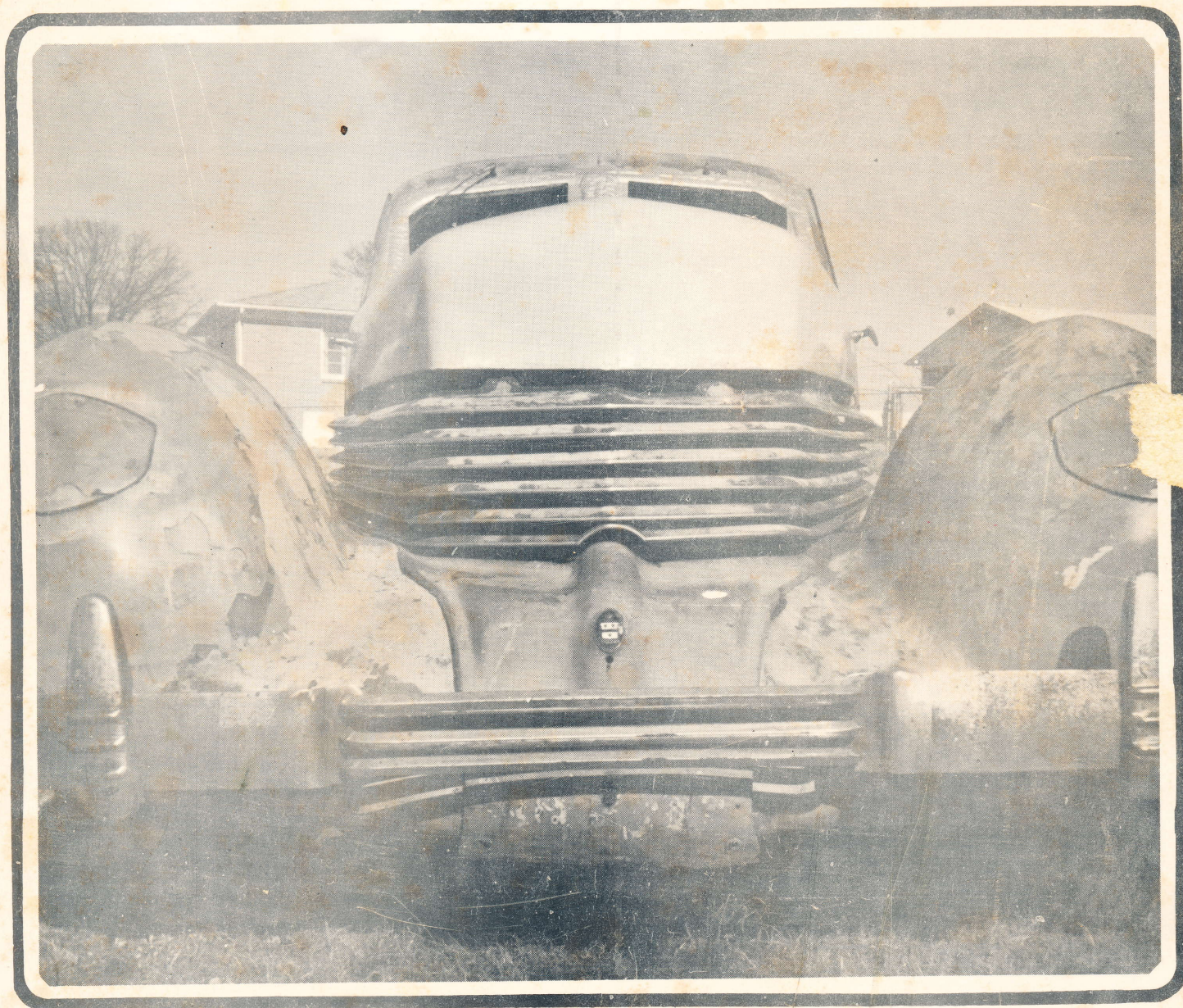


JAN-FEB-1968

# Auto Antiquarian News



North Alabama Region  
A.A.C.A.



## THE COVER

### GENE GEORGE'S 1935 MODEL 810 CORD

The model 810 Cord appeared in the fall of 1935 with front-wheel-drive, coffin-hood free of chrome trim, finger-tip shift, concealed head lights and hinges step-down design, chrome-banded "skeleton" headlining (for greater headroom), sharply slanted, V-shaped windshield, aerodynamic back, pontoon fenders, and a number of other items not so visible to the casual observer, like unit construction.

The car we presently own is an early 1936 model 810 Westchester 4 door sedan. It has oil and water filler openings located under a door on the cowl which is a feature only of the earlier models. This car may be the only original engined Cord in Alabama. The original cost for this non-supercharged model was \$2445.00.

#### Technical Specifications

L Head, 90°, V-8

288.6 cu. in.

3½" bore, 3 3/4 stroke  
125 H.P.

Compression 6.5 : 1

# AUTO ANTIQUARIAN NEWS

VOL. 5, NO. 1

January, February 1968

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

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\*\*\*\*\*

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Club Meeting Feb. 22, 1968

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Opinions expressed by contributors to A. A. NEWS are their own and do not necessarily reflect the official policy of this region or A. A. C. A. Deadline for contribution of all material is the 10th of the month.

## ACKNOWLEDGEMENTS

The following committee chairmen have been named for the 1968 year. If any members have items of assistance, constructive criticism, or views that will help these people to perform, you are urged to contact them.

