

AUTO

ANTIQUARIAN

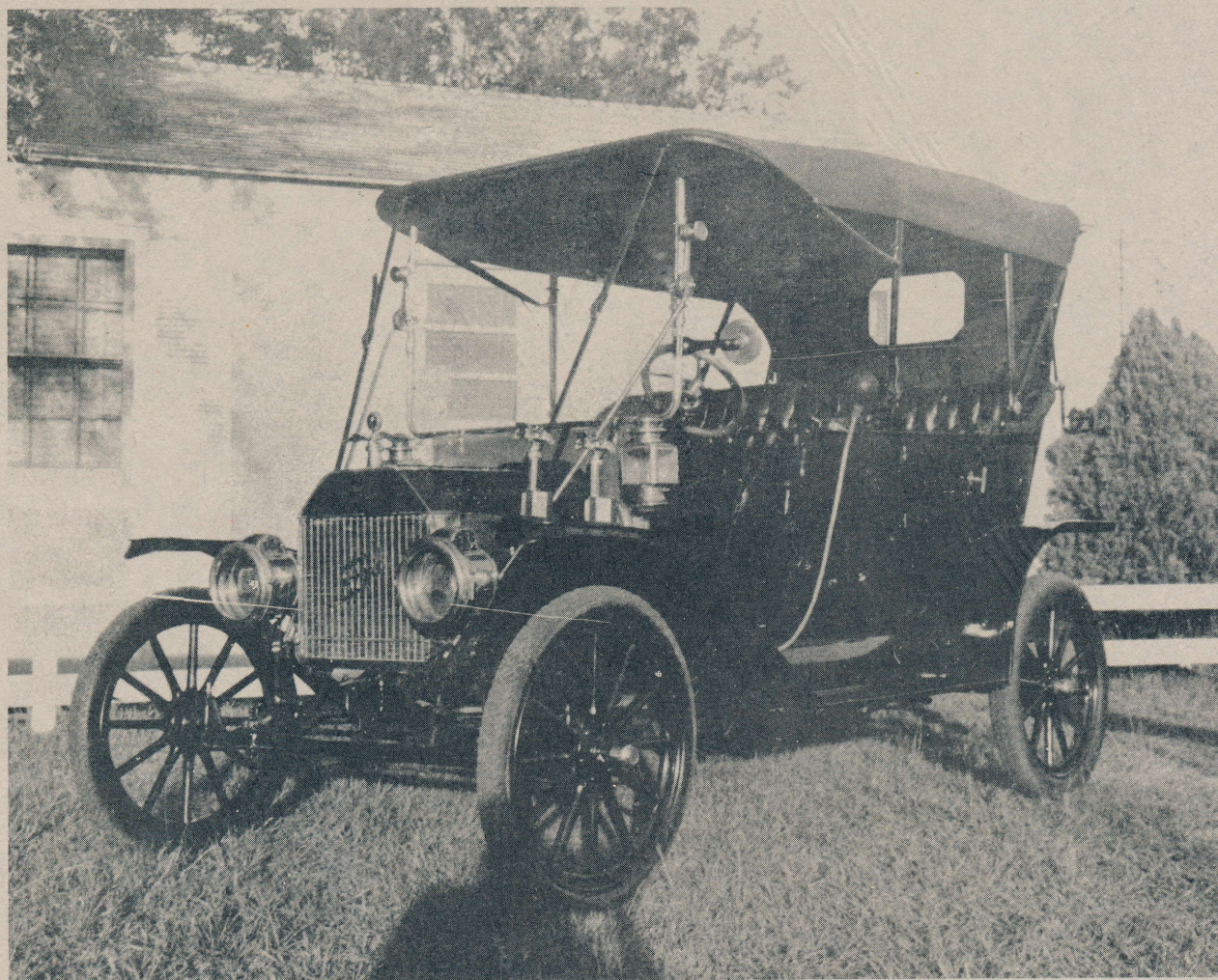
NEWS



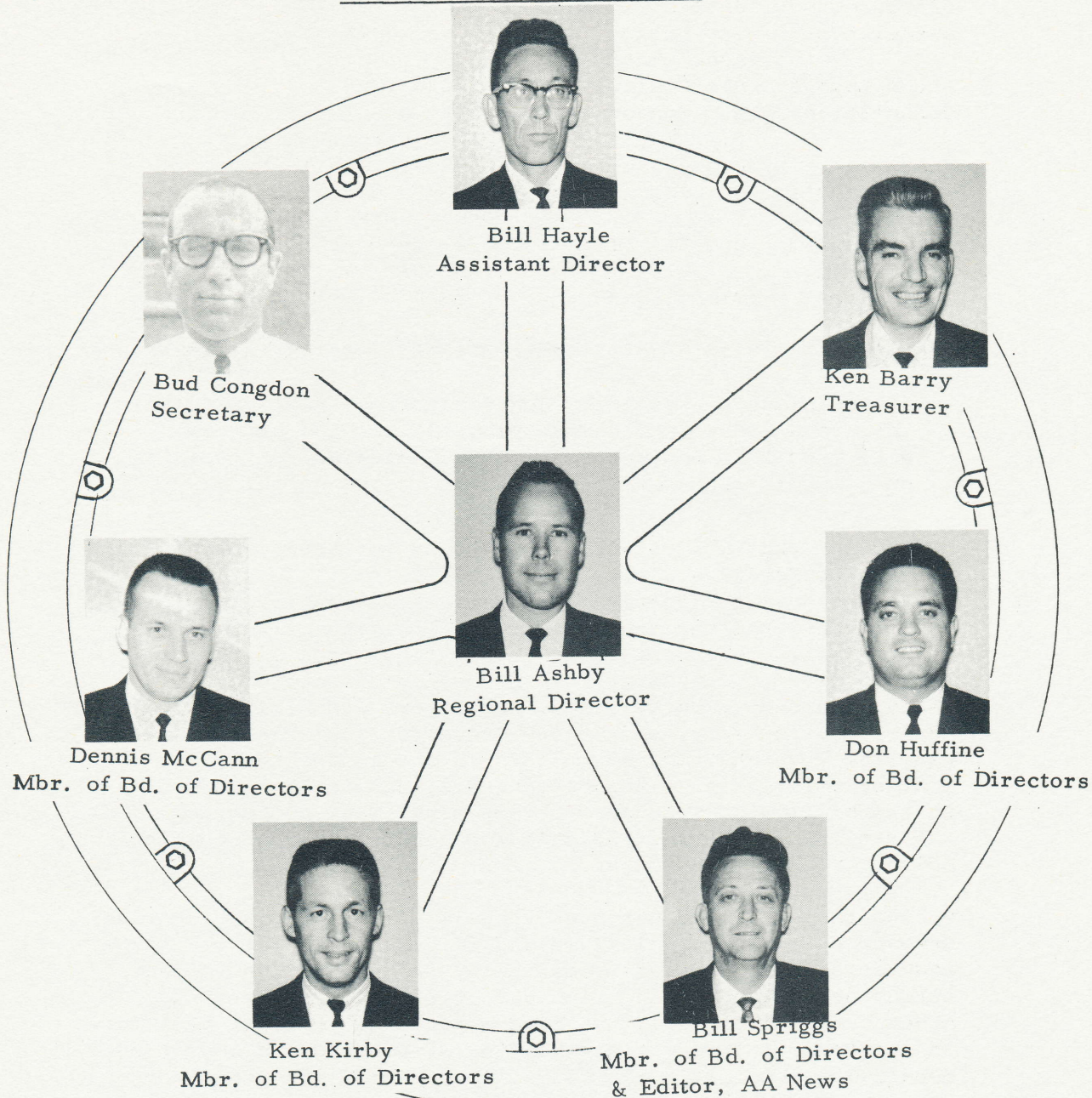
*Season's
Greetings*

NORTH ALABAMA REGION
A.A.C.A.

NOV - DEC 1967



This 1912 Model T Ford, owned by AACA member Robert Nave, has won some sixteen trophies.



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.

COMMENTS - The Publication Staff wishes to thank everyone for the wonderful support during this year. Especially those who gave so generously of their time, materials, photography, and the contributions of original articles and suggested reprints. The Staff extends special thanks to Herm Gierow, Ken Barry, Bob Ewing, Jerry Peoples, Bill Ashby, Dan Shady, Jerry Thach, Don Pryor, Jim Beal, Bill Hayle, Louise Azary, and Ernest Cross for their help. We especially thank Tommy Gooch for his art in the early months; (Mrs.) Cassie Schade for "driving" her typewriter so faithfully; Jack Stuart for his many, many photographs; and, Pat Spriggs for her help and patience with your toiling editor in the "wee" hours.

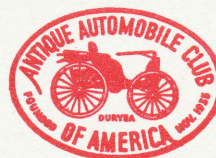
During this year, it has been the aim of the Auto Antiquarian News to present not only news and information about car shows and meets, tours, parades, meetings, and social events that strengthen our hobby and bind our friendships closer, but other material as well. We have endeavored to offer technical and historical information that is interesting and educational. Hopefully, some of it has--or will be--used in restoration or as a knowledgeable source for those who participate in judging.

-----Editor

ACKNOWLEDGEMENTS - Our thanks to Jimmy Kimsey for the excellent report on the car show in Decatur, Alabama....and Jack Stuart for his account of the tour to Cullman, Gadsden, and Ashville. We are indebted to Jim Beal for the Ten Commandments for John Q. Public, printed loose to affix to your car during shows or displays.....and to Jean-Paul Boutet of 28 Nogent-Le-Rotrou, France for the fine article dealing with aspects of IGNITION from 1886 to the present.

THE COVER - Is Christmas, good will to all, and Santa's sleigh being pulled by an '04 Studebaker Electric, an '08 "T", a '13 Chevrolet, and an '08 Buick.

Antique Automobile Club of America



NORTH ALABAMA REGION

DIRECTOR'S LETTER TO ALL MEMBERS OF NORTH ALABAMA REGION AND TENNESSEE VALLEY CHAPTER

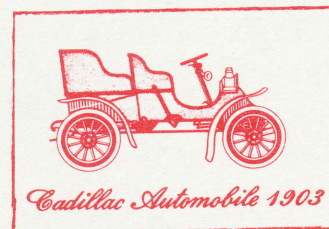
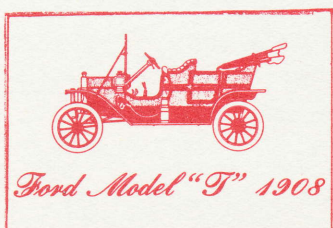
As all of you know we are nearing the end of another year of Antique Automobile activities. As your Regional Director, I have been in a position to observe our overall activities as a very important part of A.A.C.A., and I can very proudly say that this has been a most fruitful year for the North Alabama Region. It has been a good year, not due to any one person, but because we have all worked together on the many projects and activities throughout the year. I would like to express my appreciation to each and every member and wife for the excellent cooperation in getting the job done when the pressure was on. This has been one of the most enjoyable years for me in my association with the North Alabama Region because I have been in a position which afforded me a great opportunity to get to know all of you better and create a closer working relationship with you.

I would also like to take this opportunity to extend a special thanks to the excellent slate of officers and board of directors you elected to serve with me. Their untiring efforts and cooperation, along with the various committee chairmen, have made this an outstanding year.

Again I would like to thank you for your cooperation and hope that we may all work together as diligently in the years to come to keep the North Alabama Region on the A.A.C.A. map.

Bill

WILLIAM R. ASHBY
Director



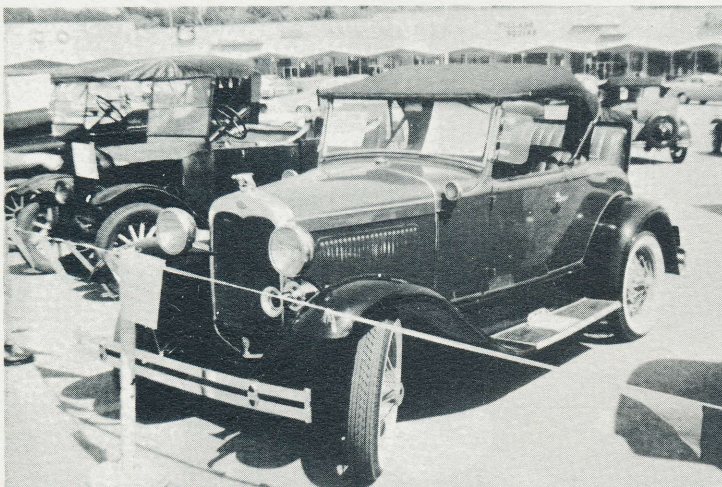
ANTIQUE CAR SHOW SEPTEMBER 15 and 16, 1967
GATEWAY SHOPPING CENTER
DECATUR, ALABAMA

By.....Jimmy Kimsey

The Gateway Shopping Center show could be called nothing less than a success. They asked for twenty cars and we gave them exactly twenty cars. Many of these cars were Decatur area cars which had not been shown before. Our appreciation to everyone who helped with this show. A special thanks to Bill Hayle for contacting the Huntsville area members and getting a fine turnout of Huntsville cars. Ken Kirby and Bill Fuhr also get our thanks for their fine work in planning and staging this event.

Owners and cars participating were;

Jim Latham	-	1928 Ford Model "A" sedan
Pat Lyons	-	1952 Mercedes
Bill Hayle	-	1926 Ford Model "T" touring
Ken Barry	-	1926 Ford Model "T" coupe
Doc. Becraft	-	1928 Packard sedan
Noble Collins	-	1928 Franklin touring
Bill Ashby	-	1957 Ford convertible custom
Daren Easter	-	1930 Ford Model "A" sedan
Sherman Terry, Jr.	-	1931 Ford Model "A" sedan
Bill Fuhr	-	1932 Ford V-8 coupe
" "	-	1922 Ford Model "T" touring
Rev. R. E. Wilkins	-	1923 Ford Model "T" touring
Earnest Matthews	-	1922 Ford Model "T" touring
Ken Kirby	-	1923 Ford Model "T" roadster
Thomas Harper	-	1932 Auburn Custom Brougham
Jim Kimsey	-	1929 Ford Model "A" roadster
Clark Weatherwax, Jr.	-	1930 Ford Model "A" roadster
John Cook	-	1928 Chevrolet sedan
" "	-	1928 Ford Model "A" sport coupe
Charles Guntharp	-	1928 Buick sedan

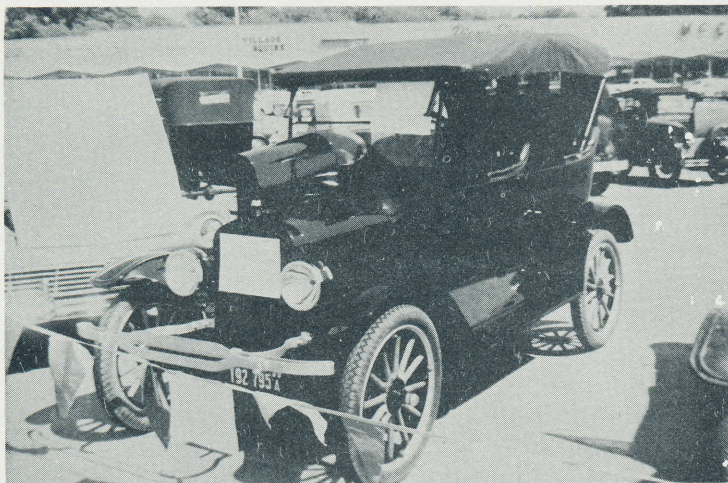


Clark Weatherwax, Jr.

