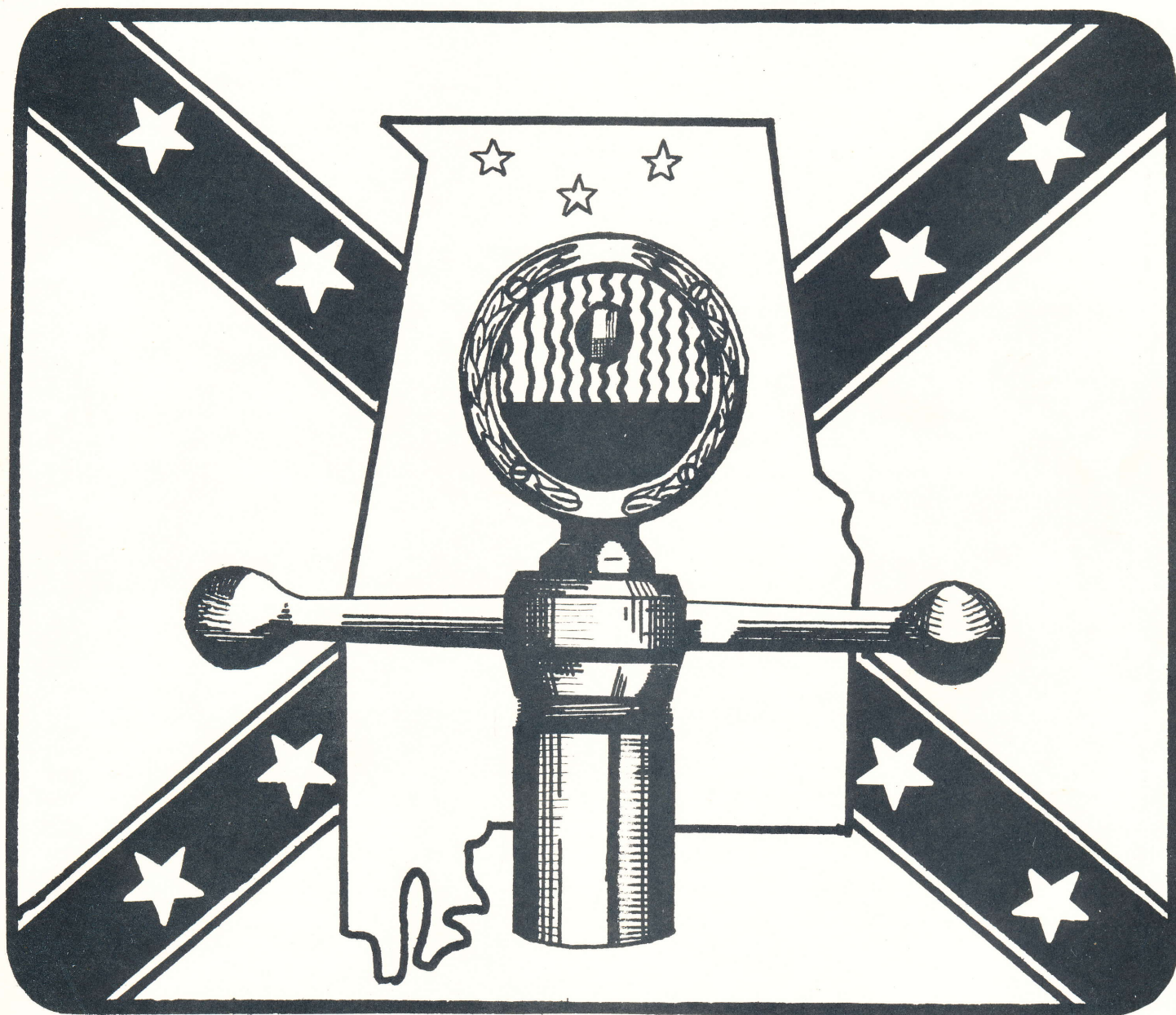


Nov Dec 69

AUTO ANTIQUARIAN NEWS



From the heart of Dixie
**NORTH ALABAMA REGION
A.A.C.A.**

A U T O A N T I Q U A R I A N N E W S

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

Officers

Regional Director.....Ernest Cross
Assistant Director....Phil Gambrell
Secretary.....Clark Moore
Treasurer.....Don Pryor
(2620 Guenevere Ave.,
Huntsville, Alabama)

Board of Directors

Bill Ashby
Bill Fuhr
Bill Hayle
Bill Johnson
Dennis McCann
Jack Stuart

Tennessee Valley Chapter Officers

Chapter Chairman.....Bill Fuhr
Vice Chairman.....Dale Crites
Secretary.....Gene Mize
Treasurer.....Calvin Rodgers

Tir-Cities Chapter Officers

Chapter Chairman.....Bill Johnson
Vice Chairman.....Floyd Parker
Secretary/Treasurer.....Charles Mullins

Publication Staff

Editor.....Ernest Cross
Photographer.....Gene George

Editorial Address

2222 Harris Road, N.W.
Huntsville, Alabama 35810
Phone: 852-4051

Club Secretary Address

Route 3, Box 337
Huntsville, Alabama 35805
Phone: 837-2097

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.
Please do not be offended if any
information is in delete or in
error.

NEWS SECTION

A 3M television special, "The Golden Age of the Automobile" will be presented in color on Tuesday, January 13, 7:30-8:30 P. M. EST on ABC-TV. The special traces the invention and development of the automobile through the "golden years" when motoring was an adventure.

New 1970 officers for the North Alabama region are:

Regional Director...Phil Gambrell
Vice Director.....Ed Gannaway
Secretary.....Dick Blazich
Treasurer.....Bernie Gier

Board members*.....Dan Shady
Gene George
Don Pryor
Gene Mize
Ernest Cross

*Will include 1970 Chapter Chairman for Tri-Cities chapter

New members: Ron Chesser, 1930 and 1931 Ford, Howard "Doc" Betty, 1931 Ford.

David and Freda Johnson are the proud parents of a new boy, Gregory, born November 21, Congratulations!

Thanks to Gene George, Clark Moore, and all the observers for the professional plaster repair job. (see pictures)

Leonard Brown has invited everyone who can attend to come to Cowan and participate in their Christmas Parade, Saturday, December 6 at 1:00 P. M. They have a larger parade than Huntsville.

Thanks to Betty Case, Beverly Ashby, Helen Zogg, Barbara Becraft, Marilyn McCann, Pat Peoples and Joyce Cross for providing dresses and/or helping dress the manequins for the Heart of Huntsville Mall Show. The authentic fashions accented the cars superbly.

Don't forget: 1970 dues are due. Mail check today to the club treasurer.

Would you believe 73 miles per hr. in a Model A? I wouldn't.

Thanks to the Studebaker Drivers club for participating in the Heart of Huntsville Mall Show.

