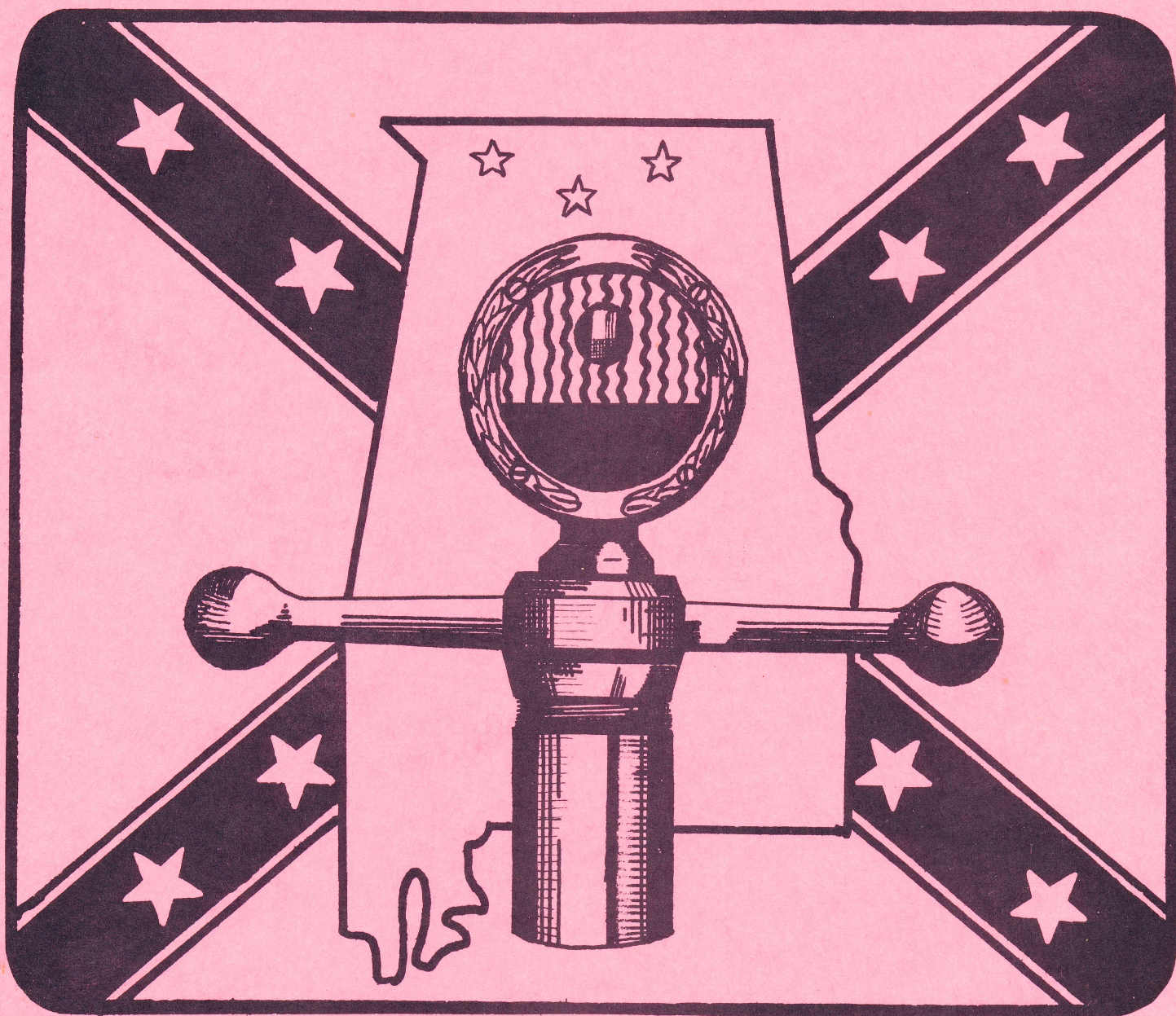


JAN/MAR 69

# AUTO ANTIQUARIAN NEWS



*From the heart of Dixie*

**NORTH ALABAMA REGION  
A.A.C.A.**

# AUTO ANTIQUARIAN NEWS

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

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Assistant Director..... Phil Gambrell  
Secretary..... Clark Moore  
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Huntsville, Alabama )

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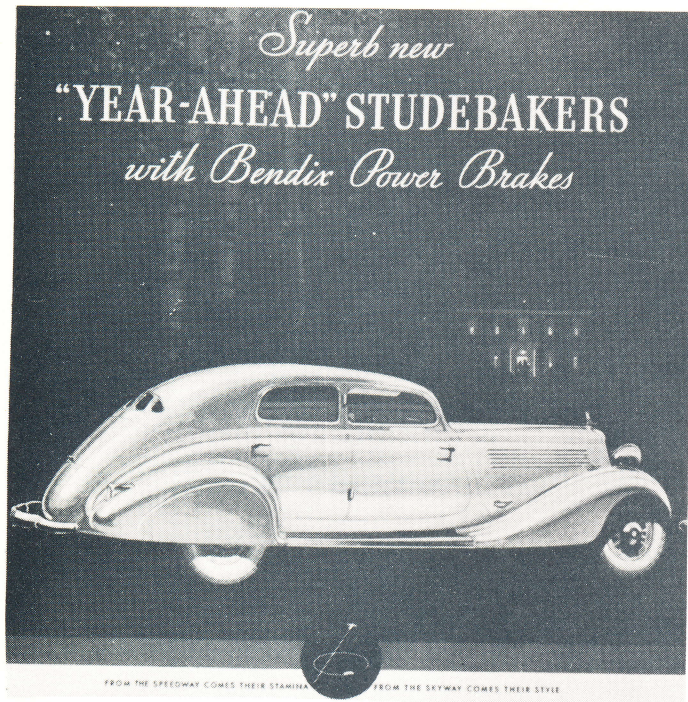
2608 Gamma Circle  
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Phone: 852-3315 - Gene George  
852-4973 - Tom Holley

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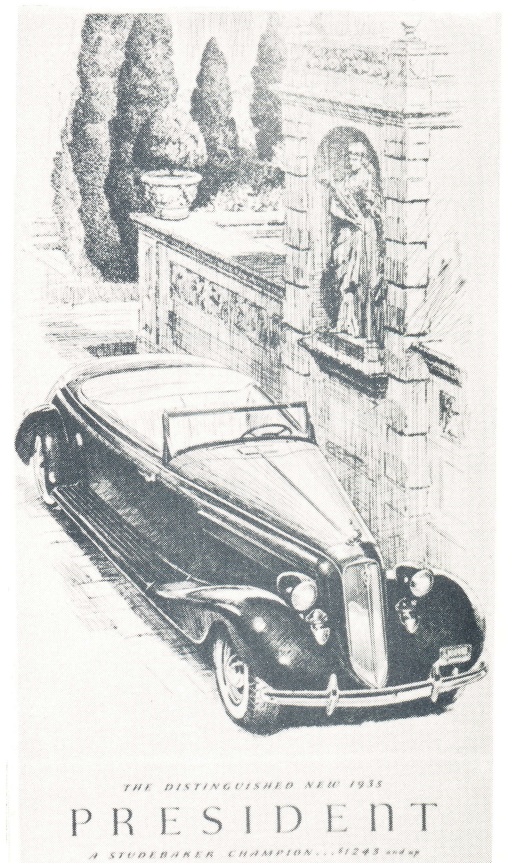
**FIRST WHAT?**



**MRS. THOMAS TOTCY**



**OUR THIRD STAR**



## NEWS SECTION

Car Storage - Room is still available in the warehouse for your cars, parts for cars, boats, airplanes, covered wagons, etc. This space is primarily for storage, not heated, but protected from the elements. The area is patrolled by an armed guard 24 hours a day and overhead sprinklers are provided.

