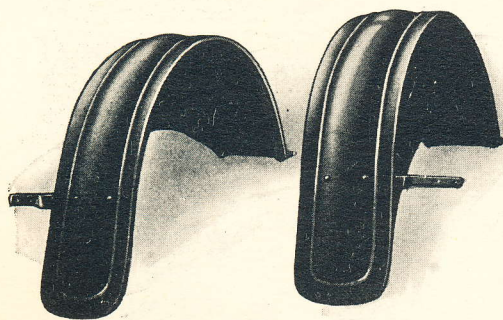
This well-constructed, inexpensive body is adapted for carrying tools, small packages, or light articles. It converts the Ford Roadster into a combination passenger and delivery car. This body can be attached in a few minutes by merely removing the "turtle back," or rear deck, from the Ford Roadster and using the same bolts to fasten the No. 170 Slip-on Body in place.

Regular Equipment No. 170—Drop end-gate; flare boards with steel protecting strips, also steel protecting strips on the floor and top edge of rear end-gate. (Special fenders are not required with this body, which sets down between the regular fenders on a Ford Roadster.)

SPECIFICATIONS

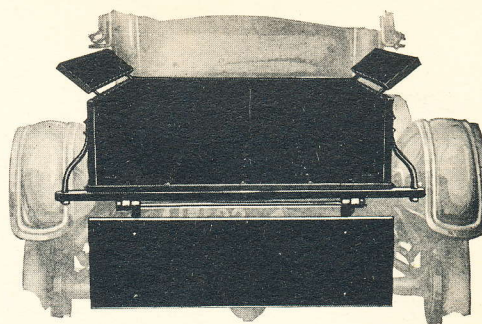
Style No.	Code Word	Inside Back of Seat		Panel	Flare Board	Painting	Approximate Weights	
		Length	Width				Net	Crated
167	North	68	44	10	5 ³ / ₄ "	Medium	300	450
170	Noble	58	34	10	5	Dark Green	110	160

Always use telegraph code when wiring your orders to us. It insures accuracy—saves time—saves money.



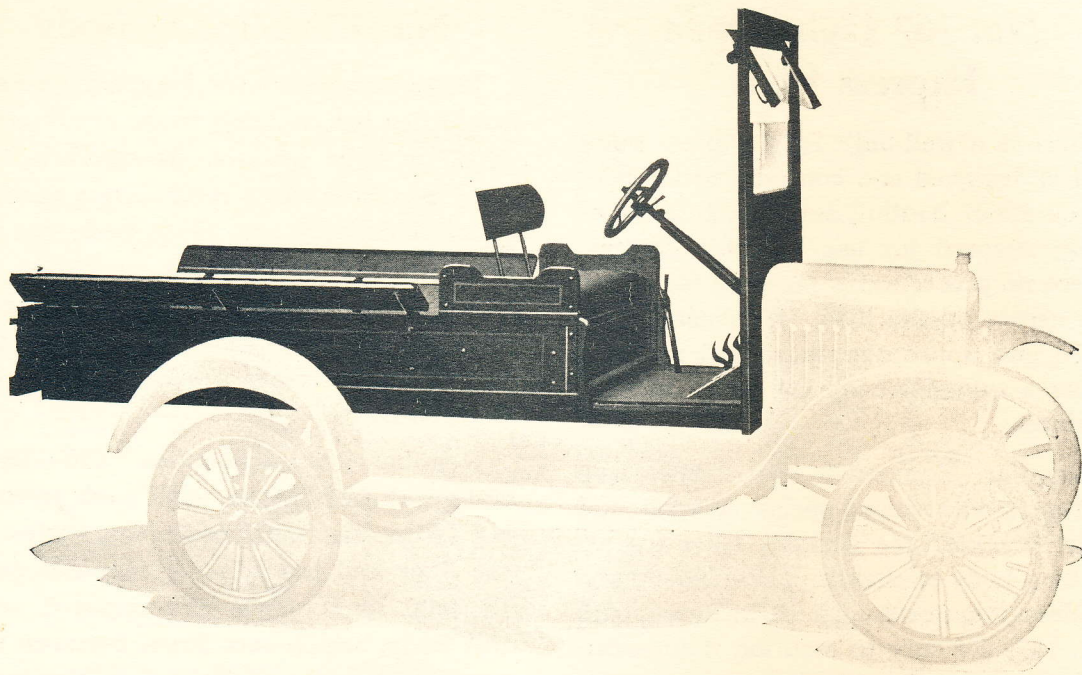
No. 17 REAR FENDERS

Made of automobile sheet steel and of crowned or oval shape to match front fenders on Ford Model "T" Chassis. Reinforced with heavier sheet steel on under side. Fenders are not priced or included with any of our bodies, but should be mentioned on orders. See Price List for further particulars. Code word "OVAL." Weight crated 35 pounds.



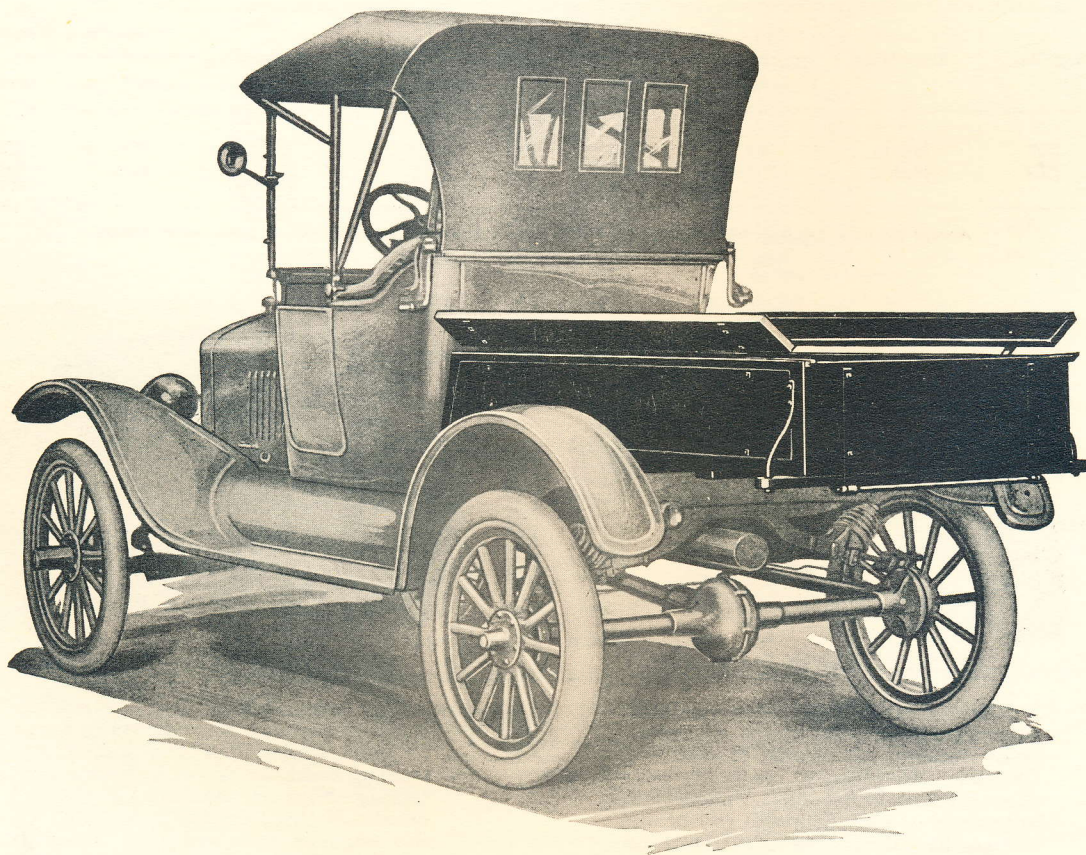
REAR VIEW SLIP-ON BODY

This rear view of No. 170 Slip-on Body shows the large carrying space of this model and the substantial ironing and bracing. It has steel protecting strips on the flare boards and on the bottom of the body; also on top edge of rear end-gate. Body is neatly finished and striped, and makes a fitting companion to the Ford for commercial use.



No. 167 Light Open Express Body

For Use on Model "T" Ford Chassis



No. 170 Slip-On Body

For Use on Ford Roadster

No. 168 Combination Depot and Country Club Body

A high-grade general utility body. Frame work, posts, windshield and sides of top are finished in natural wood. Small panels finished in walnut stain. Seats upholstered in brown artificial leather with soft spring cushions. Brown drop curtains all around for bad weather. Center seat folds to admit passengers to rear seat. Two rear seats are removable.

Regular Equipment No. 168—Three seats as shown; brown roll-up curtains with big lights; drop end-gate with chains; spring cushions; tail light bracket; toe boards; bolts for attaching body to chassis. (Fenders and windshield not priced or included with this body. Mention them in ordering. See Price List.)

No. 169 Fancy Baggage and Delivery Body

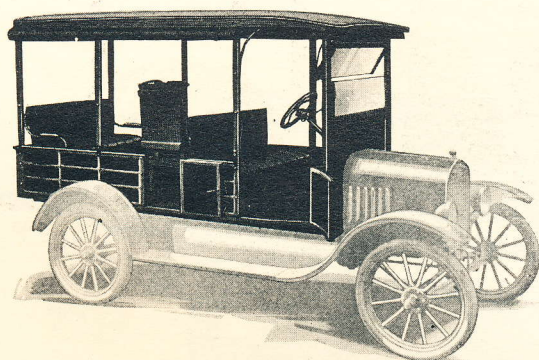
This body has the same general construction and dimensions as No. 168, except that it is furnished with only one seat for the use of the driver. With this equipment the body can be used only for freight and baggage or for general delivery purposes. It is most striking in appearance, due to the combination of colors—a rich brown and natural wood. Widely used by hotels, summer resorts, country clubs and many others.

Regular Equipment No. 169—The same as No. 168, except that only one seat is furnished, as shown in the illustration at bottom of opposite page. Otherwise, the regular equipment as described under No. 168 goes with this body.

SPECIFICATIONS

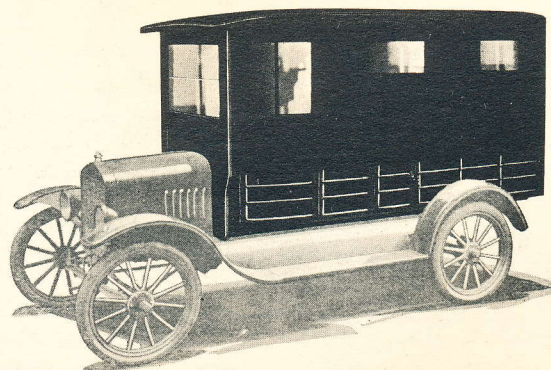
Style No.	Code Word	Inside Back of Seat		Panel	Height of Top		Painting	Approximate Weights	
		Length	Width		Floor to Roof	Rear Opening		Net	Crated
168	Novel	64	42	14	54	50	Natural	450	700
169	Nomad	64	42	14	54	50	Wood	410	660

Always use telegraph code when wiring your orders to us. It insures accuracy—saves time—saves money.