DECATUR CHAPTER NEWS

by Gene Mize

Action taken at November 13 meeting, presided over by Ken Kirby due to absence of President Bill Fuhr:

Tentative date for Swap meet May 2 or 9, 1970

Two locations discussed - Delano Park and Bowline Drive-In, with food and drinks.

Ken Kirby agreed to act as Chairman again this year assisted by Calvin Rodgers and Bob McClendon as co-chairmen

This was also election night. The following were elected to serve during 1970

Director.....Gene Mize

Co-Director....Calvin Rodgers

Secretary.....Bob McClendon

Treasurer.....Ralph Burnett

Our Christmas party will be held on our regular meeting night, December 11 at Cooks Pest Control office on Wolvering Drive S. L. Ken Kirby, Chairman for party with Bob McClendon as co-chairman. This will be a covered dish affair same as last year with turkey and trimmings paid for by the Club. Y'all come.

The members present voted to participate in the Christmas Parade. Calvin Rodgers to contact the Jaycees. Notices will be mailed later if they have a place reserved for us. Sonny Brown will make up signs for the cars.

New members..We had two new members to join the club.

Ainslie Wyle...looking for a car Yep!! Packard

Ran Pickell...1930 2 door model A bought new by his grandmother. Car has 50,000 odd miles on it. How would you like to be the owner of this little jewel?

We also have another new addition to our club. Mr. and Mrs.

Ken Kirby are the proud owners of a 1932 Auburn, 4 door sedan.

Sick list (at time of this writing)

Mrs. Ralph Burnett, just out of hospital.

Mrs. Gene Mize, patient at University Hospital in Birmingham.

TRI CITIES CHAPTER ENDURANCE RUN

by Bill Johnson

On Sunday, November 9, 1969, the Tri-Cities Chapter held a Endurance Run to Natchez Trace which covered almost fifty miles.

The weather was beautiful as the temperature reached into the 70's and no clouds were in the sky. Ten cars gathered at 2:00 P. M. and were led downriver on Waterloo Road by Carlton Davis' 1917 Ford Touring car. Maintaining a speed of 30-35 m.p.h. we reached the Natchez Trace Parkway within half an hour. Turning north on the Trace we enjoyed the autumn colors as well as the absence of billboards, utility lines, trucks, and houses. The Trace is a reconstruction of a wilderness trail which is maintained in its natural state. About 3:00 P. M. we arrived at the Tennessee state line where a rest area barely provided enough parking space for our cars and those of curious onlookers.

After enjoying cokes and doughnuts we loaded up to begin the trip home. Turning off the Trace we drove through Cloverdale, Alabama, a sleepy little town northwest of Florence. By 5:00 P. M. we were all back in Florence having had no major trouble with any of the ten cars. One Model T had oil in the timer causing it to miss, but this was quickly corrected at the rest stop.

The families attending were as follows:

Charlton Davis	..1917	Ford Touring
Elmer Carter	.....1924	Ford Touring
Charles Tash	.....1928	Ford Coupe
Bill Johnson	.....1928	Chevrolet Touring
Charles Mullins	..1929	Ford Pickup
H. D. Peters	.....1930	Ford Roadster
Willie Hickman	...1933	Chevrolet Coupe
E. Nelms	.....1934	Ford Coupe
Mert Fowlkes	.....1939	LaSalle Sedan
Mike Smith	.....1941	Cadillac Sedan



ALL ABOUT HISTORY, AUTOMOBILES, STEAM POWER, THE NATURE OF PEOPLE AND A WHOLE LOT OF NOTHING

Jerry Peoples

The entrance to the modern stage of steam was depicted not long ago in a lecture given by a steam automotive sales engineer. This lecture is reprinted here for the purpose of placing steam components and systems in their proper prospective in relation to conventional designs. The wisdom portrayed by this lecture should temper any final judgement.

Mumble, Jumble-Jumble, Mumble characterizes all automotive advertisements. However, Detroit does obtain results. A critical evaluation will show that the typical advertisement says very little about the product. Advertisements include cars setting on mountain tops or cruising rough lonely deserts! Therefore, sales principles can be generalized into two statements:

1. The public does not know what it really wants. Detroit dictates and the public demands.
2. The value of advertising is to appease those who already have purchased the particular make advertised.

Based on these two concepts alone, the modern steam automobile has many possibilities. However, this alone will not guarantee the success of steam automotive systems. There still has to be a philosophy with deep roots and based on concrete evidence as why the public purchases a particular make. In the opinion of many, this underlining philosophy can be stated as: "Performance and reliability are taken for granted, cost and style are not." This concept has to be accepted within the definitions and limitations to be stated. Actually the reasons for buying are subconscious. Even though the buyer may not be fully aware of the reasons for his purchases, the underlining philosophy guides his judgement even in a subconscious sense. If any automobile owner is asked why he purchased the make he did, he would probably mention nothing about cost or style. As a matter of fact he may

more likely mention those things relating to performance and reliability, such as comfort, roadability and drive ability. This is not a contradiction to the basic philosophy. It is a matter of understanding human nature. Man tends to defend his decision in the light of those arguments which compliment him. To say openly that a car has been purchased on the basis of cost is not very complimentary to himself. Style could be mentioned but it is more controversial than description, like roadability. Words like roadability are more of a feeling than a well defined definition. An individual attempting to justify or defend his decision will more likely avoid a controversial issue.

Interpreting the basic philosophy involves many facets resulting from a variety of conditions. When a prospective buyer is looking for an automobile, the basic philosophy says the performance and reliability takes a secondary place. Now this applies during the initial purchase of a given make. Without even driving the car the buyer has preconceived ideas as to what it should do on the road. If the automobile does not meet his expectation, from a reliability and performance viewpoint, then these factors will become a major criteria if he ever considers purchases of that same make in future years. This may well be called: "The principle of pre-determination of recall". That is to say, whenever one recalls a bad experience, his next decision is pre-determined or at least partially determined. It must also be remembered that what one person considers satisfactory another may consider unsatisfactory. These concepts of performance and reliability do not mean that a manufacturer can decrease these characteristics of his car and still expect to sell automobiles on the basis of price or style. The fate of the Studebaker proved this. These concepts are meant to imply that the performance and reliability of this years model must be at least as good as last years. It is not meant to imply that a buyer will sacrifice reliability and performance for cost or style. The public has been reconciled to the fact that automobiles have great potential for getting you there and back. This idea is justified since no one hesitates to drive a thousand miles to visit a friend. People also do this and expect no more trouble

than a flat tire. But the 1905 era was never blessed with this confidence. Thus, performance and reliability must always prove out, but this is not a criteria in selecting an automobile. This means the designers cannot relax, but always search for that extra something to maintain performance and with less cost.

