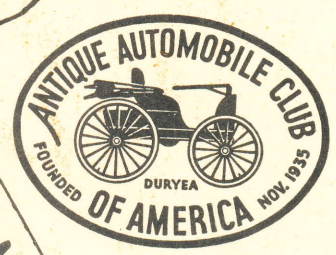


# SPOKE FOLKS



*North Alabama Region*



## SPOKE FOLKS

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

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Vice President.....Bill Constable  
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Opinions expressed by contributors to Spoke Folks are their own and do not necessarily reflect the Official Policy of this region or A.A.C.A.

Deadline for contributions to Spoke Folks, 10 days prior to fourth Thursday.

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HAVE YOU PAID YOUR 1973 A.A.C.A. DUES? The bylaws of the North Alabama Region requires national membership in A.A.C.A. to be a member of our local club. The North Alabama Region lets each member be responsible for paying his national dues. If you haven't paid your dues you miss out on an excellent magazine, you will not get an invitation to the national meets nor will you be able to show a car or sell in the flea market. Don't miss out on the National Spring Meet in Nashville, Tennessee June 8 because you forgot to pay your dues.

The North Alabama Region wishes to convey it's regrets and sympathies to the Charles Mullins family whose son Charles, Jr. was killed in an automobile accident on April 27, 1973.

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We have been advised by Clark Baese, meet chairman for the Spring National Meet in Nashville, that if you intend to have your car judged at this meet, the national meet registration car which was in the March-April issue of Antique Automobile must be in by May 25, 1973. Under national rules your car will not be eligible for judging if not registered before this date.

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The bright orange tour banners with North Alabama Region AACA printed on them have arrived. A number of the members used them as a safety precaution on the mystery tour. They really stand out and advertise for the club. Until the meeting May 31, they will be available from the service cashier at Bill Penney Motor Co. for \$2.50 each.

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The name badges ordered by Jim Beaver have arrived. Be at the May meeting to pick them up. They will not be mailed out. Price \$2.25 each.

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Bernie Gier is collecting information for those interested in the nylon wind breakers which will be ordered within the next few days. George Case has volunteered to silk screen the club name on the jackets for us. A list was passed at the last two meetings. If you put your name on the list Bernie will get with you to verify size and whether you want lined or unlined jackets. Sizes are as follows: Boys: S(6-8), M(10-12), L(14-16). Mens XS(30-32), S(34-36), M(38-40), L(42-44), XL(46-48). Prices (approximately) Boys lined \$7.25, unlined \$5.50. Mens lined \$8.00, unlined \$6.00. If you are not on the list and would like a jacket give Bernie a call at 852-8556.

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Sorry Marilyn, it was just an error. Dennis McCann still has his lovely wife Marilyn. She's one of the wives who actually drive the old cars almost as much as their husbands and we left her name out of the North Alabama Roster. I certainly hope we haven't omitted anyone else's name. The only thing that puzzles me about the roster is the identification of a new body style. I don't know what a "Phartea" looks like but we have three listed in the roster. Could it have been a typists dream?

## MYSTERY TOUR

Do the names Gurley, Garth, Trenton, Holleytree, Princeton, Swaim, Larkins, Francisco, Huntland, Beans Creek, Salem, Elora, Plevna, New Market, Deposit, and Bell Factory ring a bell? They may not show up on your current map but they are names of the towns and communities our mystery tour passed through last Sunday. Nineteen vehicles gathered at the North Side Plaza Shopping Center and departed on the tour. There were 10 antiques, 7 special interest, and 2 modern vehicles. The tour started east on U.S. 72 past Gurley and turned North on State 65 to Huntland, Tennessee, then east on U.S. 64 to the historic Falls Mill where everyone spread their picnic and toured the old mill.

Mr. and Mrs. Crum, owners of the mill are always excellent hosts. They explained, however, that the spring floods had washed away their picnic tables and rest rooms. Many of the tourers had to stretch their legs after the long ride and followed the nature trails in search of a fire plug. It's interesting to see how people will improvise if they are hungry. One of the tourers was seen heating c-rations in the trunk of his car. Honest injun!

Mechanical difficulties were almost non-existent. Ken Davis' 1928 Dodge got a little sick between Francisco and Huntland and all 19 vehicles stopped to help. Most of the cars went on and the experts stayed to help. Ed Baltz came up with a condensor and Ken made it to the mill. The only mystery now about the tour is why any members missed the fun.