Dues - Regional dues must be paid by March 1. Are you late? Dues are to be paid directly to Don Pryor (2620 Guenevere Avenue, Huntsville, Alabama 35803) and are presently \$3.00.

Mail Truck Presentation - The restored truck was presented to Mrs. Jackie Totey last year. A photo is included in this issue of her the truck, and a trophy the truck won at the Chattanooga National AACA meet. The club members who worked on it are almost as proud of it as Jackie.

Florence Chapter - On January 30, 1969, a new star was added to the North Alabama Region of AACA. A charter was presented on behalf of the Region by Jack Stuart to Bill Johnson, the new chapter chairman. Floyd Parker is the vice chairman and Charles Mullins is secretary-treasurer. The Huntsville members will be looking forward to seeing the Florence members at the Decatur Swap Meet May 10.

New Cover - Let's hear some comments on the 69 cover designed by Dick Blazich. If that's really a Ford Motometer on the cover some of the boys are going to demand equal time.

Tip - for starting Franklins. When you push a Franklin to start, it is best to have it in gear.

Mall Show - A wonderful display show was held at Dunnavants Mall March 14-15. A hand goes out to Dan Shady for setting up such a smooth and tasteful show. Of course he received a lot of help so thanks to all that helped. Complementing the antique autos was a display case of parts by Leonard Brown, dealer signs by Dan Shady, a gasoline pump by Alabama Oil Company, fashions of yesteryears by Joyce Cross and Lyn Pryor, license plates by Erine Cross and auto art work by Dick Blazich. Jack Stuart was in charge of security and badges. The following is a list of the cars shown:

1917 Cadillac Convertible Touring V8 - Dennis McCann  
1924 Buick Touring - Sam Kirkwood

(Continued)

## NEWS SECTION, Continued

1926 Ford "T" Touring - Bill Hayle  
1928 Chevrolet Touring - Erine Cross  
1928 Ford "A" Business Coupe - Herb Fulmer  
1929 Franklin Phaeton - Noble Collins Family  
1929 Ford "A" Sport Coupe - Bruce Dalrymple  
1929 Ford "A" Coupe body - Bruce Foley  
1929 Ford "A" Mail Truck - Jackie Totcy  
1929 Ford "A" 2-dr. Sedan - Dave Johnson Family  
1930 Buick Sport Coupe - Kenny Brazelton  
1930 Ford "A" Phaeton - Dave Marty  
1930 Ford "A" Coupe - Ronny Chesser  
1931 Ford "A" Deluxe Coupe - Bernie Grer  
1931 Ford "A" Chassis - Phil Gambrell  
1931 Ford "A" Coupe - Don Pryor  
1934 Morgan Sport 3-wheeler - James Beal  
1935 Packard Super 8 chassis - Tom Holley  
1937 Rolls Royce Limousine - Layton Congdon  
1937 Buick Opera Coupe - Chris Ellingsen  
1938 Packard Victoria by Darrin - Sam Broadhead  
1940 Lincoln Continental Coupe V12 - Charles Foster  
1956 Lincoln Continental Coupe, Mk II - Mrs. Denis McCann  
1968 Lincoln Continental Coupe, Mk III - Dr. D. N. Adams

## CALENDAR OF EVENTS

March 28 --- Dinner meeting at Catfish Haven, 6:30 PM

April 12-13 --- Decatur Membership Tour

April 19 --- Huntsville Chapter Picnic

April 26-27 --- East Tennessee and Chickamauga Regional Tour  
to Crossville, Tennessee

April 26 --- Chattahoochee Valley and Middle Georgia Regional Meet  
at Hamilton, Georgia

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May 2-3 --- EASTERN DIVISION NATIONAL AACA  
SPRING MEET, Winchester, Va.  
-----

