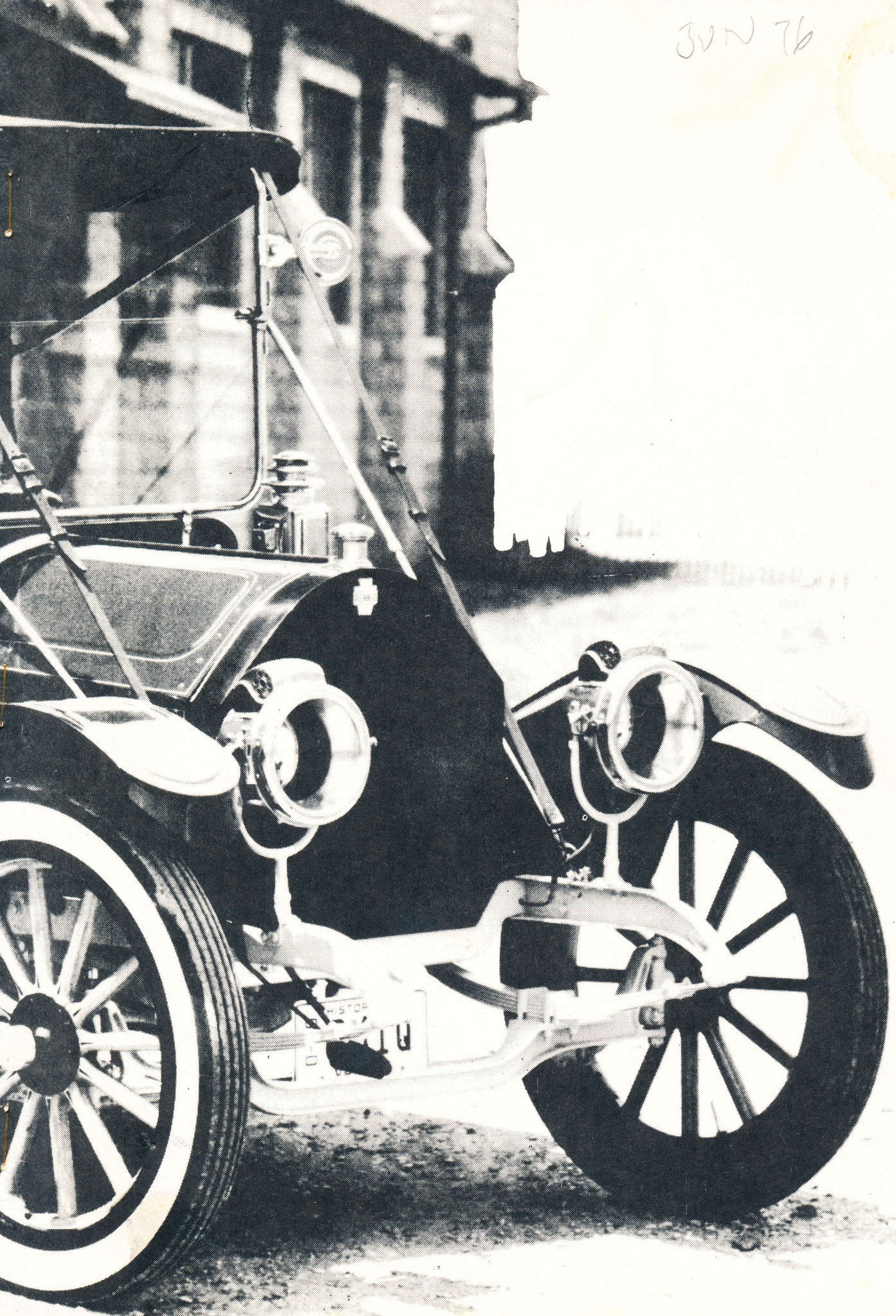




# NORTH ALABAMA REGION NEWSLETTER

JUN 76

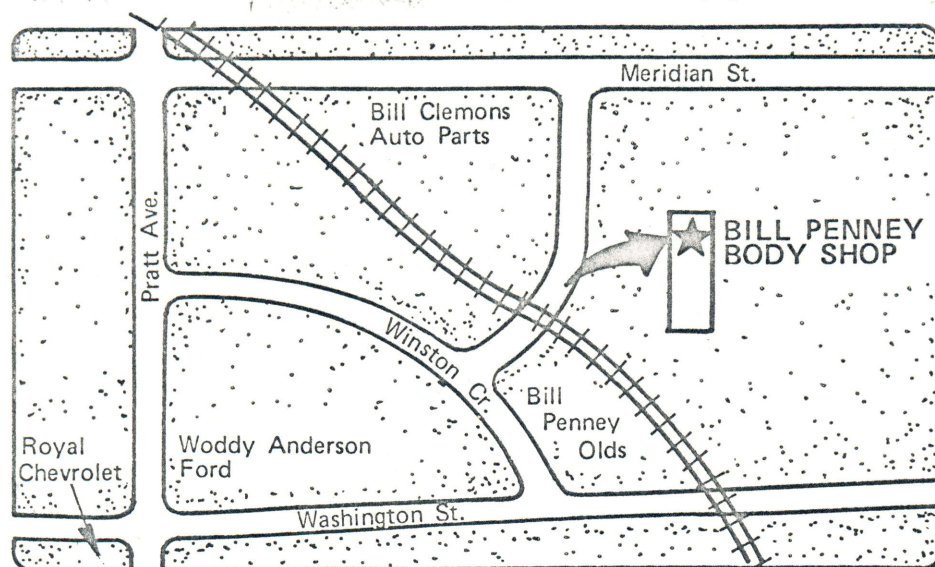




## EDITORS NOTE

In the October 1909 edition of the Ford Times magazine, Editor H. B. Harper complained that since the magazine's inception 18 months earlier "Branch Managers had not supplied enough news to fill an eight-page issue" and only about 30 dealers had contributed news and pictures for the magazine. Harper resigned in 1911.

This still seems to be a problem today--where are the articles on your cars with pictures (as it is or whatever), or your interesting or humorous stories about yourself or someone in the club? Or maybe a good technical article of some kind? Come on and sit down for ten minutes to write one out and send it to KEM B. ROBERTSON III, 3217 Panorama Drive, Huntsville, Alabama 35801.



## MEETING NOTICE

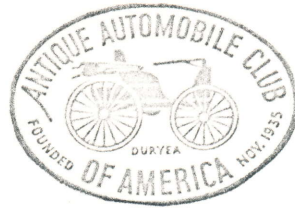
24 JUNE

7:00

Presentation by Mr. Norris - Automotive Designer who during the late 40's & 50's worked in a design studio in Detroit. He has experience with Corvettes, T-Birds, Edsels, Kaiser, Cadillac, Ford and Chevrolets. He's going to have a question and answer period, and from some of the short talks I've had with this man, this club is in store for a very interesting evening.



# Antique Automobile Club of America



## NORTH ALABAMA REGION

### DIRECTOR'S COLUMN - JUNE, 1976

If you missed the Sunday tour in May you missed a good time and plenty of excellent food. Almost 40 people made the trip to Leonard Brown's shop in Cowan, Tennessee. I would like to thank Leonard for allowing us to come up, especially since it was a busy time for his family.

Two area shows have been held since the last meeting. Several people from Huntsville and Florence attended the Point Mallard meet. The Decatur group has expressed their appreciation to the people from our region who helped judge. One of the more interesting cars at Point Mallard was an original 1917 Interstate touring in good condition. This was the first time many of us had seen an Interstate. Dan Hartzog won Best of Show with his 1936 Ford phaeton.