### Membership

Ernest Azary, Herb Fulmer

### Librarian

Herman Gierow

### Historian

Ernest Cross

### Regional Publication Staff

Co-Editors	Don Huffine, Jerry Thach
T.V.C. Reporter	Jim Kimsey
Technical Editor	Don Pryor
Advertising Editor	Dan Shady
Photography Editor	Eugene George
Circulation Manager	David Johnson

### Activities

Garage Tour	Phil Gambrell
Gadsden Tour & Display	Ken Barry, Bill Asby, Ed Gannaway
Hospitality Meet	Jim Latham, Bruce Dalrymple, Ernest Azary, Dan Shady

## EDITORS VIEWS

The Co-editors would like to thank the club for their confidence in asking for our effort. We in turn ask the membership at large to serve on our staff. It is our belief that we can only function effectively with your assistance. We hope to present an informative, newsworthy, and up-to-date publication. Our aim for the coming year is to present the membership with information about the cars in our club, tour news, club activities and interesting occurrences. Through this type of data we are hoping to help stimulate a club interest and antique car interest.

We are looking forward to printing a picture and story about each car in the club. Contact Don or Jerry so we may report on your car.

We wish to thank Fay (Don's wife) and Sandra (Jerry's wife) for their assistance, constructive criticisms, and views that are present in this issue and those to come.



### OUT OF TOWN GUESTS

We wish to extend the hand of fellowship to the out of town guests we had at our January meeting. Charles Mullins, Rusty Parker, and Bill Johnson from Florence. Could be there is a new chapter in the making.

### MEMBERSHIP NOTICE

We have - 23 - paid members to date and no outstanding debts.

OK!! Antiquers get out the old green stuff. Phil Gambrell wants a little before he gives you a membership card.

### SPECIAL ANNOUNCEMENT New Car in our Club

Dan Shady (heretofore a Ford man) had an addition to his collection in the last month. Can you imagine a 1929 Chevrolet Sport Coupe (w/Landau Top).

### ONE GOOD TURN DESERVES ANOTHER

The T.V. Chapter (Decatur) returned the \$50.00 we donated to their activities. This money was sent to us from the people who conducted the Gadsden Tour. The T.V. Chapter donated the money back to our Club Project (Totcky Project) if we would match it with \$50.00. The members attending the January meeting voted unanimously to match the funds. Thanks fellows!

### THANKS TO GEORGE CASE

We wish to enclose a note of thanks to George Case for the information board he donated to the club. This board will be used to post notes of information, articals for sale, articals wanted to buy, birth announcements, etc. This is the kind of member our club appreciates.

### TECHNICAL TALK

Ernest Cross presented a talk on CHEVROLET history at the January club meeting. The members enjoyed the talk and showed an interest in more of this type of program. It was noted that side comments produced rounds of laughter. Attend the February meeting and see what is in store for you.



## THE FIRST NORTH ALABAMA REGION GARAGE TOUR

BY BILL ASHBY

The first garage tour was scheduled for Sunday 14 January at 1:30 p.m., and would you believe - the thing actually took place as planned amidst all that snow and cold weather. Those attending would have to fall into one or all of the following categories; 1. avid antique auto fans, 2. loyal backers of club activities, 3. nuts.

At any rate the tour turned out to be great and ran very smoothly at the able hands of our chief guide, Phil Gambrell and his "Push Mobile." Those attending the tour were Phil and Evelyn Gambrell and children, David and Freda Johnson, Bill and Bev Ashby, Jack and Roy Nell Stuart, Gene and Linda George, Tom and Levelle Holly, Eddie and Barbara Gannaway and children, Earnest and Joyce Cross, and Herb Fulmer.

The group met at the A&P food store, corner of Oakwood and North Parkway, and at 1:50 p.m. Phil said, "lets go" so we left the protective confines of the parking lot and moved out into the hazards of snow driving. We stopped at Tom Holly's place first, and, of all things, he "just knew no one in his right mind would be out in weather like this," but there we were. We finally got him away from his nice warm den long enough to show us his 1946 Chevrolet Sedan, 1935 Packard roadster, and new antique car-type shed. From Tom's place we went on to Gene George's home for wayward Cadillacs. Gene stopped taking pictures long enough to show us his 1955 Chrysler Imperial, 2-1939 Cadillac 60 S's, 1939 Cadillac 75, Limo 1939 Buick Century, and 1939 Cord sedan. Just about the time we arrived at Gene's place Jack and Roy Nell drove up and wanted to know why we left the rendezvous early. Jack said they were not late, but I think he just didn't want to admit that "Detroit Volkswagen" couldn't handle all that snow.



Incidentally, Jack couldn't understand why Gene had painted all his cars the same color! Snow White

We left Gene's heading toward Earnest Cross's place - everyone was under way except our guide, and he just couldn't get that "Horse" to move. Yours truly stopped to lend a hand and diagnosed the trouble as Dead Batteryitis. Phil said "Nah! couldn't be that." The jumper cables were hauled out of the Healey and connected to Ed's big Oldsmobile, and would you believe the dead horse came to life. Eh Phil? We all got to Earnest's place without mishap and looked over Earnest's 1926 Ford sedan, the Totcky mail truck, and Herb Fulmer's 1928 Ford Business Coupe. A special thanks to Joyce for that nice hot coffee, it sure hit the spot.