1930 Ford A

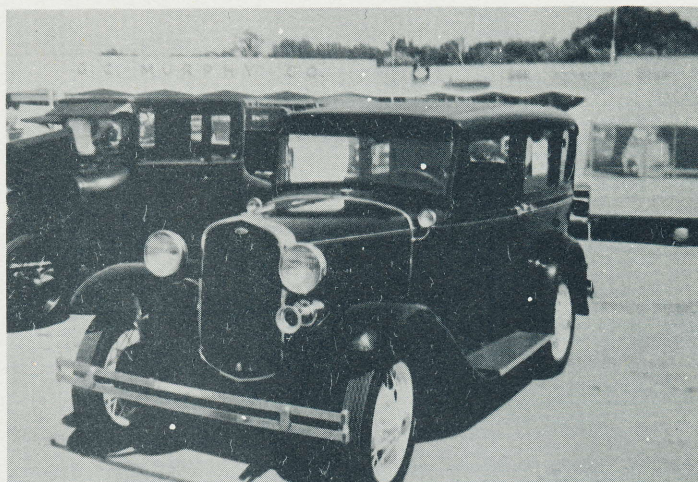
GATEWAY SHOPPING CENTER SHOW, DECATUR, ALABAMA

September 15 and 16, 1967



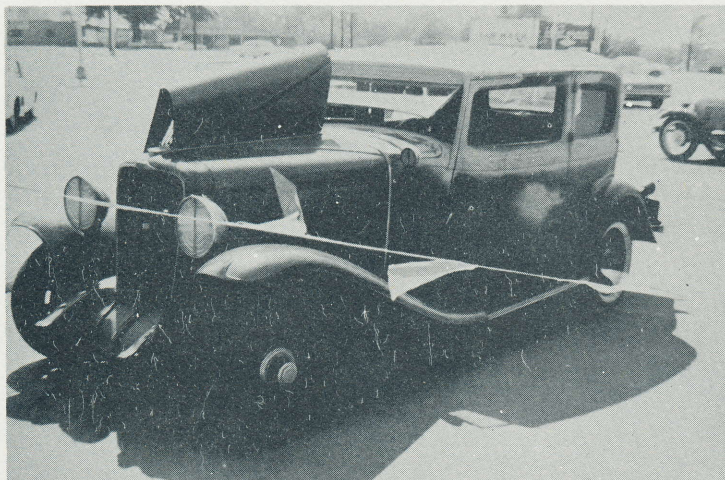
Ernest Matthews

1922 Ford T



Sherman Terry, Jr.

1931 Ford A

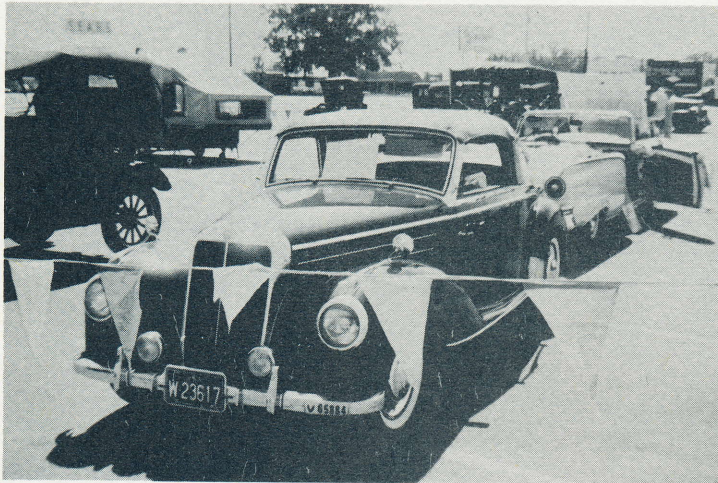


Thomas Harper

1932 Auburn

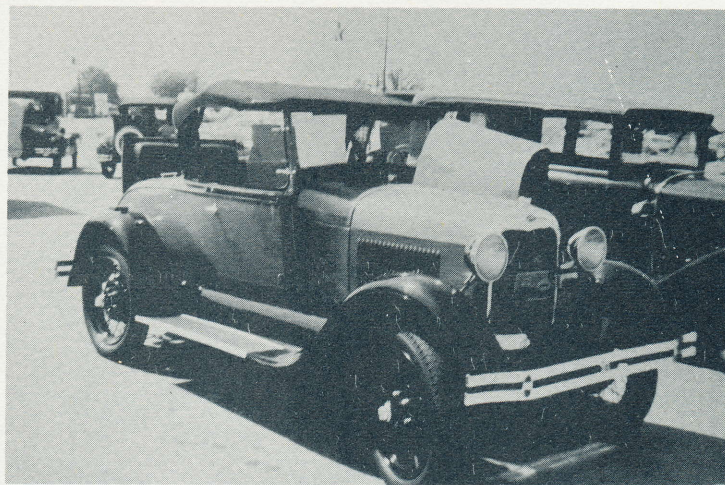
GATEWAY SHOPPING CENTER SHOW, DECATUR, ALABAMA

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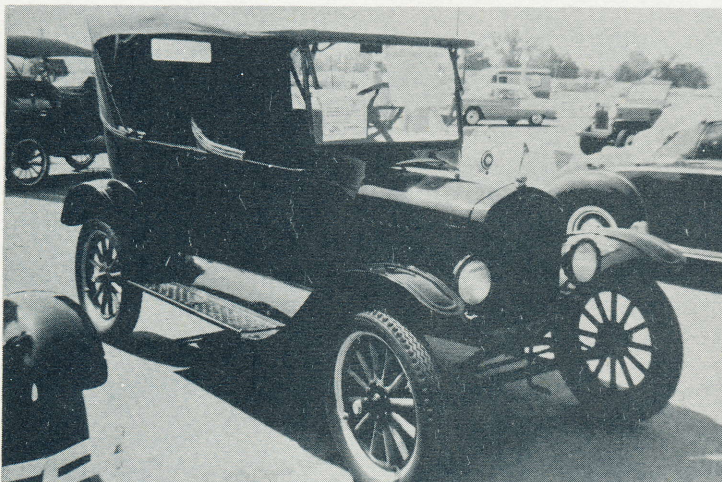
Pat Lyons

1952 Mercedes



Jim Kimsey

1929 Ford A



Rev. R. E. Wilkins

1922 Ford T

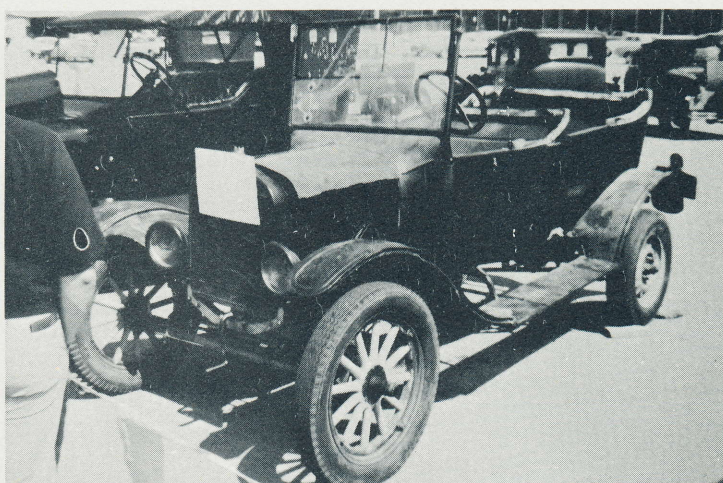
GATEWAY SHOPPING CENTER SHOW, DECATUR, ALABAMA

September 15 and 16, 1967



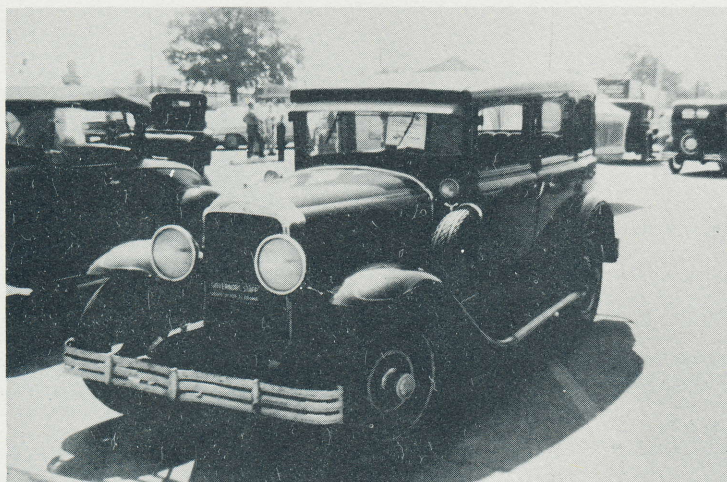
Daren Easter

1930 Ford A



Bill Fuhr

1922 Ford T

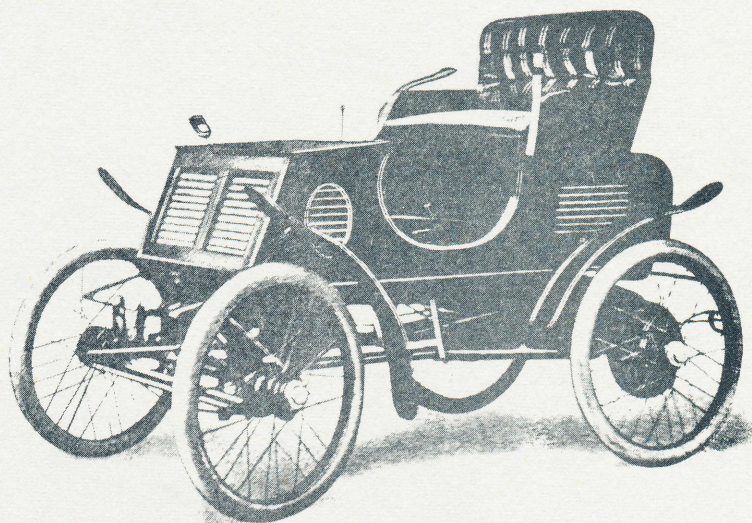


Charles Guntharp

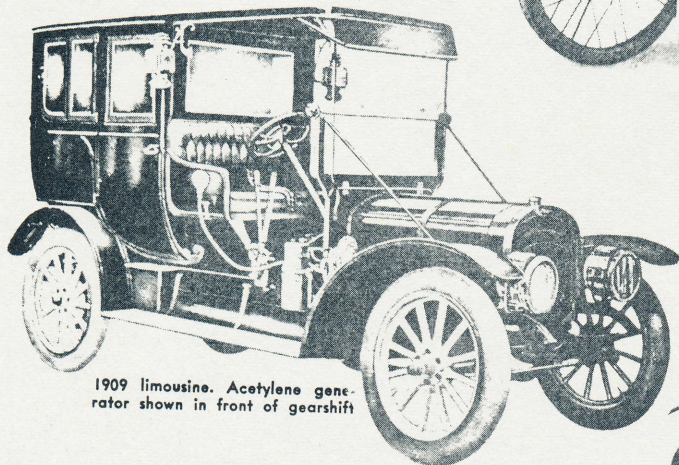
1928 Buick

NASH

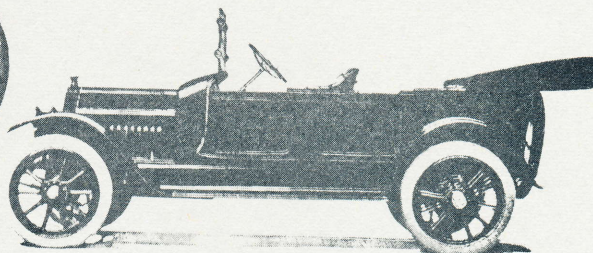
Began as
a Rambler



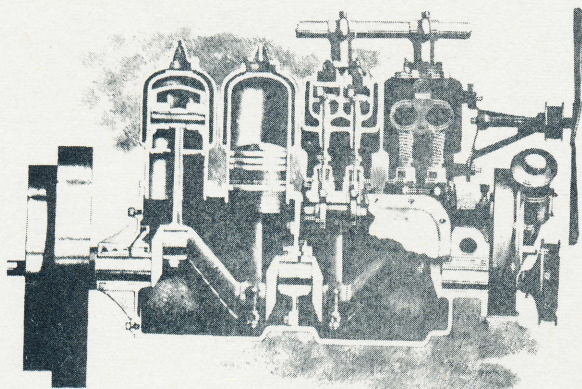
First Rambler was a buggy with single-tube tires, 1900



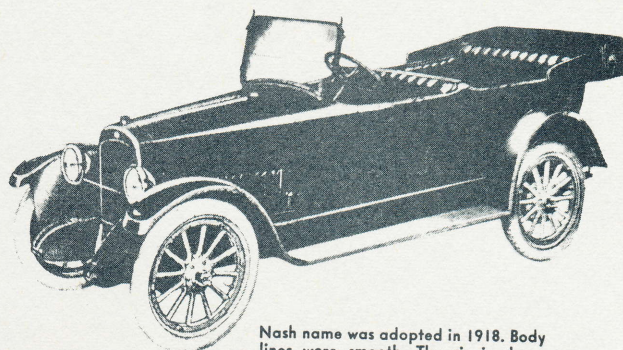
1909 limousine. Acetylene generator shown in front of gearshift



First Jeffery, a 1914 four-cylinder model



The 1909 Rambler four-cylinder engine had individually cast cylinders mounted on a one-piece crankcase. A hand-hole cover, partly shown, was removed to give access to the rod and main bearings, the latter being provided with a wedge adjustment. The crankshaft could be removed from the rear after the plates supporting the rear and center main bearings were unbolted. The engine was lubricated by oil splashed around by the crankshaft



Nash name was adopted in 1918. Body lines were smooth. The six is shown

NASH BEGAN LIFE IN 1900 as a Rambler made by the Thomas B. Jeffery Co. In 1914 the name was changed to Jeffery, and changed again when Charles W. Nash left the presidency of Buick to buy the company in 1917.