May 10 --- Decatur Swap Meet, at Peek Olds Car Lot & Garage

May ? --- Chickamauga Regions's Spring Meet, Chattanooga

May 24-25 --- Birmingham Antique Auto Show - Fairgrounds

June 8 --- Florence-Decatur-Huntsville Tour to Bankhead Forest

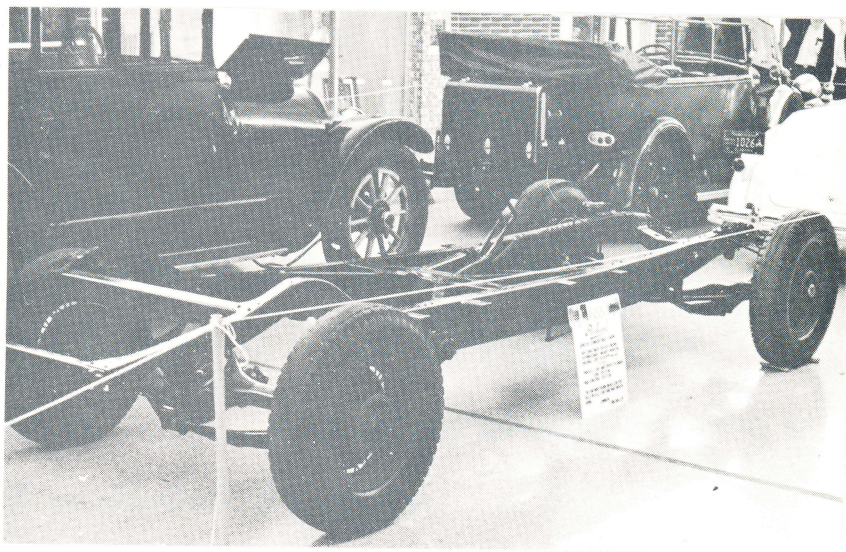
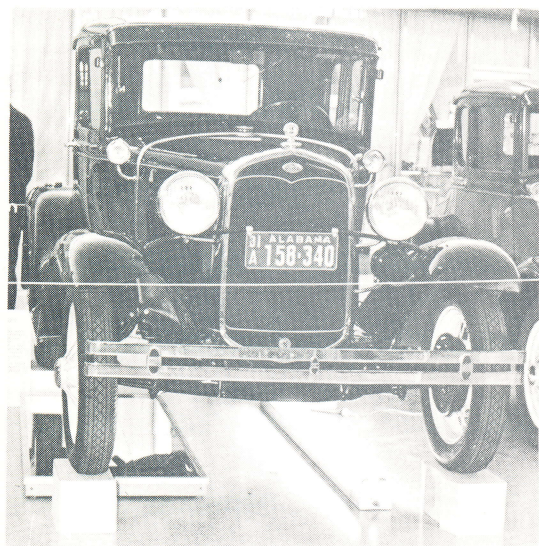
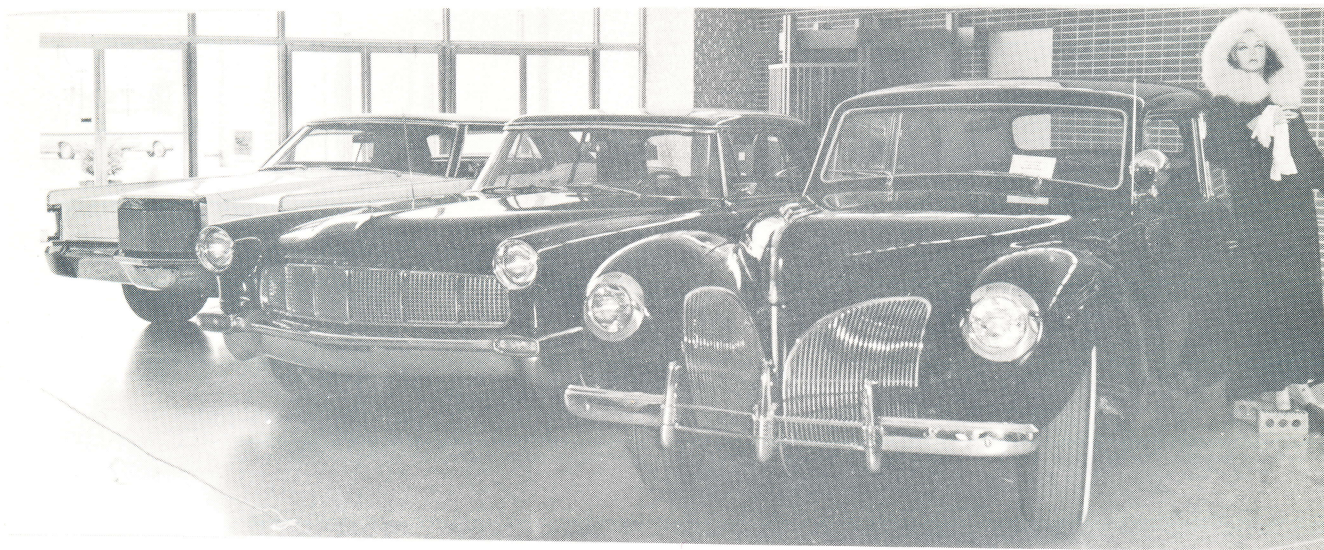
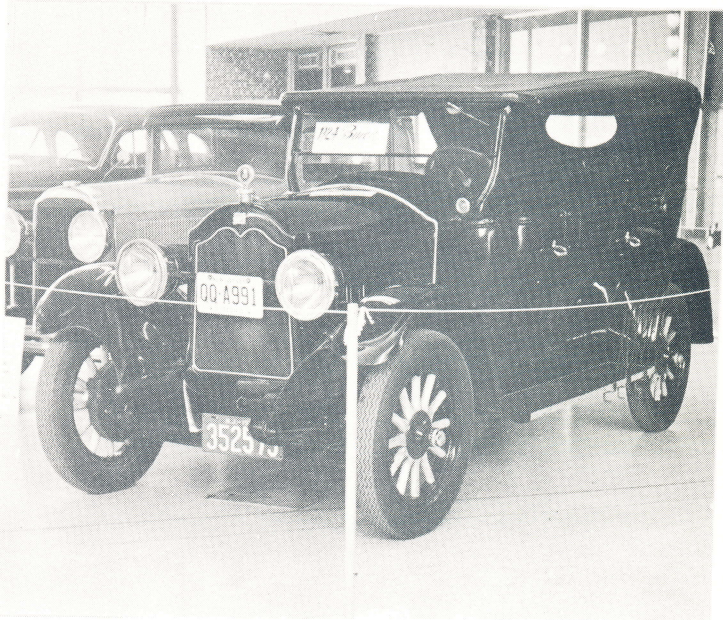
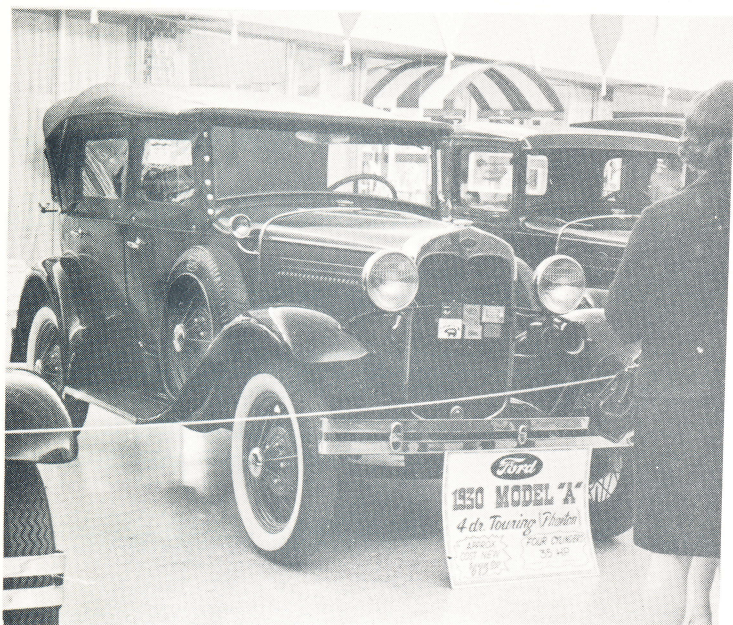
June 12-14 --- Central Division National AACA Spring Meet, Cedar  
Rapids, Iowa

June 20-22 --- Stone Mountain 69 Invitational Meet, Stone Mountain, Ga.

Sept. 6-12 --- 1969 Glidden Tour - Originates Gatlinburg, Tenn.

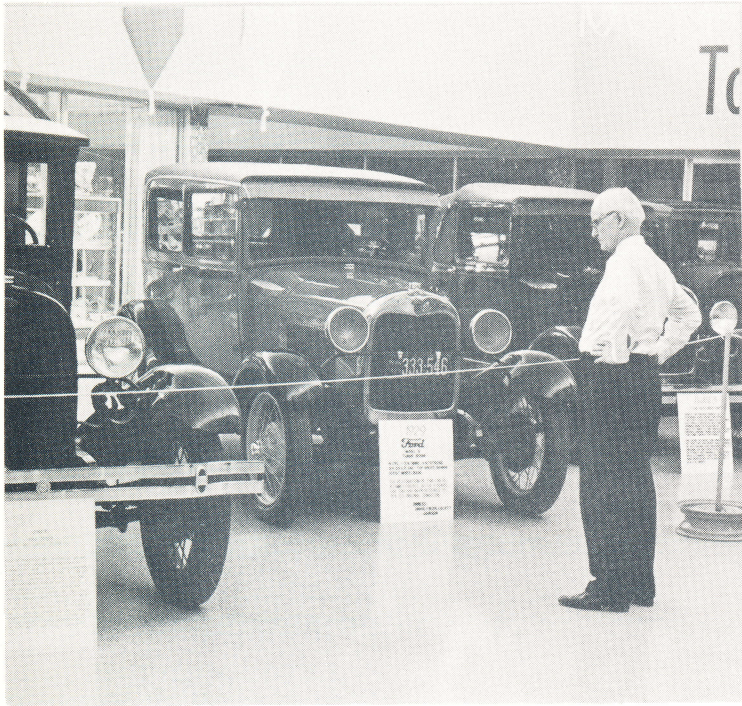
October 9-12 --- Eastern Division National AACA Fall Meet, Hershey, Pa.