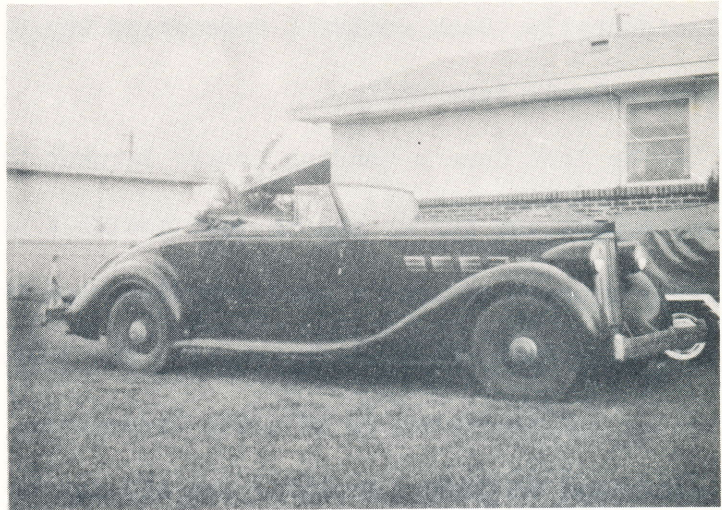
All-in-all it was a good time for everyone and the future garage tours should prove equally as interesting.





## NEW ADDITION TO THE FAMILY

By Thomas C. Holley



Pictured above is a 1935 Packard Super 8 Coupe Roadster Model 1204 (a listed classic) that belongs to Thomas C. Holley and family (including Sam--<sup>our</sup>~~their~~ Siamese cat). We reside at 2602 Gamma Circle, Huntsville, Ala. for those that would like to see it in person.

Its statistics are wheelbase - 139 inches, length - 218 inches, height - 71 inches, width - 74 inches, weight - 4900 plus, chassis weight - 3700 plus, 150 horsepower, and 384 cu. in. displacement. It is quite a car for only 2 passengers up front and 2 in the rumble seat when weather permits. Harding Motor Company in East St. Louis, Ill. sold the car new July 22, 1935.

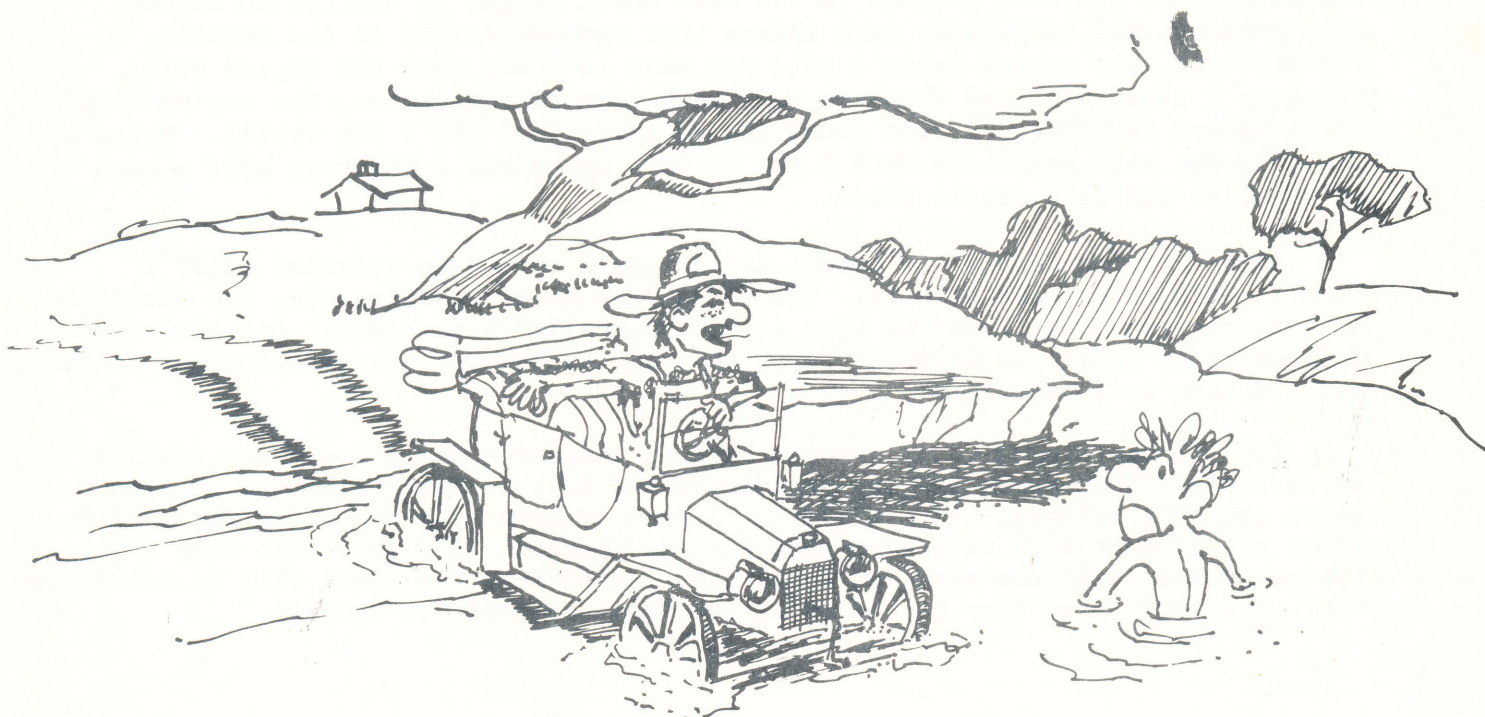
The car was driven into this part of the country a couple of years ago and eventually made its way into a GI surplus tent erected on the northern bank of the Tennessee river between Scottsboro and Guntersville, Ala. It was tucked away all covered with cardboard, rat tracks, rat poison, dirt, snake skins, etc. As far as anyone was concerned, it was hidden from the world, as the old saying goes. Eugene George, one of the known locaters of interesting old cars in our area, made the find initially and invited me to go with him to see it. I guess it was love at first sight. "Only an antique nut could fall for something so big that looks so bad at first sight"--a statement made by my wife, Lavelle, the day it was driven home.