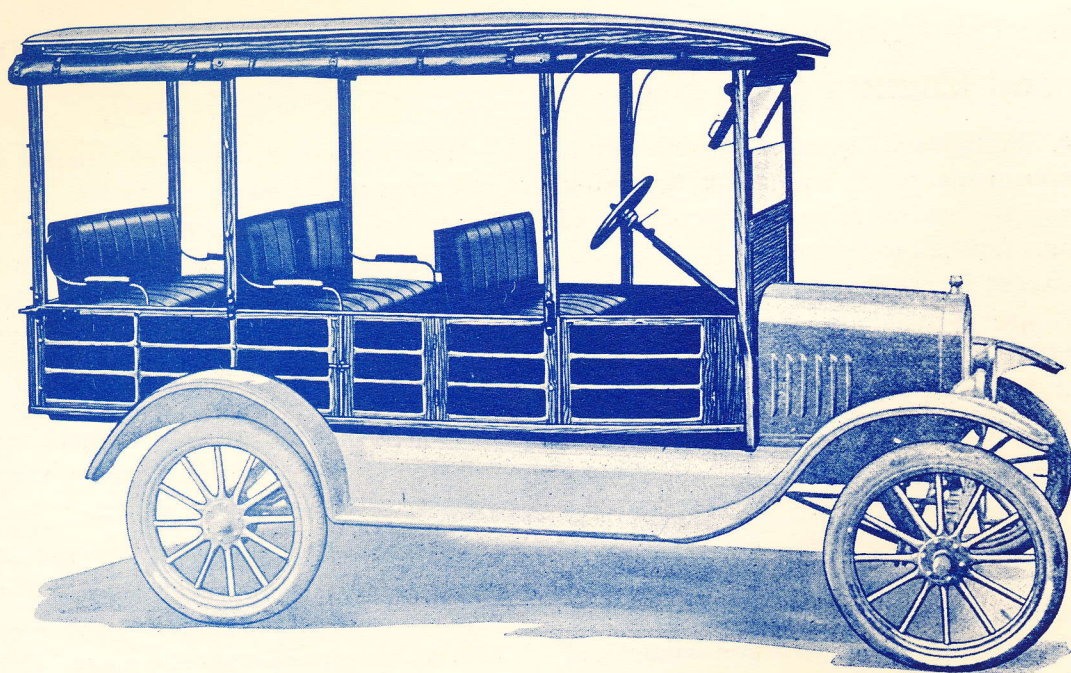
INSIDE DETAIL OF No. 168

This illustration shows how the center seat on No. 168 is folded in middle and gives passengers easy access to the rear seat. It also shows front and rear doors open, so the inside arrangement of the body can be better understood. When this body is used for hauling baggage the two rear seats can be removed.



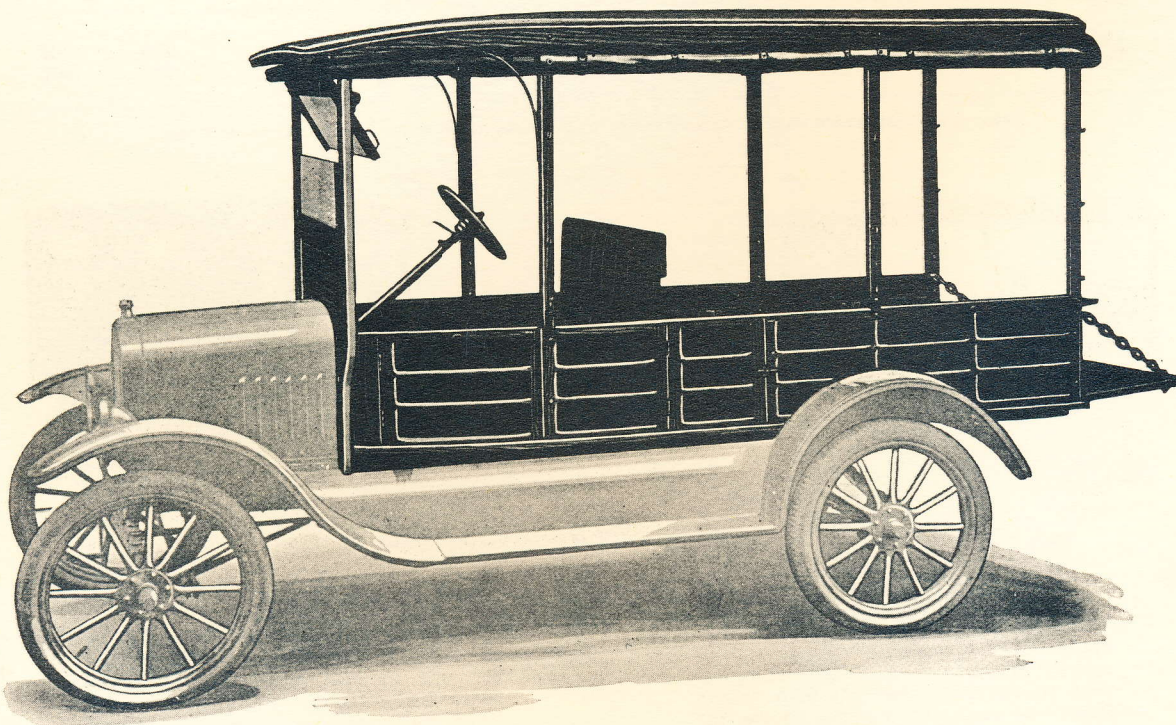
READY FOR BAD WEATHER

Showing No. 168 and No. 169 as they appear with all curtains in place for use in bad weather. Note the extra large lights which give ample light for passengers and side vision for the driver. A curtain stick is sewed in bottom of each curtain, making it more convenient to roll up and holding it in shape.



No. 168 Combination Depot and Country Club Body

For Use on Model "T" Ford Chassis



No. 169 Fancy Baggage and Delivery Body

For Use on Model "T" Ford Chassis

1967 CALENDAR OF EVENTS

- 23 September NORTH ALABAMA REGIONAL TOUR (and picnic)
TO HARTSELL AND THENCE TO CULLMAN,
ALABAMA. PARADE AT 1 p.m. DURING LIONS
CLUB DAY.
- 24 September GADSDEN (ALABAMA) ANTIQUE CAR CLUB
HOLDS JOINT MEET WITH BIRMINGHAM
CLUB AT THE SWANN FARM ON U.S. 411,
THREE MILES NORTH OF ASHEVILLE,
ALABAMA. FREE BARBECUE AND GAMES;
STARTS AT NOON.
- 6-8 October AACA EASTERN DIVISION FALL MEET,
HERSHEY, PENNSYLVANIA.
- 26 October REGULAR MONTHLY MEETING... time 7 p.m.;
place: 400 W. Clinton Street, Huntsville, Ala.
- 23 November REGULAR MONTHLY MEETING AND ELECTION
OF OFFICERS... time: 7 p.m.; place: 400 W.
Clinton Street, Huntsville, Ala.
- 2 December END-OF-YEAR PARTY AND INSTALLATION OF
NEW OFFICERS. PLACE: STEAK BARN, OAKWOOD
AVENUE AND ARDMORE HIGHWAY; time: 7 p.m.
- 28 December REGULAR MONTHLY MEETING... 7 p.m. at
400 W. Clinton Street, Huntsville, Ala.

WANT ADS, LEADS and OTHER

- Wanted: Drawings or patterns of all body wood for
1915 through 1922 "T" roadster. Jack Stuart,
12005 Greenleaf Dr., S. E., Huntsville, Alabama.
Telephone: 881-5706.
- Lead: Model "A" Ford, running; contact Jack Stuart,
12005 Greenleaf Dr., S. E., Huntsville, Alabama.
Telephone: 881-5706.
- For Sale: Alabama license plates from 1920 to the present
year. Bill Fuhr, 2309 College Street, S. E.,
Decatur, Alabama.
- 1937 Plymouth coupe, 37,000 actual miles.
All original, always garaged, good upholstery.
\$600. Lloyd McCulloch (2nd owner),
Moulton, Alabama. Telephone: 974-8608.
- '36 Cord convertible with Olds engine, \$2,500;
'52 MG, \$500; '35 Packard gentlemen's coupe,
SU-8, \$275, Pierre Fontana, 800 St. Anthony St.,
Mobile, Alabama 36603.



STATE CAPITOL - BATON ROUGE

CENTRAL DIVISION
NATIONAL FALL MEET

BATON ROUGE, LA.

In 1699, the French Explorer Iberville saw a pole or perhaps a tree, reddened with the blood of sacrificial animals. Indian guides call it "Istrouma." Translated into French, it became "le baton rouge" or red stick. One hundred fifty years later — in 1849 — Baton Rouge became the State Capitol of Louisiana. And one hundred and eighteen years later, on 26 August 1967, the State Capitol and grounds at Baton Rouge was the site for the Central Division National Fall Meet of the Antique Automobile Club of America! The Meet was headquartered at the Jack Tar Capitol House overlooking the Mississippi River, only four blocks from the State Capitol. Early registration and the "Cajun Hospitality Party" kicked off the program on Friday afternoon and evening of the

25th. And the rain. Everyone from everywhere had been in miles and miles of rain. It was not a "local" shower in the usual sense — for it seemed the entire southern United States was being inundated. Even with the rain, which continued into early afternoon on Saturday, it was a fine Meet and enjoyed by all.

Jerry Bennett, the able and jovial Director of the Baton Rouge Region, was wonderfully assisted by Billy Moore, Meet Chairman; Maxie Trahan, Chief Judge; John Copes, Deputy Chief Judge; and many, many others that included: Mrs. Moore, Mrs. Bennett, and Mrs. Langlois (and others we did not meet). National Officers who rolled up their sleeves and helped so much during the Meet included: Ray Henry, AACA Prexie; Les Henry, Executive Vice President; Bert Harrington, National Chief Judge; and, Don Anderson, Vice President in charge of Central Division Activities.

Those attending from the North Alabama Region included:

Jack Stuart *
Bob Ewing *
C. C. Eddins * (and guest
Paul Smith)
Herb Fulmer *
Leonard Brown *

Dennis McCann *
Tom Malone (and guests
Mr. and Mrs. James Malone
and Bob Malone)
Bill Owen, Jr.

Bill Spriggs * (and wife Pat and
three children and guests
Mr. and Mrs. Sherman Hinote
and Vicki Hinote)

Andy Kline
Ernest Cross (and wife Joyce
and two children)

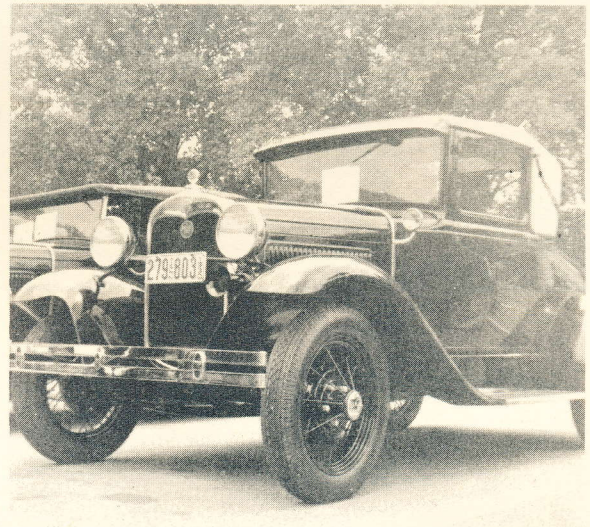
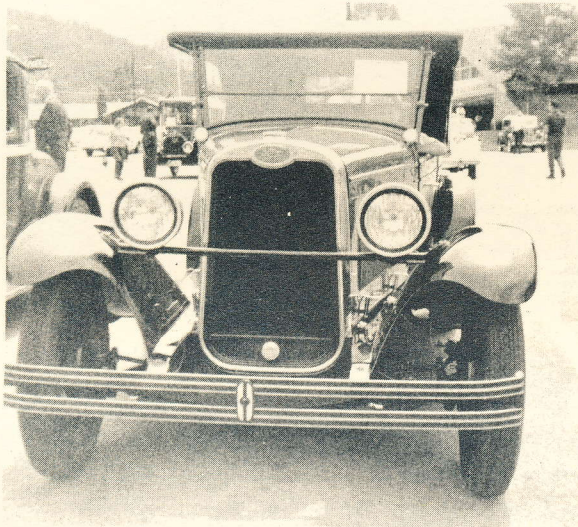
* Members with stars served as judges.

