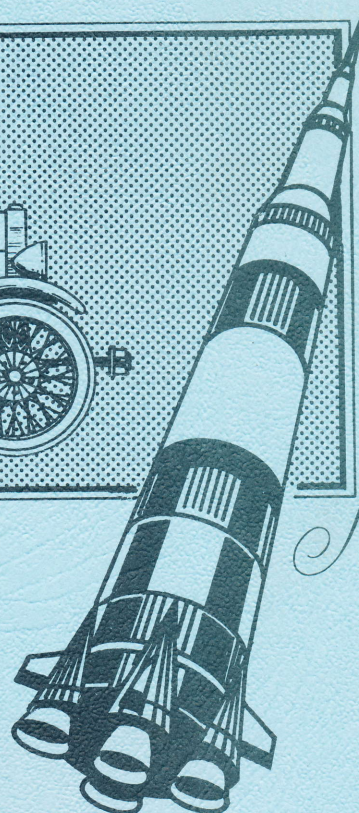
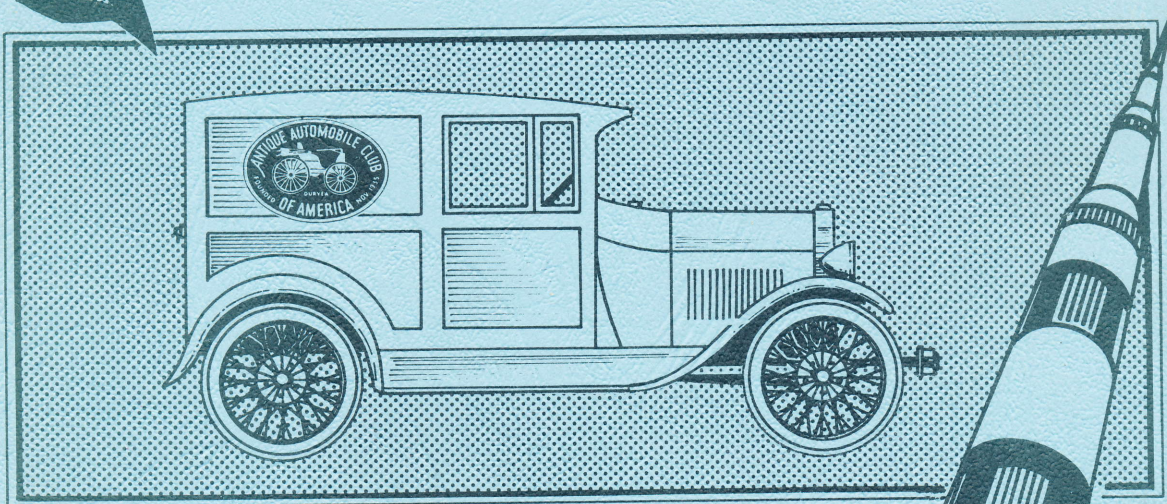
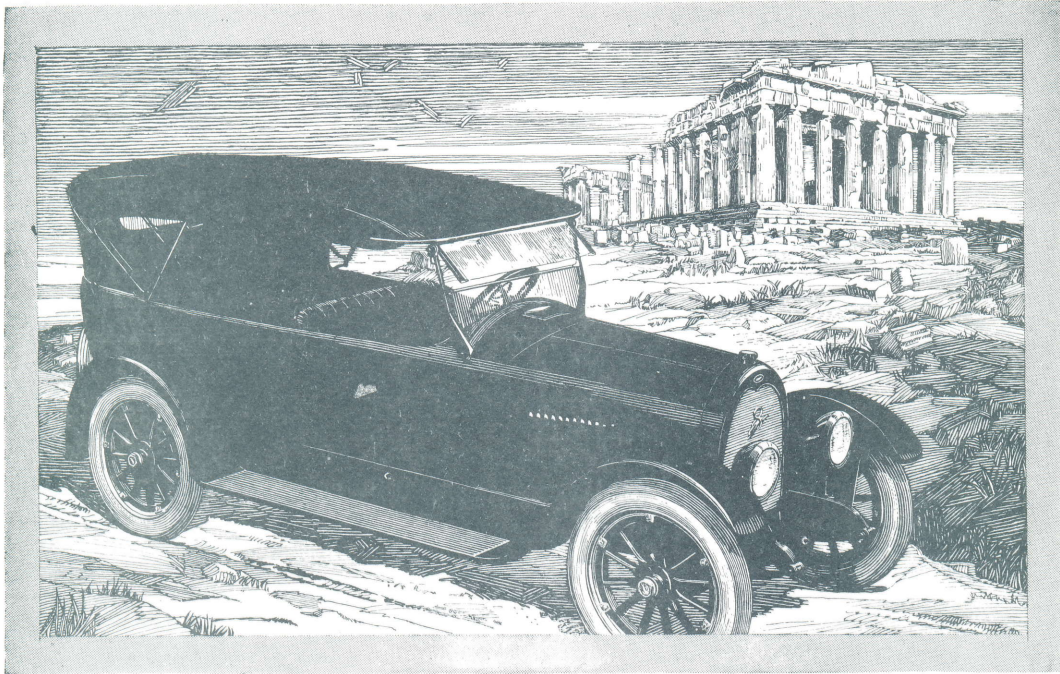


MAY-JUNE-1968

Auto Antiquarian News



North Alabama Region
A.A.C.A.



THINGS · THAT · ENDURE

The works of man that endure are all alike and vitalized by the same spark. That spark is the striving for an ideal perfection that forgets immediate profit.

When the Apperson Brothers built with their own hands the first mechanically successful automobile, their goal was achievement of an ideal perfection.

And as Apperson has grown, this spirit has never changed. It has kept the Appersons breaking trail for more than a quarter of a century. It has endowed every Apperson car with enduring worth.

Appersons stay at their best a long, long time. Owners of old Apperson Sixes and Fours still drive them today,

finding it difficult to believe that the Apperson Eight can be an improvement.

Yet the Apperson Eight is a big advance. It has eighty less parts. Astonishing acceleration—from 1 to 40 miles an hour in 40 seconds. This shows the motor's flexibility and tremendous power. And the car is so perfectly balanced that the brake curbs the speed from 40 miles an hour to a dead stop in 4 seconds—40 yards.

These outstanding superiorities represent the excellence of the whole car and its every part.

And Apperson excellence endures. DRIVE an Apperson First—Then Decide.



APPERSON BROTHERS AUTOMOBILE COMPANY, Kokomo, Indiana

APPERSON

The Eight with Eighty Less Parts

"Mention The Geographic—It identifies you"

AUTO ANTIQUARIAN NEWS

Vol. 5, No. 3

May, June 1968

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

EDITOR'S NOTES

The April 25th club meeting was one of the more enjoyable in recent months. Probably due to the fact that it was ladies night. The general business of the meeting was carried on as usual with a report on the Tom Totcky Project by Earnest Azary and the Dunnivant's Mall Show by Jim Latham. The business meeting ended a little sooner than usual with the anticipation of two good movies, one being the Third Annual Reno, Nevada Meet. We are looking forward to more of this type of meetings.

Many club members have expressed interest in club badges. We would like to have names of those interested in order to obtain a quote of the price. Please notify Phil Gambrell or Jack Stuart of your needs.

There will be a garage tour July 21st. We will meet at the Westbury Theatre at 1:30 P.M. for a tour of the Southeast Section.

The death of Don Anderson was a great loss to the Antique Auto Club of America and to the North Alabama Region. He was very instrumental in the forming of this North Alabama Region and was certainly a friend to anyone who enjoys antique cars. He will be missed.

The Silver Lady "Emily" has been a very distinctive figure on all Rolls Royces since 1911. She has now been dismissed due to the new safety regulations. The "flying lady" no longer appears on the Rolls Royce being imported to the United States. I'm sure you will feel as sorry as I about that lady's passing away.

Get Well Wishes to Marilyn McCann and Dot Marty in Huntsville Hospital.

Some club members are considering renting a warehouse to store antique cars. If you are interested contact Gene George for additional information.

EDITORS NOTES CONT'D

The Jackson, Tennessee Meet turned out to be a sizeable success with a large flea market and cars from different parts of the Southeast represented. It seems that a couple of old stand bys from last year again took first place trophies....Leonard Brown and Earnest Cross in their respected class.

Thanks to Bud Harrington for giving us a judging seminar at our June 25th club meeting. The program was very informative, interesting and worthwhile for those who wish to judge cars or just stand by and watch. Bud also gave us a seminar before our 1966 National Meet. We would also like to thank Tom Holley for bringing his 1946 Chevrolet to be used as an example in judging.