Not much is known about the 1900 Rambler except it was a horseless buggy with a single-cylinder engine and a two-speed planetary transmission. The 1903 car, however, had a 5½ hp engine, a 78-inch wheelbase and 28 by 3 tires. The 1904 buggy sold for \$750, weighed 1,250 pounds and was powered by a one-cylinder 5 by 6 engine which developed 7 hp. The 1905 car was similar but the engine was rated at 8 hp. This was the last one-cylinder Rambler.

A two-cylinder job was introduced in 1904. It had 5 by 6 inch opposed cylinders, a piston displacement of 235.6 cubic inches, developed 18 hp, weighed 2,000 pounds, had 30 by 3½ tires and a 90-inch wheelbase. Price was \$1,350.

The engine was located under the floor. In unit with it was a two-speed planetary transmission with a cone clutch for direct. A

central chain took the power to the rear axle. This car was continued without much change through 1909 although wheelbase was lengthened to 106 inches and tire size increased to 34 by 4. A smaller 4 by 5 inch two-cylinder car selling for \$800 was marketed in the year 1906.

Two four-cylinder cars were introduced in 1906. Model 14 listed at \$1,750, weighed 2,250, had 4 by 4½ inch cylinders which gave 226.2 cubic inches piston displacement. Engine developed 20 to 25 hp, car had 32 by 3½ inch tires and wheelbase of 106 inches. Models 15 and 16 sold for \$2,500, weighed 2,700 pounds and were equipped with a 5 by 5½ inch engine of 431.9 cubic inches piston displacement which developed 35 to 40 hp. Tires were 34 by 4 and wheelbase 112. The larger car was continued through 1912.

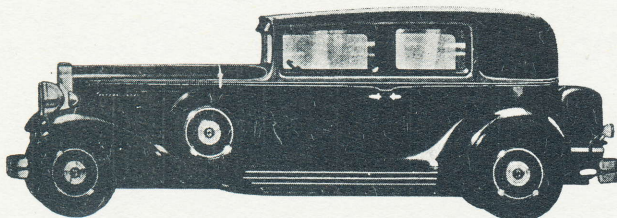
A somewhat smaller four-cylinder car was built during the 1907 to 1913 period. Its bore and stroke were 4½ by 4½, piston displacement was 286.3 cubic inches and price was \$2,000 to begin with.

One and two-cylinder Ramblers used a two-speed planetary trans-

NASH SPECIFICATIONS START WAY BACK IN 1900

Year	Model	Price	Wgt't	No. of cylinders	Bore & Stroke	Piston Displacement	Maximum H.P.	Tire Size	Wheel-base	Year	Model	Price	Wgt't	No. of cylinders	Bore & Stroke	Piston Displacement	Maximum H.P.	Tire Size	Wheel-base
00	RAMBLE R									26	Ajax 6	865	2210	6L	3x4	169.6	40@2400	30x4.75	108
01										26	Special 6	1135	2960	6	3 1/2 x 4 1/2	207.1	46@2200	31x5.25	112 1/2
02									72	26	Advned 6	1335	3400	6	3 1/2 x 5	278.4	60@2400	33x6	121, 27
03	E						5 1/2	28x3	78	27	Light 6	995	2465	6L	3x4	169.6	40@2400	30x4.75	108 1/2
04							7	28x3	78	27	Special 6	1215	3250	6	3 1/2 x 4 1/2	224.0	52@2600	31x5.25	112 1/2
04	R	760	1250	1	5x6	117.8	7	28x3	78	27	Advned 6	1425	3590	6	3 1/2 x 5	278.4	69@2600	33x6	121, 27
		1360	2000	2	5x6	235.6	18	30x3 1/2	90	28	Stndrd 6	895	2450	6L	3 1/2 x 4	184.1	45@2600	30x5.00	108 1/2
05	Surrey 1	1600	2000	2	5x6	235.6	16@1000	30x3 1/2	90	28	Special 6	1215	3150	6	3 1/2 x 4 1/2	224.0	52@2600	30x5.25	112 1/2
05	Surrey 2	2000	2000	2	5x6	235.6	20@1200	32x4	100	28	Advned 6	1540	3820	6	3 1/2 x 5	278.4	70@2400	32x6.00	121, 27
05	R	2000	2200	2	5x6	235.6	20@1200	32x4	100	29	Stndrd 6	955	2725	6L	3 1/2 x 4	184.1	50@2800	30x5.00	112 1/2
06	G, H	760	1300	1	5x6	117.8	8	28x3	81	29	Special 6	1345	3400	6	3 1/2 x 4 1/2	224.0	65@2900	32x5.60	116
06	Surrey 1	1200	2200	2	5x6	235.6	18	30x3 1/2	90	29	Advned 6	1550	3700	6	3 1/2 x 5	278.4	78@2900	32x6.00	121
06	Surrey 2, 3	1360	2450	2	5x6	235.6	20	30x4	100	30	Single 6	1005	2850	6L	3 1/2 x 4 1/2	201.3	60@2800	5.00x19	114
06	Surrey 4	1650	2450	2	5x6	235.6	20	32x4	100	30	Twin Ign 6	1415	3535	6	3 1/2 x 4 1/2	241.6	74@2800	5.50x18	118
06	14	1760	2250	4	4x4 1/2	226.2	20-25	32x3 1/2	106	30	Twin Ign 8	1795	4000	6	3 1/2 x 4 1/2	224.0	100@3200	6.50x19	124
06	15, 16	2500	2700	4	5x5 1/2	431.9	35-40	34x4	112	31	6-60	845	2800	6L	3 1/2 x 4 1/2	201.3	65@3200	5.00x19	114 1/2
06	17	800		2	4x5	125.7	10-12		88	31	8-70	995	3000	8L	2 1/2 x 4 1/2	227.2	78@3300	5.25x19	116 1/2
07	27	950	1500	2	4 1/2 x 5	159.0	14-16	30x3 1/2	90	31	8-80	1295	3360	8	3x4 1/2	240.3	87@3400	5.50x18	121
07	21, 22	1360	2000	2	5x6	235.6	20-22	30x4	100	31	8-90	1565	4000	8	3 1/2 x 4 1/2	298.6	115@3600	6.50x19	124, 33
07	24	2000	2400	4	4 1/2 x 4 1/2	286.3	25-30	34x4	106	32	960	795	2800	6L	3 1/2 x 4 1/2	201.3	65@2800	5.00x19	114 1/2
07	25	2500	2900	4	5x5 1/2	431.9	35-40	34x4	112	32	970	955	3000	8L	3 1/2 x 4 1/2	227.2	78@3200	5.25x19	116 1/2
08	31	1400	2100	2	5x6	235.6	22	34x4	106	32	980	1295	3360	8	3x4 1/2	240.3	94@3400	6.00x18	121
08	34, 34A	2250	2400	4	4 1/2 x 4 1/2	286.3	32	36x4	112	32	990	1565	4000	8	3 1/2 x 4 1/2	298.6	115@3600	6.50x19	124, 33
09	41, 47	1390	2216	2	5x6	235.6	22	34x4	106	32	Big 6	825	3150	6L	3 1/2 x 4 1/2	217.8	75@3200	5.25x18	116
09	34A, 44	2250	2810	4	4 1/2 x 4 1/2	286.3	34	36x4	112	32	Stndrd 8	975	3400	8L	3x4 1/2	247.4	85@3200	5.50x18	121
09	45	2600	3230	4	5x5 1/2	431.9	45	36x4 1/2	123	32	Special 8	1320	3870	8	3 1/2 x 4 1/2	260.8	100@3400	6.50x17	128
10	53	1800	2700	4	4 1/2 x 4 1/2	286.3	34	36x3 1/2	109	32	Amb, Adv 8	1595	4350	8	3 1/2 x 4 1/2	322.0	125@3600	7.00x18	132, 42
10	54, 55	2250	3000	4	5x5 1/2	431.9	45	36x4	117, 23	33	Big 6, 1120	745	3125	6L	3 1/2 x 4 1/2	217.8	75@3200	5.50x17	116
11	63	2175		4	4 1/2 x 4 1/2	286.3	34	36x4	112	33	Stndrd 8	830	3175	8L	3x4 1/2	247.4	80@3200	5.50x17	116
11	64, 65	2775		4	5x5 1/2	431.9	45	36x4 1/2	120	33	Special 8	975	3400	8L	3x4 1/2	247.4	85@3200	5.50x18	121
12	Cross Ctry	1650		4	4 1/2 x 4 1/2	286.3	38	36x4	120	33	Advned 8	1320	3870	8	3 1/2 x 4 1/2	260.8	100@3400	6.50x17	128
12		2250		4	5x5 1/2	431.9	50	40x4 1/2	120	33	Ambadr 8	1595	4350	8	3 1/2 x 4 1/2	322.0	125@3600	7.00x18	132, 42
13	Cross Ctry	1650	2700	4	4 1/2 x 4 1/2	286.3	38	36x4	120	34	La Fayette	695	3030	6L	3 1/2 x 4 1/2	217.8	75@3200	5.50x17	113
14	Four, 93	1650		4	3 1/2 x 5 1/2	231.9	42	34x4	116	34	Big 6	785	3370	6	3 1/2 x 4 1/2	234.8	88@3200	5.50x17	116
14	Six, 96	2250		6	3 1/2 x 5 1/2	347.9	56	37x4 1/2	128	34	Advned 8	1065	3540	8	3 1/2 x 4 1/2	260.8	100@3400	6.50x16	121
15	93	1450		4	3 1/2 x 5 1/2	231.9		34x4	116	35	Ambadr 8	1575	4330	8	3 1/2 x 4 1/2	322.0	125@3600	7.00x17	133, 42
15	Chstrfld	1650		6	3x5	212.0		34x4	122	35	La Fayette	670	3030	6L	3 1/2 x 4 1/2	217.8	75@3200	6.00x16	113
15	100	2400		6	3 1/2 x 5 1/2	347.9		34x4 1/2	133 1/2	35	Advned 6	945	3600	6	3 1/2 x 4 1/2	234.8	88@3200	6.25x16	120
16	Chstrfld	1350		6	3x5	212.0		34x4	122	36	Adv, Amb 8	1165	3750	8	3 1/2 x 4 1/2	260.8	100@3400	6.50x16	125
16	Four, 462	1000	2800	4	3 1/2 x 5 1/2	231.9	40	34x4	116	36	La Fayette	675	2950	6L	3 1/2 x 3 1/2	217.8	83@3200	6.00x16	113
17	671	1465	3000	6	3 1/2 x 4 1/2	267.0	53	34x4	125	36	400	740	2970	6L	3 1/2 x 4 1/2	234.8	90@3400	6.00x16	117
17	472	1095	2800	4	3 1/2 x 5 1/2	231.9	38	34x4	116	36	Ambadr 6	885	3850	6	3 1/2 x 4 1/2	234.8	93@3400	6.25x16	125
18	NASH									36	Ambadr 8	995	3960	8	3 1/2 x 4 1/2	260.8	102@3400	6.50x16	125
18	681	1395	2850	6	3 1/2 x 5	248.9	55	34x4	121, 27	37	La Fayette	810	3240	6L	3 1/2 x 4 1/2	234.8	90@3400	6.00x16	117
18	671	1465	3000	6	3 1/2 x 4 1/2	267.0	53	34x4	125	37	Ambadr 6	960	3400	6	3 1/2 x 4 1/2	234.8	95@3400	6.25x16	121
19	681	1490	2850	6	3 1/2 x 5	248.9	55	34x4	121	37	Ambadr 8	1080	3720	8	3 1/2 x 4 1/2	260.8	105@3400	7.00x16	125
20	Six	1490		6	3 1/2 x 5	248.9	55	33x4	121	38	La Fayette	860	3200	6L	3 1/2 x 4 1/2	234.8	95@3400	6.00x16	117
20	681	1490	2850	6	3 1/2 x 5 1/2	347.9		33x4	121	38	Ambadr 6	1050	3460	6	3 1/2 x 4 1/2	234.8	105@3400	6.25x16	121
21	4-41	1395	2600	4	3 1/2 x 5	165.9	35@2200	32x3 1/2	112	38	Ambadr 8	1200	3790	8	3 1/2 x 4 1/2	260.8	115@3400	7.00x16	125
21	Six	1875	3068	6	3 1/2 x 5	248.9	55@2400	34x4 1/2	127	39	La Fayette	840	3400	6L	3 1/2 x 4 1/2	234.8	99@3400	6.00x16	117
22	Four-41	935	2720	4	3 1/2 x 5	178.9		33x4	112	39	Ambadr 6	985	3500	6	3 1/2 x 4 1/2	234.8	105@3400	6.25x16	121
22	Six-691	1240	3030	6	3 1/2 x 5	248.9	60	33x4	121	39	Ambadr 8	1235	3775	8	3 1/2 x 4 1/2	260.8	115@3400	7.00x16	125
23	Four, 41-4	935	3000	4	3 1/2 x 5	178.9	37@2800	33x4	112	40	La Fayette	875	3275	6L	3 1/2 x 4 1/2	234.8	99@3400	6.00x16	117
23	Six, 690	1240	3400	6	3 1/2 x 5	248.9	55@2600	33x4	121, 27	40	Ambadr 6	985	3390	6	3 1/2 x 4 1/2	234.8	105@3400	6.25x16	121
24	Four, 41-8	935	2600	4	3 1/2 x 5	178.9		33x4	112	40	Ambadr 8	1195	3705	8	3 1/2 x 4 1/2	260.8	115@3400	7.00x15	125
24	Six, 91, 92	1240	3030	6	3 1/2 x 5	248.9		33x4	121	41	600	780	2550	6L	3 1/2 x 3 1/2	172.6	75@3500	5.50x16	112
25	Ajax 6	995	2210	6L	3x4	169.6	40@2400	21x4.75	108	41	Ambadr 6	930	3350	6	3 1/2 x 4 1/2	234.8	105@3400	6.50x16	121
25	Special 6	1095	2960	6	3 1/2 x 4 1/2	207.1	46@2200	31x5.25	112	41	Ambadr 8	1051	3450	8	3 1/2 x 4 1/2	260.8	115@3400	6.50x16	121
25	Advned 6	1375	3400	6	3 1/2 x 5	248.9	60@2400	33x6	121, 27	42	600	968	2650	6L	3 1/2 x 3 1/2	172.6	76@3500	5.50x16	112
										42	Ambadr 6	1134	3335	6	3 1/2 x 4 1/2	234.8	105@3400	6.25x16	121
										42	Ambadr 8	1184	3440	8	3 1/2 x 4 1/2	260.8	115@3400	6.50x16	121

†NOTE—Open Car prices from 1900 to 1926. Closed car prices begin with 1927.



1931 Ambassador eight with four-door closed body

mission with a cone clutch for direct. Four-cylinder Ramblers were variously equipped with three types of clutches, namely, cone, multiple disc and expanding. Transmissions on four-cylinder cars were the three-speed sliding gear type except for the 1906 Model 14 which had only two speeds. Four-speed transmissions were used on the 1914 and 1915 Jefferys and three-speed transmission on the 1916 and 1917 models. Cone and disc clutches were employed. All Nash cars have had a single plate clutch.