After going to see it late thursday afternoon after work, the hush was on until we could go back the following saturday to drag it out of the tent and start it up. If the condition of the ignition system and vacuum systems had been known, I hardly believe the car could have been started, but after battery attempts failed, towing a few yards brought her to life. It was driven non-stop into Huntsville with all its roaring (no exhaust system) charm. After a few hours of general maintenance, it was completely driveable. Our two daughters, Lawana and Andrea get quite a thrill riding in the rumble seat.

Presently, restoration is well under way. The body is off the chassis and initial cleaning and inspection is practically completed.

To date only one other 35 Packard owner has been located in our area. He is in Florence, Ala. and has a 35 Phaeton.



"I COME HERE EVERY SUNDAY TO SOAK MY SPOKES!"



## MY 1926 FORD 4 DOOR SEDAN

BY ERNEST CROSS

I became the third owner of my 1926 Ford in 1952. The second owner had bought the car in 1929 and it had been his only means of transportation until I came along and paid him the then fantastic price of \$75.00.

I was starting my senior year in high school and I was desperate for transportation. I had driven a 1930 Model "A" Ford my sophomore and junior year and had experienced every breakdown that could possibly happen to a car. I thought the "A" was jinxed, but I've come to realize that this is common in "A"'s. The "T" was in excellent mechanical condition and the old gentleman gave me some instructions on how to work the pedals and drove me up the road and back. This was embarrassing to a 17-year-old who already knew how to drive anything and everything. I should have been more attentive because I had hardly gone a quarter of a mile when the pedals and levers proved too much for me and I stalled it in the middle of the Oak Ridge to Knoxville highway. I soon got over my frustration and coordination of the pedals and the levers soon became second nature.

It didn't take me long to realize that you should listen to all the old timers who walked up and told me that they used to own one just like it. I learned that I shouldn't oil my front end because that would make it "shimmy." I learned that you need to jack up the rear wheel to get it started on bitter cold mornings and many, many more things that you don't find in the manuals. For instance, the manual doesn't tell you what is wrong when the engine quits going up a steep hill and when you roll back down to the bottom, the engine will start up and run fine. I soon found out gasoline just won't run uphill. There was this one hill near home that I had to back up unless I had over half a tank of gasoline and that wasn't often.

After driving the "T" to school for a year I became so attached to it I knew I could never part with it. The "T" served as my courting car, and admirably so. No one ever questioned me when it "accidentally" broke down. One girl that I dated in it became so attached to it that she talked me into marrying her so she could assume part ownership.

The "T" was stored in my parents barn in Tennessee for a few years until a tornado knocked the barn off its foundation and left it near collapse. I didn't waste any time bringing it to Alabama. I plan to have it restored by mid 1970 in order to drive it back to a high school class reunion. I'm sure that when I attend the reunion driving the same car I had when I graduated the class will be convinced they were right when they picked me as the "most unlikely to succeed."



## TOTCKY MAIL TRUCK PROGRESS REPORT

Progress is the latest word on the Totcky mail truck restoration project. A genuine interest and effort by a number of club members over the last few months has resulted in the project reaching a 75 to 80% completion point. Erny Cross has been leading the effort on the preparation of the body for finish painting and was handling the job single handedly during the late summer and early fall. During that period the wooden body was fitted to the running gear/cowl section subassembly and various body trim mouldings completed. Then following the generous donation of our Decatur chapter (see club meeting news) the necessary materials were purchased to complete the body for painting. Several work parties were held at Erny's garage during January and participating club members included Herb Fulmer, Tom Holly, Phil Gambrell, Jack Stuart, Dan Shady, Don Pryor, Don Yoho.

A great deal was accomplished between the unavoidable bull sessions and individual member harassment and one or two conclusions were reached regarding work parties; more hands do make the job go faster and all the "hot air" at least keep the garage warm.

At our January monthly meeting additional club endorsement of the project was received with a donation from the treasury to supplement the Decatur chapter funds mentioned previously.

By the weekend of February 3, the body was prepared for finish painting and another work party formed for the trek to Cowen, Tennessee, Leonard Brown's paint shop. Saturday's weather was perfect, although cold, and two cars and a pickup loaded with manpower, sheet metal, and the wooden body and cowl section departed Erny's garage before sunrise.

The first order of business was finish priming and filling of the body and sheet metal parts followed by sanding, sanding, and more sanding. Everyone pitched in and grabbed a part for more or less personal attention and there was much harrassment regarding Erny Azary's "all day fender" and Erny Cross's "all day radiator shell" which indicated the degree of preparation applied before final painting. The work party lasted until late Saturday and several returned Sunday for another session. Results were more than gratifying with the black portion of the paint job being completed and the wooden body and cowl section receiving one coat of the Rock Moss Green. All agreed the finished fenders and other black items are excellent in every respect which was no surprise to any who have witnessed previous spray jobs out of Leonard's shop.

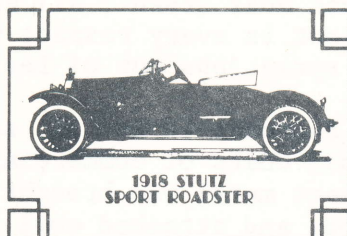
The following weekend, February 10 and 11, saw the major painting completed when Leonard applied the final coats of commercial green to the body, hood, and cowl assembly. The black sheet metal was brought back to Huntsville by Herb Fulmer on Saturday while the body and attached cowl required Dan Shady's borrowed pickup truck Sunday. Those assisting in the painting effort included Brown, Cross, Gambrell, Azary, Holly, Pryor, Jim Latham, Doc Beacraft, Ken Barry, Jerry Peoples, and Dennis McCann.