We believe the East Tennessee Region Meets get better every year. At the Gatlinburg Meet on May 31st they had MANY beautiful cars and the food at the banquet was delicious. Gatlinburg is an ideal spot for a meet because there are shops galore to keep the ladies and kids entertained while the men OH and AH over the cars and dicker at the flea market. The North Alabama Region was well represented. We are VERY proud of our trophy winners.....FIRST PLACE - Earnest Cross, Herb Fulmer, and Leonard Brown. SECOND PLACE - Don Pryor. THIRD PLACE - Bob Taylor. After the awards banquet everyone went back to their motels to celebrate. Herb Fulmer at the Smokey Mountain Plaza celebrated with COTTON CANDY. Leonard Brown went on to Ashville, North Carolina on Sunday and took "Best of Show" with his 1930 "A" Model Sports Coupe.

Eddie Gannaway was recently appointed Safety Chairman for the North Alabama Region.

Jack Stuart has been confined at home with a pulled muscle in his back. Speedy recovery Jack.

NOTE OF THANKS GIVEN TO NORTH ALABAMA AACA

The Alabama/Mississippi Region of the Studebaker Driver's Club wishes to thank the North Alabama Chapter of AACA for the helpful assistance given by outstanding members during the past year. A Huntsville Chapter SDC was formed in May 1967. Many AACA members have devoted time, energy, and advice to the new club during their first year. "It is no easy task to get people together to actively support a driver's club," says Billy Yarbrough, local chapter president, "But, now that the chapter is formed, it will continue to develop and grow."

Primarily, the SDC is dedicated to the safe driving and preservation of all Studebaker and related vehicles. These include; Garford, EMF, Flanders, Erskine, Rockne, Pierce Arrow, and Packard.

Several local AACA members have assisted in organization tips, meets, the prewar roster, and in judging. Some of the noted are: (1) Jerry Peoples's 1927 Pierce Arrow display and discussion, Nov. 5, 1967, in Brahan Spring Park. (2) Houston Wright's discussion and slide presentation "The Packard Motor Car", Feb. 1, 1968, in King's Inn. (3) Jack Stuart and Cecil Eddins, judging team leaders at the first car judging contest, Mar. 5, 1968, in Brahan Spring Park.

ANTIQUe STUDEBAKERS FOUND

The Alabama/Mississippi Region Studebaker Driver's Club reports 16 pre-WW2 Studebaker and Studebaker-related vehicles in the region. "Many are still operating, and they vary in vintage from a 1913 Sport Roadster to a 1942 Los Angeles-built President Skyway Coupe," according to regional director Mike Elling. The search, part of a roster being compiled by SDC, is the first phase of the eventual registration of all Studebaker vehicles. Studebaker, onetime builder of covered wagons and horse-drawn coaches, produced electric cars from 1902 to 1911, and internal combustion engine cars from 1904 to 1966. A division of the new Studebaker-Worthington Corporation, Scientific Tested Products, is currently developing high performance gas turbine race cars. The STP Division will enter six turbine cars in the 1968 Indianapolis 500 Mile Race. They intend to start with two of the six entrees.

Information regarding the Studebaker search should be directed to Mike Elling, SDC, 3603 Williamsburg Dr. NW, Huntsville, Ala, 35810 phone: 859-2949

DUNNAVANT'S MALL SHOW

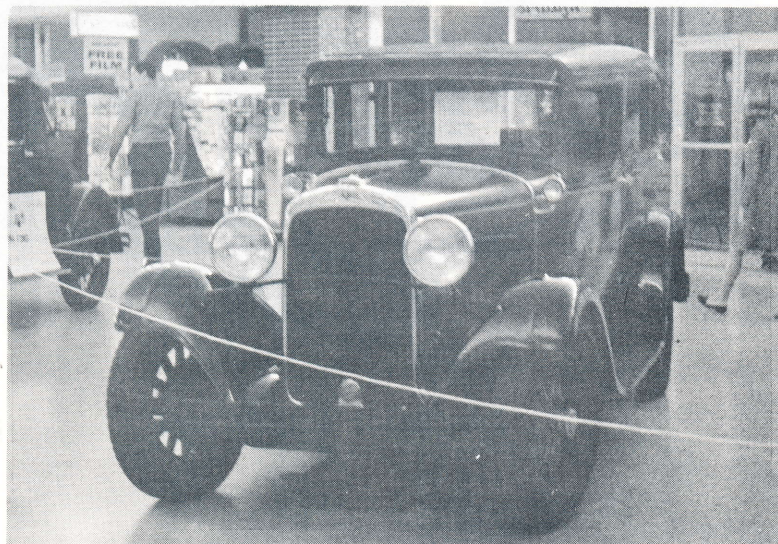
by Jim Latham

The North Alabama Region's first show of 1968 opened with a bang, or maybe I should say a backfire, with the April 26th and 27th show at Dunnavant's Mall. This show has been presented for several years and seems to get better just as with antique cars.

The cars started arriving at 5:00 PM and the last one arrived at 7:30 PM. We tried this year not to have as many Fords as in previous years and to get a representation of all makes that were available. In all we had 12 cars, four of them being Fords.

First car to arrive was Terry Gibson's 1928 Dodge Victory Six 4 Door Sedan. Closely behind was Sam Kirkwood's beautiful 1924 Buick Touring. After arriving Sam started polishing and the more he polished the more it shined. Bob Taylor brought his newly restored 1929 Ford 2 Door Sedan. Bob is certainly to be congratulated on his fine work. Some of us oldsters really envy the fine work done by this teen-ager. Herb Fulmer was really a show-off in his stripped blazer and sailor straw hat, not to mention his sure prize winning 1928 Ford Business Coupe. Curtis Pendergrass' 1935 Chevrolet Master 2 Door drew many admiring looks. Mayburn Crews was the proud owner of the 1931 Chevrolet Deluxe Coupe. Always a favorite....that was Jerry People's 1927 Pierce Arrow 2 Door Sedan. Bill Hayle came with the farmer's best friend....a 1926 Model T Ford Touring. Dave Marty come with his show-stopper, a 1930 Ford Phaeton. Hank Lowers took his 1927 Buick 4 Door Sedan out of storage for the first time in 2 years. We are real glad to see this fine car back on the road again. Last but not least came the 2 big ones. Noble Collins' 1929 Franklin Phaeton and Bill Sefton's 1928 Rolls Royce Phantom I Phaeton. These two cars are real collector's items.

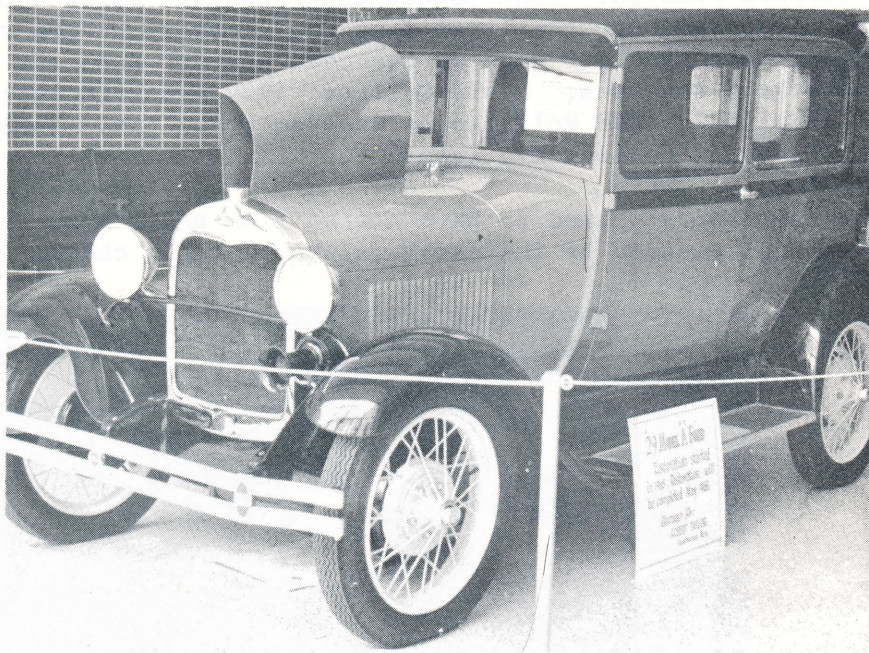
The spectators seemed to have a fine time and I know the merchants were real pleased by the early return of their check.