June 1970 --- Spring National Meet, Huntsville, Alabama

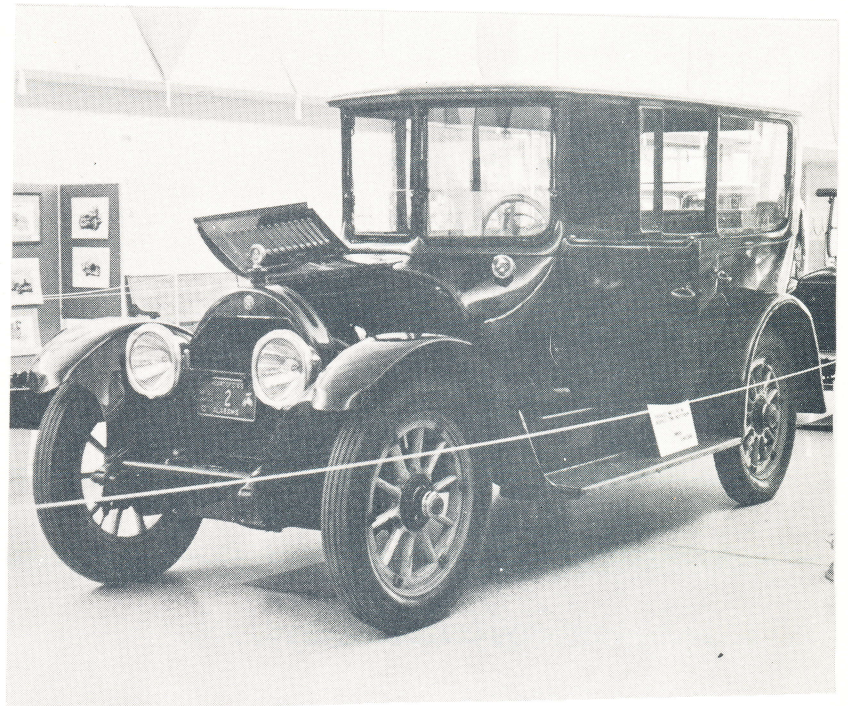


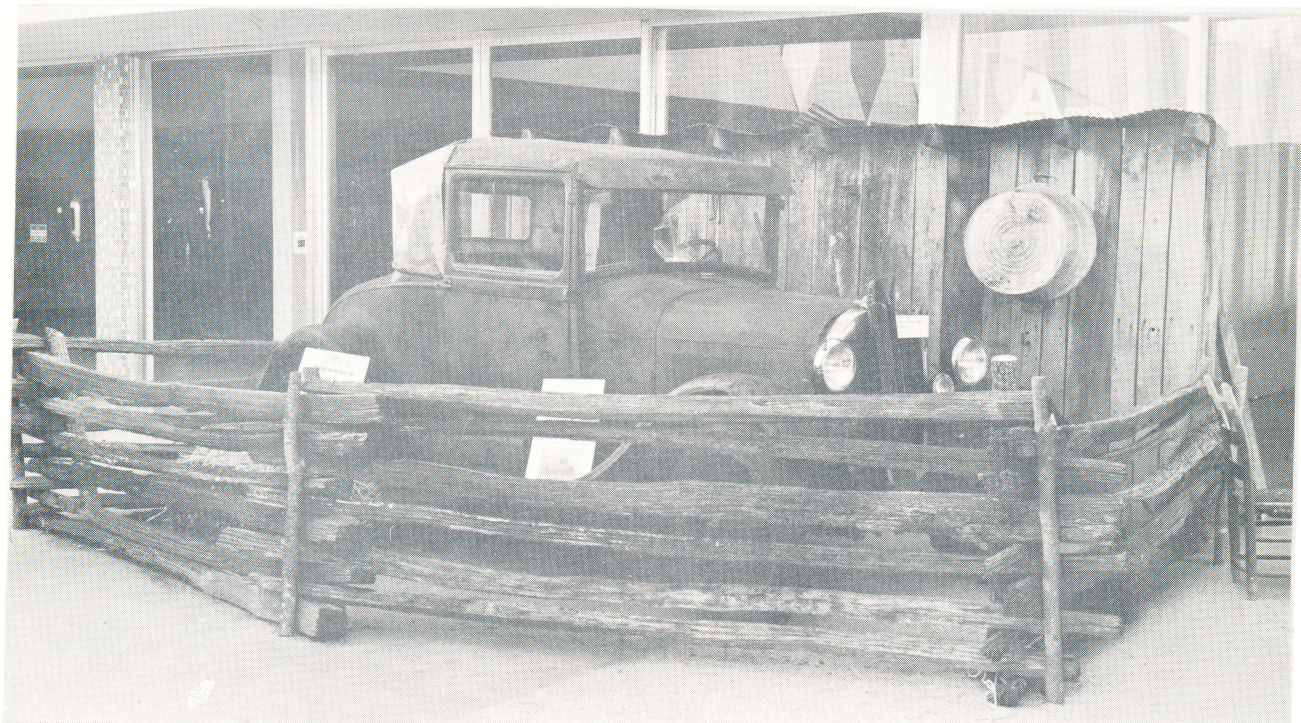
**CLEAN ISN'T IT?**

**WHITE OR MACK?**

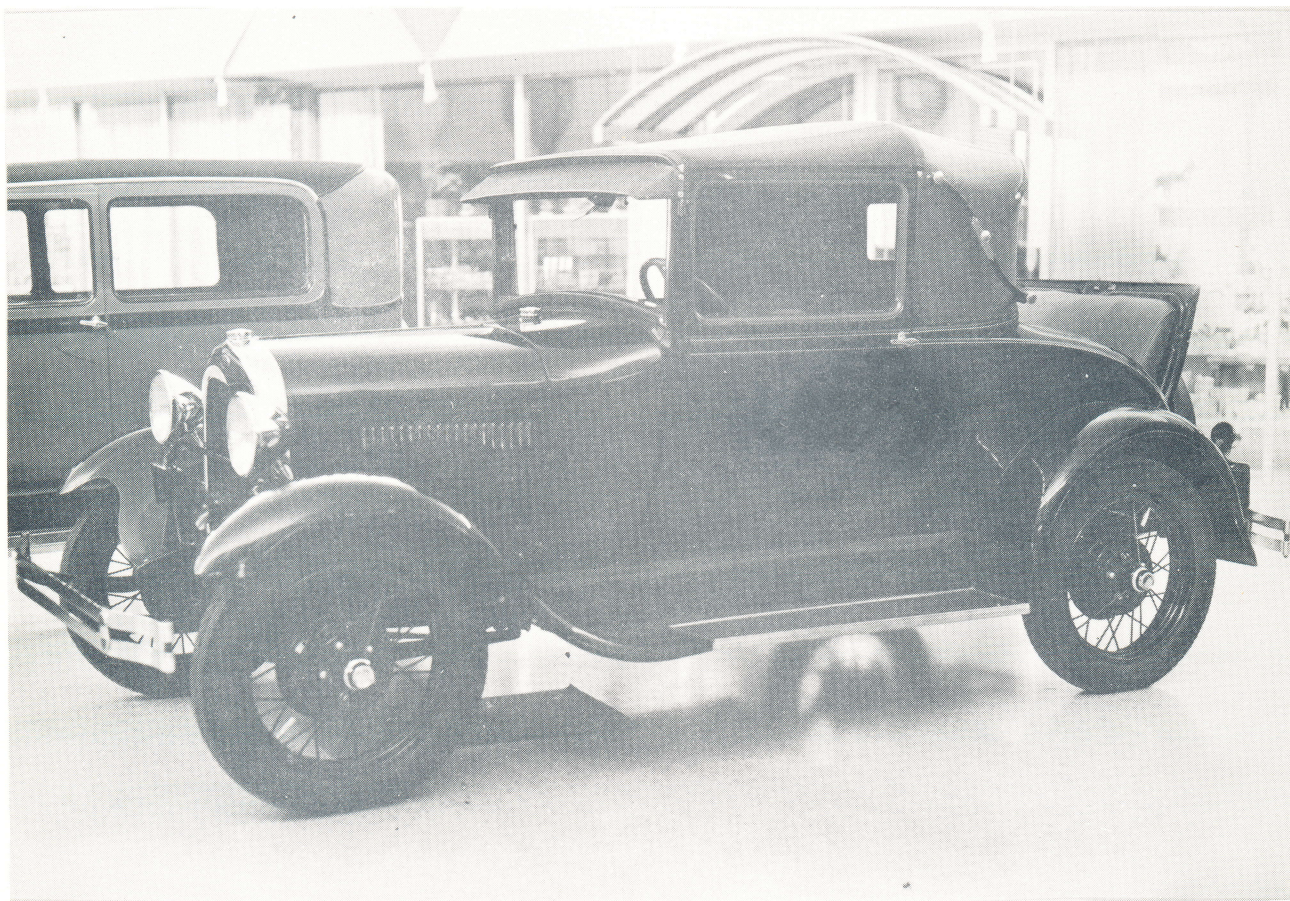


## FILL - HER - UP





**NEVER DRIVEN IN THE RAIN**



**FEATURE CAR**

## THE FULMER'S 1928 FORD, BUSINESS COUPE

by

Tom Holley

The beautiful Model A Ford Business coupe in the photograph belongs to Herb Val Connie and Paula Fulmer who reside at 2112 Shannonhouse drive SW in Huntsville.

Herb became interested in antique automobiles in July 1965 as a result of a business venture. The story is Herb and another well known member of our club located, bought and sold a 1924 Model T once upon a friend. Herb said before they loaded the Model T on the trailer for the trip to Huntsville from east central Alabama, he had no special interest in antique cars other than to turn a buck, as the expression goes. On the trip to Huntsville as Herb followed the trailer load of business, the bug began to bite on him. By the time they had returned to Huntsville, Herb had developed the desire to own and restore a car. Some 1½ years after the "deal" the incomplete A was bought for \$80.00 near Sylacauga, Alabama, and hauled away to Huntsville on a 2-ton truck. It was learned from a friend that a ½-ton truck could have carried the car, but to carry the car and attached rust a 2-ton truck was required. Herb learned from his "friends" (after the restoration was progressing upward) that in their opinion this was an impossible restoration, but no one would tell him since Herb was working to such a close restoration schedule. He had plans to complete the task in 6 months at a cost of \$750.00. Now he admits this estimate was a bit low. Herb says his situation is similar to that of the bumble bee. The bumble bee doesn't know that theoretically he can't fly, but since he doesn't know it he has no problem in doing it. Well, need I go further.