From 1914 to 1917 Jeffery built a \$1,550 four-cylinder model with 3 1/2 by 5 1/2 cylinders and a 231.9 cubic inch piston displacement which produced 42 hp. Tires were 34 by 4 and wheelbase 116.

A six-cylinder Jeffery was introduced in 1914, price \$2,250. Its 3 1/2 by 5 1/2 inch cylinders produced 56 hp. Tires were 37 by 4 1/2 and

wheelbase was 128 inches. A 212 cubic inch six selling for \$1,650 was made in 1915 and 1916, and a 267 cubic inch six developing 53 hp was marketed during 1917 and 1918 for \$1,465.

Nash cars from 1918 to 1930 were all

ON THE TOUR TO CULLMAN, GADSDEN AND ASHVILLE
- Jack Stuart

Haysland Square September 23rd at 7:00 A.M. appeared to be the scene of another Antique Car Show. It was a brisk fall morning with vehicles sporting side curtains and occupants wrapped in blankets. A small crowd was congregating to admire the cars. The autos were assembling for the Cullman picnic. Bill and Sue Hayle were there with their 1926 Model T. Ernest Cross and family were present in their 1928 National Champion Chevy. Cecil and Mabel Eddins had Paul Smith riding with them in a snappy 1930 Model A Roadster from Fayetteville. The big classics were represented by Dr. and Mrs. Becraft and family in their 1929 Packard while Nobel Collins and family were sporting around in their 1929 Franklin Dual Windshield Pheaton. Bill and Beverly Ashby were sporting the top down on their 1957 Custom Ford Rag Top followed by Jack and Roy Nell Stuart in a weird looking stock '64 Olds. With gaunletts and goggles donned, the tour to Cullman was on.

Thirty minutes later Ken and Dawn Kirby with their 1923 Model T Roadster met with Bill and Margaret Fuhr in their 1932 V-8 Ford Coupe in Decatur. The race was on to see who would get to Hartsell first to meet the Huntsville Group.

After a short leg stretch the entire group left the A & P Hartsell parking lot headed for the picnic area in Cullman. A fine time was had with loads of good food and plenty of car talk. Late arrivals were Dave and Dot Marty in their Model A Pheaton and Bob and his son, Bobby, Haraway driving their 1930 Model A Coupe.

A little before 1:00 P.M. everyone packed up the empty plates and baskets to line up downtown for the annual Lions Day Parade. John Cook joined the caravan with his 1928 Chevy and midget "Cookie the Cop" Scooter. Cullman was represented in the parade by a 1932 and 1935 Rolls and 1936 Plymouth Coupe. Needless to say Ken Kirby cornered the boys as prospective Tennessee Valley Chapter members. The member's wives should be congratulated for the excellent job they did on tending the antiques while the men admired the sleek modern body styles of the various high school band majorettes.

After the parade the tour was on again. Everyone headed for home except for Kirby and Hayle's Model T's and Fuhr's '32 Ford. These cars escorted the Ashby's Ford, Fuhr's Mercury and Stuart's Olds to Gadsden just in case of a minor malfunction along

the way. Halfway to Gadsden, Bill Ashby's private Model T Tow Service was brought into action as Bill Hayle's T got tempermental in starting after a short coke stop. Around 5:30 P.M. the whole gang came to rest at the Gadsden Holiday Inn. All cars were covered for the night except for Bill Fuhr's Coupe. Major audio problems were experienced in a Klaxton accessory which was cured 1,554,784 beeps later.

The next morning found Fuhr, Kirby and Stuart out in the wilds chasing down an old Buick lead. Prior to leaving the Holiday Inn we were joined by Jim and Judy Kimsey with their beautiful '29 A Model Roadster. Further down the road to Ashville we were joined by Dennis and Marilyn McCann in her 1929 Briggs Body Model A 4 door. I say her Model A because the only time she lets him drive it is when Marilyn is along to supervise.

Well we all got there, except Bill Hayle's T got religion and came to a screeching halt in a country church yard. Bill created quite a crowd of church going lookers as he cleaned out the timer five minutes before the 11:00 A.M. service.

Boy! that Spencer Williams and his associates sure can barbecue beef. Our hats are off to the Gadsden and Birmingham boys for the fine time we had at their meet. We would like to personally thank all of them for the invitation and great hospitality.

It was nice to see Mr. & Mrs. Gilbreath from Ft. Payne there in their snappy 1937 Packard Convertible. There were many more there that we could mention considering there were approximately 60 cars present but I'm getting old and the mind's getting short.

Well every good thing has to come to an end, so we all motored on and closed the loop back to Huntsville and Decatur as old sol was setting in the West.



Cullman



Ashville

IGNITION I.

By Jean-Paul Boutet

I. HOT TUBE IGNITION (1891-1900).

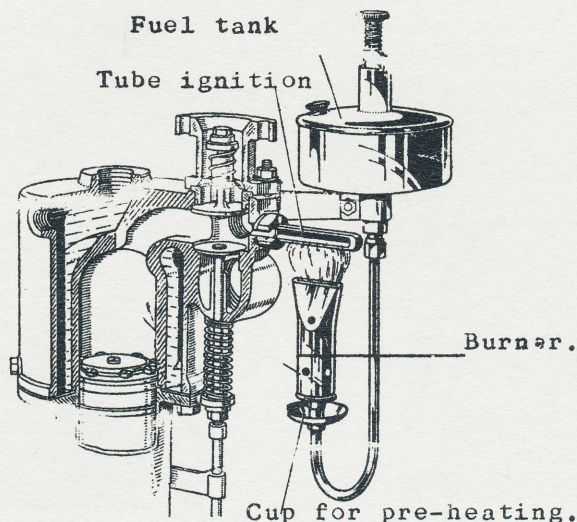
CHAUFFEUR (Stoker) This expression which was in use in all European countries at the beginning of the movement, to describe the driver of the car, is very rightly going out of use, for an automobile no longer requires to be "stoked" as was the case in the last century.

Steam cars, developed from locomotives, first made use of coal, then had paraffin, methylated spirits of petrol to produce steam in the boiler. Petrol cars with internal combustion engines were equipped with hot tubes to ignite the charge of gas compressed in the cylinders. It is thus that the Daimlers, Panhards, Peugeots and English Daimlers of the years 1891 to 1900 were fitted with hot tubes which had to be heated, thus making the use of the word "Chauffeur" quite appropriate.

The principle of the hot tube is very simple. It is a hot point in the combustion chamber produced by means of a soldering lamp and which ignites the mixture of gas and air. In order to secure this result, three organs are necessary: a reserve petrol tank, which is often independent of the main fuel tank; the burner, which is really the nose of a blow lamp and the hot point, which may be a tube or a finger. Let us examine each of the three organs:

TANK: This is a fuel tank independent of the main petrol tank and is intended to feed the hot tube. It is fitted with fine filters at the inlet and the outlet in order to trap any dirt which might choke the fine jets of the burners. This tank has gravity feed but in addition it receives a light internal pressure by means of a rubber bulb. A pressure of two-tenths of an atmosphere is sufficient to feed the jets.

BURNERS: There is one lamp per cylinder, its nose being directed on the ignition tube. Its construction is very similar to that of the blow lamps used by plumbers. There is a central graded jet having a fine gauze filter at its base to prevent smoking up. This produces a fine jet of inflammable petrol mixture.



SECTIONAL VIEW OF HOT TUBE IGNITION.

For heating up, a cup is fixed at the base of the burner and is filled with either methylated spirits or petrol, ignited by means of a burning pad of asbestos on the end of a rod. This preliminary heating up of the apparatus causes it to vaporise the jet of petrol and to apply very great heat to the hot tube. For perfect operation, the flame should be a deep blue and the hot tube should be a bright red. Adjustment cocks are supplied to secure this result. In order to protect the flame against draughts, the entire burner unit is enclosed in a "lantern" made of perforated sheet steel, or metallic gauze.

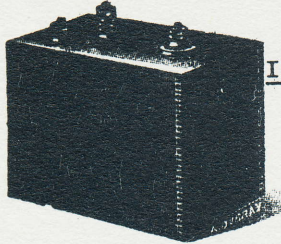
HOT TUBE: In reality this is a "hollow finger". On the head of the cylinder. In the position now occupied by the spark plug, there is a threaded hole to provide for the attachment of the hot tube by means of a threaded union. The dimensions of the tube are equal to those of a pencil. It is really a cap communicating with the interior of the cylinder when it has been fitted. In other words, it is an appendix projecting from the cylinder, heated by the burner, the combustion gases in the working cylinder passing through it. All the outset hot tubes were made of platinum and then of nickel alloys, these being the only materials capable of standing up to the external heat and the internal pressures to which they were subjected.

OPERATION: The explosion took place at the end of the compression stroke after the spent gases had been evacuated from the tube and replaced by a fresh explosive mixture. But how many difficulties had to be overcome. First of all, it was necessary to assure a regular flow of fuel to the burners despite road vibrations. Then it was necessary to see that the jets did not choke, for constant heat was essential and the tube should always be maintained at its maximum temperature. The chauffeur had to pay attention to the hiss of the burners as well as the mechanical moans of the engine! It was necessary to provide adequate protection to the flame and the tube, and to prevent the external portion of the tube becoming too cold, for this would cause it to lose shape and to crack. In addition, to all this starting up was difficult and dangerous, for the explosion did not always take place at the right moment! In order to overcome this danger, certain manufacturers provided valves in the piston head (Daimler 1891) to prevent counter pressures. Kick back on the starting handle and the entire engine bursting into flames were some of the problems which had to be dealt with in this heroic age. Unfortunately, ignition timing was practically inexistent at this period. It was claimed that a slight variation could be obtained by closing up or opening out the flame in relation to the tube, this being done in a longitudinal movement and not axially. In other words, to vary the position of the end of the tube in relation to the centre of the cylinder. This variation, however, gave minimum results.

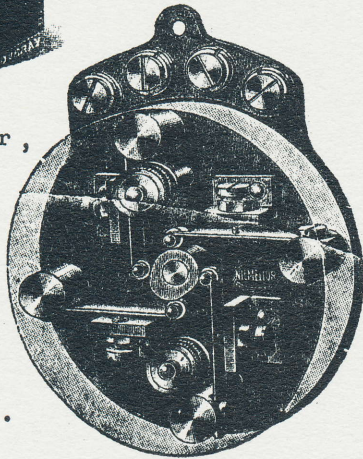
IGNITION II.

ELECTRIC MAKE AND BREAK IGNITION.

It was the Frenchman J.J. Etienne Lenoir who invented electric ignition covered by gas engine patent of 1860. He also invented the spark plug mounted in the combustion chamber, having a platinum point and porcelain insulator. The low tension current from the battery was transformed through a Ruhmkorff coil to the high tension current delivered to the plug for firing the gaseous charge in the cylinder.



Ignition coil
for 1 cylinder,
casing in
wood.

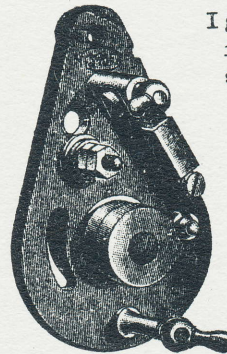


Breaker for
4 cylinder
engine.

IGNITION BY BREAKER WITHOUT TREMBLER.



Ignition coil
in ebonite for
single cylinder.



Breaker for
single cylinder
engine.

USE 1886-1908 and 1920 to present day.

From 1886, Benz made use of the Lenoir system. They perfected the ignition plug by making it demountable by means of a fixed plate held by two bolts; then they replaced the platinum electrodes by nickel. Up to 1899 only, Benz and Delahaye together with makers of stationary engines, used this ignition system. Its appearance on tricycles, particularly on De Dion Bouton, definitely confirmed the value of this ignition system and at the same time caused hot tube ignition to disappear. All the hot tube ignitions received a spark plug in place of the tube. A make and break and a distributor were adapted to the timing gear, and if this change did not take place until 1904, a magneto was fitted. Certain makers used this system for a long time despite the appearance of the magneto on the market. This was due either to economy or the ease of fitting tremblers and coil. De Dion, for example, continued the use of coil ignition on certain models until 1909.

After the magneto period of 1905 to 1925, make and break ignition again came into use, for the storage battery had become indispensable on all cars to supply current for lighting and starting and other uses. This battery which formerly required charging at frequent intervals, was always in operation, thanks to the dynamo. It should not be overlooked however, that Panhard & Levassor were the pioneers of recharging the battery by dynamo, having used it on their 1904 chassis.

PRINCIPLE AND OPERATION.

The installation comprises the following elements:

1 Batteries. The voltage was 4 to 6 and the capacity 9 to 15 AH. Dry and rechargeable batteries were used. The external casing was in glass, or wood. In most cases they were carried under the driver's seat.

2. Coils. In order to transform the 4 to 6 Volt current to 8 to 10,000 Volts, use was made of a Ruhmkorff coil. Its shape is cylindrical or parallelepipedic, the casing being ebonite for the former type and wood for the later. A condenser was incorporated in the coil, this being necessary to absorb the extra make and break current produced between the breaker points.

3. The breaker. This mechanical appliance is generally fitted on the engine timing gear and consists of a cam operating a steel blade having a platinum contact point. Thus at each revolution contact with the platinum point is broken, thus giving the break. The support for this apparatus is either in moulded material or in aluminium, and can be round or oval. The breaker is designed for 1, 2, 3 or 4 cylinders, the cam thus possessing 1, 2, 3, or 4 bosses. The support is movable around the cam drive shaft and the degree of ignition advance can be checked by means of a rod operated by the driver according to circumstances. On the early tricycles and small motor cycles which had no clutch, only this method of starting was available. Full ignition retard was given, so that the engine developed practically no power, after which the machine started away and the ignition was advanced correctly.

Adjustment and maintenance.

Battery or accumulators. Formerly every motorist carried a Volt-ammeter in his tool kit, so as to be able to check the state of his battery. In some cases the Volt-ammeter was fixed on the coil box. It is important that the coils be rigidly mounted on their supports and the high tension wires, generally without insulation until 1900, should be correctly mounted in the porcelain forming guides for the wires to the plugs. After 1900 the plug wires were insulated.

The letters stamped on the coil terminals have the following meanings:

M: Mass, or earthing the engine.

C.I. or T: Interruptor, breaker or trembler. When there are multi cylinders: C1, C2, C3, C4, Etc...

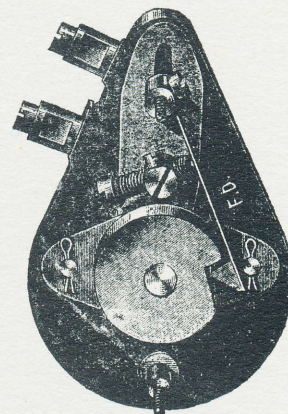
P: Dry batteries or accumulators.