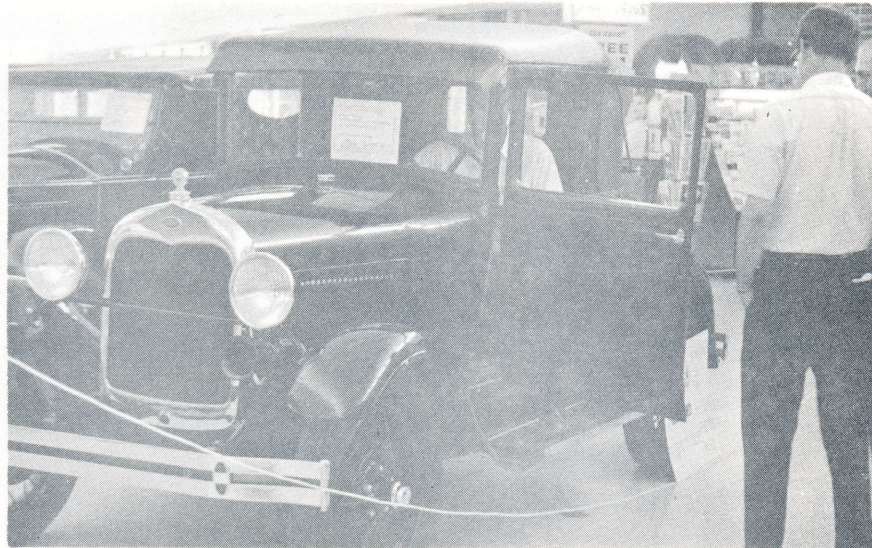
Terry Gibson's 1928 Dodge



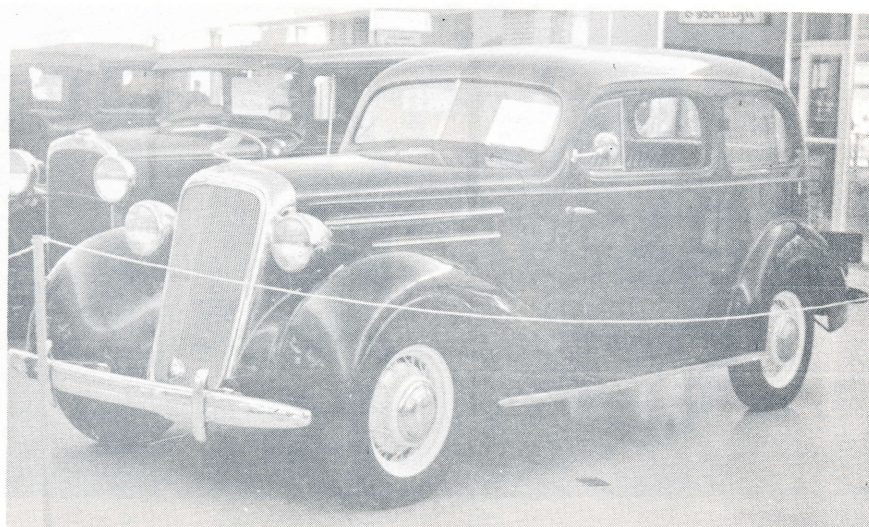
Sam Kirkwood's 1924 Buick



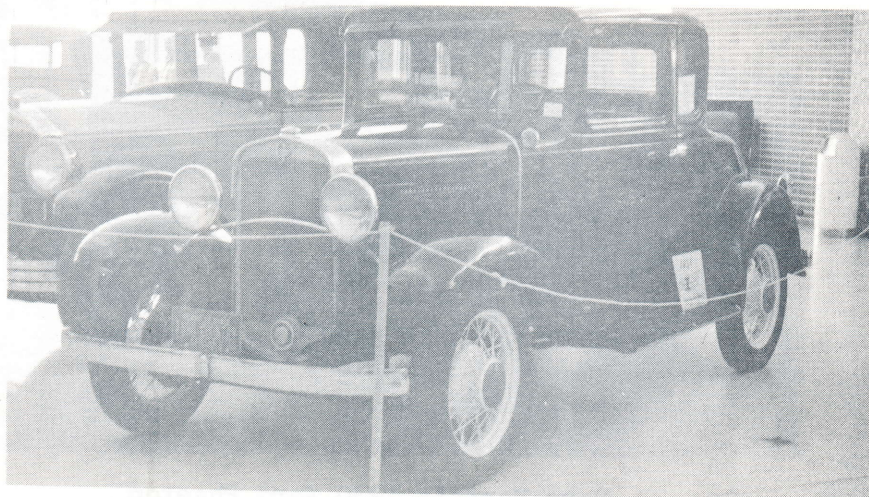
Bob Taylor's 1929 Ford



Herb Fulmer's 1928 Ford



Curtis Pendergrass' 1935 Chevrolet



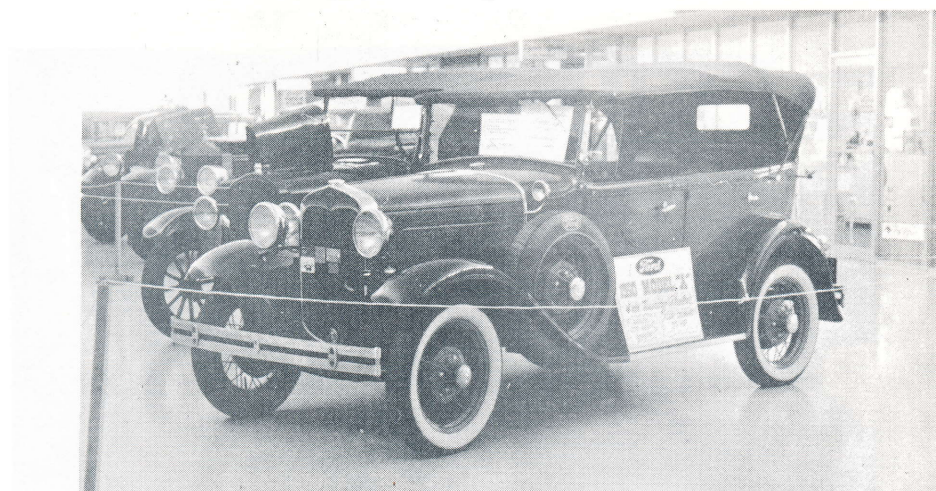
Mayburn Crews' 1931 Chevrolet Coupe



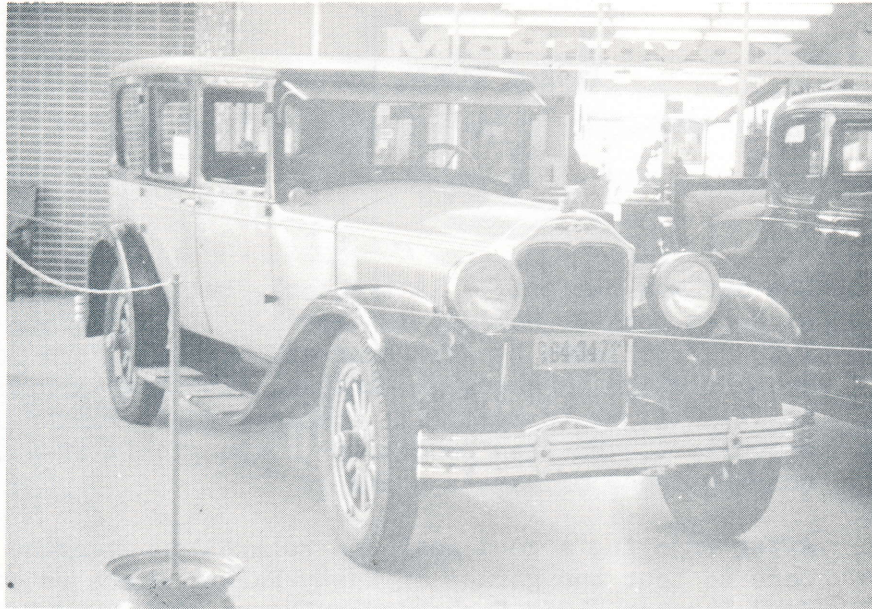
Jerry People's 1927 Pierce Arrow



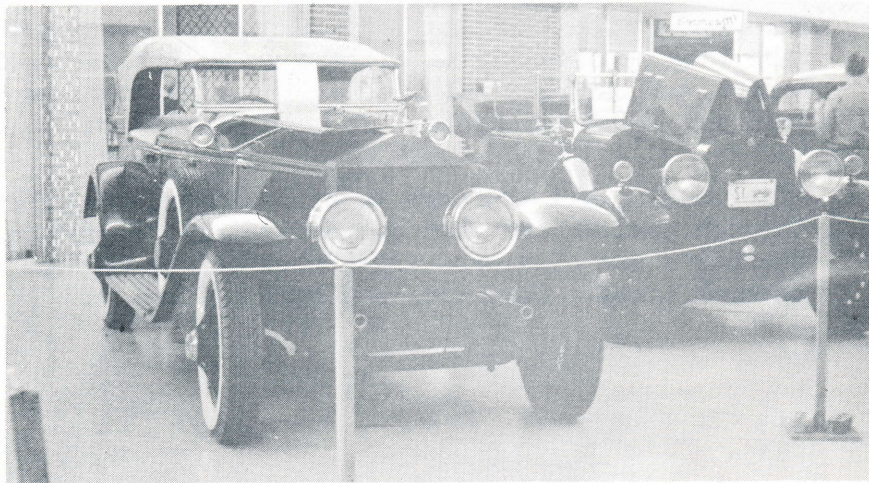
Bill Hayle's 1926 "T" Ford



Dave Marty's 1930 Ford Phaeton



Hank Lowers' 1927 Buick



Noble Collins' 1929 Franklin & Bill Sefton's 1928 Rolls Royce

TOUR AND PICNIC TO FLORENCE

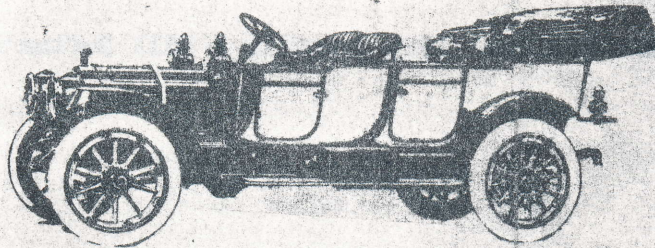
by Ken Kirby, Director - Tenn. Valley Chapter

The day was perfect, a little cool, but perfect. We begin at 9:45 A. M. at Decatur Holiday Inn North. I was leading the tour in my 1923 "T" followed by Bill Fuhr and his 1932 Ford Coupe. After a few routine stops to check gas and oil, the tour arrived in Florence at 11:30 A. M. to meet Bill Johnson, Rusty Parker and other car enthusiast. We then proceeded to the picnic area where everyone consumed some of mama's cooking.

After enjoying a good meal and relaxation everyone gathered once more to tour the garage of Rusty Parker where we saw his 1934 Ford Phaeton, 1954 Packard Carribean, 1931 Chrysler Coupe, 1955 Thunderbird, and 1935 Packard Touring. From there to Bill Johnsons to see his 1906 Model N Ford, 1910 Ford Touring and 1934 Dodge Coupe, and Charles Mullins' 1926 Packard Roadster, 1929 "A" $\frac{1}{2}$ ton PU, 1937 Packard Convertible, 1929 "A" Sports Coupe, 1926 "T" Sedan and 1915 Ford Touring.

This was a fine tour and lots of fun for everyone, I would like to take this opportunity to express my gratitude to Bill Johnson, Rusty Parker, and Charles Mullins for the time they spent to make this tour and picnic possible. We hope someday we can do it again.

After seeing all the cars we could find, we started our tour back through Moulton and then on to Decatur. We finally reached our journey's end after getting chewed out by our safety chairman several times. Good tour and holsum fun.



A WEEKEND JAUNT IN A 1921 FIRE ENGINE
by Bill Varnedoe

How'd you like to have an overheated engine, on a steep mountain curve, be slipping backwards because the brakes won't quite hold, then have the steering wheel come off in your hands!! It happened to me.

