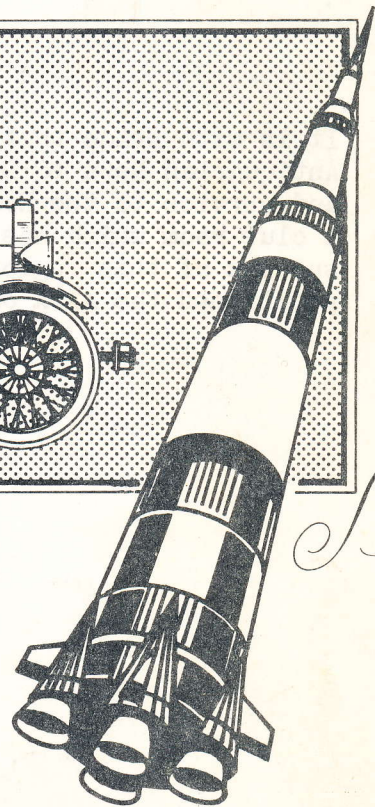
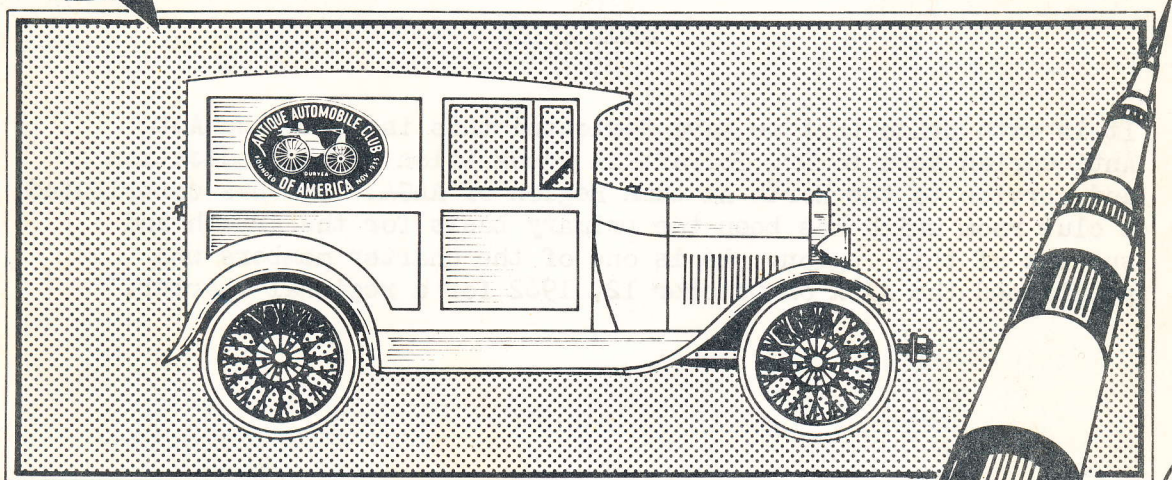
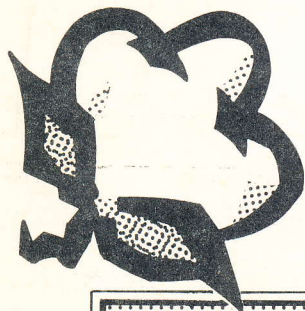


MARCH-APRIL-1968

Auto Antiquarian News



North Alabama Region
A.A.C.A.

DEDICATION

It is with pride that we have dedicated this issue of the Auto Antiquarian News to Dr. Becraft in recognition of his dedication and service to the North Alabama Region of AACA. Doc has contributed a club room which has been the primary basis for the growth and success of this region. He is one of the charter members who petitioned the AACA on October 12, 1962 for a regional charter.

AUTO ANTIQUARIAN NEWS

Vol. 5, No. 2

March, April 1968

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

OFFICERS

TENNESSEE VALLEY CHAPTER OFFICERS

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Assistant Director	Jim Latham	Vice President	Dale Crites
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Don Huffine
Jerry Thach
1812 Kendall Terr., NW
Huntsville, Alabama, 35805
Phone - 539-7637

PUBLICATION STAFF

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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. Dead-
line for contribution of all material is the 10th
of the month.

**5th ANNUAL
HOSPITALITY ANTIQUE CAR MEET
June - 14,15 1968
HUNTSVILLE, ALABAMA**

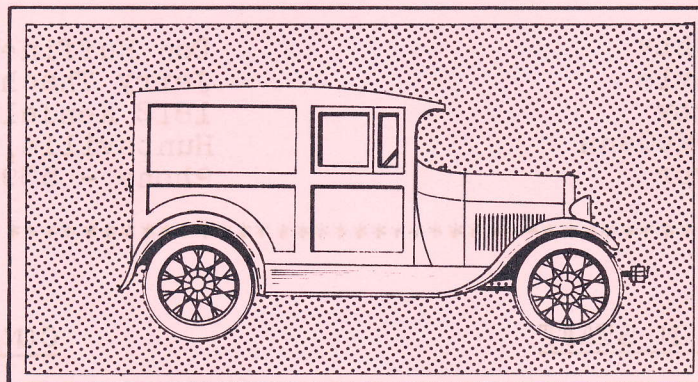
*LADIES
LUNCHEON*

**HEADQUARTERS
JOLLY INN GUEST HOUSE
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*FASHION SHOW
BRING YOUR
OLD CLOTHING*

DASH PLAQUES TO ALL ENTRANTS

**CONTESTS
CAR GAMES**



**TROPHY
AWARDS**

"The Tom Totcky mail truck"

NAME _____

ADDRESS _____

CAR _____ YEAR _____ MODEL _____

REGISTRATION FEE \$2.00 _____ FLEA MARKET SPACE \$1.50 _____

BANQUET TICKETS \$4.00 Per Person _____

RESERVATIONS FOR MEALS MUST BE MADE BY JUNE 12.