Remaining is the upholstery and soft top installation, steering gear rebuild, assembly of the body, fenders, etc., and paint rub out. Calls for help will be issued at appropriate times and any help will be appreciated. I think this project is illustrating the valuable experience the club membership possesses and how effective a group effort can be when more than a few participate. Lets keep up the good work and finish up this worthwhile obligation.



## 1968 CALENDAR OF EVENTS

February	REGULAR MONTHLY MEETING ... time - 7 p.m., place - Dr. Becraft's office, 400 W. Clinton Ave., Huntsville, Alabama.
May 31 - June 1	Gatlinburg Invitational Meet East Tennessee Region AACA
June 13-16	MOTAA Auto Fair Petit Jean Mountain Morrlilton, Arkansas
July 11-13	Central Division National Spring Meet Minneapolis, Minn.
August 2-3	Harrah's Auto Collection 4th Annual Swap Meet & Car Show Reno, Nevada
September 9	Red Boiling Springs Red Boiling, Tennessee
September 22-27	1968 Glidden Tour Manchester, Vermont
September 12-30	AACA 5th European Tour



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

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INVITATION - ANNOUNCEMENT  
NATIONAL ANTIQUE AUTO FESTIVAL  
14TH ANNUAL HAMILTON - FAIRFIELD TOUR  
2ND NATIONAL MEET - WILLYS KNIGHT REGISTRY  
JULY 26 - 27, 1968.

HAMILTON - FAIRFIELD, OHIO TOUR SATURDAY, JULY 27, 1:00 P.M. E.S.T.

Dear Antique & Classic Car Club Members, Editors, and Friends:

Time has marched on and in just a few weeks the first antique cars will emerge into another season of pleasure and interest for their owners. Here in Hamilton, Club members and volunteers are already at work preparing for the National Auto Festival and the 14th Hamilton-Fairfield tour scheduled for July 26 and 27, with the tour to be held at 1:00 p.m., Saturday, July 27, 1968, E.S.T.

The National Registry of Willys Knight automobiles second National Meet will be held in conjunction with the 14th Festival and Tour. This includes NR-WKA members with any make Knight powered car.

Last year 608 cars registered from all over the U. S. and Canada. All the special features will be included in 1968: The Hamilton-Fairfield Tour (Saturday, 1:00 p.m.); The Band Concert; The special Radio Network; Bill Hogan and his old-time aerobatics at 11:30 a.m. and 1:30 p.m. Saturday. A new feature will be vocal entertainment by the Fairfield Choraliers.

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REGISTRATION FORM		
Reg. No. _____	NATIONAL AUTO FESTIVAL	State _____
	14TH HAMILTON-FAIRFIELD TOUR	
	SECOND NATIONAL MEET - REGISTRY WILLYS-KNIGHT AUTO	Date _____
	FRIDAY, JULY 26, TOUR SATURDAY, JULY 27, 1:00 p.m. EST	
National Auto Festival Headquarters 6 Court St., Hamilton, Ohio	Phone 513-895-5638	A.C.C.C. - B.C. H.A.T.I.

1968 Festival and Tour open to unmodified U.S. - foreign antique cars (1894 through 1929), CCCA and specified classics, production (1930-35) and special interest cars (1936-42), also Kaiser-Frazer and H-E-T club cars. Cars must be in good condition and free of all advertising. Authentic costuming encouraged. New categories: Rolls Royce Silver Ghost; Antique Airplane (write); Stationary gas and steam engines, farm tractor 1929 and older. Good time for all.

BRING THE FAMILY

\_\_\_\_\_  
(Name - Please Print)

\_\_\_\_\_  
(. Tour Car Make, Tractor, Air-  
plane, Stat. or Threshing Engine,  
Motorcycle.

AND THE

\_\_\_\_\_  
(Street - Please Print)

\_\_\_\_\_  
Year                      Body Style

CAMERAS

\_\_\_\_\_  
(City - Please Print)

\_\_\_\_\_  
No. of passengers.



**WANT ADS: - LEADS AND OTHER INFORMATION**  
**CARS FOR SALE**

Buick, 1939 Century, excellent mechanical condition, good paint & tires.  
\$695.00, E. W. George, 2608 Gamma Circle, N. W., Huntsville, Ala. 852-3315

Chrysler, 1955 Imperial, 4 door sedan, power brakes & power steering,  
electric seats & windows, excellent engine & transmission, good body, needs  
mufflers & tailpipes. \$500.00, Jim Travis, 2211 Fairfax, N. E.,  
Huntsville, Alabama 539-8885

Chrysler, 1959 Imperial, 4 door hardtop, all power, 6 way seat, electric  
windows, factory air, recent ignition overhaul, new rear shocks, new tie  
rod ends, excellent body & interior. Needs rear u-joint & rear windows  
not operating. \$300.00, Jim Travis, 2211 Fairfax, N. E., Huntsville, Ala.  
539-8885

Ford, 1936 1/2 ton pickup, V8, all original, good condition, drive it home.  
Jim H. Keeton, Parsons, Tennessee. 847-2762

Lincoln, 1950 4 door sedan, 61,000 original miles, radio & heater, have  
all original owners manuals, everything works, needs paint, drive it home,  
Joe Ventress, 2614 Landsdale Dr., N. W., Huntsville, Ala. 852-2453