As most of you know, my old car is a 1921 American La France, 750 RPM Pumper. Now, up on Green Mountain where I live, the Green Mountain Volunteer Fire Department has a 1000 gallon tanker, equipped with a pump, but we use my old truck in a pinch or for publicity.

On Saturday, May 11th the Fire Department was due to park my "type 75" at Haysland Square Shopping Center and sell J. C. tickets (for a portion of the "take"). Well and good. The trip to the shopping center was uneventfull - but once there, I wanted to put it under the cantopy out of the impending rain. The only ramp was at the end - so I drove it from the end ramp to the center on the sidewalk; no problem, but many stares.

The day passed with much rain, and the usual oh's and ah's, the men kicking at the solid tires, etc. We sold tickets and the firemen were happy - then I had the job of driving it away. Except now, the downpour of the year was in progress.

Things started "well". The battery was weak, I had to ~~hand~~ crank it. Next I drove along the parkway to the Farley Fire Station to leave it there overnight (with the kind permission of Chief Allen). Ever drive anything in a pouring rain without even a windshield? The firemen of the 1920's must have been a rugged lot!! I ducked my head down and peeped from under the brim of my fire helmet; it was all I could do to keep enough of the rain out of my eyes so I could see.

Sunday was cloudy, but no rain, so I tackled the job of driving it up Green Mountain.

If you're not familiar with the Green Mountain road, you should drive up once. I suppose San Francisco may hold the record for steep hills, but Green Mountains hold all local records. One climbs 1000 ft. in about $1\frac{1}{4}$ miles, but mostly in two steep grades with lesser grades between.

I got as far as the second (and worse) grade, about $\frac{3}{4}$ the way up. The engine was getting very hot, so I stopped on a steep curve, because it had a wide shoulder, intending to back down onto the shoulder to allow the engine to cool.

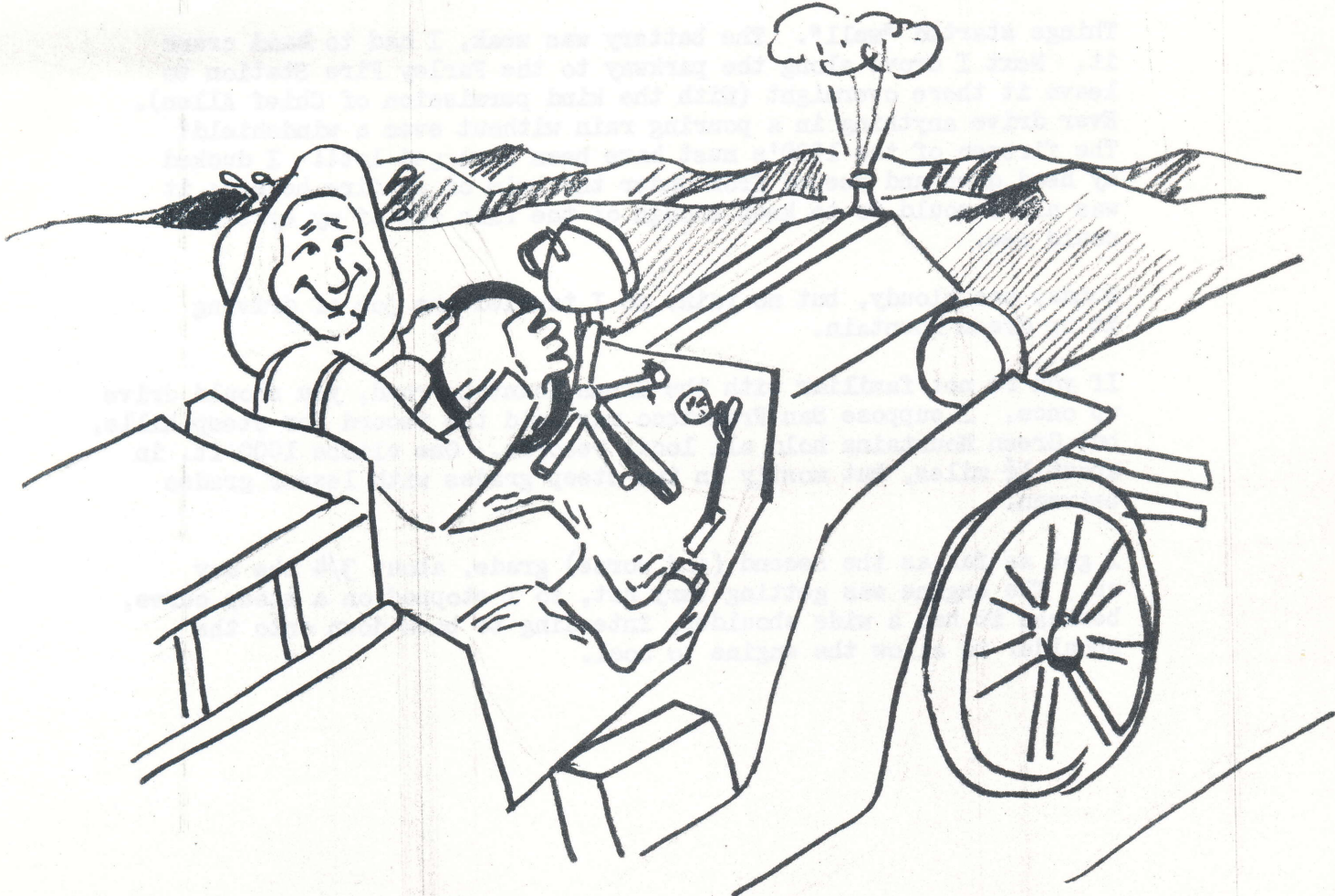
A WEEKEND JAUNT IN A 1921 FIRE ENGINE CONT'D

Back, I did. In fact I discovered I couldn't hold the 4 ton monster with both emergency and foot brakes - it kept creeping backwards. I strained and pushed - pushed so hard, pulling upward against the steering wheel, that that jewel suddenly pulled loose! There I was, loosing ground backwards on a steep mountain curve and with a disconnected steering wheel in my hands!!!