MAKE RESERVATIONS DIRECT WITH MOTEL FOR ROOMS. Phone 881-4300

POOL SIDE PARTY FRIDAY NIGHT

FOR FURTHER INFORMATION CALL OR WRITE JIM LATHAM
610 CLEERMONT DR. S.E. HUNTSVILLE, ALA. PHONE 534-6993

EDITORS NOTES

MODEL "A" ROLLING

While driving to work last week a streak of yellow and black flashed by. These sleepy eyes popped open : ! ! , "Well I'll be danged, that's a Model 'A'." Yea, a sleek yellow and black Model "A" has just passed - gently transporting some lucky fellow to work. Henry Ford would have been amazed to see his Model "A" threading its way through all those cars bearing names of fish, animals, numbers, etc. "Eat your hearts out Model "T" owners." This Model "A" was headed to Brown Engineering Company. Have you met the lucky driver ?

A CHALLENGE

The best way to enjoy the Antique Car Club is to be active. If you don't believe it, try it.

DUES

Hurry and see Phil Grambrell about your dues! Don't be one of those who doesn't receive the Auto Antiquarian News and other club benefits.

THANKS WARNIE

The club joins with us in thanking Earnest Cross for his efforts on the Tocky Truck. Also, it is good to know that another good member has stepped forward to lend a hand; Earnie Azary. Earnie Azary has taken over heading up the club project to give Earnie Cross a chance to spend a bit of time with his fine son, Mike. I hear that Mike is going to be quite a ball player. Keep a cool head and keen eyes Mike. Here's wishing you the best of luck from the Antique Car Club.

HAPPY BIRTHDAY

Excuse me fellows while I wish my daughter Happy Birthday. HAPPY BIRTHDAY TO TAMARA whose birthday was March 28TH.

NOTICE ! ! NOTICE ! !

The Antique Car Club is for the entire family; so please notify your editor of birthdays, accomplishments, and awards given to your children; sickness, accidents, and etc.

DEATHS

Mr. Frank Hale, Sr., Bill Hale's father passed away in February. Mr. Hale passed away following an extended illness. The club wishes to extend its deepest sympathy to Bill and his family.

SICKNESS

Gordon Ashby, son of Bill and Beverly Ashby, was injured while riding his bicycle during February. Gordon spent a few days in the hospital but is at home now. He is attending school and doing fine but no rough play. Gordon is expected to return to the hospital when school is out this summer for an operation.

CONGRATULATIONS

Congratulations to Bill Spriggs and those who worked on the news letter during 1967. The Society of Technical Writers and Publishers (STWP) announced that the Auto Antiquarian News was adjudged to be first place winner of the civic club category of the 1967 house organ contest. It is gratifying to know that a Society of this stature recognized the efforts of Bill and his cohorts.

APRIL 25TH - CLUB MEETING

The April Antique Car Club meeting will be held at the Jolly Inn Guest House. All wives are especially invited to attend. It has been a long time since we have had this type of get-together. Let's all make a special effort to attend. Coffee and dessert will be served for 55¢ each.

TALK OF THE MONTH

Thanks to Dan Shady for a fine program on engines.

TIP

Russell Welding makes traps to catch the condensation from air compressors. The price quoted was \$5.00 plus fittings.

10 April 1968

Fellow Members,

Sure is great to see so many turning out to the monthly meetings and garage tours. My personal thanks to Phil Gambrell for the fine tours and to Ernie Cross and Don Shady for the well developed and presented technical talks. If you have missed any of the meetings then you are missing some very fine technical pointers in this "Restoration Business."

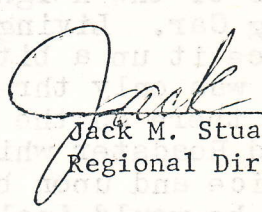
What a pleasant surprise it was to receive Jackie Totcky's donation toward the Totcky Ford Project. On behalf of the entire membership we sincerely thank you Jackie.

Thanks are also in order for Bill Spriggs and Bill Ashbys' work last year in the Editorial Award of Excellence on this Magazine. Bill Spriggs has also given the club a first place award in the State from the Association of Technical Artists and Society of Technical Writers and Publishers.

I'm sure proud of the great job Don Huffine and Jerry Thach are doing this year with the Antique Antiquarian News. The membership and staff response to supplying news is certainly appreciated by the co-editors so keep the news coming gang.

David Johnson has come up with a fine suggestion which we are carrying out. Our next regular meeting will be held at the Jolly Inn Guest House on April 25th. Coffee and dessert will be served for 55 cents each. The wives are especially invited to attend. It's been a long time since we've had this type of get-together so let's have a good turn out.

Fraternally,


Jack M. Stuart
Regional Director

NEWS FROM TENNESSEE VALLEY CHAPTER
Decatur, Alabama

SWAP MEET

The big club project for 1968 will be the swap meet to be sponsored by the club on August 17, 1968 in Decatur. Mark this date on your calendar now. We will have the buyers there so gather up all your extra parts and bring them over. The meet will be well advertised and if hard work has any reward, we believe that it will be a success. It is the intention to make this an annual affair. More details will be available later.