Lincoln, 1959 Continental Mark IV, 4 door hardtop, full power, air conditioning,  
interior & body excellent, transmission shifts rough, previous owner  
installed mufflers & brakes at expense of over \$300.00, asking \$300.00,  
Jim Travis, 2211 Fairfax, N. E., Huntsville, Ala. 539-8885

Packard, 1955 Clipper Constellation, 2 door hardtop, all power, excellent  
mechanical condition, needs paint & transmission seals, \$200.00,  
Jim Travis, 2211 Fairfax, N. E., Huntsville, Ala. 539-8885

**PARTS FOR SALE:**

Buick Sedan doors (4), 1927-28, excellent solid condition. Larry Lohmeyer, 536-4840

1 pair new old stock 1923-25 Model "T" Coupe or Sedan rear fenders, sell or  
trade on "T" fenders listed in "Misc. Parts Wanted". Jack M. Stuart, 12005  
Greenleaf Drive, S. E., Huntsville, Ala. 35803, 881-5706

Model "A" parts, Paul Braun, 68 Wilson Street, Pittsburgh 23, Pa.

Model "A" parts, Model "A" horns a speciality, motor driven horns restored,  
horns bought & sold. Willard T. Young, 3216 Beals Branch Road, Louisville,  
Ky. 40206, 896-9942

Model "A" parts, new parts for sale or trade, early 1928 parts wanted, Don  
R. Uzzell, 8312 South Congress, Austin, Texas. AT-21617

Model "A" (1929) perfect hood (Briggs) \$10.00, David Johnson, 2819 Newby  
Road, #65, Huntsville, Ala. 35805



## PARTS FOR SALE CON'T

New Auto-Lite "A" Model spark plugs, 75¢ each. Jim Latham, 610 Cleermont Drive, Huntsville, Ala.

## PARTS WANTED:

Wanted: Ford, 1932 Model "B" or Model 18 for parts car, or any parts for same, W. H. Fuhr, 2309 College Street, S. E., Decatur, Ala.

Wanted: For 1935 Chevrolet Master Coupe; pair of front fenders, pair of running boards, 5-17 inch 6 lug wheels, pair of headlamp shells, must be new, or mint used parts. C. C. Eddins, Rt. 4, Box 265, Fayetteville, Tenn.

Wanted: Ford "T" 1900-1918 hog head, have hog head with starter hole for sale or trade on above. W. F. Stayton, Huntsville, Ala. 828-3545

Wanted: For Ford "T", 1917, 22; pair rear roadster fenders, model "T" tool box, left hand splash apron, pair floor board trim brackets to fit over floor riser & under floor boards, 1 tinted head light lens. See "T" fenders in "Misc. Parts for Sale" for trade on above rear fenders. Jack M. Stuart, 12005 Greenleaf Drive, S. E., Huntsville, Ala. 881-5106

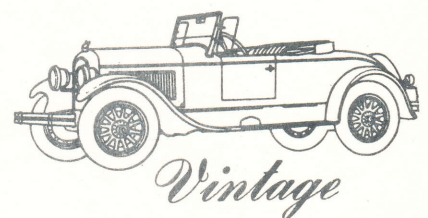
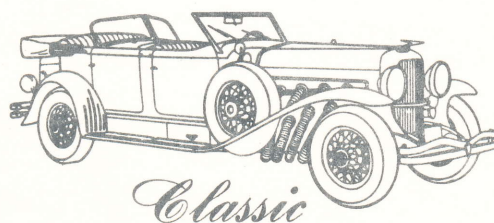
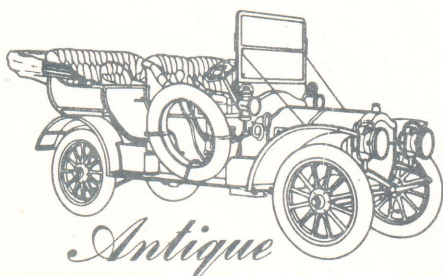
Wanted: 1931 Ford "A" left front fender & splash apron in very good or better condition. W. B. Dalrymple, 807 Farley Dr., S. E., Huntsville, Ala. 35802 205-881-9095

Wanted: 1951 Chrysler New Yorker rear fenders, left front fender, all fender moulding, grill moulding, hood wing ornament; new or mint. W. B. Dalrymple, 807 Farley Dr., S. E., Huntsville, Ala. 35802 205-881-9095

## LEADS:

Buick, 1923 Convertible Coupe, good condition, \$1000.00, E. W. George, 2608 Gamma Circle, N. W., Huntsville, Ala. 852-3315

Antique cars for sale, many "A"'s, Sam Watkins, 103 Central Avenue, Glasgow, Kentucky, 651-3989



## WANT ADS -CON'T

Any motorcycle magazines with information about 1915 Harley Davidson.  
Ref.: Cycle and Automobile Trade Journal, or Motorcycle Illustrated.  
Will pay good price for a 1915 repair manual on 1915 Harley Davidson.  
Also need same for 1914 Emblem Motorcycle. Consider buying any antique  
motorcycle before 1920, especially a 1915, 16, or 17 Indian-2 cylinder-  
3 speed. Would like pictures, snapshots or parts for above motorcycles.  
Will trade T, A, B Ford parts for above. All letters answered.