Fortunately, the wooden wheel had just had the screws pulled out, so I grabbed the spokes and could still steer, which I did, onto the shoulder. There, the rougher ground let me win the braking contest. My wife, following in another car quickly blocked the wheels and saved the day, my old truck and me.

Now a fire engine carries water, or at least this one does. Further, there is a system to allow fire pump water to bleed thru the cooling system while pumping to keep the engine cool when it is working, but not moving. Thus, it was easy to put some cool water into the radiator via the bleed valve, cooling the engine down from the steep climb. The steering wheel was temporarily wired back on, and in 10 minutes I was home. The damage to the wheel was very minor and the ~~old~~ 1921 is ready for another adventure, except next time I won't try to stop on the steepest hill in the county.

I'll still sell it for \$1,200.00. I need something I can tow up Green Mountain.



NORTH ALABAMA REGION AACA 5TH ANNUAL HOSPITALITY MEET

by Jack Stuart, Director

The 5th Annual Hospitality Meet had all the sunshine you could want this year, and the pool side was also enjoyed at the Guest House Motel. Fun and games was MC'd by Herb "Mother Goose" Fulmer who did a fine job on the mike.

The guys winning the trophies were:

Coasting Contest.....Spencer Williams, Gadsden, Ala.
Cranking Contest.....Cotton Dodson, Dalton, Ga.
(2nd year for cotton)
Tie Tying Contest.....Willie Mangrum, Murfreesboro, Tenn.
Balloon Popping Contest.....Jim Beal, Huntsville, Ala.
Key-In-The-Can Contest.....Harry Arthur, Dalton, Ga.
Earnest Cross, Huntsville, Ala.
Longest Distance.....James Hurst, Sevierville, Tenn.
Hard Luck Trophy.....Thaxton Smith, Nashville, Tenn.
Voted Most Popular Car was a 1928 Chevy owned by Dan Shady, Huntsville, Alabama.

The flea market was busy with fleas and about a dozen merchants. the choice spot "the motel kennels" was reserved and sported the sign "The Original Flea Market - Proprietor, Phil Gambrell."

Jim Latham and his meet committee are to be congratulated for their fine work. The crew consisted of Dan Shady, Bruce Dalrymple, and David Johnson. Assistance in the games was given by Tom Holley, Earnest and Doug Azary, Jerry Thatch, Bill Hayle, Earnie Cross, and Billy Smith.

Bruce Dalrymple arranged a fine NASA display, tour packets, and tour to the NASA Space Museum. There's nothing better than having an expert like Bruce to answer the technical space project questions. Can dos to you Bruce for a fine job and an excellent tour.

Sure was great to see a lot of the familiar faces and cars again from out of town.

Emory McCampbell	1930 Ford	Alcoa, Tenn.
Leonard Brown	1930 Ford	Cowan, Tenn.
Roy Anderson	1936 Packard	Nashville, Tenn.
Cotton Dodson	1928 Ford	Dalton, Ga.
James Hurst	1929 Ford	Sevierville, Tenn.
Harry Arthur	1928 Ford	Dalton, Ga.
Paul Kelly	1930 Ford Truck	Lenoir City, Tenn.
Clark Baese	1929 Ford	Nashville, Tenn.
M. D. Hurst	1929 Ford PU	Town Creek, Ala.
Bill Braden	1924 Ford	Memphis, Tenn.
Fred Cheatwood	1929 Ford	Gadsden, Ala.
Spencer Williams	1928 Ford	Gadsden, Ala.

NORTH ALABAMA REGION AACA 5TH ANNUAL HOSPITALITY MEET CONT'D

Bill Swan	1931 Dodge	Gadsden, Ala.
Herbert Clement	1928 Chevy	Knoxville, Tenn.
Jerry Hodge	1940 Buick	Maryville, Tenn.
Roy Campbell	1929 Ford PU	Athens, Tenn.
Fred Clemons	1931 Ford	Gadsden, Ala.
Herman Lowery	1932 Ford PU	Harriman, Tenn.
Willie Mangrum	1929 Chevy	Murfreesboro, Tenn.
Dorris Garrett	1929 Chevy	Murfreesboro, Tenn.
Charles Todd	1928 Chevy	Murfreesboro, Tenn.
Harley Irwin	1927 Chevy	Murfreesboro, Tenn.
Alfred Holmes	1929 Essex	Cleveland, Ala.
G. C. Hodges	1929 Ford	Cowan, Tenn.
Thaxton Smith	1937 Packard	Nashville, Tenn.

Sure did have some real sob stories at the banquet, but we finally picked a winner of the Hard Luck Trophy. The gang from Dalton, Georgia seemed to be holding most of the door prize tickets.

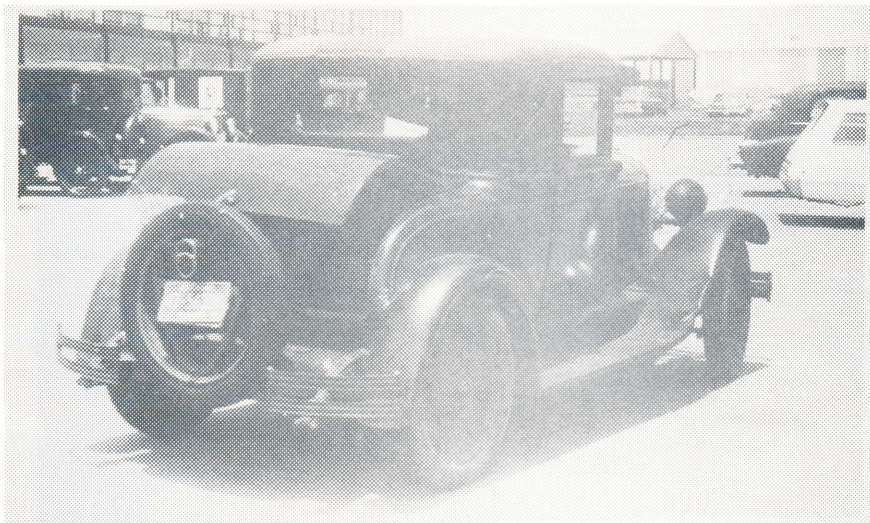
There was quite a fuss over which was the futherest away Farley, Alabama or Sevierville, Tennessee for the long distance trophy. We finally disqualified Farley because its post office had been moved inside of the Huntsville city limits.

The highlight of the evening was the presentation of Tom's restored mail truck to Jackie. The major workers on the project were Dan Shady, Earnest Cross, Donald Pryor, Leonard Brown, Earnest Azary and Olin Chiles. These boys have been after the project for three full years now and any one can be proud to have been a part of the finished restoration. Time did not permit to recognize all of the members who contributed their time, services, etc. to the project but I can't think of any member who has not gone out of his way to help make the mail truck a prize winner.

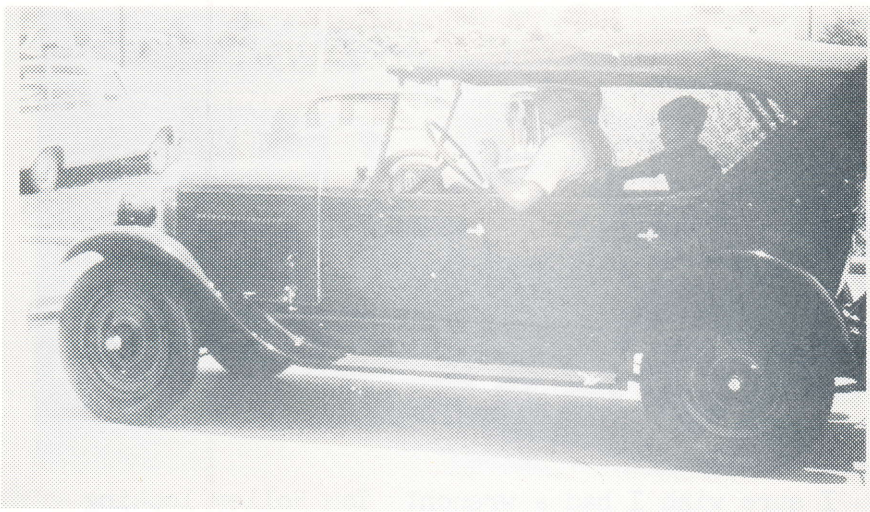
Your director was indeed proud to present Jackie with the project completion award. For those who were there I'm sure you saw also how proud Jackie was to receive the 1929 Ford Model A Tom Totcky Mail Truck.