The three members who carried cars and also won trophies were:

Leonard Brown	1st Sr., 1930 Ford Sport Coupe
Ernie Cross	1st Sr., 1928 Chevrolet touring
Bill Spriggs	1st Jr., 1919 Ford touring

The highlight of the Meet was Saturday night with some 200 guests enjoying the Awards Banquet in the Rouge Royale of the Jack Tar Capitol House. Amiable Jerry Bennett emceed this convivial affair. Ray Henry was presented with a huge gavel as a memento of the Meet. Ray reciprocated by giving Jerry Bennett the Duryea — 1st Senior Trophy — that he had won with his '03 curved dash Olds. All in all, it was a very fine Meet, enjoyed by visitors and participants from far and near; everyone extolled "that wonderful Cajun hospitality" so evident throughout the Meet.

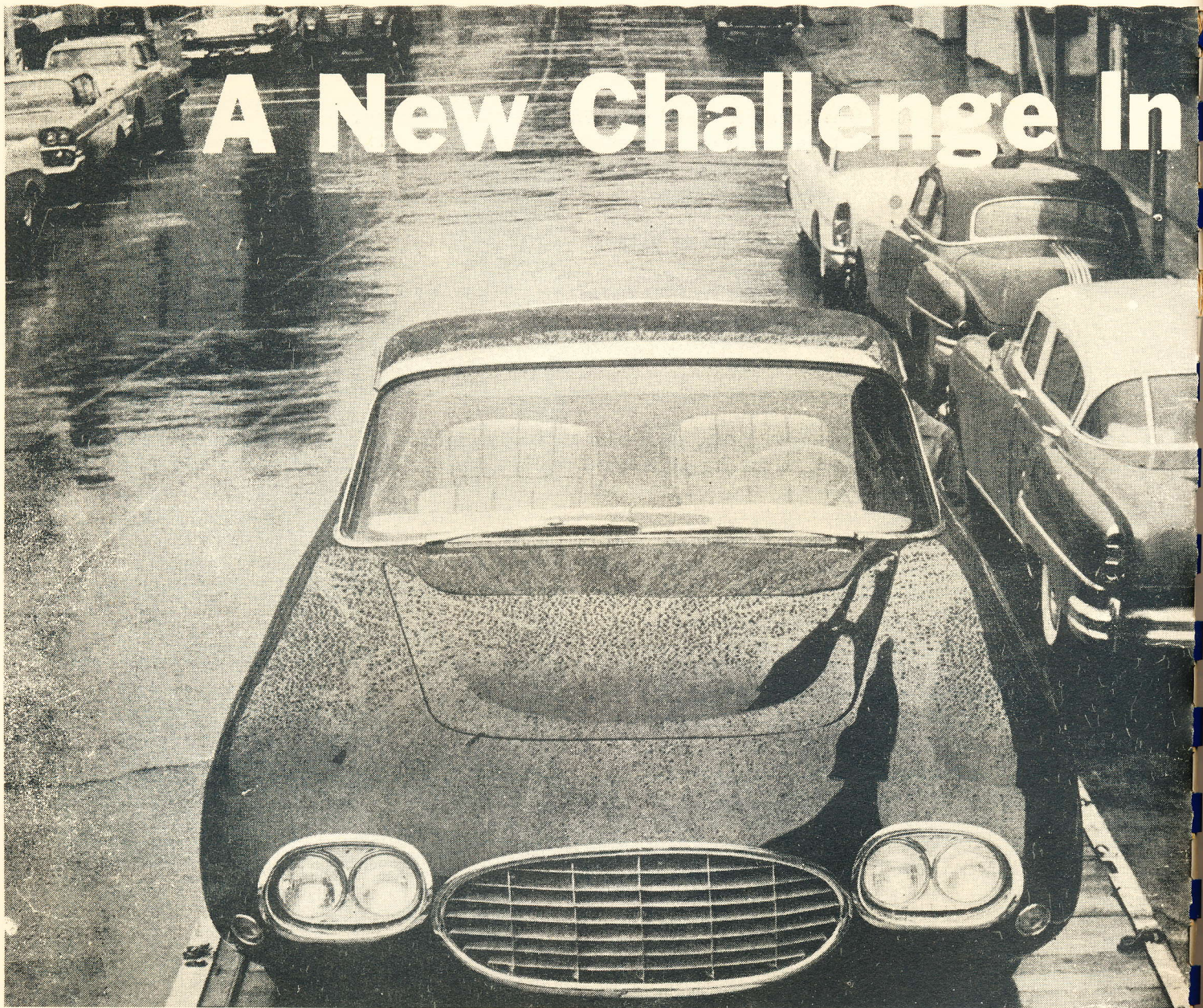
Les Henry announced that the 1970 Glidden Tour would be held in the South and would be headquartered in Mobile.



DURYEA WINNERS

'28 Chevy touring,
owned by Ernie Cross

Leonard Brown's 1930
Model A Ford sport coupe



SEQUEL: Why print an article on a one-of-a-kind custom made Chrysler Ghia in an antique car publication? We believe readers will find it interesting; but also because this is one of thirteen cars owned by regional member Bob Ewing of Collegeville, Pennsylvania, who is preserving it for posterity as a "future antique." Bob obtained the car in June of 1963; it is now in daily use although undergoing restoration. When acquired, the car had been hit on all four sides; the motor was disassembled and wiring stripped out; the paint was badly damaged and rugs and leather were torn and nearly worn out. Bob spent three months getting the car in shape to pass Pennsylvania State Inspection; he has completed mechanical restoration. Errata in the article: the grille is copper (not aluminum) with brass inserts that are chrome plated. Cost of complete car was: \$11,300 from Chrysler, PLUS \$11,700 for the body, making a total of \$23,000 when new.

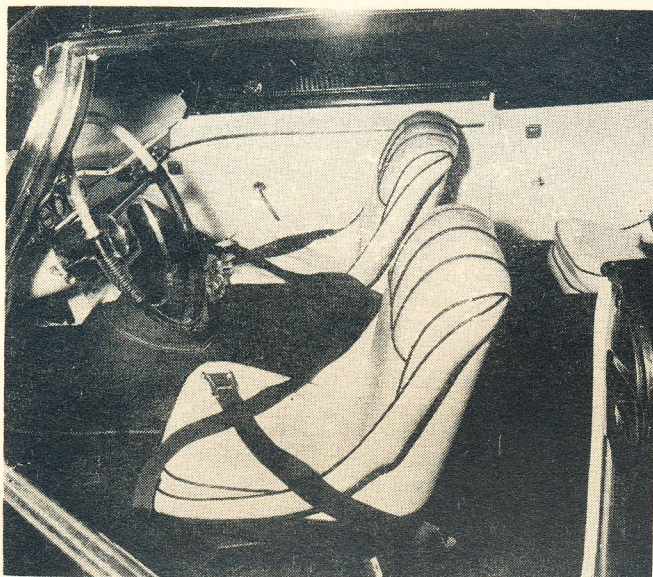
Wm. B. Spriggs

SPOTTED BY A SUMMER SHOWER THIS ONE-OF-A-KIND INTERNATIONAL CUSTOM AWAITS THE LONG TRIP TO ITS OWNER IN MARYLAND.

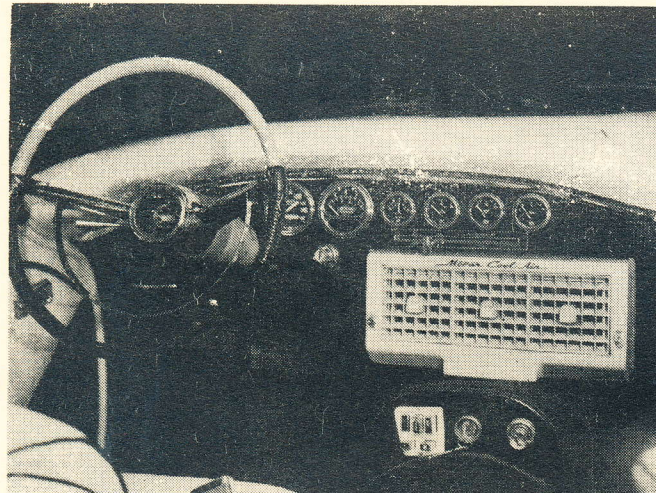
Customs

Designed in Italy, built in California
for a Maryland owner, this beautifully
hand-crafted car becomes an ultimate
in personalized automobiles

By Eugene Jaderquist



Photos by Colin Creitz



STEWART-WARNER instruments set off beautiful dash. Interior work also included foam rubber, carpeting, Fiberglas insulation. Cowl and windshield from '57 Plymouth convertible were used.

TOUGHEST custom job I ever had," Gordon Vann said. He stood by the sleek, squat Chrysler Custom, and watched the trucker set up the portable ramp. In a few minutes he would drive the car up the ramp and onto the truck bed, the driver of the truck would cinch the car in place. That would be the last he'd ever see of the job that had occupied some 13 months of his shop's time and the exclusive services of his best aluminum craftsman, John Lee.

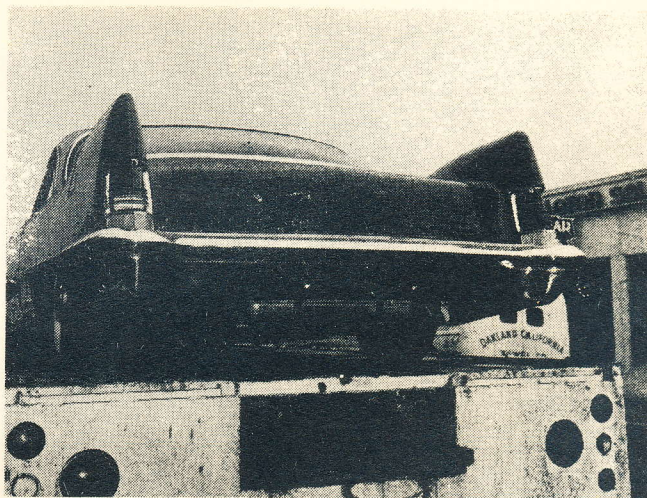
Lee stood by the car, too, as did a writer, a photographer, a police officer, and perhaps a dozen passersby who had been attracted by the appearance of the car and the process of loading it. It was a gray, wet morning in Berkeley and the rain-drops glistened on the waxed, black paint finish of the Chrysler. The most active person present was a short, stocky man who hustled between car and truck. He was in a hurry and he was very evidently taking possession of the car.