Now you must also realize that the basic philosophy is relative. This has to be or everyone would be riding bicycles. Some consider the highest Cadillac as being low cost, others consider the cheapest Ford as being expensive. As a result both Fords and Cadillacs are sold. The same applies to style. However, to sell the most cars the manufacturers must select a cost and style which meet the likes of the majority. Some people have argued the philosophy of pay a little more and get the best. If they do this, it is only because they wanted the more expensive automobile in the first place. Price was important for prestige reasons and/or the price was well within their pocket-book anyway. It may well be said that the performance and capability of a Cadillac is greater than that of a Ford, however, this is an acceptable difference. People do not expect as much out of the lower price cars as they do the higher priced ones. This illustrates the relative nature of performance and reliability. People expect in proportion to their preconceived ideas. Now, this does not mean that an individual will select an automobile known to have lasting defects even if the price is low. In this case, the buyer has been affected by the principles of pre-determination. His recall may be based on his own experience or the experience of his neighbors.

If there is any reason why people consciously or subconsciously purchase a given make, it is to reflect their income level. Again this is human nature. Performance and reliability are very controversial subjects whenever a particular make is involved. Cost and style are more exact and easier to evaluate and to get people to agree on. Sometimes a manufacturer will wonder why a particular make and model will outsell another make and model in the same price range. The reason for this is style. If cost is the same, the choice will be based on the considered opinion of style. Again this may well be sub-conscious.

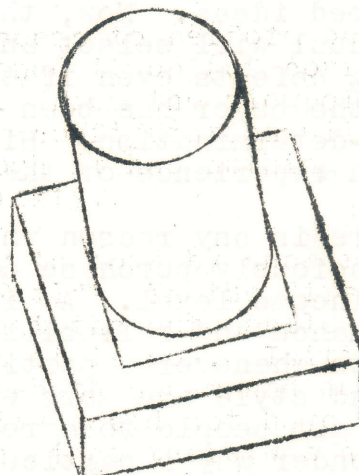
It works like this, your car seems to perform better just after you washed and cleaned it up (of course, this is a false interfeeling). From the viewpoint of style, a long low sweepback configuration will make the car seem better, even though it has nothing to do with performance or reliability.

Now, let's put this philosophy to work by answering the question, "Why Did Steam Fail"? In the first place it must be remembered that the automobile situation was much different than it is now. Initially (1900) all cars were expensive-both steam and gas. In the second place, reliability could not have been much of a basis for a decision since there was no basis for comparison.

People had no idea whether the car would last one year or twenty years. Consequently some people purchased two each. In the third place, the steam car was a mess. All were non-condensing systems which meant frequent water fillings. If anyone has read the procedure for filling a 1900-1905 steam car with water and gas they know of the laborous task it must have been. Steam car enthusiasts point out the ease of operating and maintaining a steam car. In these cases they are always talking about the 1920-1925 era. Originally around 1900 or so normal care of a steam car was nothing to brag about. These factors set the stage for non-implementation of the "principle of pre-determination of recall". The downfall occurred in two phases, the first phase completed about 1905, the second began in the 1920's and was complete within a few years.

PHASE I (1900-1905)

The gas engine has instant start with no complicated procedures for gas filling. The



This picture reveals the modern state of Steam Automotive Systems. Removal of this image is the goal of steam enthusiasts.

steam car required 30 minutes and frequent water fillings since they employed non-condensing systems.

It may be argued that the broken arms from cranking gas cars and the inferior power output was not worth the extra time to keep the steam car running. Nevertheless this major difference initially resulted in most people preferring gas cars. After a newly purchased gas car became a year or so old the points began to wear, hard starts were common, and reliability and performance proved inadequate. At this point "the principle of pre-determination of recall" put the buyer against gas cars. But in the mean time partially all steam car companies had failed as a result of gas car purchases. It wasn't possible to purchase a new steam car. Of course, the Stanley was still around but its Market was limited. Since the public was fundamentally dissatisfied with gas, steam had its chance, but they had already been forced out, thus, the principle of pre-determination of recall could not be inacted. Thus, non-implementation of the principle of recall describes the situation which the steam car was in. This constituted the mass technology development of the gas engine. A review of the records will show that 90% of the steam car companies were bankrupt by 1905. Many were bankrupted by 1903. This means that the majority of those who purchased gas cars around 1900 were not ready to purchase another for at least 3 to 5 years. Considering that in 1900 cars were driven very little and not at all in the winter, this time interval is reasonable for the gas car to prove its imperfections. Also, the high initial cost helped prevent procurement of a second car within a year or so. By the time the public realized that the problem of maintaining a steam car was worth it, as compared to the gas car they (the public) had already put the steamer out of business.

PHASE II (1920-1925)

By the time steam automobiles got wound up again after its first defeat the 1920's were at hand. However, in the meantime, the development of the gas car succeeded to the point that cost, performance and reliability reached an acceptable level. During this period gas cars could be purchased for \$400.00. When steam

appeared, the cost per unit was typically \$1000 to \$1500. Some were as high as \$4000 to \$6000. Now in this day when the typical man worked 10 hours for \$3-\$5, cost became the ax that slew the steam car for the second time around. There weren't enough rich men around to support these expensive automobiles. It is worth noting that other giants fell as the result of the cost also. Machines such as Pierce-Arrow, Dusenbury, Auburn, etc; were the ultimate in performance and reliability. Cost was the only difference between life and death. They failed because there weren't enough people to support these expensive automobiles. The steam car had two chances, both failed for different reasons. The first situation was a matter of circumstances, the second was cost. Thus, the events of 60 years past, reinforces the basic philosophy. This philosophy teaches a great deal about how the return of the steam car should be managed. First and most important is to prevent the "principle of pre-determination of recall" from being acted out. This requires a good basic design, but this is not what will sell the car. The cost factor must be considered very carefully. Sales must be based on cost and style with less emphasis on the performance capability. As already stated, people will not buy a car based on power, speed acceleration and reliability. But these must prove out in a test trial. Of course, several models and combinations must be offered to span a wide cost and style range in order to facilitate the variance of the pocketbook and concepts of beauty.

The symbol for this talk has been a round peg in a square hole. The round peg represents the steam car, the public as the square hole. As the drawing shows there is room for the peg to fit, but it's very uncomfortable. The fit can be made snug by filling around the peg. This filling is represented by you, the steam car showroom salesman.

Authors Note: After the presentation of this lecture the author noted that the speaker drove away in his newly purchased 400 horsepower gas turbine automobile.

Some years ago the Packard automobile company advertised through a simple statement: "Ask the man who owns one." This type advertising is indictative of many satisfied buyers. Promoters of modern steam systems must strive for the same image.

LEONARD BROWN ON AUTOMOTIVE PAINT REFINISHING

by Don Pryor

Our club is fortunate to include a number of specialists among its membership who are either experienced in a particular automotive field or well versed from study of various automobile classifications or restoration techniques. We have had a number of very interesting talks delivered at our monthly meetings by these various specialists and we look forward to more in the future.