OFFICERS FOR 1968

Officers elected at the February meeting for the year of 1968 were: Ken Kirby, President - Dale Crites, Vice President - Jim Kimsey, Secretary and Treasurer. With the help of all the members, these officers pledge to make 1968 a big year for antique automobile enthusiasts of the Decatur area.

NEW MEMBERS

The Decatur Club is continually growing by the addition of new members. Added to the roster recently are:

Bob McClendon - 1932 Chevrolet Confederate Coupe
Harry Moody - 1930 Model "A" Truck
Rex Montgomery - 1929 Model "A" Coupe

Many other prospective members are in the Decatur area. Bring a prospective member to the next meeting or furnish his name and address to the Club Secretary.

*****A LITTLE FUNNY FROM KIMSTY*****

AUNT SALLY'S PACKARD ROADSTER

When Aunt Sally was in her declining years, she grew quite envious of the neighbors driving around in their Durant Touring Car. Living alone was a dull life and she decided to spice it up a bit with a new car. Since the Packard Dealer was only three blocks from her house, she wandered in and there on the showroom was a big eight cylinder Packard Roadster which caught her eye. She inquired as to the price and upon being quoted a figure, asked the salesman if he would include driving lesson for this price which he quickly agreed to do. He delivered Aunt Sally and the Packard to her house and told her that he would be there the following morning to start the driving lessons. When he arrived, Aunt Sally had a headache and asked him to postpone the lesson until the following Monday. When the

News from Tennessee Valley Chapter - continued

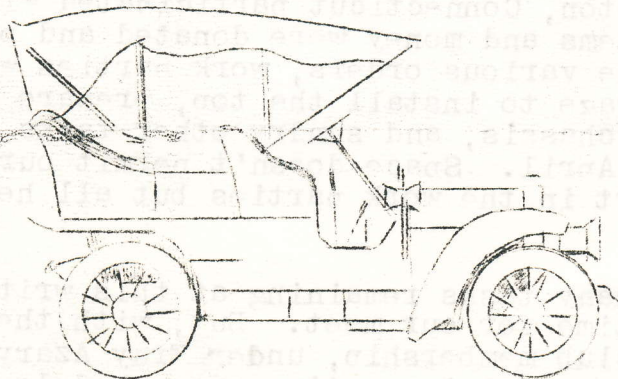
salesman called on that day he found that Aunt Sally was not at home as this was the day of her Ladies Temperence Alliance bi-weekly meeting. He left his card with the notation to call him when she was ready for the lessons. Days passed, then weeks and months as the stately Packard set in the garage. Many years later while walking to Sunday School, Aunt Sally stumbled over a Model "A" muffler and broke her fibula. She was carried to the hospital and then to the old folks' home from which she never returned.

The family could not agree on who would get the Packard so it was finally traded to a neighbor boy in exchange for boarding up the windows and mowing the lawn. He and his friends drove it, with some modifications, until the motor froze and bursted the following Winter. It was then traded to the scrap collector for a genuine Official U. S. Government World War I surplus knapsack complete with folding skillet.

Although Aunt Sally was proud of her car and provided it with a good home, she received nothing from the car in return. Do you receive anything from your car? From your Club?

Hello Aunt Sally.

JIM KIMSTY, Reporter



TO-TOTCKY MAIL TRUCK PROGRESS REPORT

BY Don Pryor

Our last report indicated renewed progress on the Totcky Mail Truck Project with the body having received primer preparation and final color paint. This report will show the project is still in high gear with a projected completion date of June 15, 1968, in time for our hospitality meet of that date. In fact, to add emphasis in meeting this finish date, it was decided at our February meeting to use the mail truck as a theme for the meet and advertising circulars have been designed and printed indicating this theme.

At the February meeting, Erny Azary stepped forward as a final phase assembly coordinator to organize the last minute confusion which takes place before a restoration can be completed. Erny is to be commended for his service to the club and this project. The club membership is also to be commended for electing to support the project with an additional cash donation at the February meeting. A list of parts necessary to finish the restoration was prepared and circulated to all members in early March. Response to this call was much more gratifying than previous appeals and cash donations were received from Messrs. Bill Smith (Smith-Waldron Motor Co., Cullman, Alabama), Jack Stuart, Don Yoho, Ed Gannaway, Dave Marty, Vern Johnson, Clark Moore and Bill Caldwell. Mrs. Jackie Totcky insisted we accept a donation from her indicating she would feel more a part of the restoration in memory of Tom. Parts were donated by Messrs. Bruce Dalrymple, Dave Johnson, Bill Ashby Erny Azary, Phil Gambrell, Herb Fulmer, Dennis McCann, and Ed Balch. Our out-of-state member, and past assistant director, Olan Chiles, now residing in Bowie, Maryland, also contributed many parts by mail. From the many names listed above, and I apologize if anyone has been omitted, it is easy to see that this is really a club project and most everyone is joining in. Parts not donated have been ordered from various vendors; one of which A&L Parts Specialties, Canton, Connecticut participated with a parts donation. As items and money were donated and parts were received from the various orders, work parties were held at Erny Cross's garage to install the top, prepare the body for mounting to the chassis, and sundry other tasks during late March and early April. Space doesn't permit our listing all those taking part in the work parties but all help received was appreciated.

There are many tasks remaining at this writing to complete the project in time for our meet. But, with the continued support of the club membership, under Erny Azary's organization, we should be successful in meeting our schedule. Let's not ease off in this final phase. Try and be available for any work details that are called by Erny.