"No, he's not the owner," Vann said in answer to a question. "The owner's still in Baltimore. He's never seen the car. This man works for the owner and he's been here in Berkeley since Monday, four days ago, signing the final papers and testing the car and arranging for shipment."

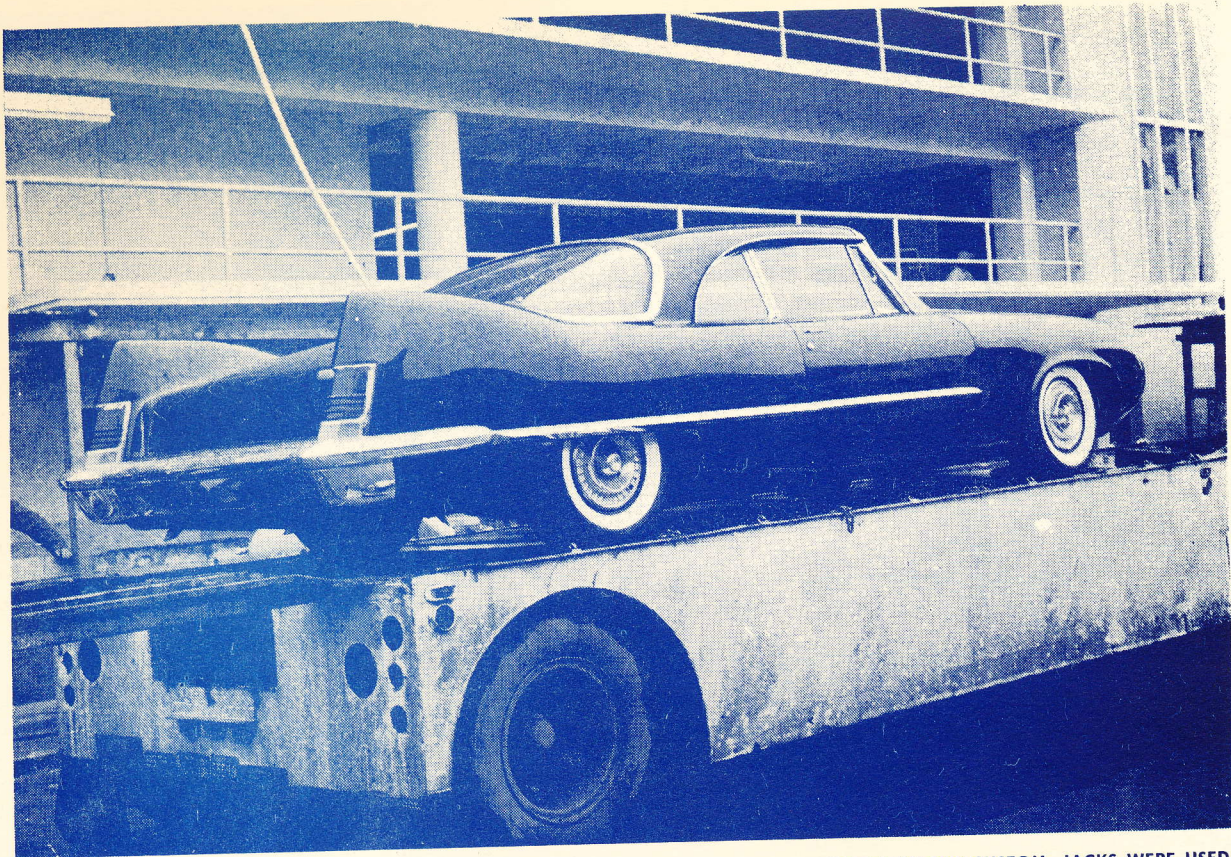
Somebody asked Vann why the Chrysler Custom was his toughest job. It was a good question because Vann is one of the best of California's many excellent custom builders. In six years he's built a small shop into a small Northern California empire of three big shops. He and his staff have coped with all the difficult and unusual jobs possible in automotive body work.

"Difficult," Vann explained, "because it was impossible for the owner to watch the car develop. Building a custom isn't like restoring a classic or repairing a racing car. In both of those cases you have a definite pattern to work with. The custom's pattern is locked in the mind of the customer. Unless

BUCKET SEATS, made of aluminum, are bolted directly to the floor. Leather, top grain cowhide, was used for seats, door panels, head liner and crash pad. Cost of leather alone was \$673.



TAILLIGHTS are from '54 Mercury, rear bumper is stock Chrysler 300-C, but the wrap-around ends were extended 10 inches. Rear window is '57 Plymouth convertible windshield turned upside down.



PORTABLE RAMP OF TRAILER BED COULD NOT COPE WITH FIVE-INCH GROUND CLEARANCE OF \$11,700 CUSTOM. JACKS WERE USED.

the customer is capable of making his own drawings and building his own scale model, the only way he can control the design is to watch the car develop. Then he can say "alter this" or "change that" or "keep it this way."

"With this car," Vann continued, "all we had to work from was a single side view, which proved unworkable, and a '57 Chrysler 300-C chassis. There were a few other details given us—the finished job had to be as low as it could be made; there had to be enough room in the engine compartment to accommodate a supercharger; there were to be four bucket seats. Grille, headlights, hood, deck, taillights were not specified in detail.

"We could have handled those last items without too much

trouble, but then it developed that the side view we were to use for guidance did not fit the Chrysler frame. The wheels wouldn't have turned because the front fenders were too low; the doors wouldn't have opened; the windshield resembled nothing commercially available. Too bad, because it was a beautiful design, an original by Ghia.

"It was in these major alterations of fender lines, doors, windshield and sides that we most needed customer approval, customer suggestions. But not only did the customer, Harry Dundore, stay in Baltimore, he seldom spoke directly with us. Most of the correspondence and conversations concerning the car was routed through a vice-president of his company, the Diecraft corporation."

Thus, the car sitting in the rain in Berkeley that day turned out to be more Vann than Ghia. At \$11,700 it's one of the most expensive customs ever commissioned by an absentee buyer. At any price it's a triumph of ingenuity and skill over heavy obstacles.

The first problem was to try to comply with the buyer's request for lowness. If the entire car had been built from scratch a wide, tubular frame would have been a simple solution, but the Chrysler rails made the job difficult. The entire frame had to be lowered. This was done by dropping the front torsion bars some five inches. The rear springs were removed and disassembled, the eyes were reversed on the main leaf, and the springs re-arched. This operation provided almost five inches drop in the rear.

Serious body work began with the cornerstones of the two-door hardtop design, the cowl and front-door pillars. Ideally, Vann would have made his own cowl and ordered a custom windshield, but this is a surprisingly costly thing to do. In these days of one-piece, curving windshields, a custom windshield costs just about \$1,500. Vann cut costs by ordering a '57 Plymouth convertible cowl and windshield and a pair of doors from the same model. Ironically, this compromise cost time.



LUSTROUS ALUMINUM GRILLE is accentuated with a pure copper molding, chrome plated, around it and headlights. Headlights are stock Chrysler. Front parking lights are from '53 Mercury.

Chrysler was in the midst of a costly strike, so could not ship any parts from any division; there were no major '57 Plymouth convertible parts available at any wrecking yard within 100 miles of Berkeley. It was two months before the body could be started.

Once the Plymouth parts arrived and were fitted to the Chrysler frame, the front fenders were laid out. It was immediately evident that the Plymouth doors would not fit the design without modification. Vann ripped the steel off the outsides of the doors and roughed out aluminum panels to take their places. Now it was time to install the splash pan, deck bottom, floor panels and all other inside panels, and to weld the body supports in place. Body supports were made of steel tubing and flat steel strips.

"We spent weeks," Vann said later, "in trial-and-error design during the roughing-out process. Every time we had to modify the original Ghia drawing we tried to work things out so we could stay within the general idea of the drawing. We were in the position of not being able to stay with the drawing or modify to suit ourselves. There were times when a feature that looked good on the two-dimensional drawing did not look as good in three-dimensional metal. The fins, for example. In all cases where there was doubt or an alternative, we had to first try to *imagine* what the customer wanted, then do it that way."

During this trial-and-error period, two more chassis changes were made. At the rear of the frame, behind the kickup, 5½ inches of length were removed. In the engine compartment, the radiator was dropped four inches and the generator was re-mounted so the hood could be kept low and the supercharger accommodated.

After the rough body shaping was finished the details were taken care of. One of these details was installing the power windows in the rear quarters—front windows were stock Plymouth convertible, of course. This particular job was the most irksome and tiring of all, said John Lee. Stock Chrysler corporation parts could not be used all the way through because many of them are not even in the parts catalogue except as inclusions in major body parts. To get the power mechanism for the rear quarter panels it is necessary to buy the complete quarter panels.

The most brilliant piece of improvisation was the big rear window. This is nothing more than a '57 Plymouth convertible windshield turned upside down.

Other details are part custom, part stock. The grille was made from aluminum; the molding around grille and headlights was formed of pure copper, then chrome plated; the headlights themselves are stock Chrysler. Front parking lights

are '53 Mercury, taillights are '54 Mercury, the rear bumper is stock Chrysler 300-C for the most part, but the wrap-around ends were extended 10 inches on each side. The single decorative chrome strip on each side is solid brass, chrome plated.

There still remained the interior. The Stewart-Warner instruments had been specified by the customer as had the four bucket seats. As to the kind of upholstery, the only specification was that it be white leather.

Vann turned the interior over to George Annereau in Oakland, California. Annereau began his career in 1897 and has probably had as much experience with leather as any craftsman anywhere. Since cost was not important in the interior of the Vann Chrysler, top grain cowhide was ordered. Only the best parts—the backs—of the five hides could be used. Belly, neck and tail hide is too coarse-grained.

The leather was used for seats, door panels, head liner and crash pad. Cost of leather alone was \$673.84. Another large sum—\$437.72—went for other material, such as: foam rubber, carpeting, Fiberglas insulation (one-inch mat), etc. Two things made the interior job difficult: the bucket seats were made of aluminum which meant that the usual drive nails could not be used; the leather head liner was so heavy that special supports had to be fabricated. Four ash bows, 1¼" x 1", were steamed and bent to fit the shape of the top.

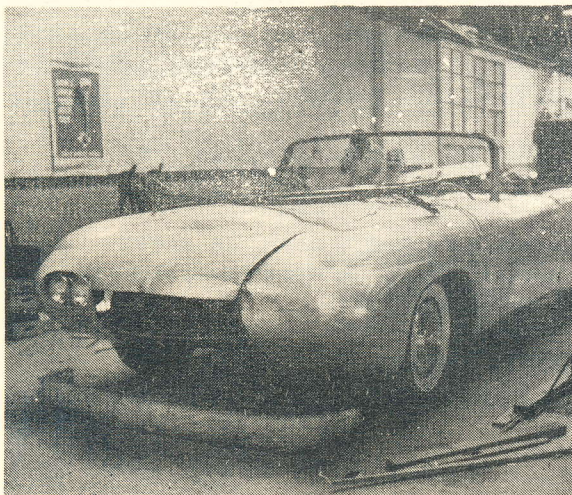
When the car came back to Vann, it looked ready to deliver. Then Vann sat in it and discovered there wasn't sufficient head room. The seat stands had to go, and the seats bolted directly to the floor. This meant another trip to the upholsterer for repairs. In all, the interior required six weeks.