Bob White  
2016 Finchley Drive  
Charlotte, North Carolina, 28205  
Phone: 537-5513



### NOTICE

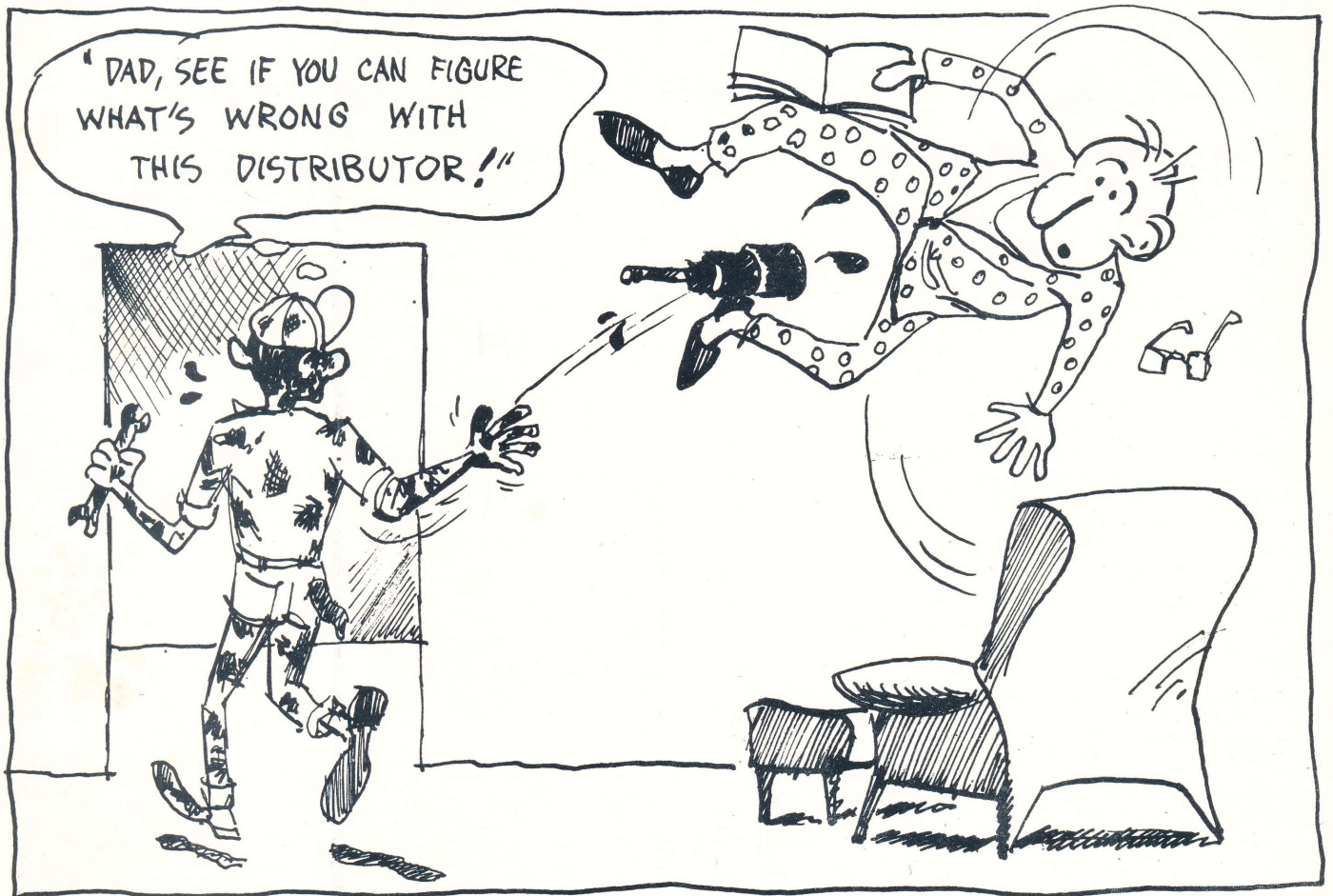
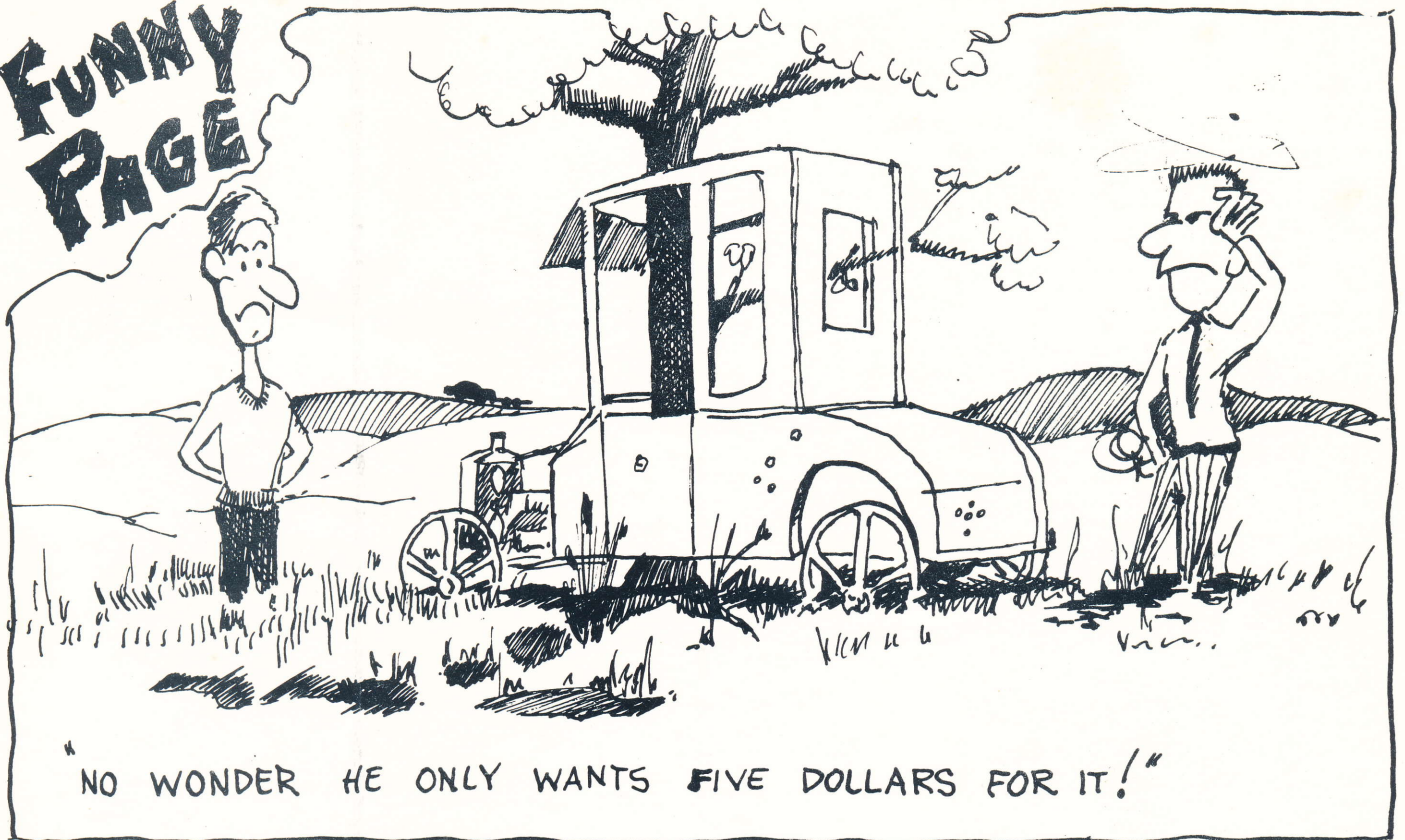
There will be a garage tour Sunday, February 25th. Meeting at the  
corner of Oakwood and North Parkway in front of A&P Supermarket at  
1:30pm. Please, lets have a good turn out.