DOLLARS AND SENSE
By Eugene George

Let's take a look at antique automobiles from that hard realistic viewpoint, MONEY AND HORSESENSE. All of the early cars have great artistic attraction. Some tend to fit each of us better than others and other years are pleasing to almost all of us. We are also all aware of the tremendous pleasure in restoring, owning, and being around the antique motorcar. There are also many of us who have certain sentimental attachments to certain autos. The other area of interest is the fact that these elderly mechanical contraptions have intrinsic value. Every hour you put into a vehicle and each part you buy has value, and should be weighed carefully. Some cars depreciate while others grow in value. These factors are what I think we should now view and consider anew.

In the consideration of the type of automobile to restore, the amount of money available to make your initial purchase, and money supply must be known. Most people start with from \$100.00 to \$1,000.00 on their first car and add as required and available.

The availability of cars is not in any way the crux of the problem. There are over 100 antique autos for sale less than 30 miles from Huntsville. I know of over 30 listed Classics for sale in this area. Anything you desire is available, all you have to do is find it. This is a real challenge to most and requires only good detective work. Within a day's drive almost anything is available from a 1920 Model "T" Ford with 2000 actual miles to a 1927 Rolls-Royce Limousine in mint condition. I've found two locations with over 10 Fords (T's, A's, 32-34's), complete, unrestored and for sale by a non-restorer.

Let's divide all antique autos into four loose groups:

1. Model A and T Fords
2. Pioneer and Vintage Cars
3. Production and Special Interest
4. Classics

Next, let's assume we buy an example from each group in average, unrestored condition and a fairly interesting specimen. We must also take into account the experience background of the restorer. The ability to do the mechanical rebuilding, body work, interior wood work, upholstery work, painting, and electroplating is not possessed by most of us. The cost of facilities alone for these various operations can be prohibitive. If you have the talent to do most of your own work you can pay for all the basic tools and painting equipment on your first car with the money saved in doing this work yourself. Let's further group the restorers and label

Dollars and Sense - Continued

them, HOBBIST (with the ability to do everything except the chrome plating and upholstery work) and CONTRACTOR (who does only disassembly, cleaning, chassis painting, minor mechanical work and reassembly). A third group who is really not a restorer is the INVESTOR who has the car restored from start to finish by a professional.

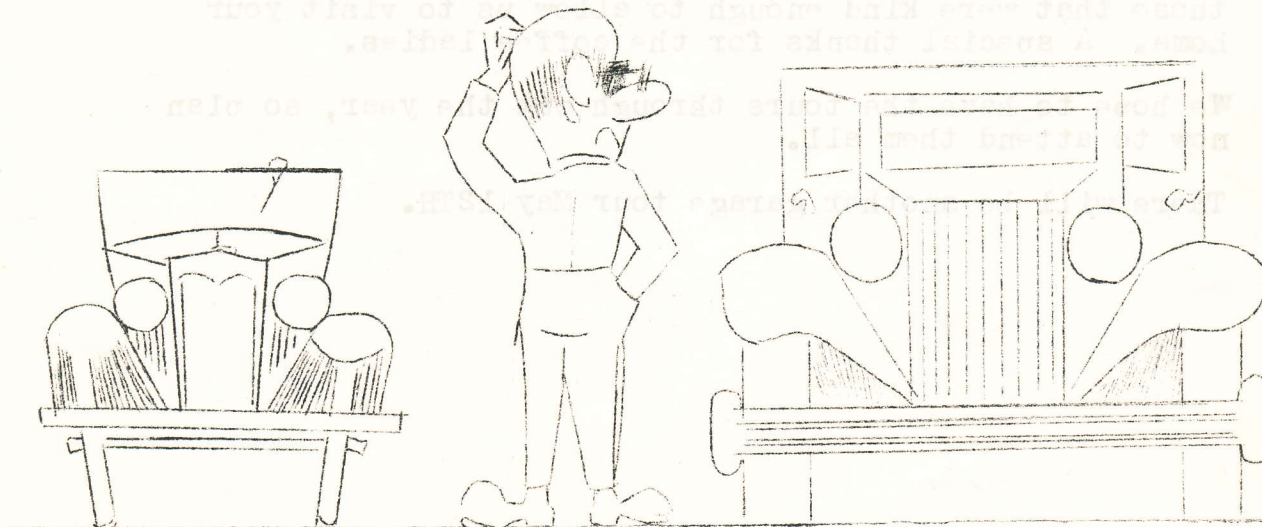
The following comparison chart was made to show as fairly as possible the cost and labor of restoring example cars from each group. The cars were picked on the basis of information available. Four antique auto price guides were used to establish these prices. You will notice the restored prices are not maximum or HMM asking prices, but confirmed average sales prices. For example, the 1930 Ford prices are based on 68 cars and 2 separate computer polls. Each group has economic advantages as you can see from the comparison chart. The Ford class has good potential with a low initial investment. The early cars require less cash and time to restore and have good value growth. Production cars are the easiest to locate and have the lowest initial cost but realize the slowest growth. The Classic cars offer as much enjoyment as the other groups, but have far better economic potential.

Classics require more work, but not more quality, for excellent workmanship is not relative and is the same on a 1926 model "T" Ford as a 1934 Lincoln. Parts are harder to find, but if we restrict our parts to authentic (original) items and realize this is part of the challenge, practically anything can be found.

Do you remembe when Model "A" Roadsters were \$75.00 and 1931 Chryslers top price was \$100.00 ????? Will a 1931 Cadillac Phaeton bring \$50,000.00 or a 1902 curved dash Olds actually sell for \$22,000.00 in 1975???? Have you ever thought about the fact that most of our antique autos will outlive us???? Let's make the most of our time from a really different hobby, one that not only gives tremendous pleasure, but can add greatly to our financial security.