The following participated in the tour: Bernie Gier and family, Dave Marty and family, Ed Miller and family, Kenneth Davis and family, Ernie Cross and Mike, V. M. Burkett and family, Don Pryor and family, Bill Constable and family, Tom Holley and family, Jim Fultz, Ed Baltz, Doyal Hyatt and family, George Fore and family, Ron and Martha Dion, Bill Clemons and family, Gene George and family, Dan Shady and family, Vince Simmons and date and Brooks Glover.

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## APRIL MONTHLY MEETING

Problems didn't develop at our April meeting. A pleasant surprise showed up at the meeting to solve the scheduled problem seminar. One of our former members, Dick Blazich, who now resides in the Milwaukee area came loaded with approximately 300 slides of cars he had taken at meets in Yankee territory. If you were a classic car buff you could really drool.

Meeting attendance continues to be good with 42 members and guests. The guests were: Gene King who has a 1947 Lincoln convertible; Al Parrot who has a 1955 Ford; Jeff Thomas; and Reed Smith of the Studebaker Drivers Club.

## DUNNAVANTS MALL SHOW

A most unusual show (for an antique car club) was held April 27-29 at Dunnavants Mall. The merchants association was planning a fabulous fifties promotion and wanted a car display of fifty models only. At first this appeared difficult to find 20 showable cars in the fifties, but after making a survey it seems we have many members looking to the future. Cars of the fifties came from everywhere. Many members had been reluctant to discuss the ones they had stashed away.

The show was well planned and laid out by the co-chairmen, Jack Stuart, Gene George and Tom Miller. A three car display was set up at Dunnavants end of the Mall with a 1956 Corvette, a 1956 Thunderbird, and a 1957 Studebaker Silver Hawk. Next, was a representative of each year of the fifties with posters on each car describing a significant event that occurred that year. Kem Robertson is to be commended for the excellent posters he prepared for the cars. His was a time consuming job.

The spectators were asked to vote on two categories: Best Car Display and Most Popular Car. The two 1957 Chevrolets of George Fore and Tom Holley won the Best Car Display and the 1955 Ford Crown Victoria of Ray Duke's won the Most Popular Car trophy.

Gene George took pictures of all the cars on Saturday and spent half the night developing them and presented each car owner with an 8 X 10 picture of his car on Sunday. Everyone I've talked to really appreciated them Gene

The chairmen of the show wish to express their appreciation to all the car owners for their cooperation and especially to guards and Jim Beaver and Bill Constable for setting up the stanchions.

The following cars were on display:

- 1956 Corvette, Brooks Glover
- 1951 Studebaker Champion, James DeYoung
- 1953 Oldsmobile, Ken Morehead
- 1953 Studebaker Commander, Ken Morehead
- 1957 Studebaker Silver Hawk, Marion May
- 1952 Packard, Bill Constable
- 1952 Mercedes Benz 30, Gene George
- 1954 Imperial, Gene George
- 1958 Buick Limited Convertible, Bob Thurstone
- 1956 Mercury Montclair, Dave Marty
- 1957 Chevrolet Bel Air, George Fore, Jr.
- 1953 Chrysler New Yorker, George Fore, Sr.
- 1957 Chevrolet Convertible, Tom Holley
- 1955 Ford Crown Victoria, Ray Duke
- 1954 Buick Skylark, Ron Ford
- 1956 Thunderbird, Ron Ford
- 1959 Oldsmobile, Bill Penney, Jr.
- 1957 Ford Convertible, Bill Clemons
- 1958 Cadillac Eldorado, Jerry Damson
- 1959 Edsel, John Bowman
- 1950 Mercury

The North Alabama Region has the distinction of having on its roster of automobiles the unique Packard Darrin built originally for Clark Gable. The car was restored by its present owners, Mr. and Mrs Sam Broadhead. In a recent article by its original designer Howard "Dutch" Darrin, a tribute is given to the Sam Broadheads. Following is the article reprinted from "Packards International" volume 9 #4.

## "The Important Role of The Concours D'Elegance And Its Origin"

by Howard "Dutch" Darrin

Concours D'Elegance today has become, in itself, an international event. This fact extends the meaning even further for our club, Packards International. Unfortunately, very few new cars are deserving of appearing at a true Concours D'Elegance; therefore, we are forced to look back on a past era for the product that does qualify. Where I am confident that few will quarrel with this statement, enough years have gone by that automatically dictate the necessity of restoration. It is almost impossible to realize the tremendous effort given in the restoration of cars as old as the history of the automobile. Let me again stress the point that without these great restorative efforts and the clubs that foster them, there would be little or no concours-type automobiles available today. Indeed, it is a tribute as it would be woefully sad to have these superb hallmarks of elegance and design forever lost to our civilization.