B: Spark plug. When there are multi cylinders. B1, B2, B3, B4...

Breaker. The shape of the breaker cam is that of external bosses, which break the current when the piston is at top dead centre on compression. It is generally adjusted with the slight advance of piston stroke; this being equivalent to full retard on the control lever and makes it possible, for the driver to give extra advance, when desired, by pivoting the base of the apparatus through the ignition control lever. The gap between the platinum points when they are at their maximum opening should be about 4/10 millimeters.

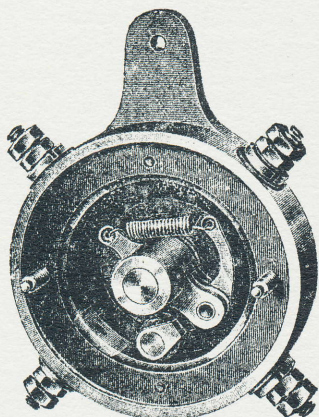
Spark plug. During the make and break period of 1900-1908 spark plugs were generally in brass, with demountable and replaceable porcelains. The electrodes were generally in nickel wire; on rare occasions the extremities of the electrodes were in platinum. The electrode wire is rather fine and the gap between the electrodes should be from 1 mm to 1.5 mm. In certain cases, the insulators were made of iron. Various shapes and arrangements were made by manufacturers to avoid oiling up of the plugs. But if too much oil was fed to the engine, the plug naturally was fouled up. Because of this, early drivers carried spare plugs, or they dismantled the porcelain or the mica and cleaned the parts. At that time separate insulators were on sale. Present day plugs have not evolved much compared with those of former days. However, oil no longer reaches the combustion chamber, and material used in spark plug construction has greatly improved.

Tremblers. Mechanical tremblers. Instead of having a complete break, by means of a breaker mechanism, use was made at this period of tremblers. As its name indicates, this was obtained by magnetic or mechanical vibrations of the primary current, contacts, thus provoking a rapid series of sparks in the secondary current which fired the charge compressed in the cylinders. In order to realize this type of ignition derived from the make and break already described, and which included the same apparatus, use was made of a hollow cam. The blade, on dropping into this hollow, set up a series of vibrations or "tremblings" between the platinum points. With the engine **stopped**, these points should never touch, but there should be a gap between them of about 2 mm.

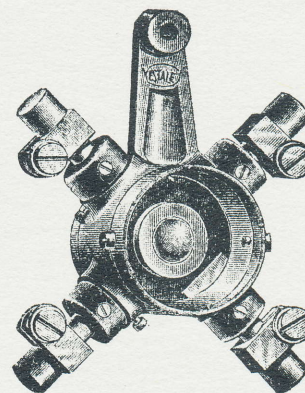


1 cylinder breaker having mechanical trembler.

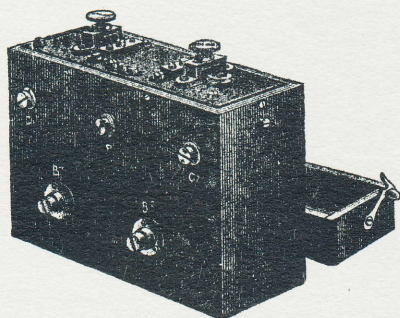
Magnetic tremblers. In those cases where there is no make and break mechanism, there is an ignition distributor formed by a brush or a roller in contact with an insulated ring having a number of poles equal to the number of cylinders to be fed.



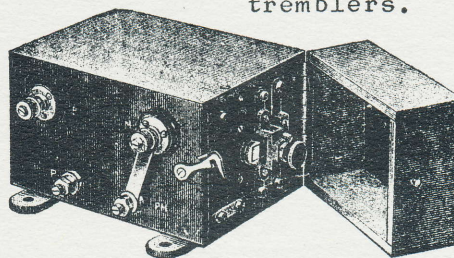
4 cylinder breaker with roller system. Ignition by magnetic tremblers.



4 cylinder breaker, with brush system. Ignition by magnetic tremblers.



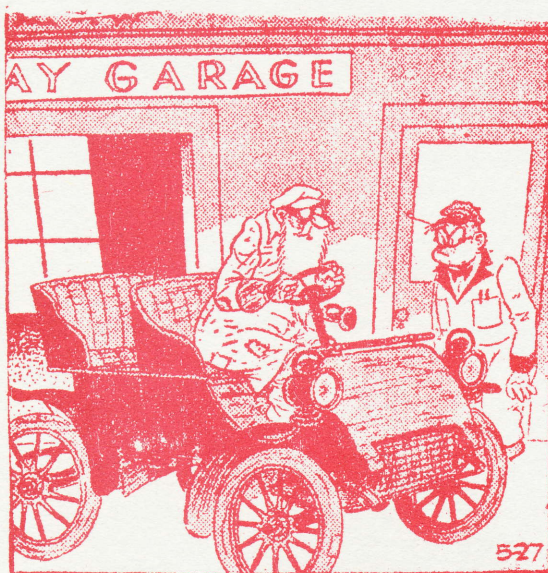
Trembler coil for 2 cylinder engines.



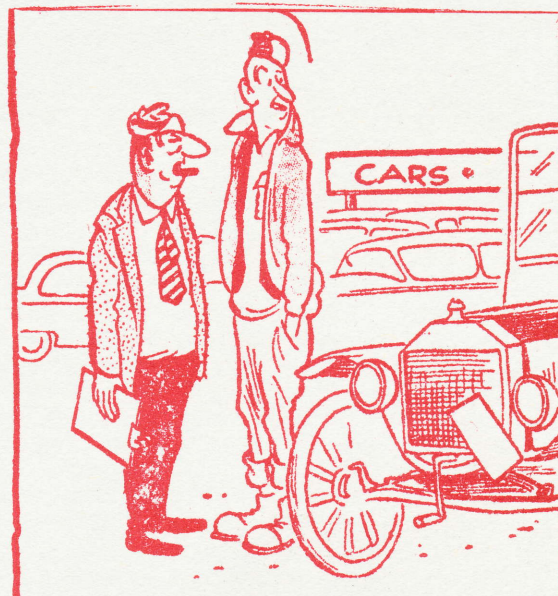
Trembler coil for single cylinder engines.

This brush, or rotor, is operated from the timing gear. It receives its primary low tension current and feeds it first to the coil or coils if there are several cylinders. These coils are provided with magnetic tremblers of the type used on bells and their vibrations set up rapid series of sparks at the plug points. The tremblers coils are of the same shape as other coils but possessing two contacts, generally of platinum, which can be adjusted by hand, without tools by a screw with a big milled head.

Adjustment: A certain amount of skill is required for the adjustment. On the mechanical tremblers with hollow cams, the contact points should be adjusted by means of a screwdriver in such a way that the blades vibrate with a clear note, as if they were in unisson. This produces a brilliant spark. On turning the engine by means of the crank, strong and brilliant sparks of a violet colour will be produced when the revolving cam lifts the tremblers. The adjustment of magnetic tremblers on induction coils varies with the different types. The Ford T is typical of this type of ignition and was used by this firm after the first World War and until 1927.



"... 900,000-mile check-up, please ..."



"I can't show you any of the exciting new styles or colors, but I can show you something with an exciting old brass radiator, exciting old hand crank, exciting old running boards, exciting——"

IGNITION III.

MAGNETOS:

These are appliances generating electricity. They differ from the dynamos by the fact that the inductors are simple magnets, whereas the dynamos, with their wound armature, "manufacture their own electricity".

Historical: Three sorts of magnetos were successively employed:

1887-1902: Medium tension, 50 to 100 Volts.

1897-1907: Low tension, 20 to 30 Volts.

1903-1930: High tension. 8 10,000 Volts.

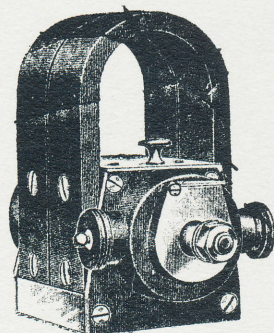
Up to 1902 medium and low tension magnetos were also slow running and the armature was carried in bronze bushings. These magnetos were very bulky and their weight of 10 to 25 Kilos often limited their use to stationary motors.

The names to be associated with the creation of magnetos are:
HOMOLD, WINAND, SCUDVILLE, EISEMANN.

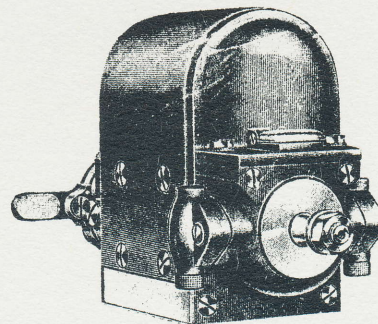
Magnetos were commercially exploited by Bosch, Nilmeliör, Eisemann and their successors Lavalette and Simas. In 1898, Daimler used low tension Bosch magnetos on certain vehicles. Also certain owners of Panhard & Levassor and Peugeot cars had them fitted. It was not however until 1903, when the high tension magneto came into use that it was rapidly extended. Bosch undoubtedly was the leader in magneto development and from 1903 to 1914 this firm was responsible for two-thirds of world production. In France, these magnetos were produced under the name Simms-Bosch until May 1st, 1909. It produced its 100,000th magneto in June 1906. After 1908 these magnetos were again known as Bosch and during the First World War there were various copies. Certain French car manufacturers made exclusive use of other makes. Thus, de Dion Bouton preferred Nilmeliör, and Panhard & Levassor preferred Eisemann.

Armoured magnetos are those on which the extremities are enclosed by the distributor on one side and by an aluminium plate on the other. This however, might be a bronze housing. They are completely protected against damp. This type of magneto came on the market in 1912. Before this date, magnetos were not always armoured. They formed a tunnel. In order to increase the magnetic force, the magnets were superimposed in certain cases and sometimes there were three magnets fitting one on the other. By reason of improved manufacturing methods, this practice was abolished by Bosch about 1908. Nilmeliör and Eisemann made the same change about 1910.

During the First World War three new makes came into existence in France: S.B.V., RB and SCINTILLA. These three manufacturers fitted all French cars from 1919 to 1930, from which date magnetos were used only on racing cars and aviation.



Non armoured magneto



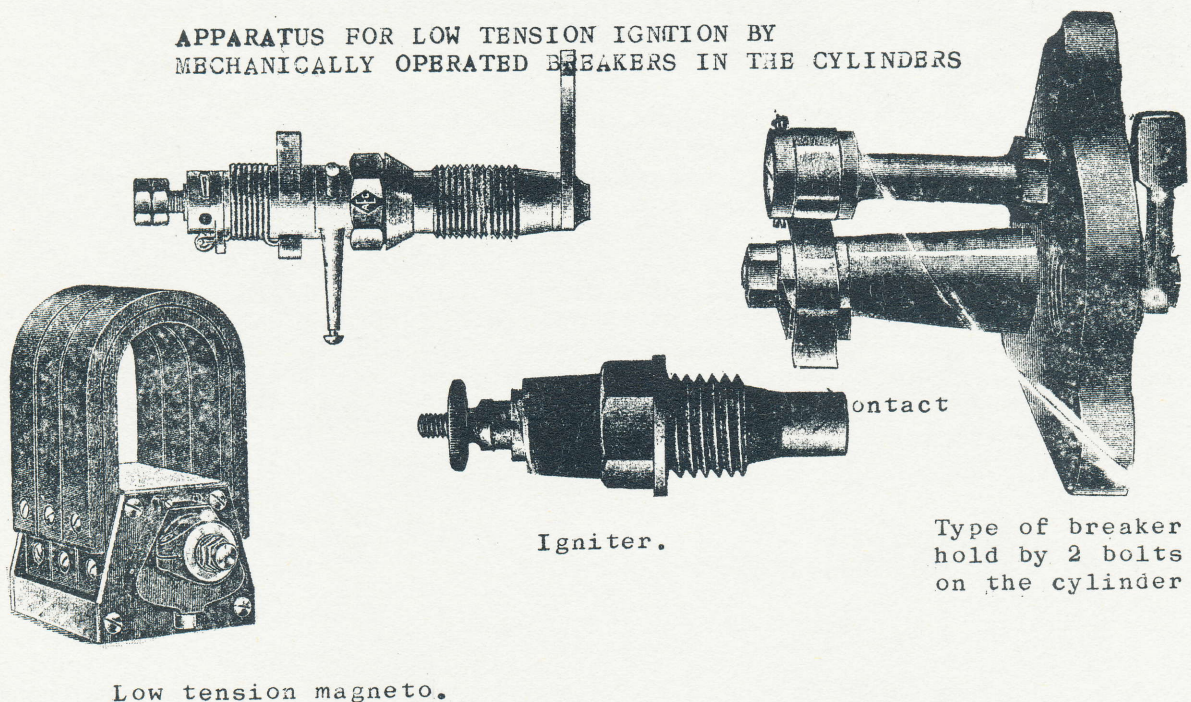
Armoured magneto.

MEDIUM TENSION MAGNETOS, 50 to 100 Volts.

1887-1897: Oscillating armature, operated by connecting rods.
1898-1900: Fixed armature with oscillating plate operated by rods.
1900-1902: Rotative armature and rotative plate, driven by
external pinion mounted on the distributor.

These magnetos did not have a distributor. The spark was produced in the cylinder by means of a make and break. In order to obtain this result, a mechanically operated breaker produced a break with the igniter (a sort of spark plug) screwed into the head of the cylinder. It was thus the extra current of the make and break which fired the explosive charge in the cylinders. This make and break, with its external mechanism, was very complicated and it went out of use when the high tension magneto appeared. Certain firms, however, particularly those building big engines, among them Brasier, Darracq, Lorraine Dietrich, and Peugeot (Paris) continued to use this system until about 1908.

APPARATUS FOR LOW TENSION IGNITION BY MECHANICALLY OPERATED BREAKERS IN THE CYLINDERS



LOW TENSION MAGNETOS, 20 to 30 Volts.