Dollars and Sense - Continued

AUTO OWNER		INITIAL COST	RESTORATION MATERIALS	LABOR	RESTORED TODAY	VALUE 4 YRS. AGO	WAGE RATE
GROUP I 1930 Ford Std Roadster	H	540.	600.	1400hrs	2900.	2000.	1.25hr
	C	540.	2100.	200hrs	2900.	2000.	1.25hr
	I	540.	2300.	-----	2900.	2000.	-----
GROUP II 1910 Reo Touring	H	2500.	500.	1100hrs	5000.	2700.	1.30hr
	C	2500.	2230.	150hrs	5000.	2700.	1.30hr
	I	2500.	2400.	-----	5000.	2700.	-----
GROUP III 1937 Buick Century Conv.	H	530.	600.	1400hrs	2500.	1500.	.98hr
	C	530.	1770.	200hrs	2500.	1500.	.98hr
	I	530.	1800.	-----	2500.	1500.	-----
GROUP IV 1933 Packard Std 8 Conv.	H	1500.	800.	1800hrs	6800.	3000.	2.50hr
	C	1500.	4800.	200hrs	6800.	3000.	2.50hr
	I	1500.	5000.	-----	6800.	3000.	-----



THE SECOND GARAGE TOUR

by Phil Gambrell

Very much to our pleasure no snow this time although the weather was a bit chilly. The group again met at the A&P Food Store on North Parkway. With the parking lot full we shoved off for Dennis McCann's, and gazed our eyes upon his 1917 Cadillac, 1927 Chrysler and 1929 Ford. The Chrysler should be ready for the first show. After enjoying some nice hot coffee we headed for Tom Holleys, and would you believe no one home. After showing up he used the excuse he got lost. We did notice considerable progress on his 1935 Packard. We then arrived at Gene Georges museum of Packards, Cadillacs, and Cords. How about the new addition, the 1937 Packard. We left Genes heading toward Earnest Cross, behind the guiding light of Earnie Azary. THANKS Earnie for taking the rough road. I got the undercoating on my horse dirty. After many bumps we arrived at Cross restoration shop. We looked over his 1926 "T", and his Totcky Memorial winning 1928 Chevrolet, and the Totcky Mail Truck. Don Pryor got his first look at a Ford script ax. He wanted it for his tool kit. After enjoying some more hot coffee, we proceeded to Earnie Azarys to see his 1929 Ford. We got a birds eye view of his gas tank cleaner and some sidars on balancing Model "A" rods. Very good Earnie.

Many thanks to you all for your participation, and to those that were kind enough to allow us to visit your home. A special thanks for the coffee ladies.

We hope to have the tours through out the year, so plan now to attend them all.

There will be another garage tour May 12TH.

FIGHT ON BOTH SIDES

by Dan "Model A" Shady

Being a normal Sunday evening sitting in my easy chair, reading the latest "Hemmings", I noticed what appeared to be an unusually good condition antique automobile for sale. Reading further, my curiosity became so great that I just had to call about the automobile. After talking with the gentleman for a few minutes, it was decided that I would be making a trip to West Tennessee the following day. Not having confidence in my judgement of antique automobiles, I felt it would be best to invite along one who would know. An established friend, Ernest Cross volunteered.

Early the next morning we headed toward North-West Tennessee. Somehow, before getting started, we were forced to pick up a straggler named Bruce Foley. Only because we were looking for a financial backer, was he allowed to make the trip.

Seeing quite a number of old automobiles along the way and stopping to inspect a few, we arrived in Paris, Tenn. Passing through town on our search for the auto, an Antique-Junk Shop was pointed out by our back seat driver, Bruce. Again, the problem of curiosity was just about imbearable, so we made a "U" turn to see what little "goodies" may have been passed up. Within an hour, we were relieved of about \$40.00, obtained a trunk load of wares, and made another life long friend. The stop proved to be profitable in that Mr. Cross obtained some antique medicine and a broad ax, and Mr. Foley two antique guns and some antique perfume for that special one back home, and some more of those old parts with the word "FORD" scribbled on them.

On to find the automobile. About 10 more miles and we were there. Meeting the gentleman with the auto for sale and looking the auto over with my counselor, it was decided that we would "just have to take that auto home". The big deal was made and it was decided to return the following week-end to take delivery.

It seemed as though Summer had passed before that Friday evening finally rolled around. Heading out toward Tenn. again, only this time with a trailer behind and navigator Bruce Foley. Stopping once for a 5 lb. bag of peanuts, once for a fine home cooked "all you can eat" supper costing \$.95, once to get un-lost, we arrived in Paris around 9:00 PM. We stopped again to see our old friend at the Antique Shop, only to find out he was at the auction, then we remembered earlier in the week we had mentioned we would be back. He was getting prepared for us.

Before 10:30 PM the newly acquired auto was on the trailer and Bruce Foley and myself were restfully watching TV in a motel. Everything was restful until a Cricket decided he was going to share my bed. He found himself sleeping under my shoe on the floor. I paid for that bed and wasn't going to share it with a Cricket!

Fight on Both Sides - Continued

Bright and early the next morning our old buddy at the Antique Shop found us knocking on the door. Within about 2 hours and another truck load of "goodies", we headed west, but not before "ole Ford" Foley had made a trade for another one of those Fords. I believe it was what they call an "A" Model.