The following weekend the Stones River Region held their show at Murphreesboro. Although deluged with rain the week before the show and threatened with rain on Saturday, a total of 57 cars were in the show. Best of Show went to John Miller's dual-cowl Packard and Rusty Parker managed to talk himself into the hard-luck award. Around 12-15 people from Huntsville and Florence attended.

We have had several requests for antique cars for the various Bicentennial parades that are being held on the July 4th weekend. We have to let the Huntsville Chamber of Commerce know if we will participate in their parade by June 25th, the day after our meeting. You will be asked for definite commitments on this parade on Thursday night.

Don't forget the Dixie Region AACA meet in Birmingham July 24. This is not to be confused with the Dixie Vintage Auto Club charity show that was listed in the roster. The Dixie Region announced their show late and we did not have it in time for inclusion in the roster.

We have an interesting program scheduled for this month and I look forward to seeing everyone there.

Don Hodge



### SCHEDULE OF MONTHLY MEETINGS

June 24	Kem Robertson and Ron Dion
July 22	Restoration Shop Visit - Ernie Cross
August 22	Ice Cream Freeze - Bernie Gier and Carl Berry
September 23	Old Timers' Discussion - Dan Shady and George Fore
October 17	Fall Picnic - Doyle Hyatt
October 26	A Model Seminar - Dan Shady
November 18	Election Night
December	Christmas Party - To be announced.

### CALENDAR OF EVENTS

June 18-20	AACA Eastern Division National Spring Meet, Newark, Delaware.
July 4	Maggie Valley Invitational Meet, Maggie Valley, N.C.
August 8-13	AACA Reliability Tour, Orillia, Ontario, Canada
August 19-21	AACA Central Division National Fall Meet, Waterloo, Iowa
August 24-26	AACA Western Division National Fall Meet, Jackson Hole, WY.
Sept. 19-24	Glidden Tour, Colorado Springs, Colorado
Sept. 23-26	AACA Southeastern Division, National Fall Meet, Marco Island, Florida
Oct. 7-10	AACA Eastern Division, National Fall Meet, Hershey, PA.

For Information refer to the Antique Automobile list of Presidents of Regions.

For local or other meets refer to listings in Hemmings Motor News and North Alabama Region Roster.

FIRE EXTINGUISHERS are required for all National Meets; these are an important piece of insurance for any auto, antique or otherwise.