The interior was the last major item. Little remained but to rub down the paint and apply a last coat of black lacquer. And wait for the emissary from Baltimore.

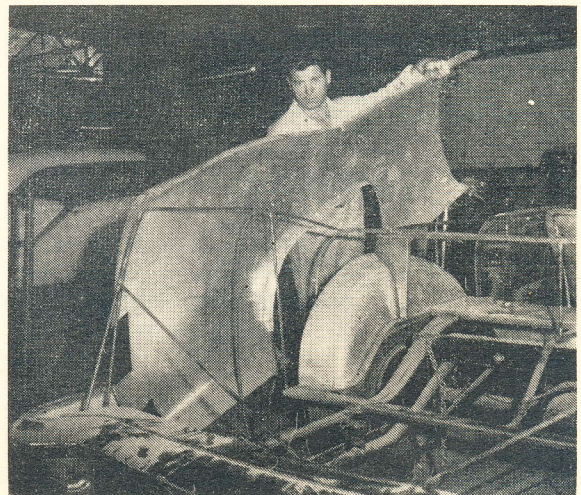
Vann's final moment of frustration with the Chrysler Custom came when he tried to drive it up the portable ramp onto the trailer bed. The ramp, which will accommodate any stock Detroit 1958 product, could not cope with the five-inch ground clearance of the custom. Vann came up with the solution. The car was stopped on the sloping section of the ramp while the jacks raised the ramp halfway to horizontal. After that, the car could be driven onto the trailer bed.

Back in the office, Vann settled back in his chair and relaxed. "I don't know whether I made money on this job or not," he said, "or whether the owner will like it. I do know I'll sleep better at night. Ordinary jobs like pounding dents off of MG fenders can be forgotten at the end of the day; a car like this can't. I wouldn't start another one right now for any price."

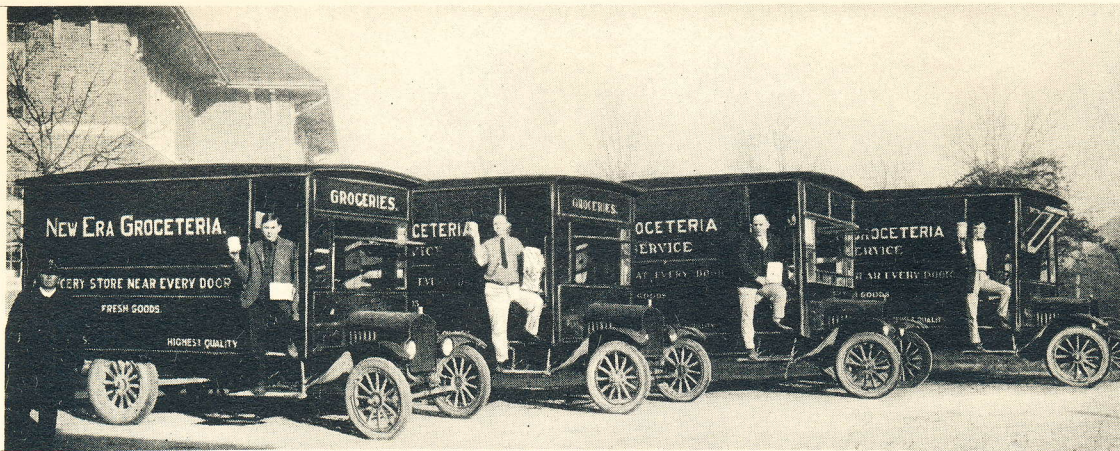
The betting in Berkeley is that he'll be working on another one within six months. He always has. •



MAJOR ALTERATIONS of fender lines, doors, windshield and sides were made by Gordon Vann, of Berkeley, California. Radiator was dropped four inches for lower hood.



ENTIRE FRAME was lowered by dropping the front torsion bars some five inches. Rear springs were removed and disassembled; eyes were reversed on the main leaf.



This grocery store on wheels meets with the approval of the busy housewives of Mobile, Alabama.

Low Upkeep Makes Ford Truck Popular

Ford Motor Company

Manufacturers of Automobiles, Trucks and Tractors

Louisville, Ky.

FACTORY AND GENERAL OFFICES
DETROIT

9-16-22

ALL DEALERS:

173--A.

IN REPLYING REFER TO
ALL STATEMENTS OR AGREEMENTS CONTAINED IN THIS LETTER ARE CONTINGENT ON STRIKES, ACCIDENTS, FIRES, OR ANY OTHER CAUSES BEYOND OUR CONTROL AND ALL CONTRACTS ARE SUBJECT TO APPROVAL BY THE SIGNATURE OF A DULY AUTHORIZED EXECUTIVE OFFICER OF THIS COMPANY. CLERICAL ERRORS SUBJECT TO CORRECTION.

Refer to our General Letter 165-A, of August 30th:

Effective this date, we will put 9 gallons of gasoline and $1\frac{1}{2}$ gallons of oil in each car driven from this Branch.

Extra two quarts of oil will be put in with gasoline for lubrication.

You will, therefore, add to dealer's gross cost, as shown in letter above referred to, the sum of \$1.85 on open cars, trucks and chassis, and the sum of \$1.65 on closed jobs.

FORD MOTOR COMPANY
Sales Department

FAD CJB

History of the North Alabama Region

The North Alabama Region of the Antique Automobile Club of America originated as the Huntsville Antique Automobile Club in December of 1961. A discussion among three of our charter members resulted in placing an advertisement in the Redstone Arsenal weekly newspaper. This advertisement attracted four additional persons into the group. A meeting convened the following January, in which, officers were selected and the name of the club was chosen.

The club struggled along for the first six months, as most new clubs do, but a little publicity in the local paper made the club known to a few additional people interested in the hobby of preserving the history of the automobile. In the fall of 1962, the club voted to petition the Antique Automobile Club of America for a Charter. It was the general feeling of the members that affiliation with the National Club would enable us to make contact with surrounding Antique Automobile Clubs. With added activities the club would gain publicity and become better known. This has proven out over the past few years.

We were granted a Charter October 12, 1962, as the North Alabama Region; it was officially presented to us by Mr. Edgar Rohr as his first act as President on February 25, 1963. This club was the first Antique Automobile organization to become nationally affiliated in the State of Alabama.

The original fifteen persons who partitioned the AACA in the late Summer of 1962 for a charter included: Phil Woodbury, Gene S. Williams, Larry Lohmeyer, Dennis McCann, Herb McCarley, Jim Spencer, Jerry Peoples, David Gibson, Olan Chiles, Jim Asherbranner, Frank Barnett, Lowell Becraft, Toney Campbell, George Case, and Ernest Cross.

The first officers were Phil Woodbury, President; Ernest Cross, Vice President; Hank Lowers, Secretary-Treasurer. The same officers continued in office for all of 1963 except Frank Barnett who was elected Treasurer and Hank Lowers continued as Secretary. Officers elected to serve for 1964 were:

OFFICERS

President	Dennis McCann	*
Vice President	James Beal	*
Secretary-Treasurer	Jerry Peoples	*

BOARD MEMBERS

Dennis McCann	Ken Barry
Jerry Peoples	Olan Chiles
James Beal	Herb McCarley

Dennis McCann was continued as Regional Director through 1965 and 1966.

In 1966, the North Alabama Region hosted the Central Division National Fall Meet in Huntsville. We had finally arrived.

History of the North Alabama Region (continued)

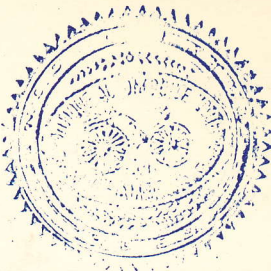
Today, the State of Alabama has four active AACA Regions as well as independent antique automobile clubs in Gadsden, Birmingham, and Mobile. The four AACA Regions are in the following metropolitan areas: Mobile, Montgomery, Birmingham, and Huntsville. The hobby of antique automobiling is well established in this State as a result of these clubs and their activities. The following pages show some of the scenes and events that transpired during the past five years in this region.



CERTIFICATE OF CHARTER

North Alabama Region

This Certifies that a Charter has been granted to the above Region of the Antique Automobile Club of America, an organization whose purpose is to perpetuate memories of the pioneer days of automobiling by encouraging the preservation and collection of Antique Automobiles and Automobilia. This Charter, subject to the Constitution and By-laws of this Club, was granted on October 12, 1962



In Witness Whereof, the said Club has authorized this Certificate to be duly signed by its President and Secretary, and has caused its seal to be affixed hereunto, this Fifteenth *day of* November *, 1962*

Edward H. Haudert
President

L. Edward Tomphlin
Secretary



"Get a horse!" cried the skeptic in the early days of motoring when one of the new-fangled horseless carriages balked. They are still balking, but their four-footed competitors are

rarely around to render help. Here, several members of the Antique Auto Club fill in for Dobbin when Hank Lowers' 1928 Buick decides to be disagreeable.

The Huntsville Times

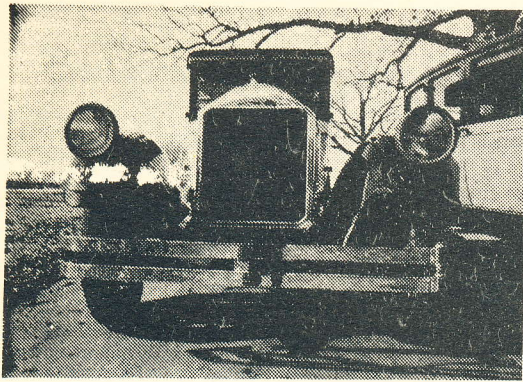
SECTION

SUNDAY, JAN. 19, 1964

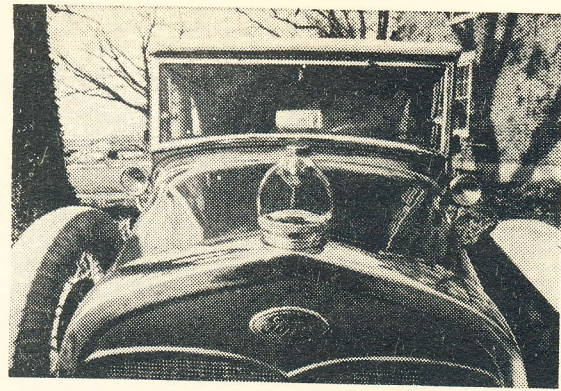
Times Photos by Kenneth Elkins

Text by Alan Moore

Community Life



Jerry Peoples' 1927 Pierce-Arrow



Frank Barnett's 1931 Ford Model A-400

TRANSPORTS

New car fever periodically seizes just about every American. But to a growing number of enthusiasts, the appeal of a new set of wheels is as nothing compared to the charm of an antique car or the glamour of a classic.

About 35 Huntsvillians, both men and women have formed the North Alabama Region of the Antique Automobile Club of America. Members locate and purchase rare old models (some of them mere hulks), scour the country for needed parts, spend untold time and money restoring cars to original appearance and mechanical condition, then proudly display their rejuvenated automobiles in shows. Their greatest joy comes just from having an antique or classic car, however, and many of the members here have more than one.

It is an expensive hobby. The smallest item in the cost of restoration is sometimes the unrestored hulk itself. By the time the enthusiast buys, begs or scrounges parts and pays for some restoration, the cost of renewing the car frequently exceeds the price of the vehicle when it was new.