When the car was in Huntsville 24 hours, it was already disassembled and ready for sand-blasting. As the parts were inventoried, those missing just were not there. At this time Herb learned that he didn't quite have all of a car. The top parts were located in a junk yard in South Carolina. Patterns, parts, etc., were gathered from a number of sources. In about 6 months the chassis was about completed, and work was progressing on the remainder of the car.

It was learned that one should never stack newly painted wheels with quilts between them for a long period of time.- they will stick together and have to be painstakingly redone. During Christmas and New Year's holidays in 1967 the upholstery was completed -- a beautiful job it is. Herb has a good story about driving the car in sub-zero weather to Mr. Cross' house where the upholstery job was done. From here on time was devoted to the minute details that help make a prize-winner. The restoration was completed in about 2½ years.

The Fulmer's 1928 Ford, Business Coupe  
by Tom Holley  
Continued

In 1967 the newly restored model A left Huntsville on its way to Gatlinburg, Tennessee. Herb knows now that a 40 year old radiator should be boiled out before it is reliable. It boiled over several times during the trip, creating quite a bit of extra work to prepare for the judging. A companion on the trip said he got 20 to 30 miles to a flush. After all was said and done the A won 1st place in its class. During this trip into the Smokey Mountains, surely some record must have been set. Due to a gas shortage (out of gas) and the inability to drain any from a 28 Chevy Touring, Herb coasted the car from Clingmans Dome to within  $\frac{1}{2}$  mile of a service station in Gatlinburg - a total of 18 miles.

In 1968 a 2nd place trophy was won in Chattanooga, Tennessee. By this time the bugs were worked out because no problems were encountered during this trip.

During the interview for this writing, I was told "My car is never trailered." A bystander immediately challenged this. It seems the Ford got its first trailer ride last weekend.

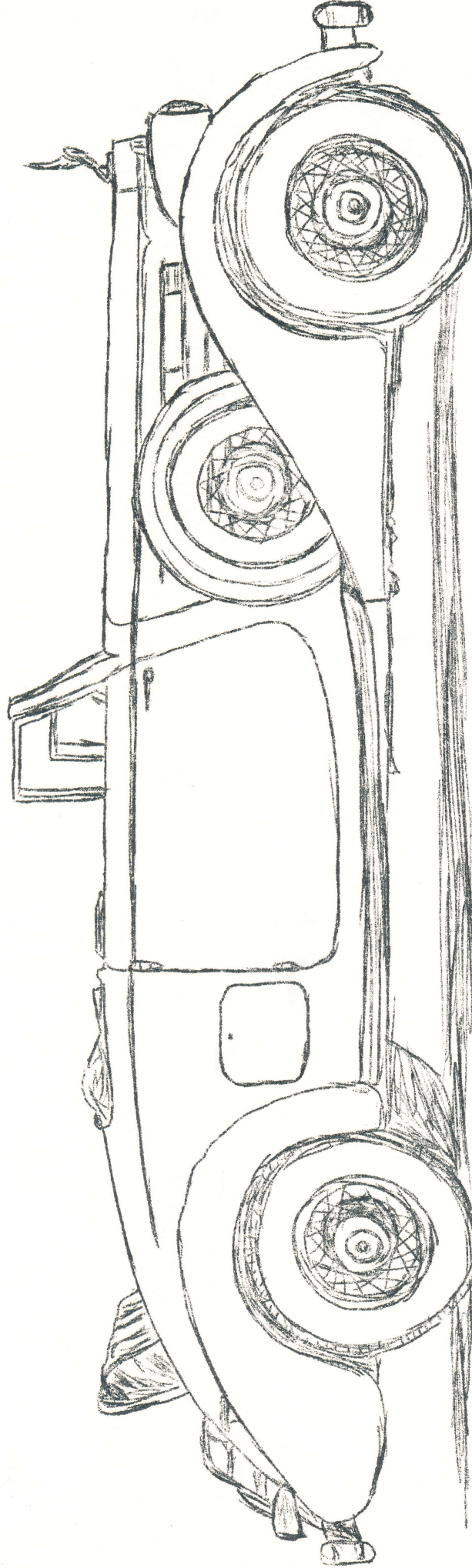
All joking aside, this is truly one of the top cars in our area - a car I would be proud to own. The color combinations are Black fenders Niagara Blue Dark - Basic body, Niagara Blue Light - Reveals, Body Molding - Dutchess Blue, and French Grey - Headliner and Interior trim.