Arriving in Humbolt, Tennessee, and visiting E. Dollars place is a must for all. He has what every antique auto enthusiast has in mind for a garage. Along with the autos and parts galore.

Heading east again, a stop was made at an "old Ford" business. Again "Ford" Foley made off with quite a few parts with that old word "Ford" scratched on the parts and some were even in pretty little boxes that said "Ford", of course he won't sell any of them.

On south-east toward home, another Ford dealer caught Mr. Foley's eye so we had to stop. This time the proprietor said that the Chevrolet dealer in the little town 20 miles back had brand new Ford "A" well fenders hanging in his shop. Questioning further, this man swore up and down he was telling the truth. A telephone call revealed that the Chevrolet dealer had some 1941 Chevy Mail Truck fenders.

Onward toward home again, stopping once more for a little gentleman standing in the middle of the road with a fancy little uniform on. He was quite disturbed at the fact that someone had thrown a rock and broken one of our headlights out. Since it was beginning to darken, we agreed that I hurry on into the next town and have the light replace. Poor old man, so worried about that headlight that he didn't even notice our auto trailer was being hauled all across his state without even a license on it.

In Lawrenceburg, Tenn., the headlight was replaced and a taillight lense was found for the new antique auto.

From Lawrenceburg to Huntsville the trip progressed without any interruptions except for a slight delay in getting a hog killed to get a bar-b-q sandwich for supper.

Arriving in Huntsville around 8:00PM tired and weary, we unloaded and called it a day.

Well, being a Ford man by birth, I guess I should have brought home another Ford of some kind, but whenever an argument about a Ford and that other brand called "Chevy" comes up I can FIGHT ON BOTH SIDES because I drug an old '28 Chevy Landau Iron Coupe all that distance. Had it been a Ford, I could have driven it home.

ONE OF THE THREE P's
by Doc Becraft

Some dogs have pedigrees, some dogs just have ancestors. Some automobiles have famous predecessors while others have reputations we would like to forget.

Our feature car this month is a Packard which has both famous predecessors and prominent ancestors. While the sun has set on production of Packard motor cars the twilight of their shining fifty year history will no doubt be visible for many decades to come.

Early service of my 1929 Packard is obscure. It apparently saw service in the area of Covington, Kentucky where it was sold when new; however, it is not known whether it was used to haul the colonels or the corporals.

In 1946 Bill Sefton brought the Packard to Huntsville to use as a second car for his family. Thus, it served a second generation until after 1955 when it was semi-retired to a shed at Martin Stove Company. Before retirement it figured in the parades of the Huntsville Sesquicentennial in 1955.

In 1957 I decided there was enough service left for another generation. Thus with only slight restoration it was again seeing service in the Huntsville area. Since this was the third generation it has served, it is appropriately called "OLD GRANDMA".

Her life with her present owner has not been an easy one, yet she never groans except in low gear. She is equal to the task whether pulling stumps or loaded down with a ton of rock or carrying a dozen Boy Scouts and all their gear. She cruises on the highway at 65 or crawls at 2mph in a parade. It is true that she is a bit top heavy but you can bet your bottom dollar that she is going to purr on all eight whenever you touch the starter button.

Although she has been "rode hard and put up wet" most of the time for the past twenty years, her future still looks good. Her idling pressure is still twenty pounds and she only knocks on kerosene. Who knows with a new coat of paint and new upholstery, someone from the next generation may see her and cry, "Great GRANDMA you have arrived!".

ONE OF THE THREE P's
by Doc Bessie

Some dogs have pedigree, some dogs just have ancestors. Some ancestors have the pedigree while others have reputations we would like to forget.

Our feature car this month is a Packard which has both famous pedigree and the pedigree of its owners. While the car has set on production of Packard motor cars the pedigree of their owners is a history which is known to many for many decades to come.

Early service of the 1937 Packard is obscure. It apparently was service in the car of the 1937 Packard.

There will be a Decatur to Florence tour and meet May 25TH. For more detail information call or write Mr. Bill Johnson, Florence, Alabama

ATTENTION !! ATTENTION !! ATTENTION !! ATTENTION !!!

Lets TRY to make the club meeting April 25TH.

There will be another Garage Tour May 12TH.

Her life with her present owner has not been an easy one, yet she never grows weary in her car. She is equal to the task whether pulling a load or loaded down with a ton of rock or carrying a dozen big dogs and all their gear. She cruises on the highway at 35 or 40 miles an hour in a parade. It is true that she is a bit top heavy but you can bet your bottom dollar that she is going to put on all eight whenever you touch the starter button.

Although she has been "rode hard and put up wet" most of the time for the past twenty years, her future still looks good. Her falling pressure is still twenty pounds and she only knows on her own. Who knows with a new coat of paint and new upholstery, someone from the next generation may see her and say, "Great GRANDMA you have arrived!"