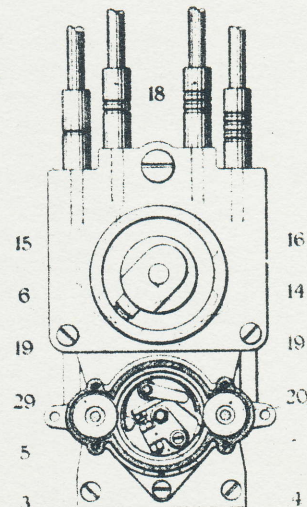
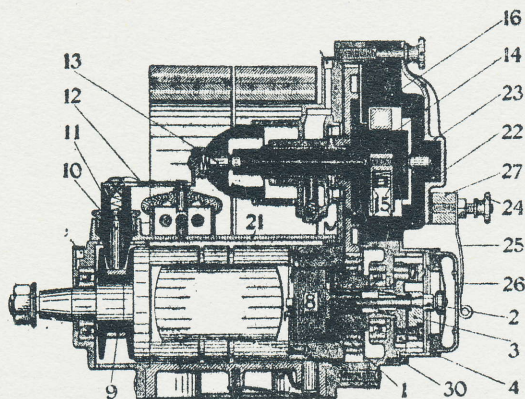
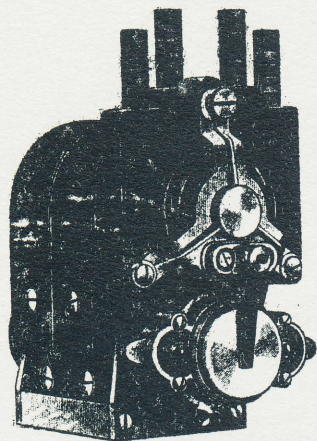
1897 to 1907. Operated in the same way as medium tension magnetos. In the case of multi-cylinder engines there were separate distributors operated by the distributor gear. The magneto current was transformed to high current by means of a coil. The engine was fitted with normal type spark plugs. Under this arrangement the car was provided with dual ignition. Thus, if the magneto should fail, a battery could replace it. Certain car manufacturers, among them Panhard & Levassor, used the two systems (dual ignition) permanently. This type of ignition was used principally from 1900 to 1903.

HIGH TENSION MAGNETOS. 8 to 10,000 volts.

The maintenance manuals of this period describe these as "spark plug magneto". Up to about 1907 the distributor was separate. After that date, the distributor was adapted to the body of the magneto and drive no longer took place by an external pinion but by an Oldham joint. This is a three-piece mechanical construction, the central part being in the form of a cross. The magneto was generally driven off the timing gear.

TYPE OF HIGH-TENSION MAGNETO.

(Bosch DR-4) 1906-1918



- | | | |
|---|---|---|
| <p>1 Brass plate.
2 Contact breaker screw.
3 Platinum screw block
4 Contact breaker disc.
5 Long platinum screw.
6 Contact breaker spring.
7 Contact breaker lever.
8 Condenser.
9 Slip ring.</p> | <p>10 Carbon brush.
11 Carbon holder.
12 Connecting bridge.
13 Contact carbon.
14 Rotating distributor piece.
15 Distributor carbon.
16 Distributor disc.
18 Contact plug.
19 Fibre roller.</p> | <p>20 Timing lever.
21 Dust cover.
22 Cover.
23 Triangular clamp.
24 Nut for switch wire (short circuit)
25 Spring for fastening brass cap.
26 Brass cap.
27 Brass block for fastening spring of brass cap.
29 Short platinum screw
30 Stop screw for timing lever.</p> |
|---|---|---|

This type of magneto resolved itself into the three following elements:

1 Magnets: (or pole shoes) In one or more rows and sometimes superposed according to the power of the magneto.

2. Armature: This is the revolving part of the magneto and is carried on roller bearings. The iron armature carries a winding, to which a mica condenser is added, and an insulated collector ring. The brush is in contact with this and collects the armature current.

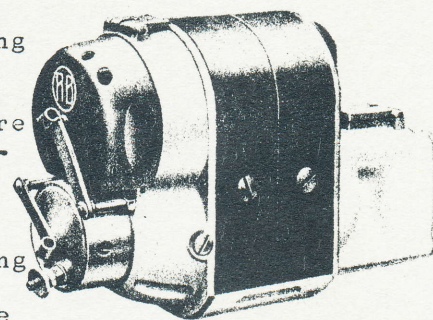
3. Distributor. This is a plate of insulating material, -fibre or ebonite, mounted on one end of the magneto and having as many contact sets in its face as there are cylinders to feed. A rotary carbon brush picks up the current and carries it to the plugs.

Contact breaker. On the end of the armature shaft there is a contact breaker easily removed by means of a central screw. This breaker has two contacts, one being fixed and the other movable by means of one or two cams provided on the body of the magneto. These contacts are adjustable by means of a screw and ought to have a maximum gap of 4/10 millimeter. The contact points are either of platinum-iridium of 15 or 25 per cent tungsten. In order to alter the ignition timing, it is sufficient to slacken off the Oldham joint and to change the setting on the drive shaft. Sometimes there are special couplings, with holes and plugs, which simplify the setting. On certain magnetos, the base is rounded and ignition timing can be changed by rotating the entire appliance (Eisemann). About 1912, hand controlled variable advance magnetos made their appearance.

While being similar to those described above, they were provided with a lever pivoting the ring, thus changing the position of the cams and varying the rupture point. This lever was controlled either by a rod or by a Bowden cable operated by the driver.

Also about 1912 automatic ignition advance made its appearance. These magnetos could only be

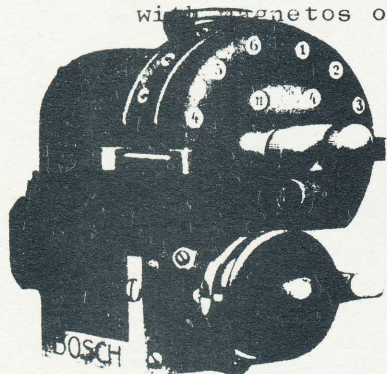
employed in certain cases, for they were longer than the others, and on the driving end they had mechanical device which automatically varied the setting of the drive shaft with the armature shaft. There were certain devices, all based on inertia, certain being with springs and others with a coarse tread. This system of automatic ignition advance makes it possible to start the engine by retarding the magneto and as soon as the engine rotates, normal advance takes place. There are also systems of automatic advance independently of the magneto and which



Magneto with automatic ignition advance.

are interposed in the place of the coupling. In order to fit these magnetos it is necessary to have a greater space than for a normal magneto. They have

the advantage of being able to feed engines of higher power, with magnetos of the same type but without automatic advance..

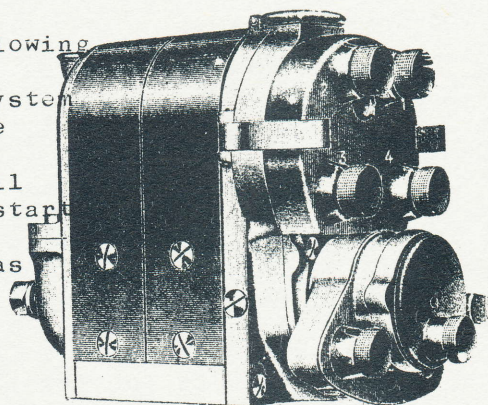


Two spark ignition magneto.

TWO SPARK IGNITION: Certain manufacturers using the T-head construction, or having a big combustion chamber, made use of two plugs per cylinder in order to more efficiently fire the charge. In this case, it is necessary to use a double distributor magneto. These magnetos are recognized by the number of leads to the plugs. This type of magneto was in use in 1907 and others came in 1925.

DUAL IGNITION: These magnetos appeared about 1912 and have two breakers arms, one being fed from the normal magneto circuit, and the

other being fed by a coil, thus allowing the engine to operate even if the magneto was defective. With this system it is possible to start the engine without cranking or the use of a starting motor, for the special coil is of the trembler type and will start the engine by feeding a series of sparks to the plugs. This system was in use until 1920 and was also employed on aircraft engines.



Dual ignition magneto.

Hand crank booster magneto

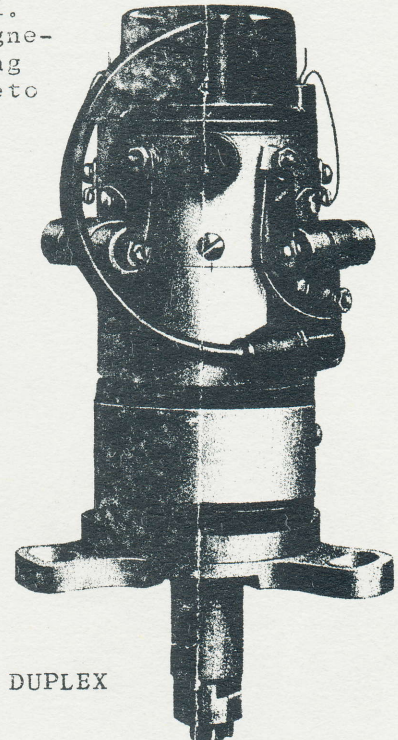
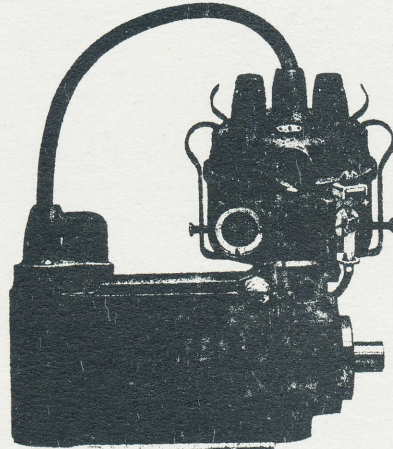
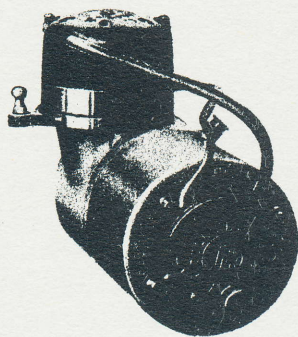


HAND CRANK BOOSTER MAGNETOS 1912 to 1920. For starting big motors and aircraft engines, use was made of such hand operated magnetos.

VARIOUS MAGNETOS: During the period 1912 to 1920 use was made of magnetos with 2 make and break and dual ignition. the appearance of the Delco, with the starting motor and the generator drove out the magneto. Manufacturers fitted bevel gearing to drive the igniter which had replaced the magneto. The Magneto Delco appeared about 1927-1936, as well as the Voltex and the Vertex.

After the second World War an important magneto to come on the market was Scintilla. The principle of this was a revolving magnet and a fixed coil. In this way, all the delicate members of the magneto were fixed: windings, make and break, lightning arrestors and carbon brushes. This type of magneto is still in existence.

3 TYPES OF MAGNETO-DELCOS



DUPLEX

DUCELLIER PHI

VOLTEX.

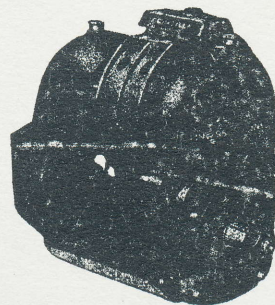
In conclusion, we wish to inform our readers that when ordering magnetos they should supply us with the following data:

- 1: Power of the engine.
- 2: Year of construction.
- 3: Height of the shaft,

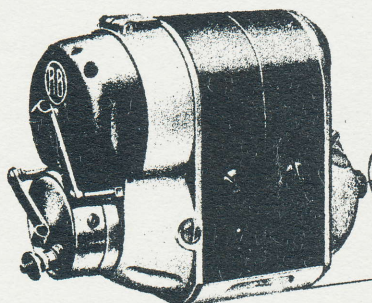
this being the distance between the base of the magneto and the armature shaft.

- 4: The direction of rotation.

The direction of a magneto is that of the armature when viewed from the side of the driving end with the magneto held in the head. For magnetos without automatic advance the direction of rotation is of no importance. Only the breaker changes. For those with manual advance it is also necessary to change the lever to invert the direction of advance.



SCINTILLA
MAGNETO.

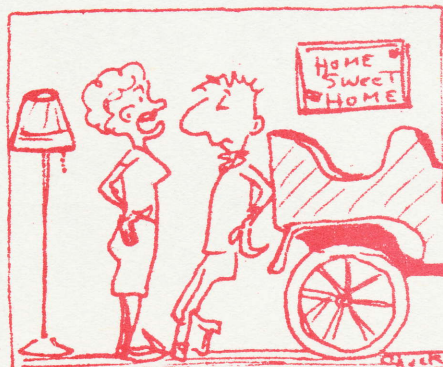
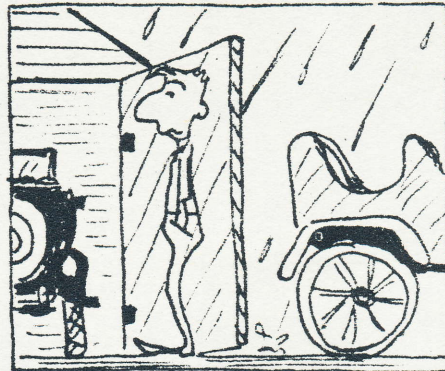
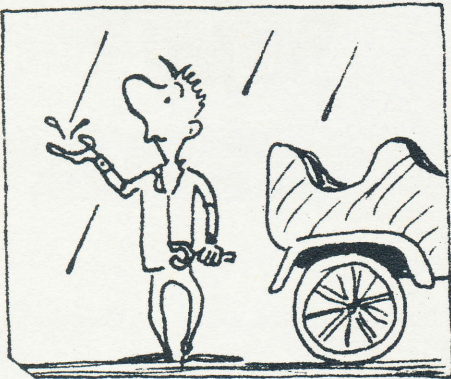


Direction of rotation.

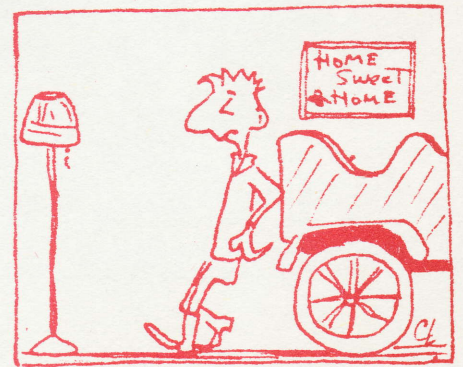
Shaft height



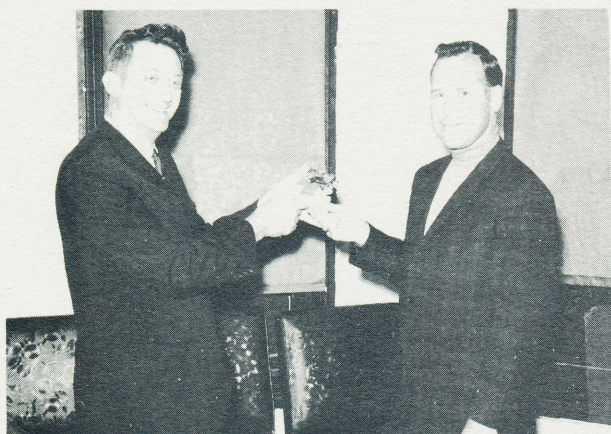
HE'S NUTS ABOUT OLD CARS... AND HER FATHER LEFT HER A STUTZ BEARCAT



I DON'T CARE IF IT IS RAINING
... EITHER IT GOES OR I GO!



FOND FAREWELL.....



In late September, a Farewell Buffet for your editor was the "Christening party" for our clubroom. At left, Regional Director Bill Ashby gives Bill Spriggs a trophy from the North Alabama Region..."In Recognition of your Outstanding Contribution to The North Alabama Region."