Mr. Fulmer wishes to thank all the people that helped him accomplish this task he now knows was impossible. Without your help he said I couldn't have done it. Sincerely he thanks you.

Congratulations on a beautiful job.



Mr. Fulmer wishes to thank all the people that helped him accomplish this task he now knows was impossible. Without your help he said I couldn't have done it. Sincerely he thanks you.



# 1936 PACKARD TWELVE

1407-939 Coupe, Roadster 2-4

wheelbase 139"

weight 5495#

Price \$3850 f.o.b.

disp. 473 cu. in.

## NEW MEMBERS

### Huntsville Chapter

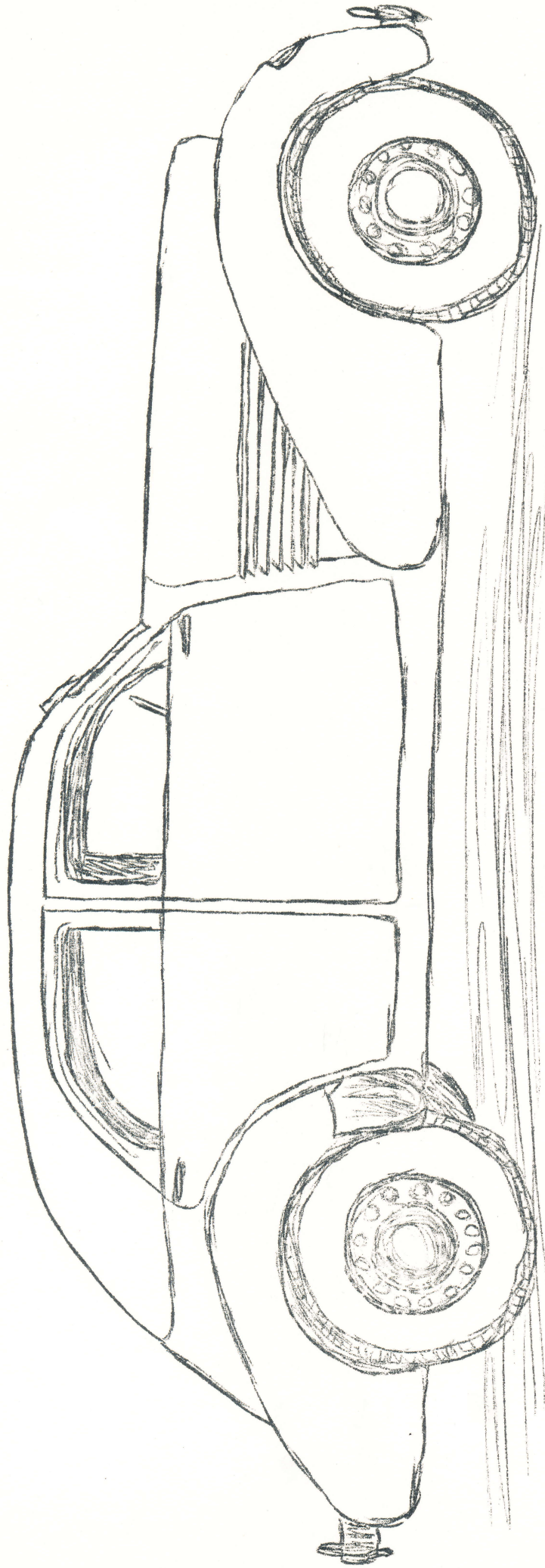
Sam Broadhead, 9800 Wallwood Road, SE 35803, 38 Packard Darrin  
James McNeill, 3125 Searcy Drive 35810, 29 Ford "A" Sedan  
Ed Wyle, 714 Adams Street, Scottsboro 35768, 28 Franklin 4 dr.  
Murphy McCormic, 2014 Suzanne Terrace 35810, 30 Ford "A" Sedan  
Anthony Vitolo, 407 S. Edgemont 35811, 29 Ford "A"  
Ralph Cochran, 7703 Carlton Drive 35802, 31 Ford "A" Coupe  
James Martin, 3229 Helena Drive 35810 29 Ford "A" 2 dr. Sedan,  
32 Ford "A" 2 dr. Sedan.  
Dwain Coble, 2030 Rosewood Drive 35810, 22 Duesenburg Speedster  
29 LaSalle 4 dr. Sedan

### Decatur Chapter

J. D. Adair, Route 1, Hillsboro, Alabama 35643  
P. R. Harding, 1707 Penney Lane 35601  
L. E. Brooks, 1469 11th Avenue 35601  
Hugh Russell, 1102 8th Avenue 35601

### Florence Chapter

Elmer Carter, 2301 Bower Drive, 35630  
Willie S. Hickman, 109 Hackett Court 35630  
Knox Loneshore, 1607 Edgement Drive, 35630  
Edgar Puller, Route 8, Box 229 35630  
Jackie Perry, 505 Windsor Drive 35630  
Carlton Davis, 2025 Covington Drive



1936 CORD 810

Westchester 5-seat 4-door sedan

wheelbase 125"

weight 3715#

price \$1995

disp. 289 cu. in.

## ANTIQUUE APPAREL

BY Harriet Coble

"The apparel oft proclaims the man" according to William Shakespeare and his words still hold true when applied to the antique car owner.

Why is it that after polishing the final piece of brass or chrome, the antique car owner puts on his best white shirt with button-down collar and drives off to the local car meet?

Where's his image? Tucked safely away in an old trunk in the attic? Or in a box his wife neglected to send to the Salvation Army?

Whether he drives a one-cylinder brass model or an action era vehicle, the result is the same. It shows that he didn't care enough to project the total image by dressing the part.

By dressing the part and encouraging his wife to do the same, the antique car owner can build his family's interest in "accessories"---not of the brass headlamp type---but something as important to the total image and certainly far more exciting to the female contingent than OHV or Straight 8.

With the possible exception of the horseless carriage duster and goggles, men can easily adapt their current wardrobe to the era of their vehicles by the mere addition of an appropriate hat, tie or shirt. We're not opposing the traditional straw hat and vest where applicable, but please---not in an opera coupe or late 30's convertible.

Men's styles "went into mourning" upon the death of Prince Albert and didn't really change drastically until the 1960's. Women's styles, on the other hand, have undergone considerable changes in design fabrics and accessories every ten years since the turn of the century.

Whether they knew it or not, fashions designers did a great service the past several years for the gal whose family owns a '20's vehicle or a contemporary car of the '30's or early '40's. She can now appear at a car meet and go directly to her favorite club luncheon; not only correctly dressed for both, but in the most fashionable manner.

So you see, we're not suggesting that car owners need to look as though they were dressing for a masquerade ball or costume party. Just a few details may do the trick.

To start this series on appropriate fashions, let's go back a bit in history. While men were dreaming and tinkering with the automotive image at the end of the 19th Century, the New Woman of that decade was beginning to assert her independence.

Although we hesitate to point out any direct connection between the two, it does happen that while men were planning such confounded machines as horseless carriages, women were so confused about the status of their new-found freedom that they dressed in highly discordant colors, with yellow predominating (often trimmed with green and pink).

After the turn of the century, the shape of women's clothes changed. The flared skirt was concave and bell-shaped, fitting closely over the hips with the help of tucks or pleats. Extremely full lace blouses and tight corsets gave the women an S-shaped curve. With less than 8,000 cars in America in 1900, and the cost of those higher than the average family income of the day, few women concerned themselves with the comforts of travel in the open auto.