ADS, LEADS, AND OTHER INFORMATION

FOR SALE

Lagonda, 1931 Supercharged Speed Model -
2 Liter - Dual O.H.C. - Aluminum Body -
Fabric covered top - Very nice condition,
complete and original. Looks like Black
Label Bentley. Sell or take part trade
on couplet or classic.-Pierre Fontana,
800 St. Anthony St., Mobile, Alabama, 36603

Foshler, 1912, Made in New Orleans - Re-
stored fairly nice.-Pierre Fontana, 800 St.
Anthony St., Mobile, Alabama, 36603

Kaiser, 1953 Manhatton - Restorable - Good
Interior and Body - Radio works - \$85.00
Ken Barry, 2202 Linde, NW, Huntsville,
Alabama - 852-7375

American LaFrance Fire Engine, 1921 Type
75 solid tire - Runs and Pumps - \$1200.00
W. W. Varnedoe, Jr., Route 4, Box 1811,
Huntsville, Alabama - 881-3288

Jewett, 1926 2 Door Coach - Very good un-
restored condition - Wooden hand carved
varnished steering wheel - Full instrument
panel - Disc Wheels - 4 wheel external
brakes - Excellent original interior - 6
cylinder overhead valve engine. No dents
or rust. In storage since 1935, one owner
with original title. Parts car included
which has everything but body. Both cars
for \$800.00. Bob Ewing, 574 Woodlyn Drive,
Collegeville, Pa., 19426

Cadillac, 1939 60S, with dual side mounts
and parts car - \$500.00 to club members.
Gene George - Phone-852-3315

Studebaker, 1951 Champion - 57,000 original
miles - Original through out - Mint condition.
Lynn Motors, Corner Pratt & Church, Huntsville
Alabama

For the folling cars contact Bryant Liggett,
2408 North "E" Street, Pensacola, Florida

Cadillac, 1925 Sedan- Parts car, has many
hard to find items

Ford, 1932 "B" Station Wagon

Packard, 1936 Coupe - Rumble Seat - Twin
Mounts

Packard, 1937 Dietrich Victoria Convertible
V12

Packard, 1937 Town Car V12

Packard, 1938, 180 Limosine - Twin mount -
English RH Drive (Merchant Lights 12V)

Ads, Leads, and Other Information - Continued

packard, 1940 160 Business Coupe SV8 -
Twin mount
Packard, 1940 Henny
Cadillac, 1941 Hearse
1952 AL English Aluminum Body Roadster

LEADS

Chrysler Imperial Newport, 1955 2 Door -
New tires, brakes, & exhaust - \$550.00
Gene George - 852-3315

Studebaker, 1928, Body has no rust-out,
only spotted surface rust - Interior
rotten - Good tires. Car is complete.
\$300.00 - Billy Smith, 842-2942 - 8:00AM
to 4:00PM Week Days

Ford, 1957, Retractable hardtop - Body
less engine and transmission - No rust -
Rear quarter panels have been scraped.
U-Haul Trailer - Traylor's Island, Huntsville,
Alabama

Ford, 1958, Retractable hardtop - Body
useless - Good only for top mechanisms
and chassis parts. \$10.00, Phillips 66,
Holiday Plaza, Huntsville, Alabama

Ford, 1959, Retractable hardtop - Ex-
cellant body - No rust. Less engine
and transmission, \$60.00. Auto Salvage,
Holmes Avenue, Huntsville, Alabama

Dodge, 1949 Roadster - 22,000 original
miles - No rust. For pictures see Jack
Stuart, 12005 Green Leaf Dr., SW, Hunts-
ville, Alabama, 881-5706

PARTS WANTED

All 4 fenders for 1951 Chrysler New
Yorker, W. B. Dalrymple, 807 Farley Dr.,
SE, Huntsville, Alabama - 881-9095

Detroit Lubricator #51 Carburetor for
1929-30-31 Packard, Bryant Liggett, 2408
North "E" Street, Pensacola, Florida

PARTS FOR SALE

1913-14 "T" Model Steering Column and
Steering Wheel Spokes. 1930-31 "A" Rear
coupe fenders (Pair) good condition only
have been bobbed. Horn manufactured by
W. A. Company in good condition and will

Ads, Leads, and Other Information - Continued

blow. Sell above parts or will trade for "A" parts needed for the Totcky Mail Truck. E. Azary, 4007 Lakeview Dr., NW, Huntsville, Alabama - 852-2421

Model "T" Ford Coil Points - New - 3 wire spoke wheels. 523 Eastbrook Dr., NW, Huntsville - 859-0091

Model "A" Parts - New - Upper radiator hose .60 - Generator brush set @ .20 set - Distributor body 1.25 - Woven brake lining .50 per foot - Generator armature 2.50 - Water Pump 6.50 - Zenith carburetor repair kit 2.50 - Ammeter 1.15, Pedal Pads @ .50 set. Phil Gambrell, 4222 Eastland Dr., NW, Huntsville, Alabama - 852-4424

1933 Chevrolet Standard Wire Wheels (4) \$20.00 W. B. Dalrymple, 807 Farley Dr., SE, Huntsville, Alabama - 831-9095

Model "A" Parts - Used - Front Springs 5.00 - Rear Springs 12.00 - Lug nuts .15 ea. - Bumper clamps .50 ea - 30-31 Radiator splash shield 1.00 - 28 or 29 Headlamp shells on bar 1.00 - Five 30-31 hubcaps, reproductions, good condition 2.00 for all - Good transmission 30.00 ea. - Rumble seat grab rails, excellent to mint original condition 20.00 - Town sedan door handles, year ?, excellent to mint original condition 10.00 pair. - Cylinder head 15.00 - Late 30-31 running boards, 15.00 pair - Late 30-31 splash aprons 25.00 pair - Late 30-31 front fenders, 75.00 pair - 30-31 complete set of bumpers just been chromed, still wrapped up, 35.00 set - Complete engine in running condition 75.00 - Front axle assemblies 25.00 - Complete rear axle assemblies 25.00 - New "A" parts: Rectangular pedal pads .50 - Water outlet (New old Stock) 3.00 ea. - Front wheel dust caps, 1.50 pair. Miscellaneous: Radiator from approximate 1950 model car, guarantee not to leak 2.00 - 17" & 18" Ford wheels with tires and tubes, 5 - 1935 Ford wire wheels 16", excellent condition, 40.00 set - One cylinder compressor $\frac{1}{2}$ HP and large tank, 40.00. Contact Billy Smith, Huntsville, Alabama - 842-2942 between 8:00AM and 4:00PM week days