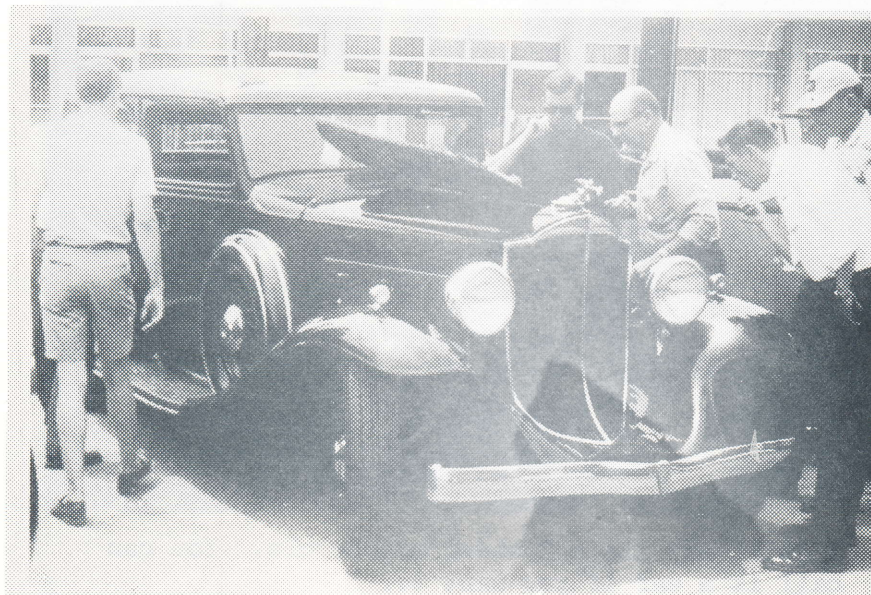
Come on!!! A few more feet and I've got it made



Would you believe!! Dan Shady, "Most Popular Car"



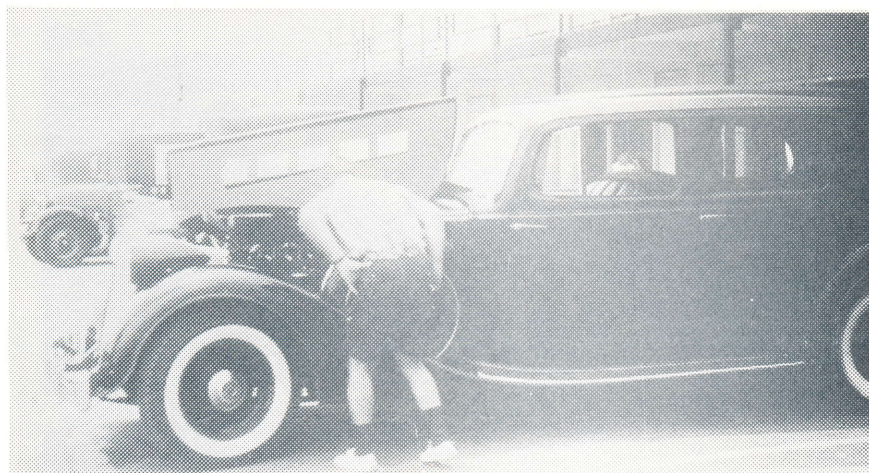
Listen Dad, we've got this contest in the bag



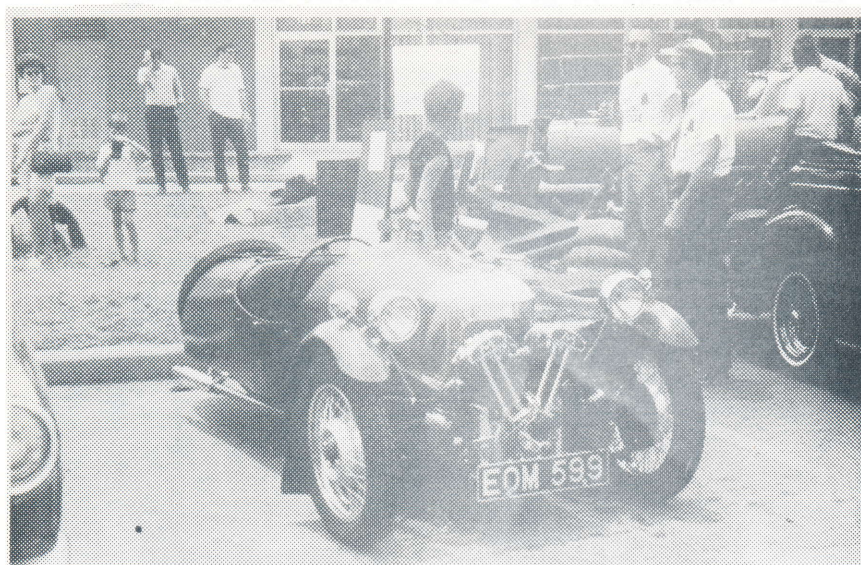
Someone said it was a Packard



Oh, to own one of those cars



I sure wish I had a wrench! Tom Holley looking at Thaxton Smith's Packard of Nashville, Tenn.



I still say its a 3 wheel motorcycle. You can call it a car if you want to.

FASHION

The "highlight" of the Ladies' Luncheon during the North Alabama Hospitality Meet was a fashion show. The ladies had a variety of lovely dresses, and many were wearing original accessories to complete their ensembles. It took quite a bit of pondering for the judges to come to a decision, but since they had trophies to award the following were chosen as winners.



Juanita Erwin



left to right-Marilyn McCann, Marylee Becraft, Betty Case, Sherry Collins

- | | | |
|---------------------|--|--|
| ● HONORABLE MENTION | Juanita Erwin
Murfreesboro, Tennessee | ● BEST ORIGINAL |
| ● BEST OF SHOW | Marilyn McCann
Huntsville, Alabama | Sherry Collins
Huntsville, Alabama
and |
| ● BEST REPRODUCTION | Betty Case
Huntsville, Alabama | Marylee Becraft
Huntsville, Alabama |