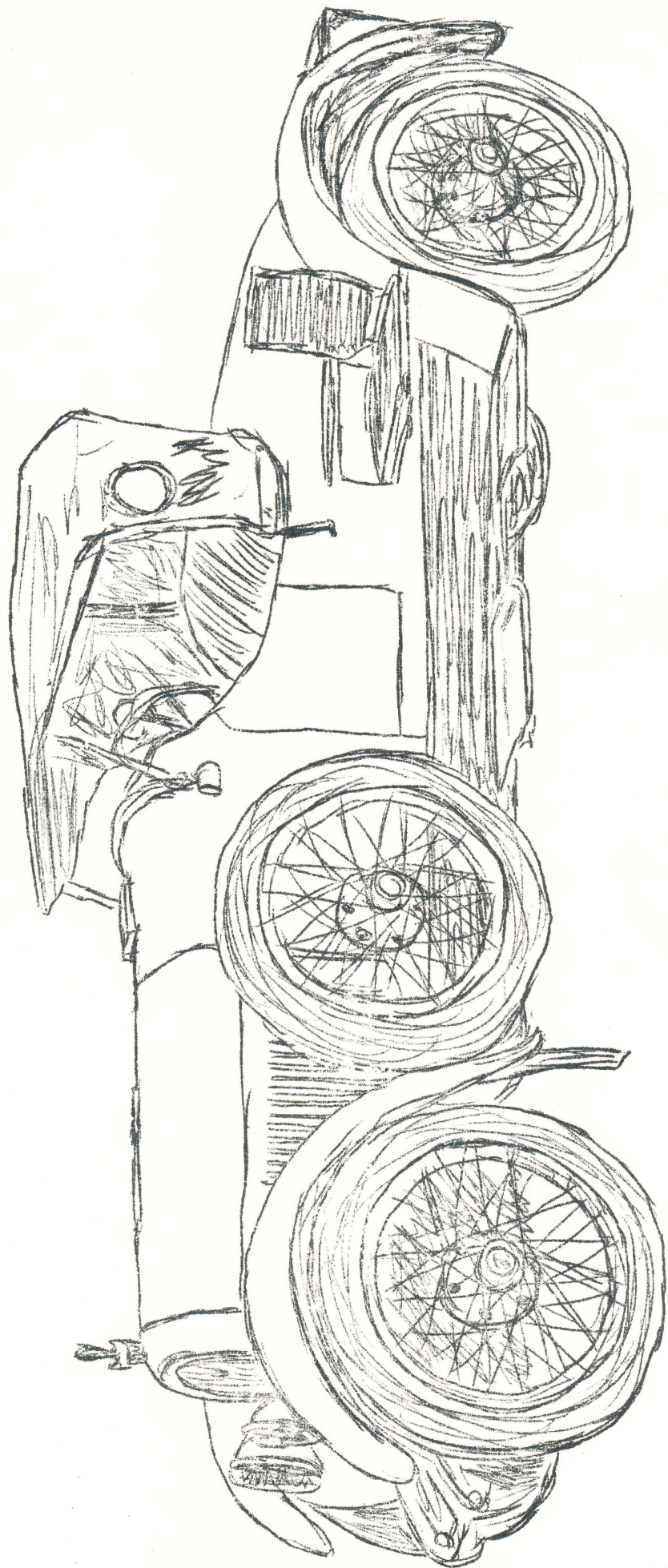
By 1910, however, nearly half a million cars were on the road (or in the mud) and the popularity of the open touring car brought a need for the proper vehicle attire for both men and women. The women's coat was full-length and topped with a hood or bonnet that fastened under the chin. Some hoods had "side windows" so that female driver could observing vehicles coming from other directions. Some venturesome women clung to their large-brimmed hats, which were reasonable for the 10 to 15 mph speeds of the day.

Automobile ads did not fail to appeal to women, frequently picturing the well-dressed lady of the day easily handling a small electric car.

All men's fashions of the first decade of the century featured a perpendicular stiff linen collar. Hats included the homburg for winter wear and the straw "boater" for summer. The trousers of suits were quite tight-fitting. Coats extended to mid-calf and were usually split up the back. (No doubt convenient for the car-owner whose leisure time was spent bending over the crank of his car.)

(A former magazine editor, Mrs. Coble is director of the Fashion Institute of Alverson-Draughon College in Huntsville.)





1920 KISSEL GOLD BUG

## STUDEBAKER FIRSTS

by

Mike Elling and James Gentry

... Over a Century of Achievement in Engineering. The oldest name in the automotive industry - was born in 1852, when the Studebaker Bros. opened their shop in South Bend, Ind., and built a wagon of oak, iron and hickory, with the name STUDEBAKER painted along its side.

Since that time, Studebaker vehicles have become a part of American Life - American History. Studebaker built Conestoga wagons took part in the great western migration. Studebaker vehicles have served this Country in war times from the War between the states to Korea. Studebaker trucks have served America's farms and industries.

In over a hundred years, Studebaker has grown and expanded, surviving panic and depression, always contributing through engineering excellence to the advancement of automotive transportation.

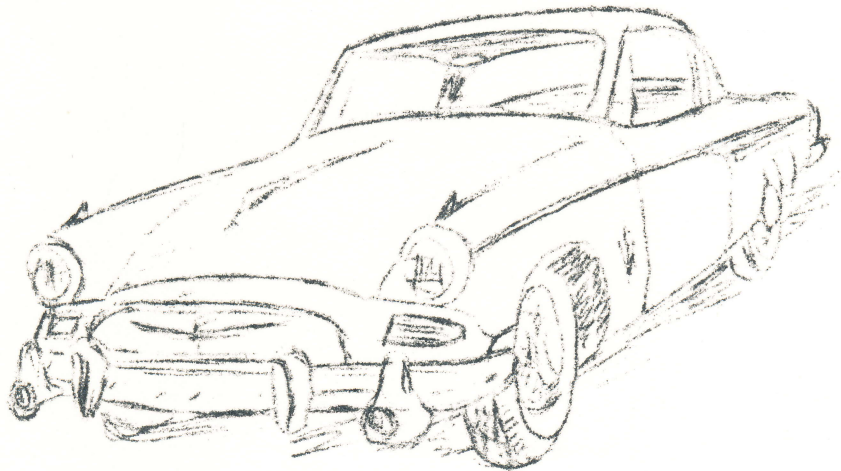
Some of Studebaker's contributions to the Automobile Industry are:

- 1913 - First to cast 6 cyl. engine in a block.
  - First to produce a car with crown fenders.
  - First to produce a six cyl. car selling for less than \$2,000.00.
- 1919 - First to produce a 7 passenger, 4 cyl., 40 HP touring car to sell for less than \$1,000.00.
  - First to make extensive use of pressed steel throughout.
- 1920 - First to cast the intake manifold in the detachable head.
  - First to use 20 degree inclined silent operating valves.
- 1921 - First to develop and patent molybdenum steel, and to produce a car in which it was used.
- 1925 - First to use hydrostatic gas gauge.
- 1926 - First to use safety glass as standard equipment.
- 1927 - First to use mechanical fuel pump.
- 1928 - First to use ball bearing spring shackles.
  - First to use full power muffler.
- 1929 - First to use rubber-covered steel core steering wheels.
- 1930 - First to use carburetor silencer.
  - First to use thin steel back main bearings adopted from airplane design.
  - First to use free wheeling
  - First to use automatic spark control.
  - First to use helical gears in transmission
  - First to use valve spring vibration dampers.