Some months back Leonard Brown presented us a fine talk on the art of automotive painting. Bruce Dalrymple and myself tried to take notes and partially document the wealth of experience Leonard has gained during several years of automotive painting which has contributed to the generation of a number of award winning cars. The following is primarily based on Leonard's talk, with some reorganization of the subject material, and a few personal observations of my own thrown in:

A quality paint job is a combination of (1) experience, (2) systematic practices, and (3) luck! While I can't prescribe any sure way to guarantee the third ingredient, Leonard did present a few pointers toward a successful painting system whereby you can proceed toward getting that all important experience without ruining too many jobs in the process. With the proper painting procedure, which has been influenced by experience, the luck aspect can be minimized to the point that it plays only a minor role. Luck never is completely eliminated, as is witnessed by the occasional gnat which wanders past your security measures and proceeds to take a paint bath in the middle of that last coat on the hood.

Proper painting practices include a number of considerations but of major importance are the (1) preparation of the base surface, (2) the type equipment used and painting environment, and (3) the paint materials themselves.

Before we discuss these specific categories some comments can be made which apply in general to nearly all of the major painting considerations. A quality and lasting finish is largely dependent on the degree of cleanliness that is observed during the various processes. Thorough cleaning of the basic surface prior to application of primer or body filler/lead is important to the endurance of the paint job. Continued emphasis on cleanliness between paint coats works toward a blemish free finish. Specific contamination problems will be mentioned later but for now keep the cleanliness factor uppermost in your mind when preparing your equipment

shop, paint materials, and most important the base surface. Another general rule to emphasize is close observance of the paint product usage instructions; or in other words, read the label! This applies equally to spray equipment setting and regulation instructions, when available.

With these general comments dispensed, lets get on into the specifics. As regards base surface preparation, complete removal of all old finish is highly recommended for superior refinishing. This is not always necessary depending on the desired end item. For a weather seal paint job of only medium expectations, it is only necessary to remove those patches of finish which are already loose and flaking, or the old finish which covers rusting or damaged sheet metal requiring repairs. Painting over old finishes is usually risky unless you are extremely confident that the new paint is compatible with the old. Paint compatibility will be discussed in more detail later. In removing old finishes two methods are discussed. The first is sand-blasting which is the easiest and quickest technique but is more expensive and less available to the average restorer. Sand blasted sheet metal has a roughened surface which is the ultimate for cleanliness and paint adhesion since a small portion of the metal has actually been removed by the process. For extensively rusted surfaces, sand blasting is highly recommended. It also reaches into areas which would be inaccessible by other paint stripping or rust removal methods. Don't forget to paint back in those hidden nooks and crannies where the sand blast has been directed. Sand blasting has its drawbacks, the least of which is not the sand which collects in the above mentioned nooks and crannies to repeatably plague you during later paint applications by blowing out of no where on to a freshly painted panel. Try to remove the loose sand as best you can by adapting vacuum cleaner suction tubes to where as many of the sand pockets as possible can be reached.

Additional sand blasting cautions include a surface peening effect which hardens sheet metal sometimes making it difficult to work. It is recommended that the body work, short of applying filler materials, be accomplished prior to sand blasting. I have experienced warpage during sand blasting as a result of not being able to completely blast a sheet metal surface which was partially protected by unremovable structural members. Here the sand blast peening effect was uneven between the protected and unprotected areas and caused the surface to warp out of shape as a result of the uneven surface stress. The force of high pressure (200 psi) sand blasting equipment is considerable--as I can attest after

nearly ruining a \$100 pair of Model A Coupe rear fenders-- and much care should be taken not to direct the blast on thin sheet metal (or your hands I might add) from too close a distance as the surface will warp out of shape from the heat and force generated by the sand blast. Sand blasting over leaded sections should be extremely brief as the lead will eat away much more rapidly than the steel sheet metal.

The second method of paint removal covered here is the chemical paint stripper. This technique is slow and tedious but is ideal for the relatively rust free car and the restorer with limited means and little access to a sand blaster. Two and three applications of even the best chemical paint strippers are sometimes necessary to completely denude some of the old, well adhered, finishes. Even with two applications, much elbow grease, putty knives, steel wool, and wire brushes are required. Most of the strippers are harmful to your skin as well as to successive paint, so much care should be taken to keep it off you, and to thoroughly clean the stripped metal with soap and water, or recommended cleaning solvent, to remove all stripper residue.

After either method of paint removal (but especially after the chemical stripper is used) it is recommended that an etch solution be applied to thoroughly degrease the surface and, in the case of the chemically stripped surface, slightly etch the metal for better paint adherence. Sand blasted surfaces don't require this acid etch treatment in my estimation but some paint manufacturers recommend it. With a thorough flush of the acid etch, preferably with warm water as directed on the label, the bare surface is ready for repair and/or paints.

Sheet metal repairs will not be discussed in great detail as Leonard spent little time on this subject due to the limited time available. Generally, the plastic and epoxy body fillers that are on the market today offer equally satisfying results as the old tried and true leading technique. They are certainly easier for the novice to apply and do not require the heating equipment that leading does. The epoxy resin fillers are generally more expensive than the plastic fillers. Prior to applying lead filler to a surface, the metal should be completely tinned. Leonard recommends a 30/70 tin/lead alloy for general body filling.

After fillers have been applied and properly smoothed, the surface is ready for selection of paint type and the first prime coats. Leonard is of the opinion that lacquers are easier to work with and provide a higher gloss. Regardless, of your choice, the selection of the type paint (either lacquer or enamel in a standard or acrylic base) should be

made prior to any paint application in order that the proper primer and thinner can be selected. There are too many thinners on the market to discuss in detail here. The recommended thinner varies with painting temperature, type paint, metal cleanliness, and numerous other variables and consulting the color paint label is your best bet. The standard base enamels and lacquers will normally accept a common primer, but the thinners for enamels and lacquers are different. The acrylic base enamels and lacquers require separate thinners and have the proper primers recommended on their labels.

Be sure and follow the label directions on acrylic primer curing time as I have had problems with acrylic enamel color paint flaking off of primer which had cured too long.

Standard base primer is available in at least three grades (course, medium, and fine) which indicates the size filler substance suspended in the primer. Initial coats over sand blasted or rust pitted metals can be made with the more course grade primer in order to fill the surface irregularities quicker.

All that can be said in regard to equipment and painting environment is to do the best you can with what is available. Of course if you are purchasing new equipment, the old rule of "getting what you pay for" usually applies. In general, the compressed air fed to the paint gun should at least be filtered. While more extensive water and oil traps are desirable, they are not required. A large accumulator tank on the compressor minimizes the water in your air supply but such tanks need to be occasionally bled of the water which builds up with usage of the unit.

The paint gun should be kept clean but will require very light lubrication at its mechanical moving joints to reduce wear and ease the finger pull required. Of course, a thorough gun cleaning with fresh thinner is necessary after painting.

The painting area should be policed of dust catching or producing items and wetting down the floor of a paint area helps control dust. The ultimate is a separate, walled in booth with exhaust fans and inlet filters but this is beyond average capabilities.