Tom Totcky Mail Truck Project

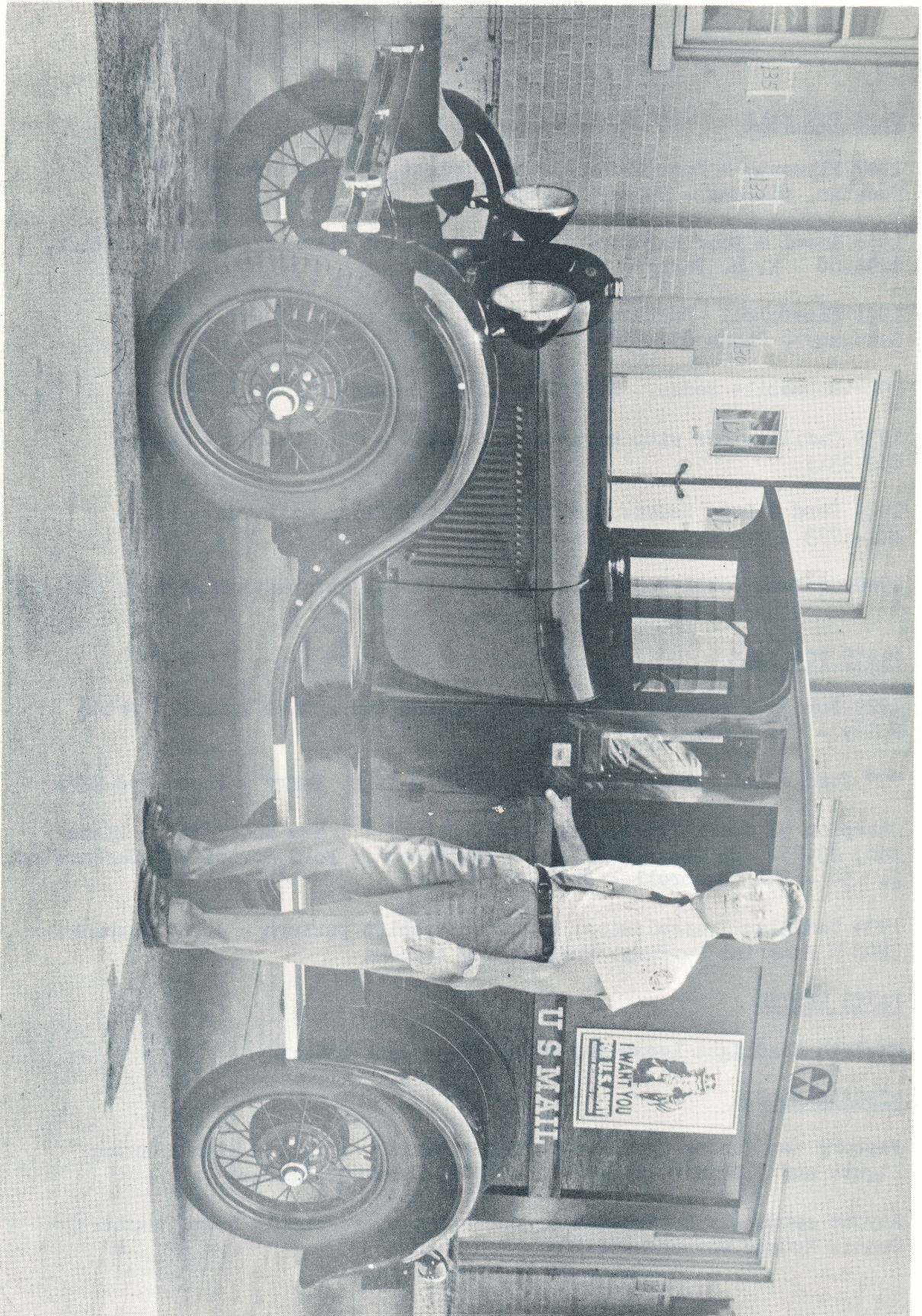
This will be the final chapter of a story which began about two and a half years ago. At that time, our club undertook to honor the memory of deceased member Tom Totcky whose active participation and helpful attitude had been an example of what it means to be a part of this hobby. Completion of Tom's 1928 Model A Ford mail truck was chosen as an appropriate project and work was begun.

During the project a number of members took the lead in organizing and advancing the work at various times. In addition, the general membership served in varying capacities to help perform the hundreds of detail tasks necessary for completion. Other members, non-members, and business concerns contributed parts and cash to the effort. In the interest of brevity, and to prevent the likelihood of overlooking someone, individual participation will not be listed here. Earlier reports have enumerated the names of those who contributed labor or other assistance and it suffices to say that a majority of the club participated in the project. In addition to honoring Tom, the project served to tie the club closer together in a common group effort and illustrated the capability that lies therein.

Although the truck was restored with limited funds and was not expected to be of trophy winning calibre, it turned out to be a quality restoration capable of providing real competition in most any commercial class going. Many congratulatory comments were heard regarding the restored truck at its presentation during our recent hospitality meet (story elsewhere in this issue). One of the parts vendors attending our meet, Mr. James Bartee, Kenner, La., was so impressed by the project he made a donation toward it.

Even though the truck is complete enough to motivate, a number of small items remain which are necessary to fully complete the restoration. These will require some assistance and your help may be solicited. Jackie Totcky has indicated that she would like for the club to use the truck in any promotional activity or show it competitively. Plans are for the truck to be shown later in the summer after final adjustment and completion tasks have been attended to.

The club can be proud of this project and its results which include a closer knit organization and honoring Tom Totcky.



Bill Hayle delivers mail in the restored Tom Totcky Mail Truck

WANT ADS

CARS FOR SALE

1947 Plymouth 4 Door Sedan - J. D. Bright, 302 6th Avenue, NW,
Decatur, Alabama - Phone 353-8656

1958 Edsel 4 Door Hardtop. Power brakes and steering, good condition,
\$295.00 - K. M. Barry - Phone 852-7375

1931 Chevrolet. Parts car, no body, motor runs, \$50.00 - Eddie
Gannaway - Phone 852-7784

1924 Hupmobile Sedan. \$350.00 - L. H. Becraft

1939 Cadillac 60s with parts car, \$400.00 - Gene George - Phone
852-3315

1929 Ford 2 Door Sedan. Ready for restoration, will run. Phone
881-1773

1940 Graham. Call Tom Holley for additional information - Phone 852-4973

PARTS FOR SALE

1929 Ford new reproduction running boards and splash aprons - Bruce
Foley - Phone 881-1773

"T" Ford running board tool box, \$3.00 - K. M. Barry - Phone 852-7375

Champion 3X Spark Plugs, new, \$6.00 set of 4. New Model "A" 4 blade
fan, \$3.75. 35 Chevy Mufflers @ \$3.50 each. Ford Script V-8 Carburator,
\$10.50 - Phil Gambrell - Phone 852-4424

1934 Cadillac Transmission, adjustable shift pattern - J. R. Wheeler,
3802 N Memorial Parkway, Huntsville, Alabama

PARTS WANTED

MacBeth Headlight Lense for Model "T" - Jack Stuart

MISCELLANEOUS

Factory new Tandem Trailers, 1200# capacity, complete with running
lights and electric brakes - Box 1046, Decatur, Alabama

Anyone seriously interested in car storage, resonable cost, contact
Dennis McCann - Phone 852-2361

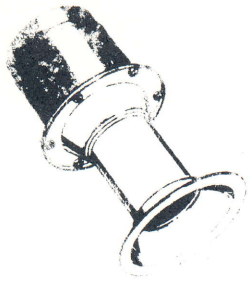
1968 CALENDAR OF EVENTS

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.
20-21 September	West Fla. Region of AACA Meet. Bill Spriggs in charge. Flea Market and Judging
4-5-6 October	AACA Central Division National Fall Meet, Chattanooga, Tenn.
October	AACA Eastern Division National Fall Meet, Hershey, Pennsylvania

The West Florida Region of AACA will hold a meet this September 20th and 21st. Bill Spriggs former member and friend of this region will be in charge. Bill has promised a fine meet. There will be a flea market with judging and trophies.

For more detail information call or write Bill Spriggs, 6011 Drexel Drive, Pensacola, Florida, 32504

The headquarters for this meet will be at the Town and Country Plaza, Pensacola, Florida. This should be a very good meet. Lets try and support them.



ANNUAL SWAP MEET

Decatur, Alabama

Saturday, August, 17 1968



SPONSORED BY TENNESSEE VALLEY CHAPTER A.A.C.A.



NORTH ALABAMA REGION



LOCATION CRESENT MOTEL ON US Hwy. 31 SOUTH

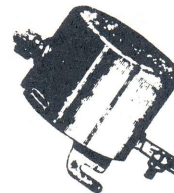
TIME. . . .9:00 AM TILL 5:00 PM



NO FLEA MARKET COST

SWAP PARTS, CARS, OLD CLOTHES ETC:

FAMILY AFFAIR



For additional information contact . . .

KEN KIRBY-DIRECTOR

TENN. VALLEY CHAPTER

505 4th STREET S.W.