## Studebaker Firsts, Continued

- 1933 - First to use heat-dam pistons.
- 1934 - First to use celeron spoke type camshaft gear.
- 1935 - First to use planar wheel suspension.  
First to produce 6 passenger sedan.
- 1936 - First to use automatic hill holder.
- 1937 - First to use non-scratch piston rings.  
First to use Hancock rotary door latches  
First to use variable ratio steering gear.
- 1938 - First to use Climatizer - combination heater and ventilator,  
under the front seat.
- 1946 - First to introduce post-war automotive styling.  
First to use self-adjusting brakes.  
First to use black lighting on instrument panel.
- 1948 - First to use nylon upholstery.
- 1950 - First to use anti-creep with automatic transmission.
- 1953 - First to introduce modern American family sports car styling.
- 1954 - First to use Sapphire super-enamels, which need no waxing.
- 1956 - First to introduce limited slip differential (twin traction).
- 1959 - First complete line of compact cars.  
First compact convertible.
- 1961 - First American Compact Skytop Sunroof
- 1962 - First with dual brake cyl. system.
- 1963 - First with disc brakes and built in rollover bar.  
First to put sliding steel roof on a station wagon.

Of course there were many other firsts, but these are perhaps the ones which influenced the automotive industry the most.



# ANNUAL SWAP MEET

Decatur, Alabama

Saturday, May 10, 1969

SPONSORED BY TENNESSEE VALLEY CHAPTER A.A. A.A.C.A.  
NORTH ALABAMA REGION

LOCATION .....PEEK OLDS CAR LOT & GARAGE  
WILL USE GARAGE IF RAINNY

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

SWAP PARTS, CARS, OLD CLOTHES ETC: FAMILY AFFAIR

For additional information contact . . .

KEN KIRBY CHAIRMAN

TENN. VALLEY CHAPTER

505 4th STREET S. W.

DECATUR ALABAMA

JIM KIMSLEY

PO BOX 640

MOULTON, ALABAMA

DALE CRITES VICE-DIRECTOR

TENN. VALLEY CHAPTER

2315 CALUMET S. E.

DECATUR ALABAMA 35601

**\$2.50 FLEA MARKET COST**

## FOR SALE

1949 Cadillac Sedanette (2 dr. fast back coupe) Fleetwood Interior.  
1948 Cadillac Sedan, Fleetwood Interior, 4 dr., upholstery like new,  
53,000 miles, 2 owners, driven daily, flathead V8, \$395 for the pair or offers on  
each car, would consider trades on Pontiacs or Cadillacs 1930-1940, Eugene R.  
Garrett, 2808 Brett Road, NW Huntsville Alabama 35810 phone 205-859-2765.

1941 Mercury, 4 dr., Sedan, Rebuilt engine, brakes, and front end. \$550, Ernie  
Cross, 852-4051.

1958 Edsel \$265,

1926 Ford "T" Coupe, Call Ken Barry, 852-7375

1941 Ford Club coupe \$800, Clyde Bennett, 534-6165.

1934 Chrysler Airflow Coupe, Complete but not running, \$700.

1936 Chrysler Airflow Sedan, rough parts car, \$150

1932 Packard Standard 8, 901, 4 dr. Sedan, Complete, running, chassis  
restored by Pop Rice, disassembled, \$600.

1940 Hudson, low mileage, \$400

1948 Hudson, very good, \$400

\$1960 Edsel, 4 dr

1958 Edsel Conv.

Herman Lowery, Route 5, Harriman, Tennessee, Phone 882-9351.

1937 Cadillac Convertible Sedan, complete with 2 parts cars and extra engines,  
\$1500 owner Tom Mix, Old Winter Street, RFD, Lincoln, Mass 01773, Contact  
Gene George for photos.

1937 Ford Phaeton, running, good restorable, complete car, \$750.

1958 Porsche speedster with parts car, \$850

1948 MG "TC" very good with some parts \$1000.

1949 Alfa Romeo with custom coach works, chev. engine \$750

1947 Indian Motorcycle, Chief, \$100

George Monnig, Tanglewood Acres, Route 3, Scottsboro.

1917 Ford "T" Low Mileage, \$2000 or trade, Arless Jackson, 1617 E. Clinton Ave.,  
Huntsville, Alabama, Phone 534-5185.

1947 Plymouth 4dr Sedan, in storage, J. D. Bright, 211 Lucky Drive, Nashville,  
Tennessee 37211, Phone 883-3932.

## CAR TRAILERS FOR SALE

Custom built, altered, closed or open, Eddie Gannaway, Route 5, Box 225,  
Huntsville, 35811, Phone 852-7784

Large Trailer, 2 axils, elect. brakes, 2 spares, sprung and with shocks, Jack  
Hardin, Phone 453-5729.

## FOR SALE, Continued

### WANTED -

1928-48 Ford Parts Catalog, Ernie Cross either loaned it to someone and forgot who, or it's buried in his garage.

1920 Alabama License Plate, Ford "T" parts for sale or trade, Jack Stuart, Phone 881-5706.

### PARTS FOR SALE

All Model "A" Ford Parts

Timing gears .005 \$2.00 each

Front motor support kit, \$1.50

Champion 3X spark plugs, \$5.50 set

30-31 2 bulb headlights, \$25 pair

Crank, flywheel, pressure plate, turned and balanced, \$60

Four blade fans \$5.00

Autolight heater \$18.00

Clutch plate \$7.50

Cylinder head \$7.50

Used pressure plate and clutch disc \$12.00

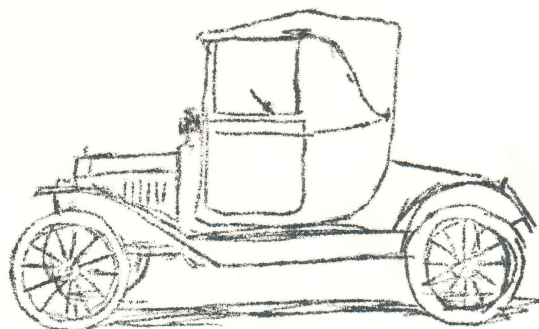
Rebuilt transmission - \$22

Valve Springs 25 cents

Relined brake shoes \$8.00 exchange

Inner tubes \$2.00 each

Phil Gambrell, Phone 852-4424



NORTH ALABAMA REGION  
ANTIQUE AUTOMOBILE CLUB OF AMERICA

MEETING NOTICE

Date: March 28, 1969

Time: 6:30 PM

Place: Catfish Haven - One Mile South of Tennessee River Bridge,  
Highway 231 South.

DINNER MEETING

This month our meeting will include the Ladies, so, bring your wife or Girl Friend (but not both). The meals range in Price from \$1.00 to \$2.00 - order from the menu. Expect a 15% Gratuity Charge to be added to your bill. We plan to have a folk singer for entertainment - so come out and enjoy yourself.

CATFISH HAVEN  
FRIDAY, MARCH 28  
6:30 PM

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Auto Antiquarian News  
P. C. Box 810  
Huntsville, Alabama 35804

DENNIS MCCANN  
2621 ROCKWELL RD. NW  
HUNTSVILLE, ALA

35810