Authenticity is an obsession with the antique and classic car bug. Even such hidden equipment as springs must be exactly like the original. To him, putting a new engine in an antique car would be as unthinkable as

converting Westminster Abbey into a bowling alley.

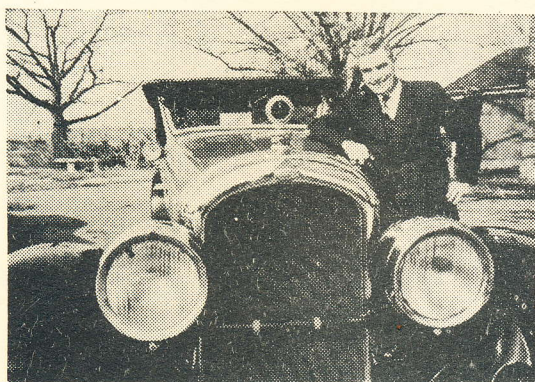
Special-interest subdivisions exist within the general antique car field which devote their enthusiasms to one make or model. For instance, two national clubs with total memberships of 50,000 are dedicated to the dependable old Model A Ford. Of the 4 million Model As produced from 1928 through 1931, it is estimated that 400,000 survive, and a substantial percentage of the survivors are being pampered and preened by car club members.

Clear definitions set out by the Antique Automobile Club of America separate cars that are merely old from those that are antique and/or classic.

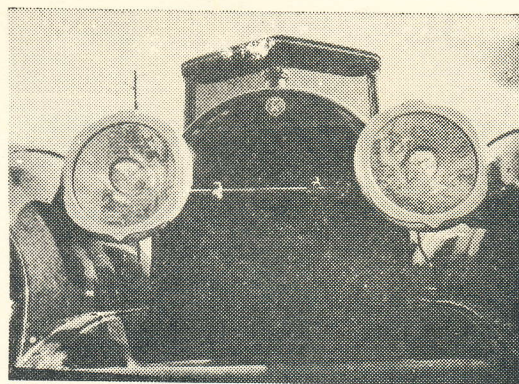
To be an antique, a car must have been made before 1930. Any car made from 1930 through 1935 is an antique production car.

Foreign cars are another class.

Classic cars are the aristocrats of the car world. To be a classic, a car must have been built in limited quantities before 1949, be an open car or limousine, distinguished in appearance, and bear an expensive nameplate. Typical of the classic cars are the Lincoln Continental, the Rolls Royce, Cord, Duesenberg and Auburn. Many Cadillacs, Packards, Buicks and LaSalles of the 1930s also qualify.

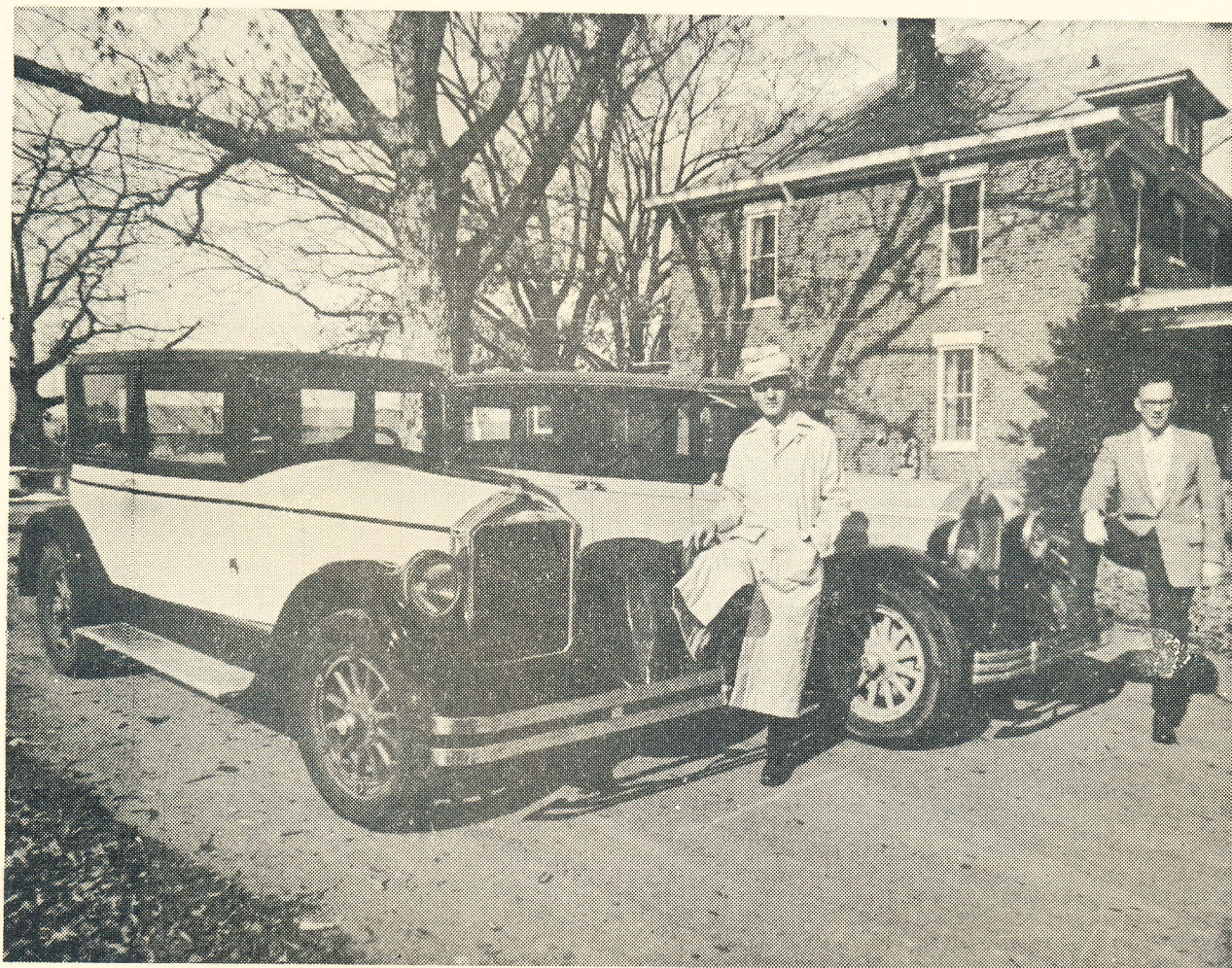


Ken Barry's 1927 Marmon Roadster



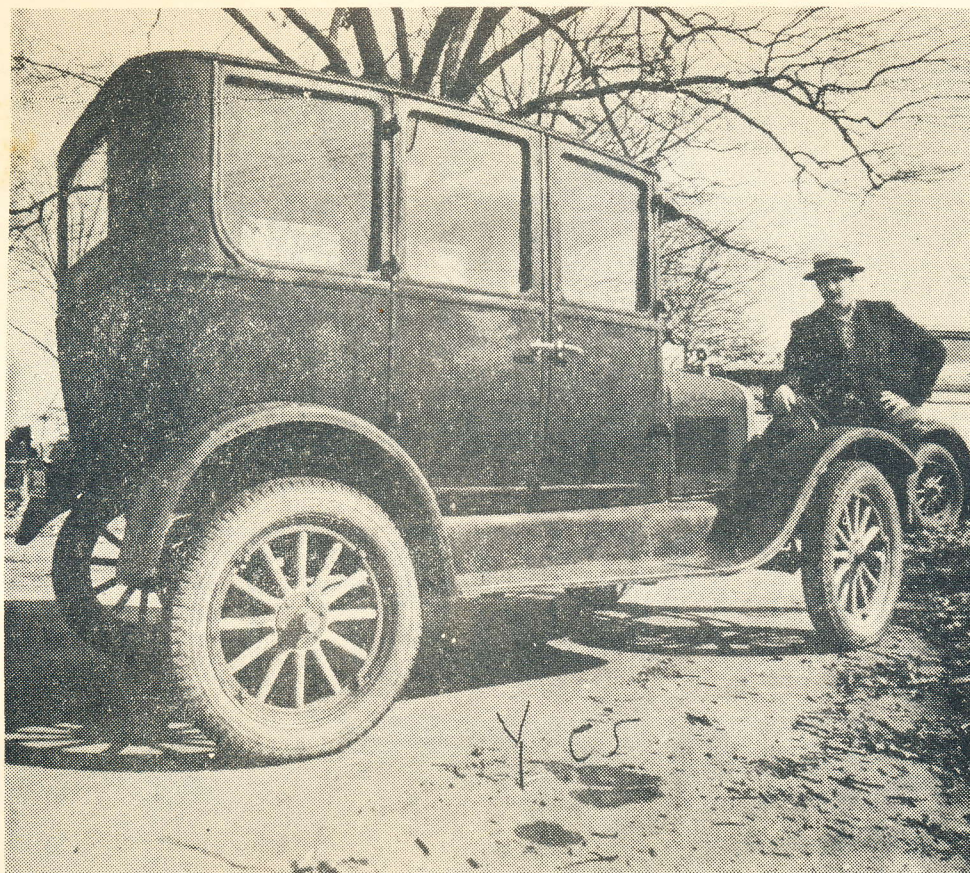
Dennis McCann's 1917 Cadillac limousine

OF DELIGHT!



Represented here are two of the most distinguished names in American automotive history, Pierce-Arrow and Buick. The massive, luxurious Pierce-Arrow, left, was always recognizable by the frog-eyed look it got from the head

lights integrated into the fenders. This two-door 1927 Pierce-Arrow of Jerry Peoples' has the original suitcases still stored inside. The Buick, a 1928 four-door model, is the pride of the Hank Lowers household.



The basic car was the Model T Ford. Between 1909 and 1927, when production stopped, 17 million of the Tin Lizzies were made and the United States became a motoring nation as a result. To help cut costs and

make automobiles available to the average man, the flivver came only in black between 1913 and 1926. This four-door sedan belongs to Ernest Cross.



A forerunner of the hardtop was this 1917 Cadillac seven-passenger limousine belonging to Mr. and Mrs. Dennis McCann. The glass rolls down and the doorposts come out to be stored under the front seat. It has not

been restored, but has only slightly more than 20,000 miles. Its V-8 engine is rated at about 72 horsepower, and its wheelbase is an astonishing 144 inches.

Want a Ride? We're All Ready!

—THE HUNTSVILLE TIMES—Sunday, June 7, 1964



There's no ride like the antique elegance of a 1917 Cadillac, say these wives of Huntsville antique car fanciers in a fashion display of period costumes are, at rear, within the car doors, from left:

Mrs. Thomas Totcky, wearing an authentic black georgette dress of the late 1920 period, featuring drawnwork and trimmed with silk soutache braid and silk fringe. Her velvet and rhinestone headache band and long earrings are typical of the period.

Mrs. Pat Peoples, in an authentic 1927 beige silk daytime dress with matching cloche hat and beaded bag.

Mrs. James Beal, modeling a 1925 vintage

ball gown of pink taffeta, overlaid with sheer fabric and embroidered with sequins and pearls.

Mrs. Ernest B. Cross Jr., wearing an original 1927 white lace formal dress with black headband and beaded bag.

At the wheel is Mrs. Olan Chiles in a black 1929 daytime dress with satin trim and a red flower, worn with an original "ice" hat, clutch handbag and swirltop gloves.