Temperature is a definite factor effecting paint results. Normally, cold temperatures (less than 60°F) are the problem creating longer drying times and effecting paint flow, but, the higher temperatures must also be taken into account when thinning the paint and setting feed pressures. In cold paint-

ing environments, the paint can be heated, (special heater pots are available) and the metal surface may also be warmed with lamps.

Having covered everything up to the actual paint application process, we can now mix primer and begin. If the old finish has not been completely removed, a good sealer coat is recommended. After this it is advisable to apply a test panel of the new primer over the old finish with as long a cure time as practical before beginning the full job to determine whether the new paint is going to have compatability problems with the under finish. Generally, enamels will cover lacquers, but not the reverse. Here again, consulting the manufacturers recommendations on the label is important. The best bet is complete removal of the old finish.

As concerns pressure regulation, the paint gun has its recommended feed pressure settings and some paint labels provide additional recommendations but experience is the best teacher. Too high a pressure tends to overdry the paint during application while too low a feed pressure gives poor paint atomization. The first prime coat should be somewhat thin to allow it to flow easily into cracks and crevices. Several primer coats are then applied back to back, no drying time between. Leonard believes in more paint applied in less coats. This recommendation goes for the color paint also. He feels the less interfaces between layers of paint, the deeper the color gloss. Of course, heavy paint applications are tricky and runs and sags must be guarded against. After allowing the initial primer coats to dry, the surface can be sanded and subsequent primer coats applied. A 220 grit sanding paper is initially used then 320 up through the final prime coats. Enough prime coats are applied to completely cover surface imperfections. Primer putty comes in tube form and can be used on the worst surface pits during the build-up procedure. Let the completed prime job stand for as long as is practical before beginning color coats.

After priming is complete, the surface is sealed, prior to color paint, with the paint manufacturers recommended sealer. For enamel, a color mist coat is applied and then two full coats, back to back. Leonard specializes in lacquer and the majority of his comments were on lacquer. The first two lacquer coats are usually applied back to back with an overnight drying period afterwards. The surface is then sanded with 400 grit paper prior to three or four more coats with no intermediate drying. After another overnight cure, the surface is again sanded with 400 and two or three final coats applied. The very last coat can contain retarder to

slow the drying time and eliminate as much orange peel as possible. From here on its lots of elbow grease as Leonard recommends hand rubbing over powered buffing for final polishing. He recommends the lightest grade rubbing compound and light sanding with 600 grit over those areas which have excessive orange peel or surface blemishes which can be sanded out. The sanding is done first and followed by the rubbing compound treatment.

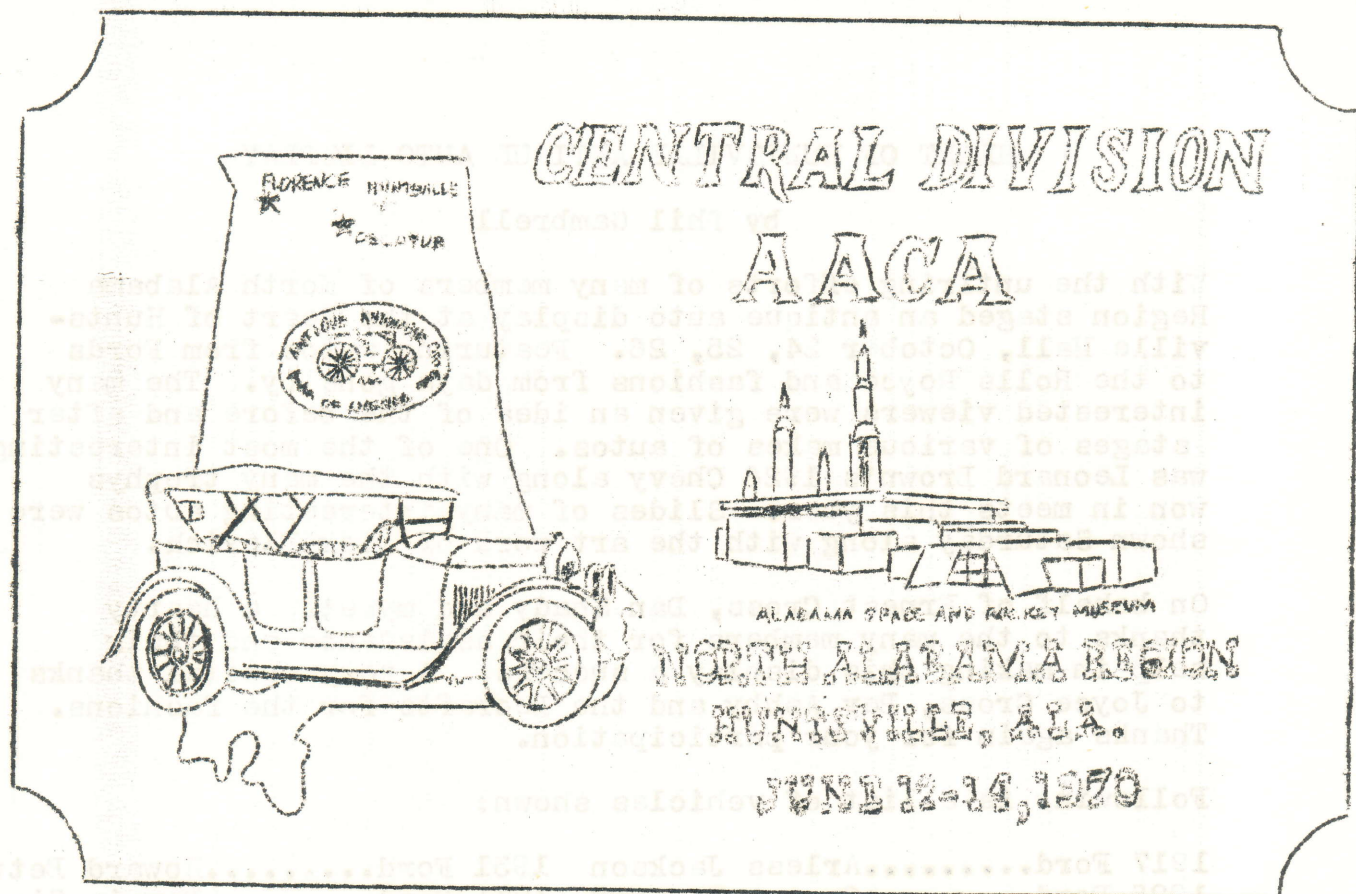
A few other tips he mentioned, were the use of commercially available adatives to color paint to eliminate the occurrence of fish eyes in a finish. Also, when taping a newly painted surface during a two tone job, it is a good idea to take a little of the stick out of the tape by wiping it across your pant leg to prevent lifting any paint when removing the tape. Leonard lets the paint dry before removing tape.

In conclusion, automotive painting is really an art but it can be mastered without extreme difficulty. Experience is the key but with the proper practices, such as Leonard outlined, satisfactory results can be achieved by the amateur.