Good foodgood fellowship

CALENDAR OF EVENTS

1967

- 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.

1968

- 25 January Regular monthly meeting.... 7 p.m. at 400
W. Clinton St., Huntsville, Alabama.
- 2-3 February 32nd AACA Annual Meeting, Bellevue-Stratford
Hotel, Philadelphia, Pa.
- 14-16 JUNE EASTERN DIVISION NATIONAL SPRING MEET,
MENNEN COMPANY PLANT, MORRISTOWN, N. J.
- 15-16 JUNE SIXTH ANNUAL OLD SOUTH ANTIQUE AUTO SHOW,
(Sat.&Sun.) MOBILE MUNICIPAL AUDITORIUM. EVERYONE INVITED!!
PLEASE NOTE - THESE ARE FIRM DATES. THE
AUDITORIUM HAS BEEN BOOKED FOR THE BIGGEST
SHOW EVER HELD IN THE SOUTH.

WANT ADS, LEADS, AND OTHER

- Wanted: Four 30x3½ Model "T" clincher wheels (non-
demountable rims). Dr. Becraft, 400 W. Clinton
St., Huntsville, Alabama.
- Lead: Black shell, flat tube radiator for 1926-27
Model "T". Contact Bill Constable at 859-1996,
Huntsville, Alabama.
- Tip: Sandblasting, special rates to AACA members.
C.C. Eddins, Rt. 2, Box 265, Fayetteville, Tenn.
- For Sale: Contact Jack Stuart, 12005 Greenleaf Dr.,
Huntsville, Ala., 881-5706, on following items
for sale.
- 1927 STAR 2 door, Model R, Car No. L 25180,
engine No. 14L 53713 Continental 6 cyl, \$150.00

Want Ads, Leads and Others (Continued)

1926 NASH 2 door, in running cond. \$300.00

1938 V12 Pierce Arrow, 4 door limo. with
top cut off - good engine and driveable.

1915 Model "T" Engine and transmission.

1923 T Touring, Engine No. 7,743,930 *

1926 T Touring, Engine No. 13,208,175 *

1929 A 2 door, Engine No. A3,367,912 *

1929 A 2 door, Engine No. A3,481,450 *

Extra T Engine, A Engine and parts *

*These for sale together at \$2,000
delivered in Huntsville.

1939 Plymouth 4 door, needs upholstery,
minor repairs, \$200. Glen Demastus,
3109 Triana, Huntsville, Ala. 35805.
205-534-7553.

Wanted: Any 1930 Packard parts or parts-car. Robert
Nave, 3440 Seabreeze Dr., Pensacola, Florida,
432-9520.

REGIONAL OCTOBER MEETING

The meeting was held at 7 p.m. on 23 October with a large crowd
in attendance at the clubroom on W. Clinton. All members were
urged to attend the end-of-year dinner to be held on 2 December
at the Steak Barn on Oakwood Avenue. Name badges were distri-
buted; if you haven't received your badge yet, please call Jack
Stuart. Pat Lyons, E. D. Friday, and Clark Moore were welcomed
as new members. The nominating committee to nominate officers
for 1968 was named; the committee included: David Johnson,
Dennis McCann, Jack Stuart, Bill Hayle, Bill Ashby, and Phil
Gambrell.

A Skunk is a streamlined cat with a two tone finish and a
fluid drive.

Next to a beautiful Girl, Sleep is the most wonderful thing
in the world.

EASTERN



DIVISION

Hershey, Pennsylvania FALL MEET

Hershey. The granddaddy of 'em all. Everyone from everywhere seems to go there. And it gets bigger (and better) all the time. October 6, 7, and 8, 1967, were the dates that the AACA Eastern Division Fall Meet was held. And the North Alabama Region helped. (Well, some.)

Robert Nave and your editor arrived on Friday soon after lunch. (We had just finished a twenty-hour driving stint from Florida.) We had just parked when we met Bill Owen, Sr. from Mobile, and Bill, Jr., from Huntsville. Ran into Harold and Pop Coker from Chattanooga a little later on. While we were in the line getting tour packs we met Dr. and Mrs. Bob Thurstone, Dennis McCann, and Mr. and Mrs. Olan Chiles. Other members from the North Alabama Region included Bob Ewing, Jim Downey, Herm Gierow, Dale Crites, and Bill Fuhr.

We saw many of our fine National Officers; these included: Ray Henry, Les Henry, Bert Harrington, Leonard LeCrone, Hyde Ballard, Roland Dunkelberger, and Morris Kunkle. Also saw our old friends Ray and Mildred Campbell of the East Tennessee Region.

On Friday night, your editor and Bob Ewing visited AACA member Gene Zimmerman's three-storied museum of 80,000 square feet, located at the Pennsylvania Turnpike Harrisburg West exit on Route 15. It houses the Zimmerman collection of more than 250 cars. Anyone visiting this area should see this collection.

Saturday was a rather cool and cloudy day with over 1,000 antique cars on the field. And thousands looking for parts in that mecca of all "goodies"--the fabulous Hershey flea market!

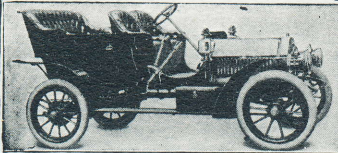
It was some meet. (See you there next year.)

CADILLAC

Model G Appreciation and Enthusiasm

grows greater every day as the season advances. for this new Cadillac, the first and only car at its price, proving a formidable rival of cars selling at from 50 to 100 per cent. higher. The price of the Model G is made possible only by the unsurpassed facilities and equipment of the largest factory in the world devoted exclusively to the production of high-grade motor cars.

Its Guarantee is the Name Cadillac



MODEL G—FOUR CYLINDER—20 H. P.

Without a Peer at the Price

\$2,000

Great hill climbing power—plenty of speed. Sprightly enough in design to satisfy the whims of the young folks; with the good form that commends it to fashionable family use. Ring type engine governor; smooth, quiet running; sliding gear transmission; shaft drive direct on high speed; lightness in weight secures utmost tire economy.

Let your nearest dealer give you a demonstration.

Described in Catalog G AB.

Model H—30 h. p., 4 Cylinder Touring Car, \$2,500, Catalog H AB

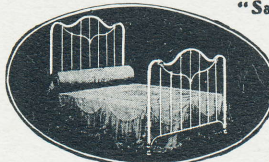
Model M—10 h. p., 4 Passenger Car, \$950, Catalog M AB

Model K—10 h. p., Runabout, \$850, Catalog M AB

Send for catalog of car that interests you

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Detroit, Mich.

Member A. L. A. M.



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Largest Bed and Mattress Factory
\$9.95 to \$25

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No dust nor disease-germs, nor vermin can find lodgment in "Sanitaire" Beds.

"SANITAIRE BEDS" are GUARANTEED TEN YEARS to the user. ASK YOUR DEALER. Write for 40-page catalog. "Shows the latest creations in beds" Marion Iron & Brass Bed Co., 1190 Sanitaire Av., Marion, Ind.

Who come at last from drought and fast
To sit in God's Green Inn!

—From Scribner's (July).

The Spinners.

BY JAMES E. RICHARDSON.

Women, O Women, O Women, O Women, that sing
as ye weep and ye weave,
Will ye rede me the rede of the song that ye sing
and the rune of the rope that ye reeve?
Of a thread of the hair of a love that is dead and a
hair of a love that will be
Do ye weave and ye reeve ere the curtel-ax cleave;
but whereof do ye strand, ye three?

*Oh, Eld is the name of the song that we sing, and the
staves are of Sorrow and Sleep;
And Weird is the name of the rope that we reeve as we
labor and skellock and weep;
Of Hate with a strand, and with Love of a strand, of
the hair of your heverils twain
Do we reeve as we sing; and we bind them with Dole
that shall be till ye slumber again!*

—From the Reader (July).

The Cry of the Russian Children.

BY R. C. LEHMANN.

What cry was that? Methought I heard a cry,
Faint and far off and pitiful and weak.
No, no, it was the sigh
Of the west wind that stirred the opening leaves;
Or did some swallow, late-returned and meek,
Twitter her humble gladness from the new-found
eaves?

Again! It is a cry! And yet again:
And first it swells, and then it seems to fade—
A cry of infinite weariness
And deep distress;
A cry of little children spent with pain,
A cry to make the boldest heart afraid,
A cry of mothers fighting off with prayer
The black-winged angel of despair,
Or mourning by the grave
Of children whom nor love nor tears availed to save.

Louder than rolling drum,
More piercing than the clamorous bugle's notes,
From Russia's stricken wastes the cry has come
Of many thousand tender little throats,
Soon to be dumb
Unless— But we are very very far,
And we have much to do
Under our brighter and more fortunate star
The whole day through—
Joyance and high delight and festival
For great and small
At home, and our own children claim their share:
We have no gift to spare
For Russia's children, and this cry of fear
Was but a dream-sound buzzing in our ear.

Is this our answer? No, it can not be!
We can not choose but hear. This is no dream
That makes imagined things to seem:
This is God's truth that pleads for charity.
For God, who set the nations far apart,
Estranged by thought and speech,
He bound us each to each,
Heart that can suffer unto suffering heart.
In his high Name we can not let the cry
Of little children go unheeded by.

For he was once himself a little child,
Humble and mild,
And loved all children; and I think his face
In that eternal place
Where still he waits and watches us will smile
For love of pity if we stretch our hand
And let our gifts go forth o'er many a mile
Of stormy sea and many leagues of land.
Hark, how the little children make their plea,
Their pitiful plea for help. What shall our answer
be?

—From Punch.

TO RELIEVE NERVOUSNESS,
Headache, Insomnia, Exhaustion and Restlessness,
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tonic in all forms of nerve disorders.



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This delightful porch or lawn chair fits you and rests you all over the moment you sit in it. It is the only chair made which combines in itself all the qualities of an ordinary porch chair, a hammock, rocker and swing or swinging seat. Sit or lie in it—swing or sit perfectly steadily in it as you please. It moves with you as you wish it to. Most desirable

For Porch or Lawn

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PERSONAL

The Vigneron of Southern France.—In the wine-growing districts of the South of France, vast losses of money, due to the destruction of vines by parasitic insects, have caused the market to be flooded with an adulterated fluid to the extent of seriously competing with good wine, because of its cheaper price. Owing to the resulting acute distress, millions of people are refusing to pay the taxes. When the active revolt began, which may bring to a standstill the civil administration of a third of France, a "vigneron," Marcelin Albert by name, telegraphed the head of the Government that there was no need to send troops as he would guarantee order. At Montpellier on a recent Sunday, this once unknown farmer, brought together, it is estimated, a gathering of some 600,000 people. He has since surrendered to the authorities and is now in jail at Montpellier. In reference to this remarkable organization he was asked by a representative of the *New York Times*:

"When did you get this idea, and how did you, an unknown vigneron, have the daring to undertake it?"

"I have been working to this end for seven years. I expected no remedy from the Government and no assistance from the smooth-talking politicians, who think only of their particular interests. I said, my country must save itself or it is dead. I have said that and I have agitated. Voilà!"

"It is well said, but how did you do it?"

"It has not been easy," said the agitator. "There is an abyss between conceiving an idea and putting it into practice. I have seen the misery, and patiently I waited for comrades to join me. The authorities all laughed and said I was a fool, but I said nothing and worked, going from village to village, talking only to the peasants. I am an enemy of all societies, for a society is able to exist only by dependence upon those who compose it. I have been insulted, villified, and every one gave me a kick. This went on for years. But I remained tranquil, knowing that the time had not come. The newspapers refused to print my communications, and I said, 'Bon, bon! Ça va bien!' But as the misery and hunger grew, the peasants began to listen."

In February last Marcelin Albert sent the following telegram to Mr. Clemenceau: "The Midi is dying. In the name of all, workers, merchants, wine-growers,

COFFEE COMPLEXION

Many Ladies Have Poor Complexions From Coffee.

"Coffee caused dark colored blotches on my face and body. I had been drinking it for a long while and these blotches gradually appeared, until finally they became permanent and were about as dark as coffee itself."

"I formerly had as fine a complexion as one could ask for."

"When I became convinced that coffee was the cause of my trouble, I changed and took to using Postum Food Coffee, and as I made it well, according to directions, I liked it very much, and have since that time used it in place of coffee."

"I am thankful to say I am not nervous any more, as I was when I was drinking coffee, and my complexion is now as fair and good as it was years ago. It is very plain that coffee caused the trouble."

Most bad complexions are caused by some disturbance of the stomach and coffee is the greatest disturber of digestion known. Almost any woman can have a fair complexion if she will leave off coffee and use Postum Food Coffee and nutritious, healthy food in proper quantity. Postum furnishes certain elements from the natural grains from the field that Nature uses to rebuild the nervous system, and when that is in good condition one can depend upon a good complexion as well as a good healthy body. "There's a Reason." Read "The Road to Wellville," in pkgs.

My Strongest Statements about the "Maxwell" have not been nearly strong enough, as proved by the latest extraordinary achievements of this wonderful car

The "Maxwell" swept the entire light car field at the great Wilkes-Barre Climb. 12-14 H. P. stock Tourabouts costing only \$825 won first and second place in the **thousand dollar class**.

This victory did not surprise those who know the "Maxwell"—but even they were astonished when this same Tourabout landed second place against cars costing as high as \$2,500.

The 12-14 H. P. "Maxwell" can actually beat cars rated at from 30 to 40 H. P., and costing three times the price of

The "Maxwell"

because "Maxwell" horse power is real—every ounce of it gets right into action driving the car.

There is no excessive weight—no lost power or motion in the "Maxwell."

Right on top of this stirring victory the two "Maxwells" entered in the great "Sealed Bonnet" Contest, held under the auspices of the Automobile Club of America, finished with a **perfect score**.

The "Maxwell" holds the 3000-mile non-stop record of the world.

The "Maxwell" simply outtops and outclasses any other make of car in the world at anything like its price. Address Department 30 for the complete "Maxwell" literature. And if you will address me personally I shall take pleasure in sending you immediately a personal letter of introduction to the "Maxwell" dealer nearest you, for a "Maxwell" ride.

Beny Briscoe

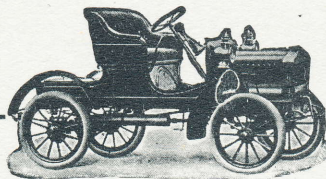
President, Maxwell-Briscoe Motor Co.
Members A. M. C. M. A.