Seated on the front of the car, from left, are:

Mrs. Horace Lowers, wearing a beige silk 1925 original ball gown encrusted with black and silver sequins and medallions and en-

hanced with lace and velveteen panels.

Mrs. William R. Ashby, wearing a copy of her mother's 1927 wedding dress in gold color with matching lace.

Mrs. George Case, wearing a 1930 royal blue chiffon dress trimmed in val lace.

Under her saucy umbrella, Mrs. Dennis McCann, co-owner of the 1917 Cadillac, wearing a tea dress of black lace overlaying white lace. Her parasol, hat and high button shoes are authentic too.

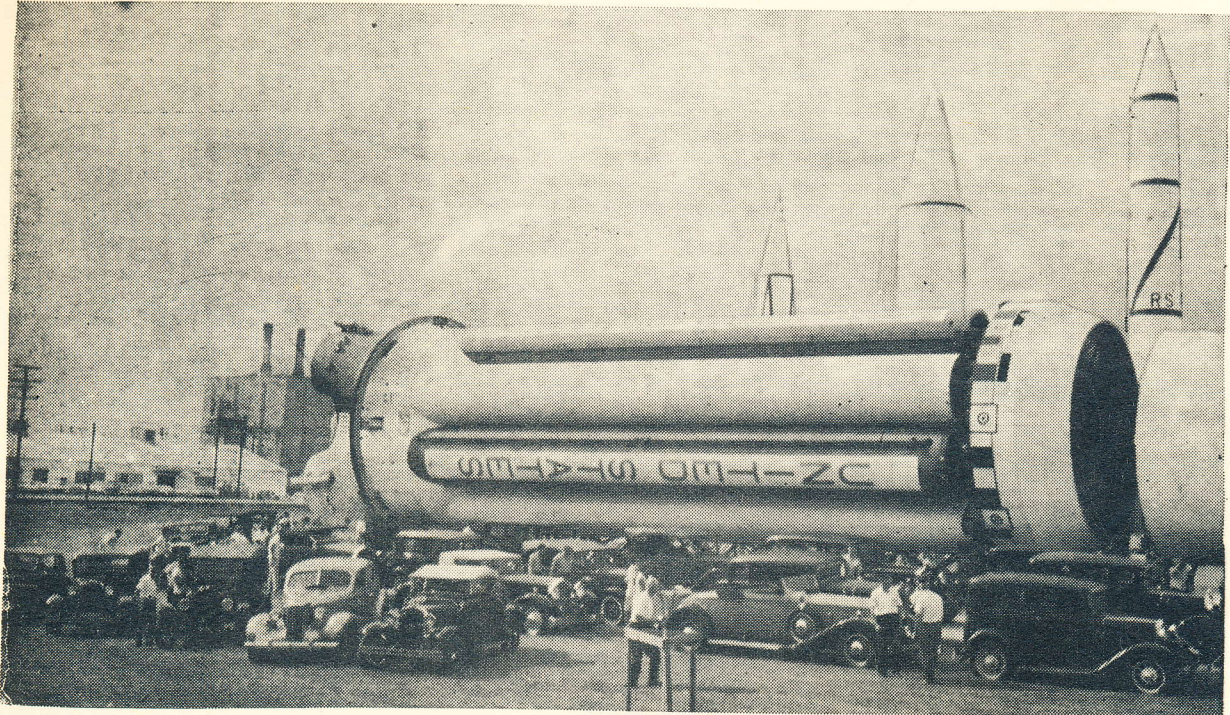
The girls are here to remind you that many members of the Huntsville Antique Auto Club are traveling this weekend to Murfreesboro, Tenn., for the Society of American Antique Cars Association competition June 5-7.

Marshall Star

Volume 4; No. 48

NASA George C. Marshall Space Flight Center — Huntsville, Alabama

AUGUST 26, 1964



ANTIQUE AUTO CLUB—The Marshall Center was host to an unusual tour Saturday afternoon when the North Alabama Antique Automobile Club drove about 50 old (but shiny) cars out to the Center for a look at the giant rockets on display. President of the Club is Dennis McCann of the MSFC J-2 engine office. Other officers are Jim Beal of Quality, vice president; and Jerry Peoples of MSFC, secretary and treasurer. Ernest Cross of P&VE was general chairman for the motorcade and tour. About 70 per cent of the antique car owners work at Marshall Center.