M E R R Y C H R I S T M A S

A N D A

H A P P Y N E W Y E A R



1970 AACA NATIONAL SPRING MEET PLAQUE

The above plaque was designed by Dick Blazich

Below is a list of committee chairmen for our 1970 Spring Meet. These members have volunteered to head up the various committees necessary to assure a successful meet. They are going to need a lot of help. If you see an area or someone you would like to work with, call the committee chairman today. He needs your assistance.

Meet Chairman.....	Jack Stuart
Registration.....	Phil Gambrell
Deputy Chief Judge.....	Don Pryor
Chief Marshall.....	Dan Shady
Banquet.....	Robert and Betty Thurstone
Flea Market.....	Eddie Gannaway
Jewelry.....	Bill Johnson
Advertising and Program.....	Bill Ashby
Photographer.....	Gene George
Art Director.....	Dick Blazich

HEART OF HUNTSVILLE ANTIQUE AUTO DISPLAY

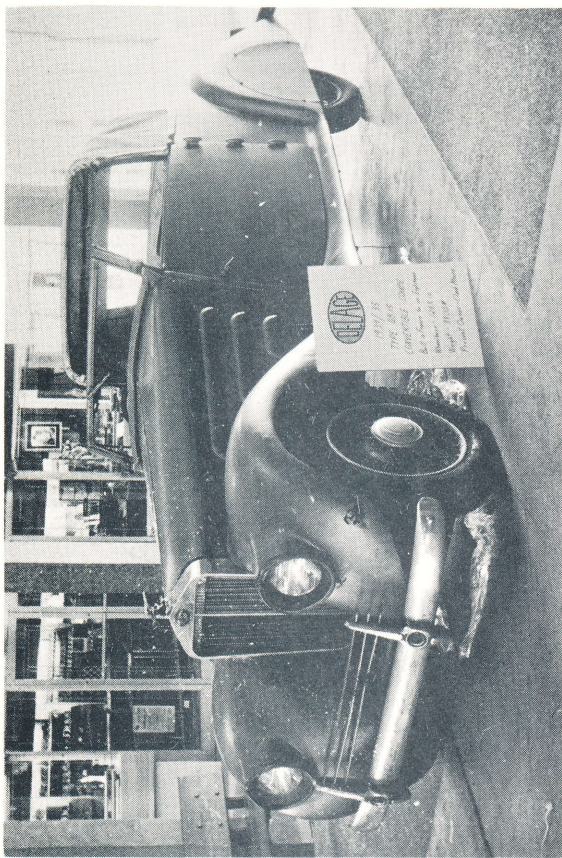
by Phil Gambrell

With the untiring efforts of many members of North Alabama Region staged an antique auto display at the Heart of Huntsville Mall, October 24, 25, 26. Featuring autos from Fords to the Rolls Royce and fashions from days gone by. The many interested viewers were given an idea of the before and after stages of various makes of autos. One of the most interesting was Leonard Brown's 1926 Chevy along with the many trophies won in meets this year. Slides of many interesting autos were shown Saturday along with the art work of Dick Blazich.

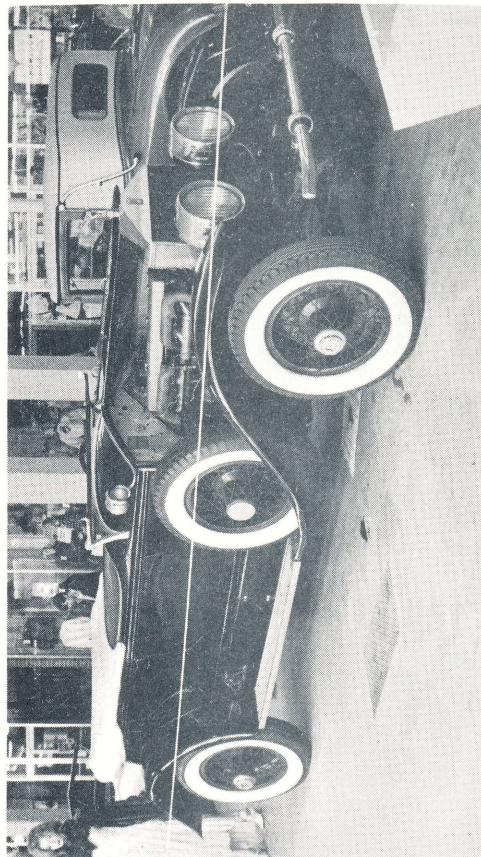
On behalf of Ernest Cross, Dan Shady and myself, a hearty thanks to the many members for their assistance and their help in making this display a success. A very special thanks to Joyce Cross, Bev Ashby and the Becrafts for the fashions. Thanks again for your participation.

Following is a list of vehicles shown:

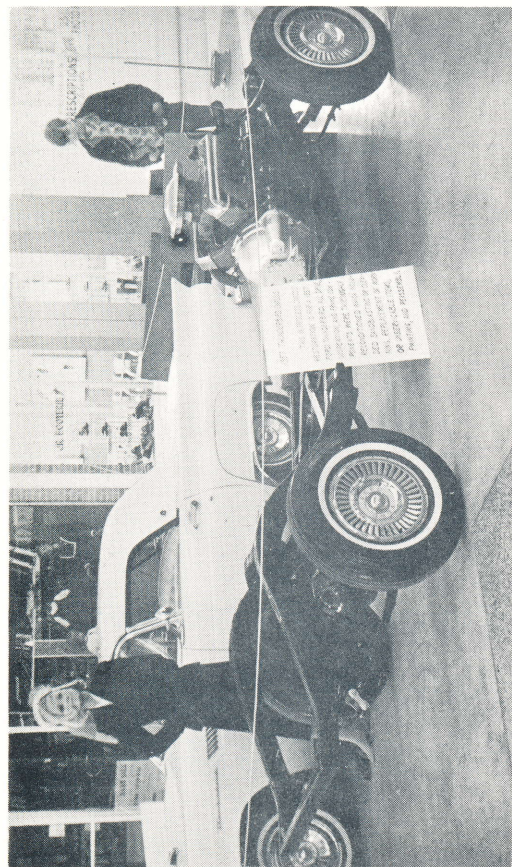
1917 Ford.....Arless Jackson	1931 Ford.....Howard Betty
1926 Ford.....Grover Ratliff	1931 Ford.....Bernie Gier
1926 Chevrolet....Leonard Brown	1932 Packard.....Lowell Becraft
1928 Ford.....Phil Gambrell	1934 Morgan.....Jim Deal
1928 Ford.....Herb Fulmer	1934 Delage.....Clark Moore
1928 Chevrolet....Dan Shady	1935 Packard.....Gene George
1928 Rolls Royce..Bill Sefton	1936 Packard.....Sam Broadhead
1929 Ford.....David Johnson	1946 Chevrolet....Tom Holley
1929 Ford.....Jackie Totcky	1947 Indian.....Bill Ashby
1929 Packard.....Jack Stuart	1947 Studebaker...Ken Moorehead
1929 Ford.....Jerry Thach	1948 Pontiac.....Chris Ellingsen
1929 Franklin.....Noble Collins	1953 Studebaker...Jimmy Kenl
1930 Ford.....Dave Marty	1957 Thunderbird
1930 Ford.....Ronnie Chesser	Chassis...Don Pryor
1930 Buick.....Ken Brazelton	1957 Thunderbird..Don Pryor
1931 Ford.....Ronnie Chesser	1964 Avanti.....Bill Ridgeway