DECATUR ALABAMA. 35601

OR

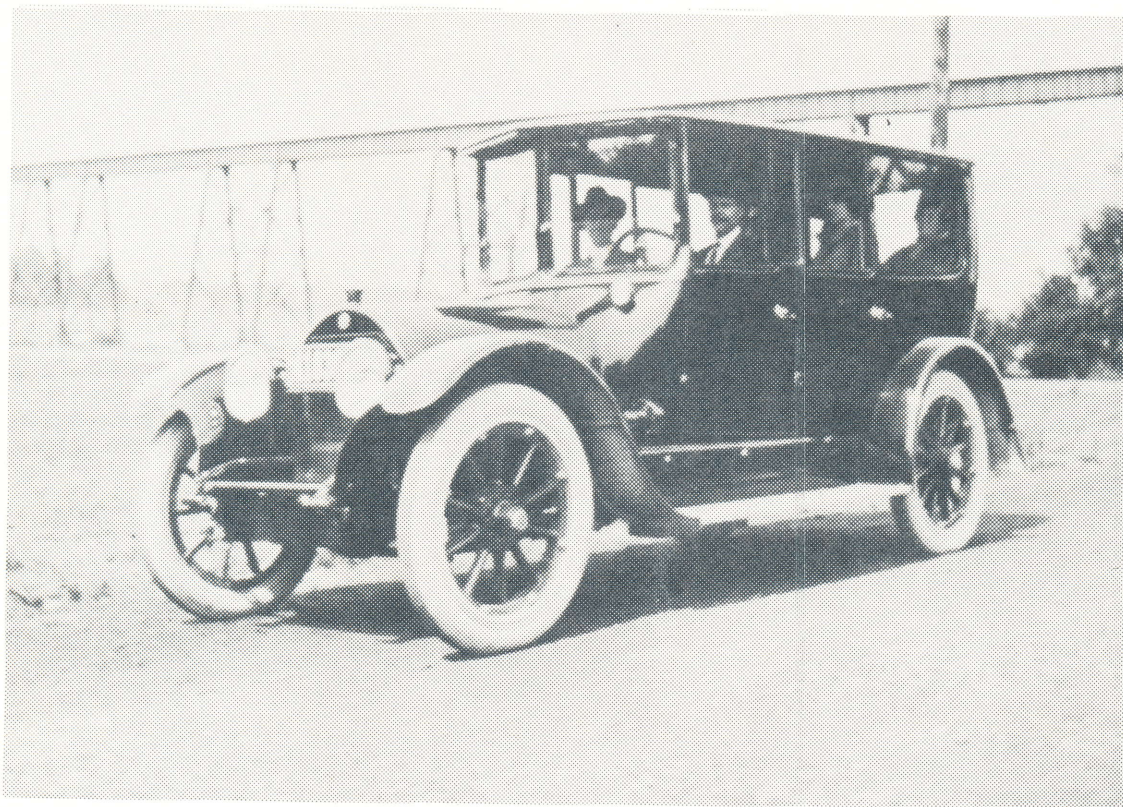
DALE CRITES- VICE-DIRECTOR

TENN. VALLEY CHAPTER

2315 CALUMET S.E.

DECATUR ALABAMA 35601





DIGGING AROUND IN THE ATTIC

The above photo is a reproduction of an original photo of the McCann's 1917 Cadillac 7 Passenger Convertible Touring taken shortly after its purchase near Nashville, Tennessee.

The car was purchased in Nashville, May 11, 1917, for \$2700.00 by Mr. John Geist. The car was repainted in 1927 and the wheels were swapped to a smaller size because of the unavailability of 27" tires. It was put on blocks in 1932 until 1948.

The car was left in the hands of Mr. Geist's son until 1948 when it was traded to a local dealer for a new car. At this time it was acquired by Mr. H. Read from Scottsville, Kentucky, where it rested on blocks for another 14 years except for an occasional 4th of July Parade.

The picture, one of three, was acquired from a daughter of Mr. Geist last December with the help of Ed Baltz. Our fellow member Ed is a nephew of Mr. Geist's son. The original owner's manual and cancelled check are still in Nashville, but yet unavailable. Mr. Geist did locate the trouble light which is now with the car. Except for a little piston ring problem the Cadillac is in fine original condition.

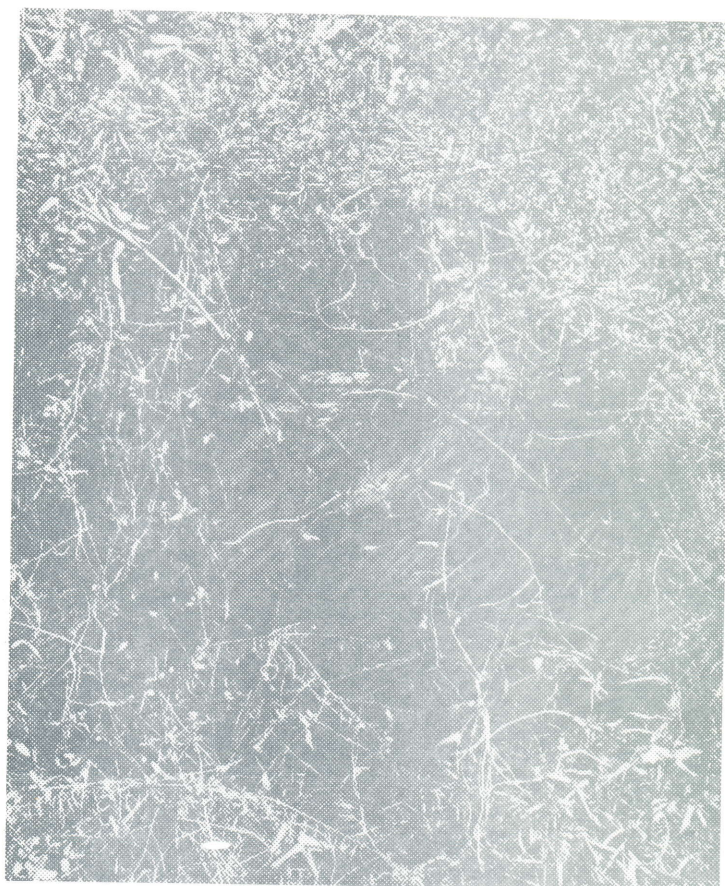
The 1917 Cadillac came in 11 different body styles. Nine of them were aluminum. The McCann's is a steel body except for the hood. It has a 90° V-8 engine with cast in block heads and 314 cubic inch displacement (3-1/8" x 5-1/8"). Maximum torque is at 2400 RPM. It has a pressure feed system electric Delco starter, generator, and lights, Cadillac carburetor, dual water pumps and standard 3 speed transmission with an air compressor take off.

FUNNY PAGE



THEY ARE SOMETIMES
CONCEALED -
LOOK EVERYWHERE

By
Thomas C. Holley



I am convinced now that to find the good stuff one must turn every twig. The photo above is a very good example. Underneath this clump of honeysuckle and briars is what remains of a '35 Standard 8 Packard — a truly sad case. The sedan has been cut up, the engine disassembled, and everything left laying around rusting away. There are, however, still quite a few usable parts remaining. These remains were found while running down leads for parts for the restoration of my '35 Super 8 Packard Roadster.

I recommend that any searching in such an area be done during the winter months in order to avoid any bargaining with the temporary residents, such as snattlerakes and mopperhead coccasins.

SERIES 20

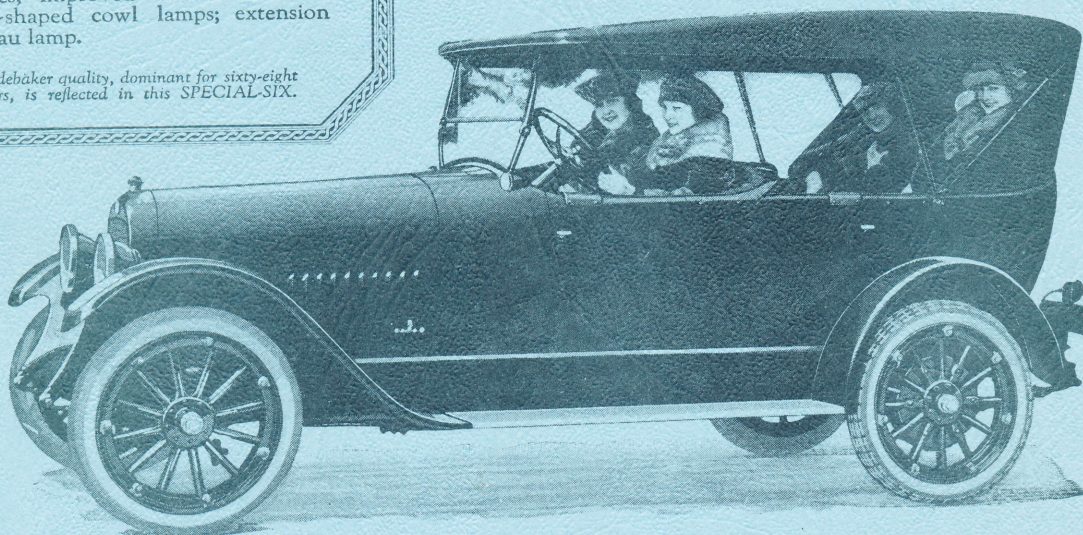
Studebaker

SPECIAL-SIX

THE mechanical excellence, ease of control and remarkable riding comfort of the SERIES 20 SPECIAL-SIX can only be appreciated when you sit behind the wheel and feel the responsiveness of its flexible motor to your slightest touch.

50 H. P. detachable-head motor; intermediate transmission; 119-inch wheelbase; five passenger capacity; cord tire equipment; outside and inside door handles; improved windshield with bullet-shaped cowl lamps; extension tonneau lamp.

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