In the restoration of the automobile, probably Harrah's of Reno, Nevada is the best example. His shops and able craftsman are the most extensive in the world. Mr. Harrah's museum is for his own pleasure as well as the pleasure of the visitors that come to see the beautiful cars on exhibit. The Briggs Cunningham Museum (Costa Mesa, Calif.) is as fine a presentation as normally can be made of elegant cars. These two brilliant examples are veritable motor shows in the Concours D'Elegance motif. Each car is beautifully presented, usually roped off with signs explaining exactly the date and history of the automobile.

Regarding today's method of judging the various categories of the classic and antique cars as well as the post-war classics, I want to say that I certainly do not in any way wish to criticize the wonderful work the judges have done in segregating the different categories and their methods of judging. Last year, when I was invited to speak at an organization's National Show, I did notice one point that could possibly be improved upon. The mere fact that there is only one thing I could find fault with is, in itself, the highest compliment that I can express. Convertible automobiles are much more difficult to bring up to mint condition than hardtops; and, I noticed that in the late classics, they were not segregated. In other words, closed cars and convertibles were judged in the same category and this can put the convertible at a considerable disadvantage as a convertible automobile exposed to the weather with a top made of cloth is difficult to be brought up to the brand new

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look of the sedans and closed cars. Fortunately, your Board of Regents have apparently thought of everything as Packards International's judging rules do not suffer this disadvantage.

While we are on the subject of "spit and polish", and the elegance of the automobiles exhibited, I would like to discuss the following situation which arose during a recent Concours D'Elegance show held at the Hollywood Bowl. The point came up at the meeting held before the Concours, regarding the presentation of the various grand awards, "Best of Show," "Best Restoration," and "Elegance." At first it was thought that if the owner of a car won two grand awards with the same car, for example "Best in Show and "Most Elegant," he would have the right to choose which one of the two prizes he would accept. Then, the second place winner in the other category would become a first place winner. I happen to have been one of the Elegance judges and we felt it was wrong to put in the hands of the contestants the right to decide who was to be first or second in the category that deserved the most attention. It was decided that we would make the selection. In order of importance, Elegance would take the first place, since it was a Concours D'Elegance; Best in Show second; and the Best Restoration third. Thus, confusion was eliminated and the contestant did not have to choose which cup he wanted to accept. This was changed by the Rules Committee and turned out very successfully.

At Buck Hills Falls at a Classic Concours, two Rolls Royces received ninety-nine and three quarters points. They lost the quarter of a point because Phillips head screws were used in place of regular slotted screws which were proper at the time of manufacture. I basically feel that anyone arriving at ninety-nine and three-quarters per cent deserves one hundred per cent, yet I must admit that if this were done it would not allow the restorer who accomplished every item perfectly the opportunity to get a perfect score. It likely is the fact that a 100 point system is entirely obsolete and doesn't allow enough spread with which to judge such magnificently restored cars. Packards International's 250 point system is infinitely superior and allows minute and precision judging to be exercised. This system allows the fine deductions for extremely minor discrepancies without taking away from the overall aggregate range. I wish my readers to understand that I am making these comments in the spirit of my own professional experience and I feel that bringing a car up to such a phenomenal degree of restorative magnificence makes me feel sorry when a Phillips head screw can affect a score so obviously. With this observation the second installment of Concours D'Elegance is closed.

I would like to make a few comments regarding the beautiful work that has been done on cars that were practically unacceptable to a junk man. One especially that I want to single out is a four-door convertible sedan with one of my bodies on a Packard chassis dating 1940. This car is being resurrected from the grave and actually is a fantastic exhibition of perseverance, hard work and tactical skill

continued

for not only an amateur, but a professional as well. The owner was kind enough to loan me the castings for the main part of the Packard Darrin which included the windshield castings-practically the entire portion necessary to build the Packard Darrin.