VOL.1
NO.7

AUTO ANTIQUARIAN NEWS

AUGUST
1964

A A C A

H U N T S V I L L E M E E T

N O R T H A L A B A M A R E G I O N

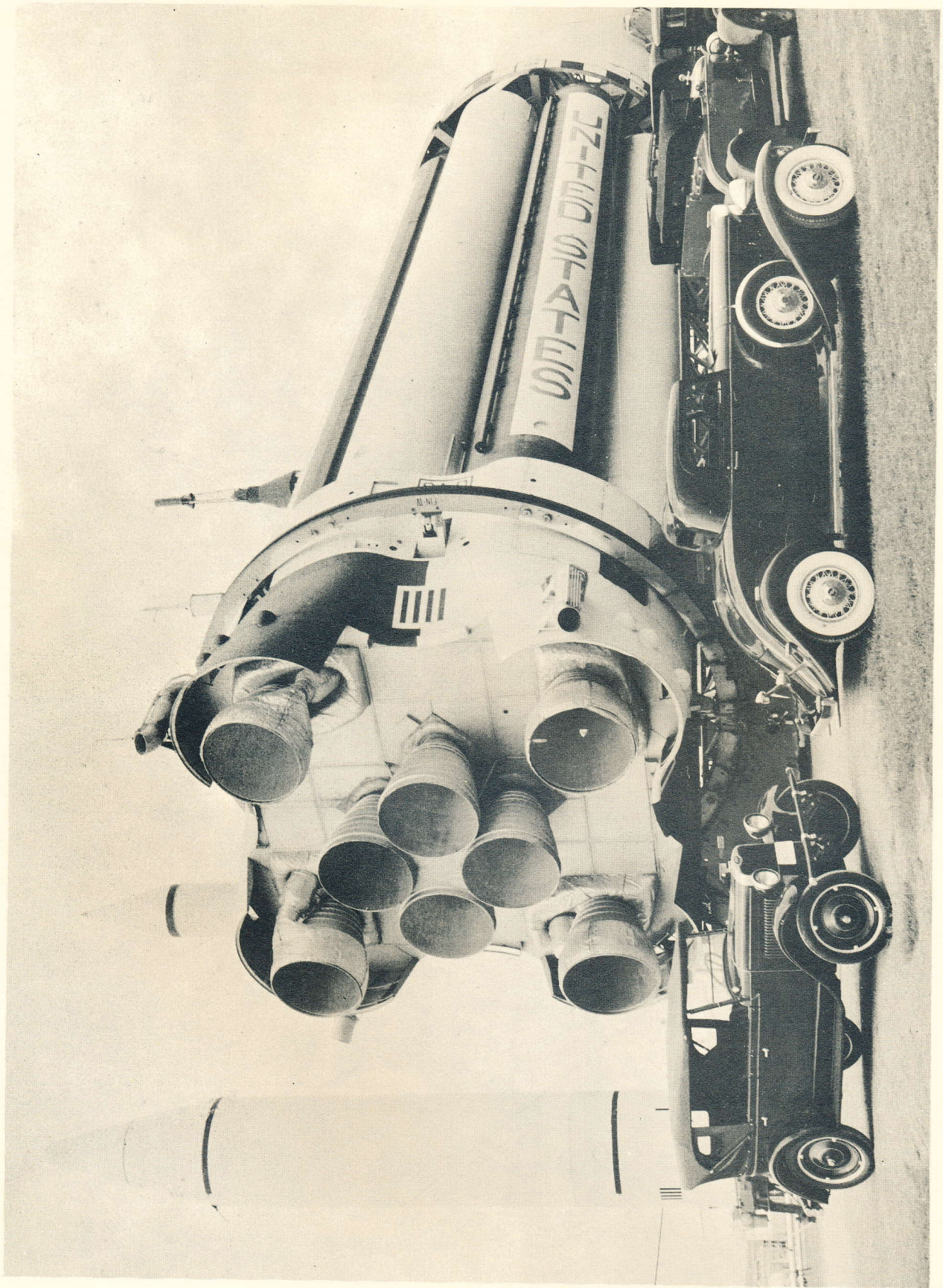
SATURDAY, AUGUST 22nd

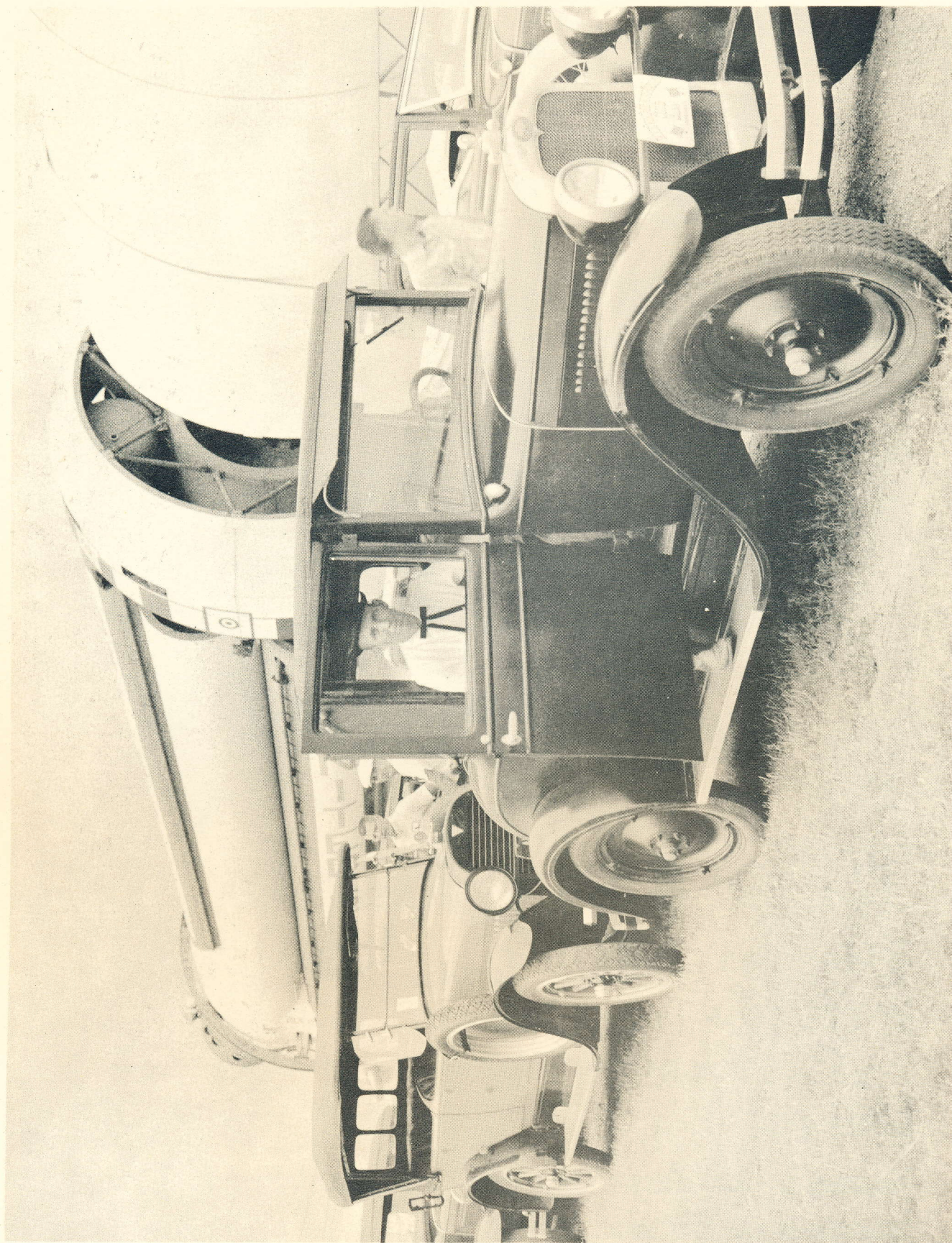
HEADQUARTERS AT THE ALBERT PICK MOTEL 1111 NORTH MEMORIAL PARKWAY

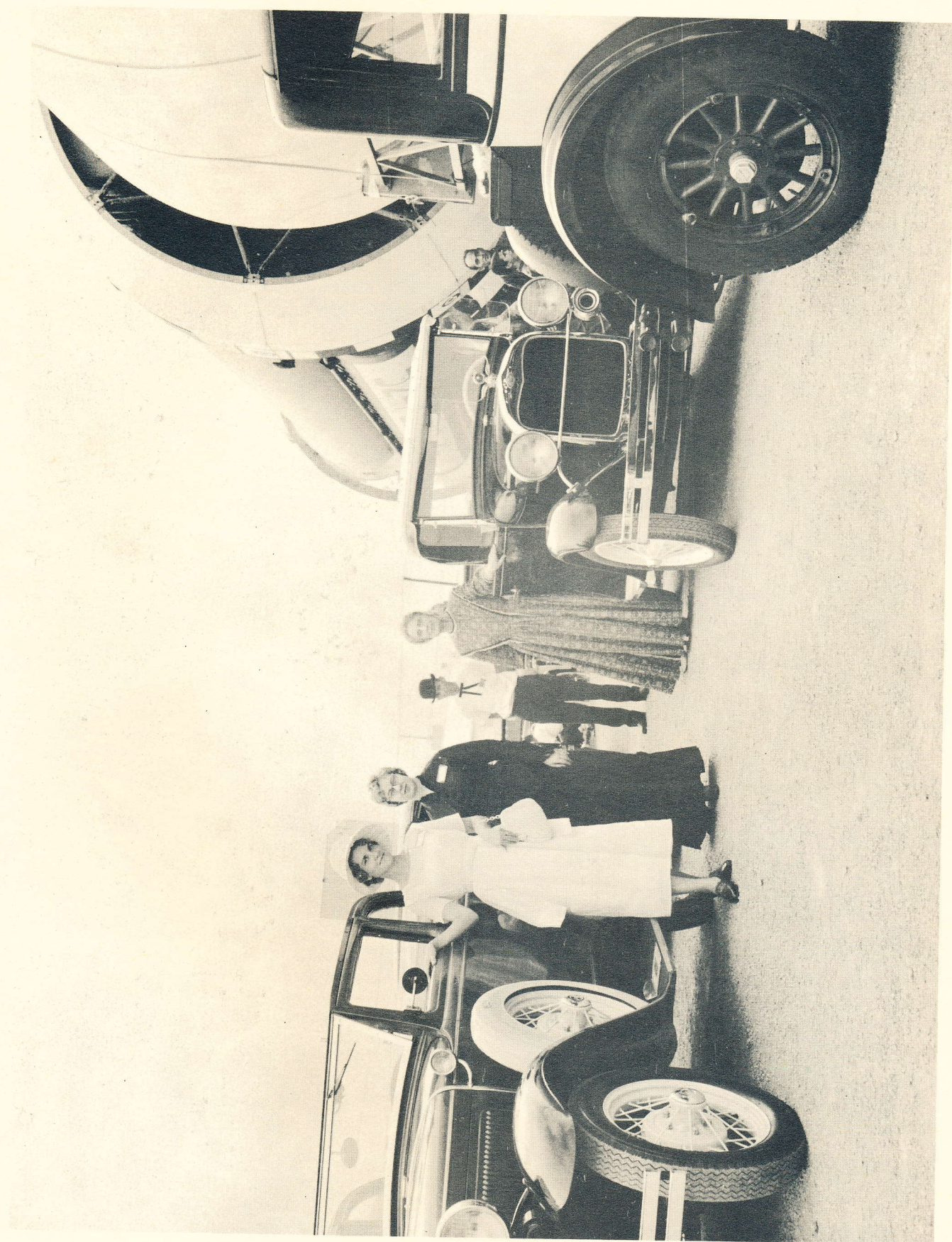
SWIMMING POOL

BABY SITTERS AVAILABLE

DOOR PRIZES AND EVENT PRIZES









ANNOUNCING

HUNTSVILLE ANTIQUE AUTO CLUB
ANNOUNCES THE SECOND ANNUAL
HOSPITALITY MEET

SATURDAY AUGUST 28, 1965
ALBERT PICK MOTEL, HUNTSVILLE, ALABAMA
GAMES - LADIES LUNCHEON - ARSENAL TOUR - BANQUET
TROPHIES - PRIZES

The Huntsville, Alabama Antique Auto Club will sponsor the second annual hospitality meet.

All antique cars of any kind, shape, or condition are welcome! If you don't have a car come anyhow!

This is not a judging meet but there will be plenty of trophies and prizes awarded for games. There will be balloon popping, ball-in-the-jug and other games of driving skill (?). Everybody has a chance for a trophy, regardless of car!

Ladies luncheon will feature a fashion show of antique clothes. Some very nice prizes will be awarded for winners. Ladies bring your antique clothes and join the fun!

On Saturday afternoon there will be a guided tour of the Army Missile Museum and the NASA Space Museum at Redstone Arsenal. This is your chance to see the huge Saturn booster and other interesting space vehicles.

Saturday night there will be a social hour preceeding the awards banquet.

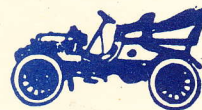
Flea market will be open all day, so load your extra parts up and bring 'em along.

BANQUET - APPROXIMATELY \$3.00 Person
LUNCHEON - APPROXIMATELY \$3.00 Person
FLEA MARKET - NO CHARGE

COME MEET YOUR OLD FRIENDS AND MAKE SOME NEW

Bud Congdon - Meet Chairman
3401 O'Hara Road S.E.
Huntsville, Alabama 3580



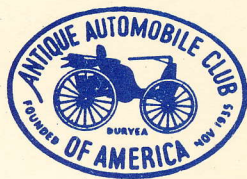


Central Division

**ANTIQUE
AUTOMOBILE
CLUB OF
AMERICA**

National Fall Meet

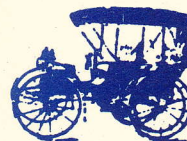
*August 26-27-28
1966*



Host

North Alabama Region

Huntsville, Alabama

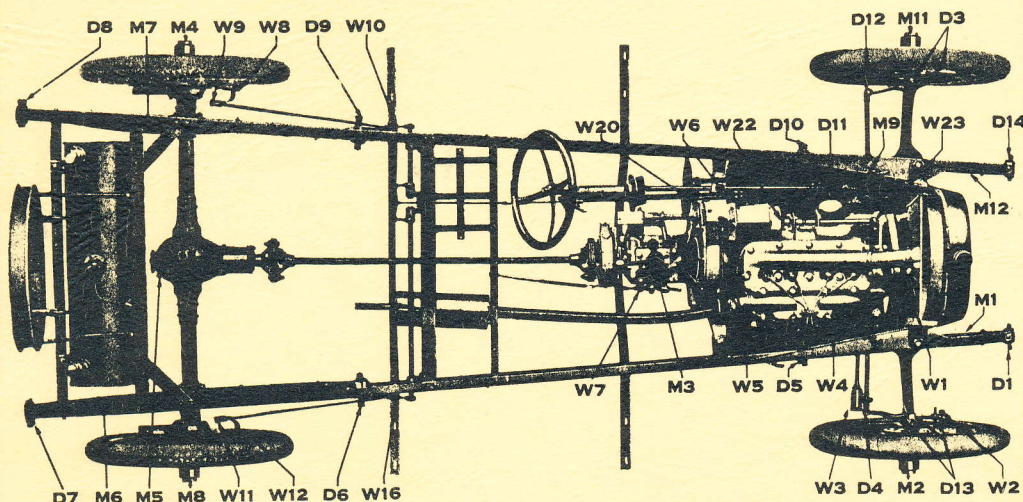




1920—*Maxwell*—1920



Lubrication Chart



Every Day Car is in Use or Every 100 Miles

KEY	PART	QUANTITY AND WHERE APPLIED	LUBRICANT
D1, 6	Front Spring Bolts	Fill Oilers	Engine oil
10, 14	Rear Spring Front Bolts	One Turn of Grease Cup	Cup grease
D6, 9	Rear Spring Rear Bolts	Fill Oilers	Engine oil
D7, 8	Steering Knuckle Pins	Fill Oilers	Engine oil
D3, 13	Steering Tie Rod Clevis Pins	Fill Oilers	Engine oil
D4, 12	Crank Case	See that Oil Gauge on right side of crank case indicates sufficient oil	Engine oil

EVERY 2000 MILES

D11	Drain Crank Case and flush thoroughly with kerosene. Refill until Gauge shows oil at proper level.
M3	Drain Transmission and cleanse thoroughly with kerosene. Refill with fresh heavy oil until Gears on Counter-shaft are half covered.
M5	Drain Rear Axle and flush with kerosene. Refill with enough fresh heavy oil to allow Differential to dip in the lubricant.

Weekly or About Every 500 Miles

KEY	PART	QUANTITY AND WHERE APPLIED	LUBRICANT
W1	Fan Hub	Grease in Plug Hole	Cup grease
W2	Speedometer Swivel	One Turn of Grease Cup	Stewart-Warner lubricant
W3	Steering Ball Joints	Pack both ends of Steering Connecting Rod	Cup grease
W4	Ignition Unit	Fill Oil	Engine oil
W5	Spark and Throttle Cross Shafts	Several drops at side of Brackets and in tube	Engine oil
W6	Clutch	One-half pint through plug hole in Left Engine Support Arm	Engine oil
W7, 9, 10, 11, 16, 20	All Brake Rod Clevises	Several drops worked between Clevises and Pins	Engine oil
W8, 12	Brake Toggle Pins	Few Drops	Engine oil
W22	Starter Motor Front Bearing	Few Drops in Oil	Engine oil
W23	Generator Drive Shaft Front Bearing	One Turn of Grease Cup	Cup grease

Monthly or About Every 1500 Miles

KEY	PART	QUANTITY AND WHERE APPLIED	LUBRICANT
M1, 6, 7, 12	Springs	Between Leaves	Graphite grease
M2, 4, 8, 11	Front and Rear Wheel Bearings	Pack Hub Caps	Cup grease
M3	Transmission	Enough to half cover Counter Shaft Gears through hole in Gear Shifter Housing	Very heavy oil
M5	Rear Axle	Enough to allow Differential to dip	Very heavy oil
M9	Steering Gear Case	Grease Gun full in plug hole	Cup grease



Maxwell Motor Company, Incorporated

DETROIT, MICHIGAN