CLARK MOORE'S 34 DELAGE



BILL SEFTON'S 28 ROLLS ROYCE. PHANTOM I. DARBY TOURER

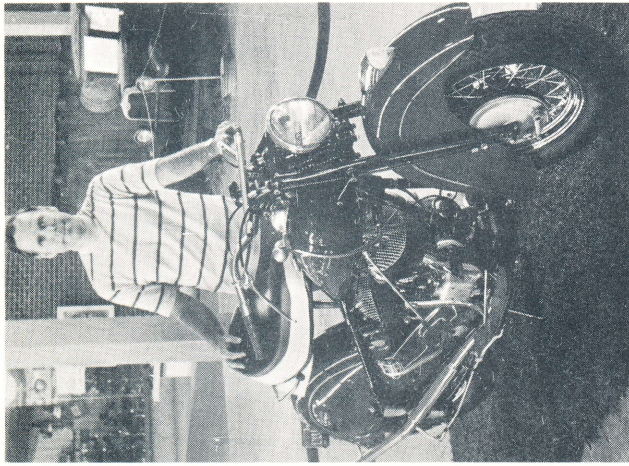


DON PRYOR'S THUNDERBIRDS

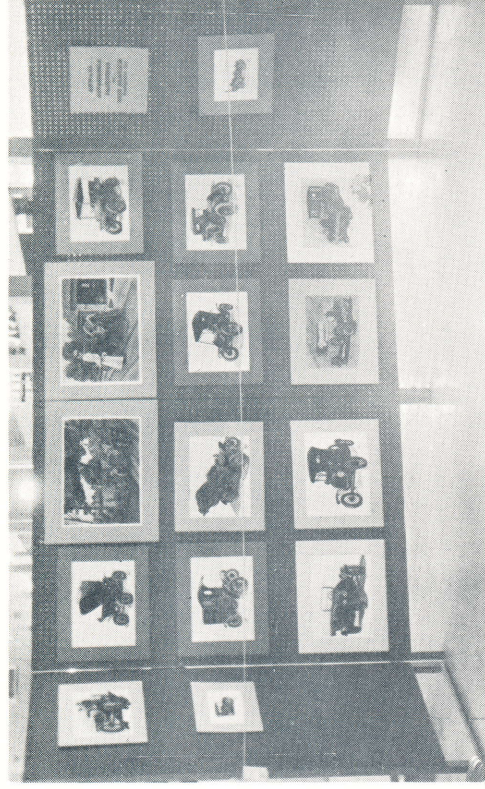


DR. BECRAFT'S 32 PACKARD WITH "BONNIE AND CLYDE" FASHIONS

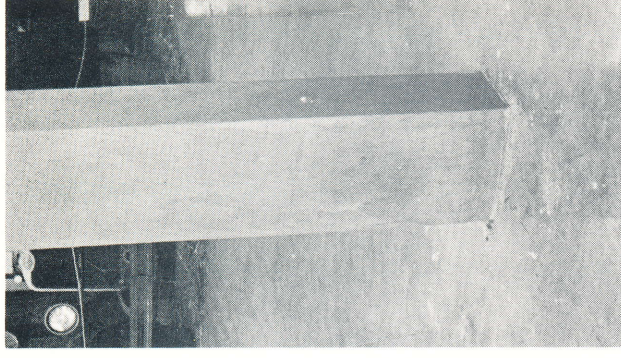
HEART OF HUNTSVILLE MALL SHOW



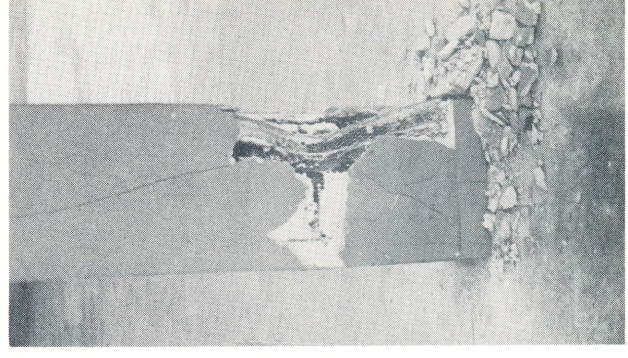
BILL ASHBY'S 47 INDIAN CHIEF



DICK BLAZICH DISPLAYS HIS WATER COLOR PAINTINGS



"AFTER"



"BEFORE"