MISCELLANEOUS

GF Window Air Conditioner, $\frac{1}{2}$ HP motor, 110V, Good condition, 80.00 - Dan Shady, Huntsville, Alabama, 539-5216

GATLINBURG INVITATIONAL MEET

May 31 - June 1, 1968

General Information

All roads lead to Gatlinburg and the Great Smoky Mountains. Bring the entire family and enjoy the many outdoor activities that are abundant in this famous resort area. The ladies will especially enjoy the antique and mountain craft shops that surround the meet area.

Any member of a recognized antique automobile club may register, display and qualify for class judging and awards, any recognized automobile up to and including 1936 models. A special class will be open (for display only) for all models 1937 through 1942.

Registration desk will be open Friday at the Howard Johnson's Greystone Hotel and Motor Lodge (meet headquarters), approximately 5 blocks from the Gatlinburg Civic Auditorium. The meet itself and the judging will be held on the 5 acre parking lot of the Civic Auditorium, which is located on Airport Road.

Most of the activities on Saturday (including registration until 11:00 a.m.) will be held at the Civic Auditorium. There will be parking available for antique car trailers.

There will be a refreshment stand and restrooms located in the Civic Auditorium.

Trophies will be awarded in all recognized AACA Meet Classifications. There will be additional classes for Model "A" Fords, and additional trophies will be awarded for Best of Show, Longest Distance Driven and Hard Luck. Over \$800.00 in trophies and plaques will be awarded.

All participating cars will receive a meet plaque.

All judges will receive a participation award.

Please make your own hotel or motel reservations. There are approximately 5,000 rooms available.

The flea market will be laid out in spaces allotted on the first reservation basis. The spaces measured at ten feet intervals and the minimum being ten feet. Flea market registrations must be made in advance and paid in full at the same time. Set up, display and sales are permitted Friday until 5:00 p.m. and all day Saturday. The flea market will not operate on Sunday.

Tickets will be required for admission to the banquet. Please order all tickets on the registration form; they will not be on sale at the meet.

Deadline for pre-registration is May 20, 1968.

GATLINBURG INVITATIONAL MEET

GATLINBURG, TENNESSEE

May 31 - June 1, 1968

NAME _____ ADDRESS _____

CITY _____ STATE _____ ZIP _____

MAKE OF CAR _____ YEAR _____ CYLS. _____

LIGHTS: GAS _____ ELECTRIC _____ BRAKES: 2 WHEEL _____ 4 WHEEL _____

BODY STYLE _____ MODEL _____

Has this car ever won a national first prize? Yes _____ No _____

AACA CAR JUDGING CLASS NO. _____

I would like to be a judge at this meet. Yes _____ No _____

I would like to judge in Class No. 1st Choice _____ 2nd Choice _____

_____ CAR PRE*REGISTRATION at \$2.50 (\$3.50 at gate) \$ _____

_____ Adult Banquet Tickets at \$5.00 \$ _____

_____ Children's Tickets (12 years & under) at \$2.50 _____

_____ Flea Market Space at \$2.00 per 10 ft. \$ _____

_____ Informal get-together Friday night (FREE)

_____ TOTAL ENCLOSED \$ _____

Fill out appropriate spaces and return promptly with check payable to East Tennessee Region, AACA, to Jerry L. Hodge, 1740 LeConte Drive, Maryville, Tennessee 37801.

DEADLINE FOR PRE-REGISTRATION IS MAY 20, 1968.

No banquet/will be available at the door.
tickets

1968 CALENDAR OF EVENTS

26 - 27 - 28 April	MOTAA Meet in Jackson, Tennessee Mid-Tenn. Region will cooperate with them.
16 - 17 - 18 May	Mammoth Cave Meet - sponsored by Southern Kentucky Region AACA
18 - 19 May	6TH Annual Car Show, Birmingham, Alabama - State Fairgrounds - Dixie Vintage Auto Club and Ala- bama Region of Model "A" Restorer's Club.
26 May	Local Meet in Nashville. Lucien Battle and Marvin Webb in charge.
31 May - 1 June	Gatlinburg Invitational Meet, East Tennessee Region AACA.
13 - 16 June	MOTAA Auto Fair, Petit Jean Mountain, Morrilton, Arkansas.
14 -15 June	Hospitality Meet, Huntsville, Alabama.
22 - 23 June	Manchester "Flea Market" Meet. Manchester, Tenn. Participating with North Alabama, Chickamauga, and East Tennessee Regions. Charles Todd in charge.
11 - 13 July	Central Division National Spring Meet, Minneapolis, Minn.
17 August	Tennessee Valley Chapter Swap Meet, (Ken Kirby in charge).
6 - 7 - 8 September	Red Boiling Springs Meet - Joint meet with Kyana Region. Flea Market, awards, etc.
4 - 5 - 6 October	AACA Central Division National Fall Meet, Chattanooga, Tenn.
October	AACA Eastern Division National Fall Meet, Hershey, Pennsylvania.

NOTE

Full information and details on each of these MEETINGS will be
furnished by editors or club president.

ANTIQUE AUTO NEWS
Post Office Box 810
HUNTSVILLE, ALABAMA 35804