I've made duplicates of these castings and bought a 1940 Packard and intend to make a prototype of the Packard Darrin 1940 manufactured in 1973, but with a 1940 coupe. At the same time there are several people interested in having me convert '38, '39 & '40 Packards which are adaptable to this casting assembly. However, they must be either coupe or convertibles on one-hundred and twenty-seven inch chasis. If there is demand for these bodies I will build a few out of nostalgia only because since there are so few of the Packard Darrins now in circulation I'd like to see them again on the streets. I just received a letter from James Hollingsworth that tells me he has six 1940 models, three 180's and three 160's. He says he does not own a Darrin and if the rumor is true that I am to build some more cars, he would be most appreciative of any information regarding my plans as to the estimated cost.

However, at this time it is very difficult to give any cost estimates; but, in any event if I do revive the Packard Darrin, it will be authentic and not like a Duesenberg with a Dodge chassis or a Stutz on a Pontiac chassis. What I am trying to say is that it will be a Packard Darrin and will have everything the old '38, '39 & '40 Packards had, and be, in my mind, authentic. Also interesting is that the 120 model chassis, one of my favorites, was not a classic chassis until a special body was put on it, and I would be very appreciative if any of our readers know of any 120's or '38, '39, '40 coupes etc. that are for sale, especially in the Western section of the country. In closing I want to also pay tribute to the great restoration job done on the Packard Darrin Gable car owned by Mr. and Mrs. Sam Broadhead (see P.I. Pub. Vol 9, No. 1 Spring 1972 issue).

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#### WANT ADS

FOR SALE: 1959 Studebaker Silver Hawk, low mileage, P.S., V-8, Automatic. \$500.00 Tom Miller 859-1433

FOR SALE: 1948 Plymouth, 2 dr. business coupe. Interior and body in excellent condition. Driveable but needs work. \$350. Phone 881-7111

FOR SALE: 1961 Black Lincoln Continental 4 door convertible, with white top, dark red interior. All the goodies - good condition \$895.00

1962 Beige Lincoln Continental convertible, with white top, off-white interior. All the goodies, excellent condition in everyway. \$1200.00 Call or write: R. D. Benford 759-2880 or Ernie Azary 758-4212, 3808 68th Avenue, Tuscaloosa, Alabama 35401

MONTHLY MEETING SCHEDULE  
MEET LOCATION: BILL PENNEY MOTOR COMPANY  
ABOVE BODY SHOP

MAY 31	Judging Siminar--Don Pryor
JUNE 28	Auto Body Patch Panel Repair--Leonard Brown
JULY 26	Auto Related Movie
AUGUST 30	Upholstery Seminar
SEPTEMBER 27	How to Identify your "T's"--Ernest Cross
OCTOBER 25	Report and slides on movies of Hershey
NOVEMBER 29	Election of 1974 Officers
DECEMBER 14 or 15	Christmas Party--Jack Stuart and Ernie Cross

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CALENDAR OF EVENTS

JUNE 2	Mid Kentucky Region A.A.C.A. 2nd annual invitational meet, Goren Park, Glasgow, Kentucky. Ralph W. Proffitt, Fountain Run, Kentucky.
JUNE 8-9	Southeastern Divisional Spring Meet Host Mid-Tenn. Region A.A.C.A. Nashville Clark Base 3712 Ribbs Dr. Nashville, Tennessee 37211
JUNE 22-23	Southeastern Region A.A.C.A. Stone Mountain Park, Ga. Tom F. Howard, P.O. Box 359, Lilburn, Ga. 30247
JULY	NORTH ALABAMA REGION SUMMER TOUR AND PICNIC
13, 14, 15	MARC National Meet, Dearborn, Michigan
AUGUST 4-5	Gadsden Antique Automobile Club Antique Car Show Nocalula Falls
25	Florence Invitational, Florence, Alabama
SEPTEMBER 8-9	Red Boiling Springs
OCTOBER 4-7	Hershey
	3RD ANNUAL NORTH ALABAMA REGION FALL PICNIC ELK RIVER--BERNIE GIER
DECEMBER 14 or 15	CHRISTMAS PARTY--JACK STUART AND ERNEST CROSS
	CHRISTMAS TOUR--TODD TOWERS

# MEETING NOTICE

DATE: Thursday, May 31, 1973

TIME: 7:00 P. M.

PLACE: Regular meeting place, Bill Penney Oldsmobile Body Shop  
on Winston Avenue.

PROGRAM: AACA Judging seminar

Don Pryor will hold a seminar on AACA class judging. Don will explain the present AACA car classifications and the new 400 point judging form. With the National Spring Meet in Nashville on June 9th this will be useful information for all.

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