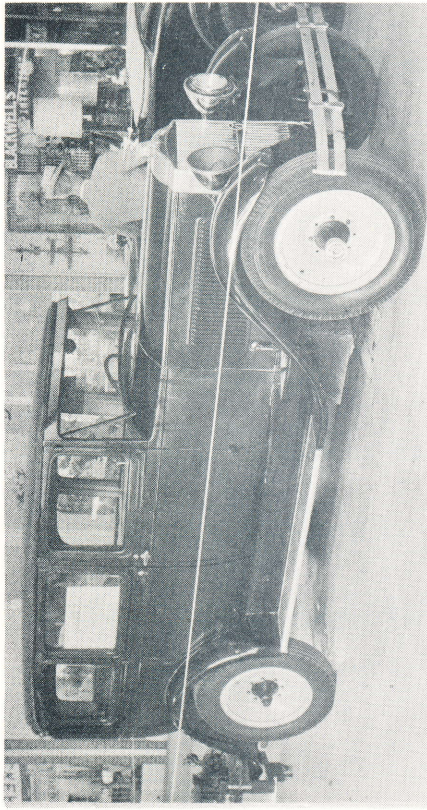


WILLIAM RIDGEWAY'S 1964 AVANTI R-3

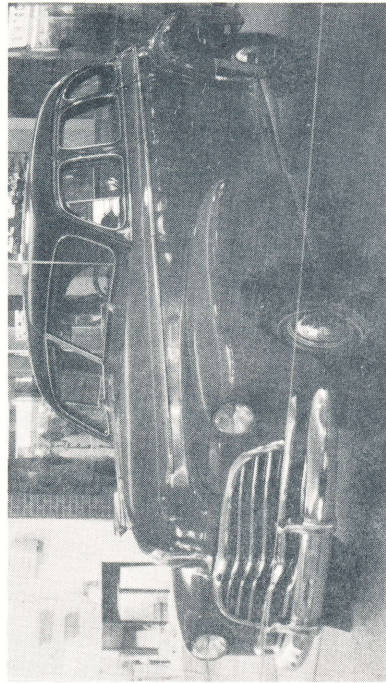


HOWARD "DOC" BETTY'S 1931 FORD TOWN SEDAN

HEART OF HUNTSVILLE MALL SHOW



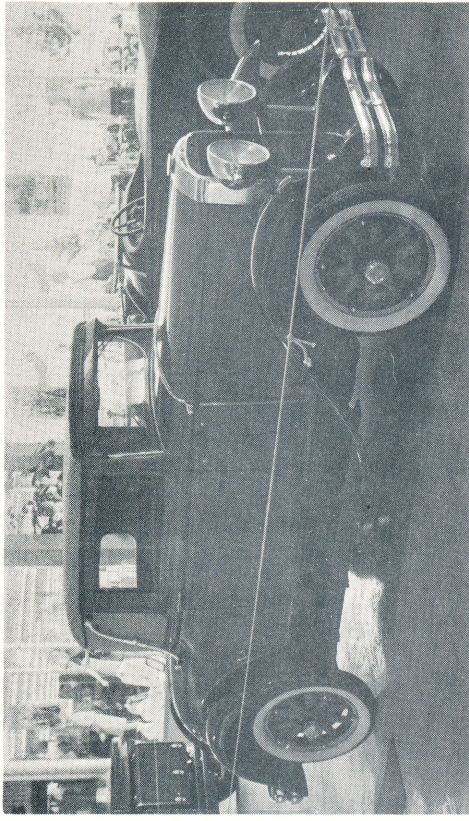
"GRANDMA"



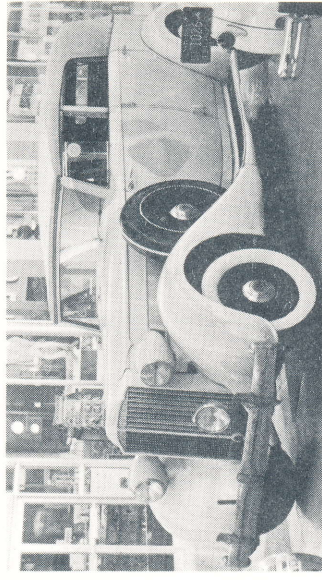
TOM HOLLEY'S 1946 CHEVROLET WITH 29,000 MILES



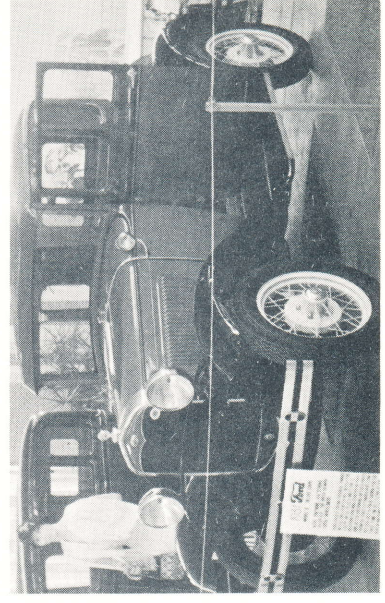
DAVID JOHNSON'S 29 FORD



KEN BRAZELTON'S 1930 BUICK SPORT COUPE



LINDA GEORGE'S 1935 PACKARD STD. 8



BERNIE GIER'S 1931 FORD COUPE



ONE OF THE MANY AUTHENTIC FASHIONS THAT HELPED ACCENT THE SHOW

HEART OF HUNTSVILLE MALL SHOW

CHRISTMAS DINNER PARTY

TIME: 7:00 P. M.

DATE: Friday, December 5, 1969

PLACE: Catfish Haven (located on US 231, 2 miles south of
Tennessee River Bridge)

Meals to be ordered from menu. Prices include tip,
tax, drink, dessert.

Large Catfish Plate.....\$2.50

Small Catfish Plate.....\$1.98

Large Chicken Plate.....\$2.25

Small Chicken Plate.....\$1.70

Program will include installation of 1970 officers and
presentation of the Totcky trophy.

ALL MEMBERS OF THE NORTH ALABAMA REGION
AND ITS CHAPTERS ARE CORDIALLY INVITED
TO AN OPEN HOUSE AT THE ERNEST CROSSES,
2222 HARRIS ROAD, SUNDAY, DECEMBER 14,
1969 FROM 2:00 P. M. TIL 5:00 P. M.

FOR SALE: 1928 Buick Four Door Sedan, good original condition, new paint, chrome, \$1500.00. Hank Lowers, 534-1284

FOR SALE: 1956 Continental Mark II, black with white interior, new tires, \$2500.00, Dennis McCann, 852-2361

FOR SALE: 1954 Imperial, 2 door hardtop, new tires, exhaust system, brakes, no rust, \$295.00 firm to club member, Gene George 852-3315

FOR SALE: 1955 Imperial 2 door hardtop, runs very well, power windows, seat, brakes, steering, air conditioning, everything works, \$550.00 to club member, Gene George, 852-3315

FOR SALE: 1 set 23" Firestone wheels, with rims, solid, \$75.00, Dennis McCann, 852-2361

FOR SALE: 1953 Studebaker transmission with overdrive and driveshaft, other parts, Ed Baltz, 881-2967

FOR SALE: 1939 Pontiac, 2 door Sedan, good body, no engine or transmission. Harold Reed, 902 Cole Dr. Huntsville, 881-8814

FOR SALE: Model A rebabbitted rods, \$23.00 set exchange, 30 A radiator shell, \$15.00, 6 cylinder chevrolet head gaskets, \$1.00 each, Champion 3X plugs, \$6.00 set. Phil Gambrell 852-4424

FOR SALE: 1941 Mercury, 4 door sedan, rebuilt engine, transmission front end, brakes. Good body, \$400.00, Ernest Cross, 852-4051

FOR SALE: Old auto, emblem type, key chains, \$1.50 each, no Fords or Packards. Phil Gambrell 852-4424

WANTED: Would like to buy or trade for early 1928 Ford parts, Phil Gambrell, 852-4424

WANTED: 21 inch Ford wheels, Tony Vitolo, 539-4601

WANTED: Round speedster gas tank, Dwain Cable

FREE: Round Model T gas tank, would work on speedster, Ernest Cross, 2222 Harris Rd. N. W., 852-4051

WANTED: 1935 Packard twelve parts: hubcaps, taillights, etc. Ernest Cross, 852-4051

WANTED: 1926 Ford Model T bumpers, must be genuine Ford accessory type. Will pay top price for mint set. Ernest Cross, 852-4051

NORTH ALABAMA REGION
ANTIQUE AUTOMOBILE CLUB OF AMERICA

CHRISTMAS PARTY

Date: December 5, 1969

Time: 7:00 P. M.

Place: Catfish Haven (see inside sheet for details)

There will not be a regular monthly meeting in December.

Auto Antiquarian News
2222 Harris Road, N. W.
Huntsville, Alabama 35810

THIRD CLASS MAIL

DENNIS MCCANN
2621 ROCKWELL RD. NW
HUNTSVILLE, ALA

35810