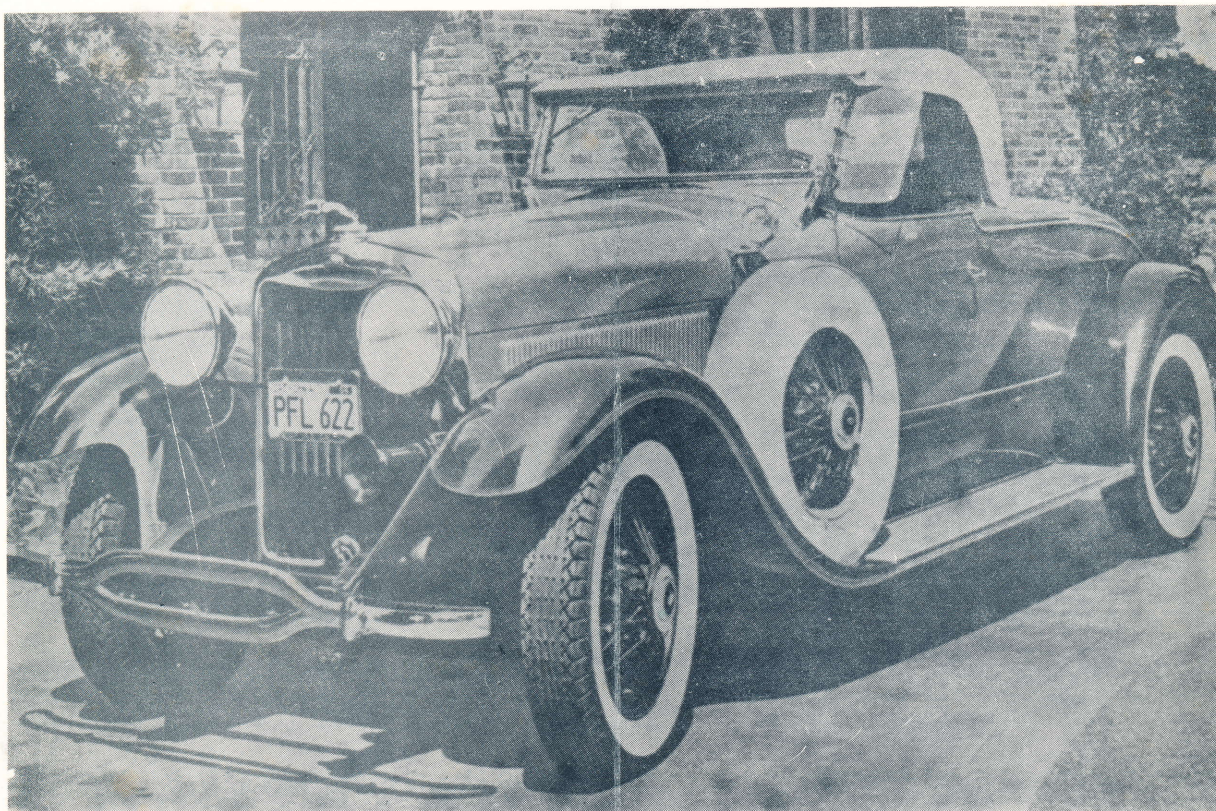
CLUB MEETING FEB. 22, 1968



# FUNNY PAGE



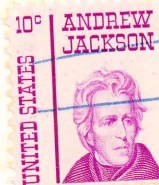




**1930 Lincoln Sports Roadster**

# ANTIQUE AUTO NEWS

Post Office Box 810  
HUNTSVILLE, ALABAMA 35804  
RETURN REQUESTED



DENNIS MCCANN  
2621 ROCKWELL RD. NW  
HUNTSVILLE, ALA

35810