80 Chestnut Street, Tarrytown, N. Y.

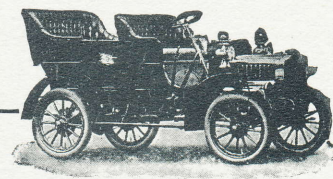
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12-14 H. P. Tourabout, \$825



16-20 H. P. Touring Car, \$1,450

What are your savings earning for you? What interest are you receiving? What is the security? Is it what it should be? Would you not feel better if you had your money where interest is guaranteed and where you get a share of the additional profits and have what is equal to life insurance, the privilege to borrow money and have all these things backed up by the best security on earth—New York City Real Estate? The investment is as good as Government Bonds—just as safe and more profitable. We have a plan for making this safest of all investments and would like to tell you about it. Write for our plan and we will send you our magazine six months FREE.

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H. H. STALKER, GRAND RAPIDS, MICH.

N O S T A L G I A - 1 9 6 7

Many of us have many fond memories of activities during past years. Nineteen sixty-six was such a year; we were so busy, when we recall "our" National Meet and other activities. But this year. WOW! It too has been a busy and action-packed year!

Although some of our old members have relocated to other states, we have gained many new members this year. And all of us have been busy looking, trading, buying, restoring, and hunting "goodies". Whether we live in North Alabama, Tennessee, Florida, or Pennsylvania, members of this region now have quite a number of nice cars, including several national winners and many under restoration. Besides all the work on our cars, some of our members devoted much time and effort to club projects that include the Totcky Ford Memorial restoration, the clubroom project and beginning a technical and historical library, this magazine, display stanchions, and many different committees devoted to planning and executing shows, tours, and other club activities. Attendance at regular meetings and Executive Board meetings has been very good. Hearty congratulations to the Tennessee Valley Chapter; it became a reality this year and an important part of our region. And you'll need a BIG road map to follow our members during this year's participation in "antique-car" doings!

There was the Dunnavant's Mall Show in Huntsville; the Central Division National Spring Meet in Gatlinburg, Tennessee; the Antique Car Show for Aid to Spastic Children in Birmingham; the Mid-Tennessee Regional Meet in Columbia, Tennessee; the Southeastern Regional Meet at Stone Mountain, Georgia; the Miracle Strip Antique Auto Show at Fort Walton Beach, Florida. The Hillbilly Homecoming at Maryville, Tennessee; the Penney's Mall Show in Huntsville; the Central Division Fall Meet in Baton Rouge, La; the show in Athens, Alabama; the Huntsville Hospitality Meet; the MARC National in Arkansas; the Chickamauga Regional Meet in Chattanooga, Tennessee; the meet at Red Boiling Springs, Tennessee; the Gateway Show in Decatur, Alabama; the Cullman, Gadsden and Ashville "doings" (picnic, tour, parade and barbeque); and, the AACA Fall Meet at Hershey, Pennsylvania. And, oh yes, our annual end-of-the-year dinner party for installation of new officers!

Pardner, it has been a busy, busy year. It too, has now become fond memories.

NOVEMBER MEETING

Our regular monthly meeting was called to order at 7:30 P.M. by Regional Director, Bill Ashby, on November 30th, at Doc Becraft's office on West Clinton Street. There were approximately 35 members and 5 visitors in attendance.

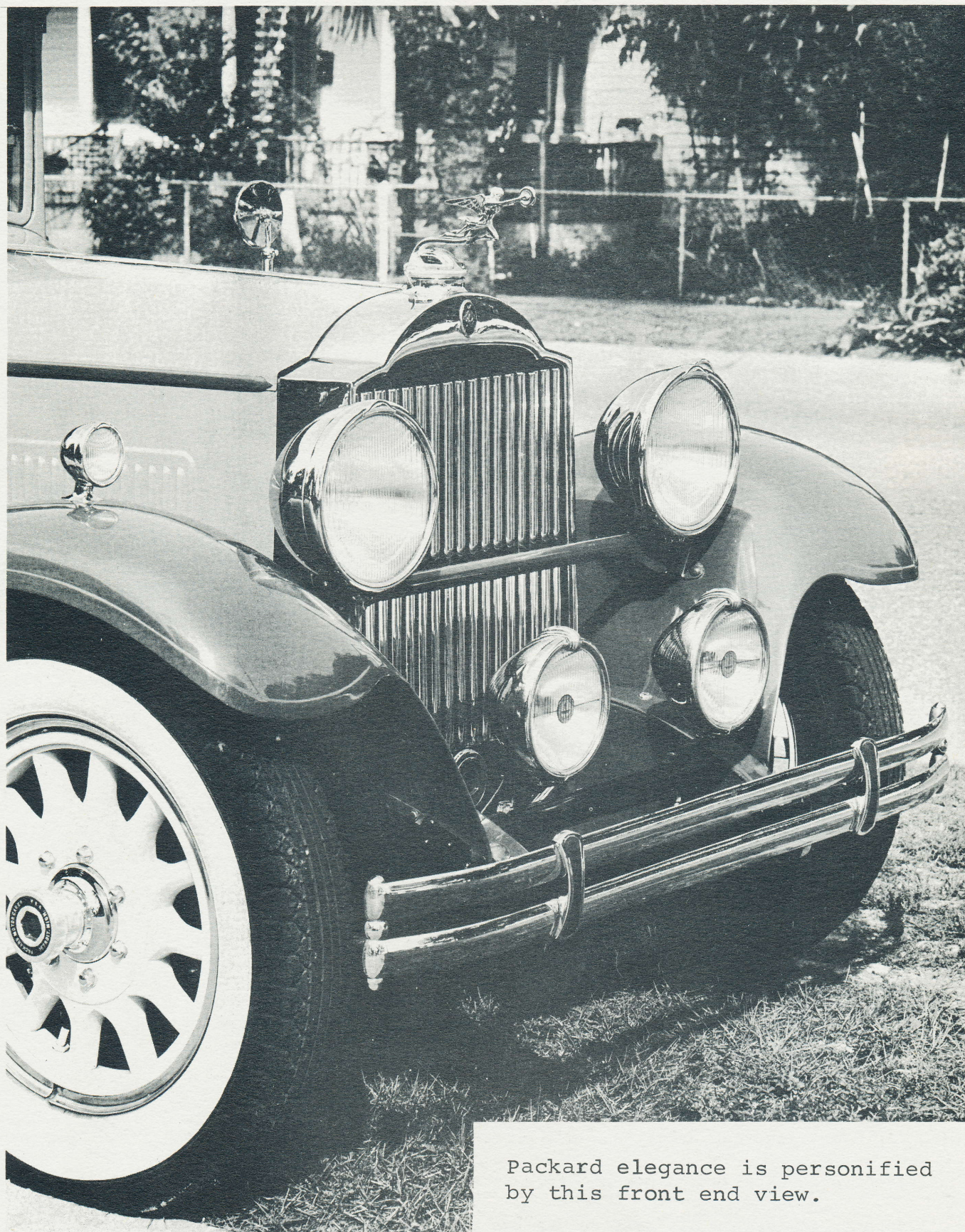
The financial report was given by Treasurer, Ken Barry, and Christmas Banquet Chairman, Jack Stuart, gave a report on the plans. Jack asked that anyone desiring to attend the banquet contact him before the close of the meeting so that a final head count could be obtained. Bill Ashby extended an invitation to the visitors to attend the banquet.

Bill Hayle made a motion that our region present the Decatur Chapter with a check for \$50.00 which is the amount received from the Cullman County Lions Club for our participation in their annual Cullman County Fair Association Parade this year. The motion was amended by Doc Becraft and after being seconded by Dave Johnson, was unanimously passed. Ken Barry presented the check to the Decatur Chapter Director, Ken Kirby.

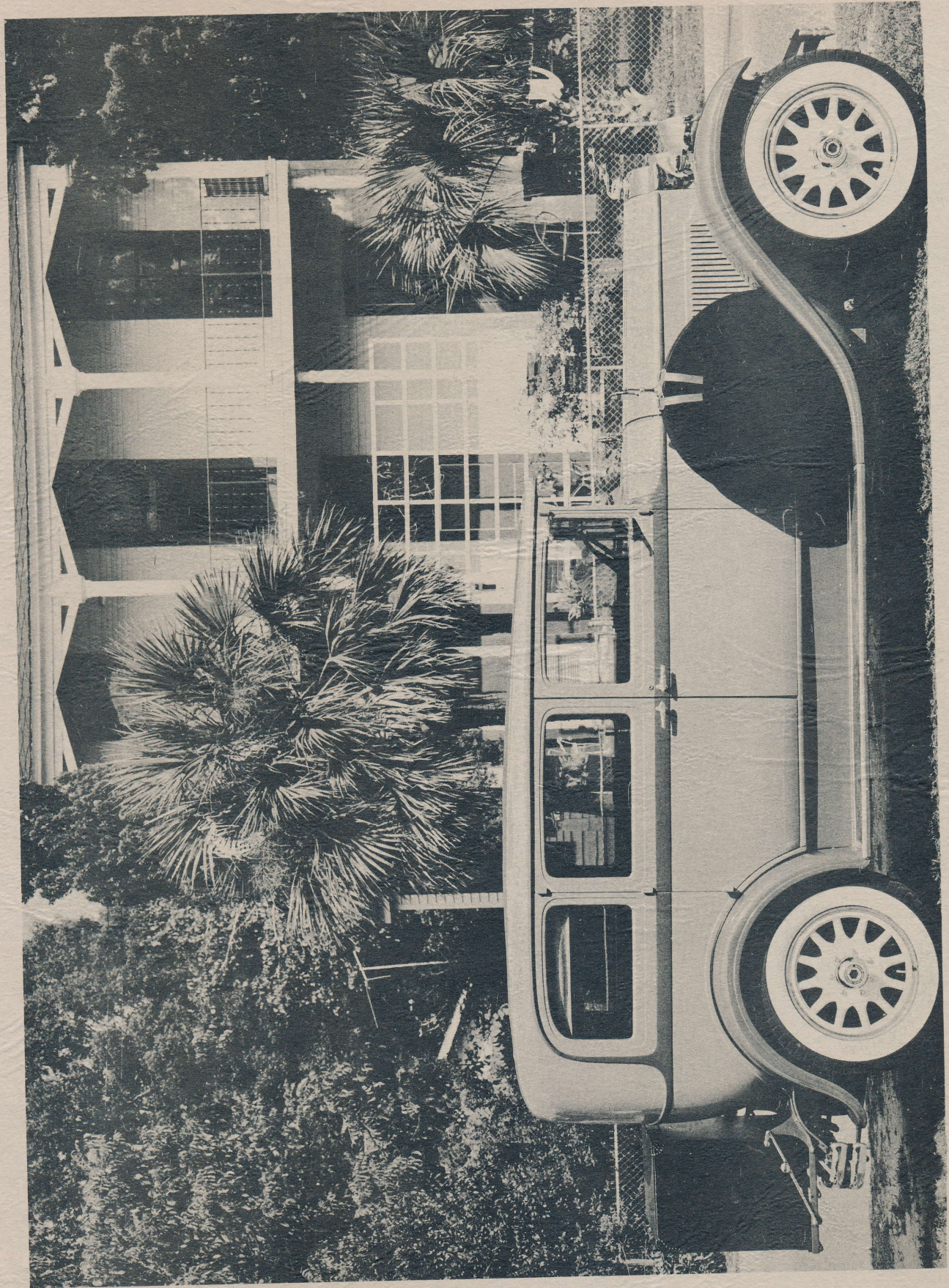
Bill Ashby conducted the proceedings for the election of officers for the year 1968 and displayed a flip chart showing the names of those members selected by the nominating committee for the offices to be filled. Nominations were opened to the floor and Ernest Cross nominated Don Pryor for member of the Board of Directors. The results of the election was as follows:

Regional Director	- Jack Stuart
Assistant Director	- Jim Latham
Secretary	- David Johnson
Treasurer	- Phil Gambrell
Board of Directors	- Bill Hayle
Board of Directors	- Dennis McCann
Board of Directors	- Don Pryor

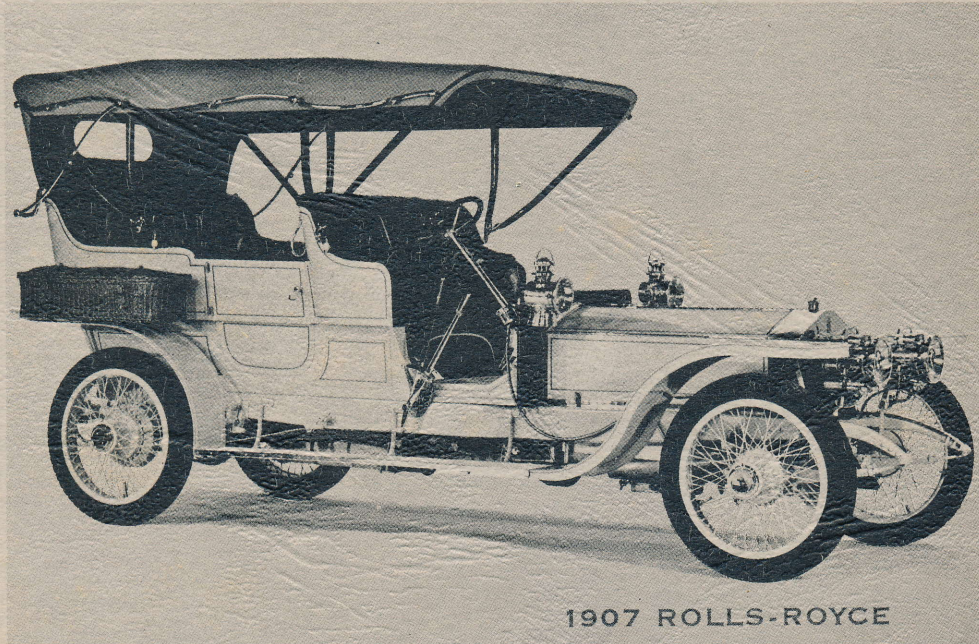
Director Ashby congratulated the new officers and expressed confidence that the membership had selected an excellent slate of officers and requested that the members continue their full support to the new officers as was the case this year.



Packard elegance is personified
by this front end view.



This beautiful series 733 Packard sedan, winner of many trophies, is owned by AACA member Bryant Liggett.



1907 ROLLS-ROYCE

*Merry Christmas
and a
Happy New Year*

TEN COMMANDMENTS

FOR JOHN Q. PUBLIC

1. Thou shalt not paw the brasswork with thy sweaty hands.
2. Thou shalt not ask if the car runneth, nor it's value, nor where the owner procureth tires.
3. Thou shalt not remark that the car must have been well cared for, to be so well preserved.
4. Thou shalt not permit thy children, nor thy neighbour's children, to climb upon the cars.
5. Thou shalt not kick the wheels, nor the tires, nor even yet open and slam the doors.
6. Thou shalt not refer to the car as a jalopy, nor as a clunker.
7. Thou shalt not lift the hood of any car, nor finger the switches or controls.
8. Thou shalt not lie, and say, "My father built these".
9. Thou shalt not Blaa-a-att on thy horn when passing in thy modern car, unless true need there of shall arise.
10. Thou shalt not screw thy neck around when passing, thus endangering thy life and that of others.