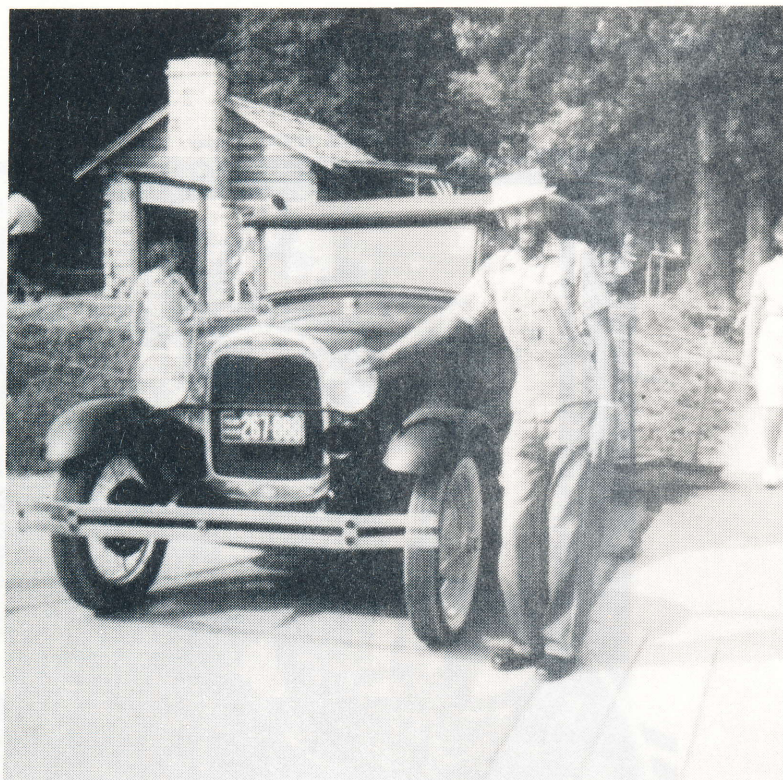
### FOR SALE

Three 1950 Jeepsters. One runs, all are towable. Two good bodies with all sheet metal, top bows, instruments, and trim. Many extra parts including 4 extra engines and transmissions. \$1,000.00. 8023 Navios Drive, Huntsville, Alabama 35802 - Phone 881-6474.

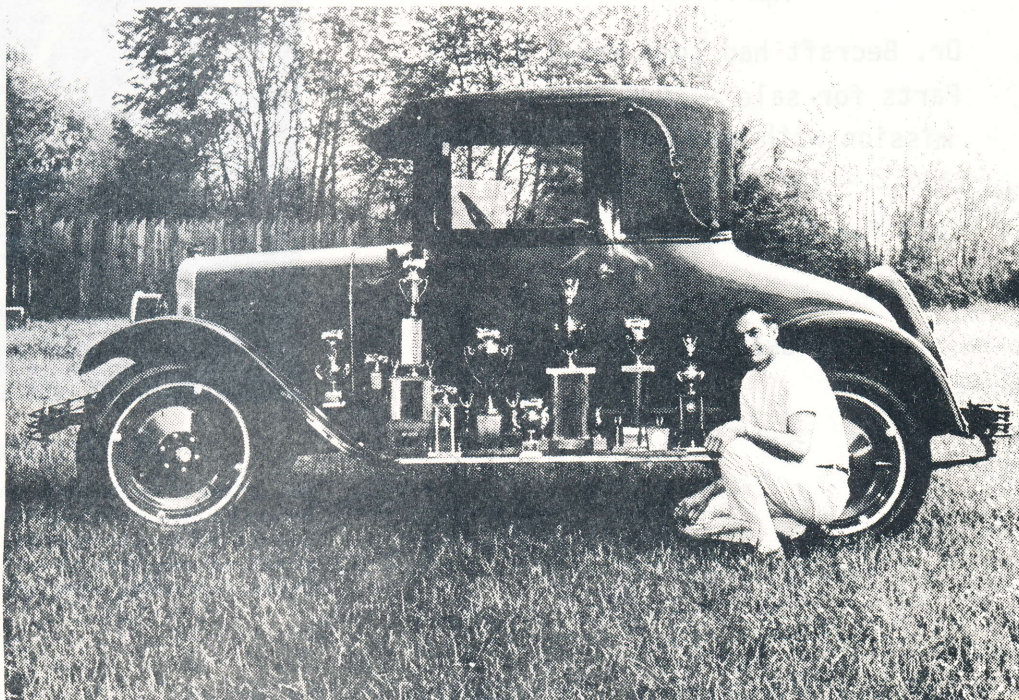


## LEONARD BROWN TOUR

The May meeting, for those of you who did not attend, was an enjoyable trip and pot luck supper at Leonard Brown's in Cowan, Tennessee. We strolled through the three large buildings that house Leonard's Restoration Shop, and Parts Bins; looked over several cars in process and some that were finished. Leonard has been restoring antique autos for years, and many of his cars and his customers have taken national firsts. He has always been helpful with technical services and information and parts to many people in this hobby. He is pictured here with his beard and his 1929 Ford Touring. The club's thanks go out to Leonard and his wife, Charlotte, for a very enjoyable Sunday afternoon.



L. Brown in 1970  
with his 1928  
Chevy Coupe





## THE CLUB FROM THE PAST

The North Alabama Region of the Antique Automobile Club of America originated as the Huntsville Antique Automobile Club in December of 1961.

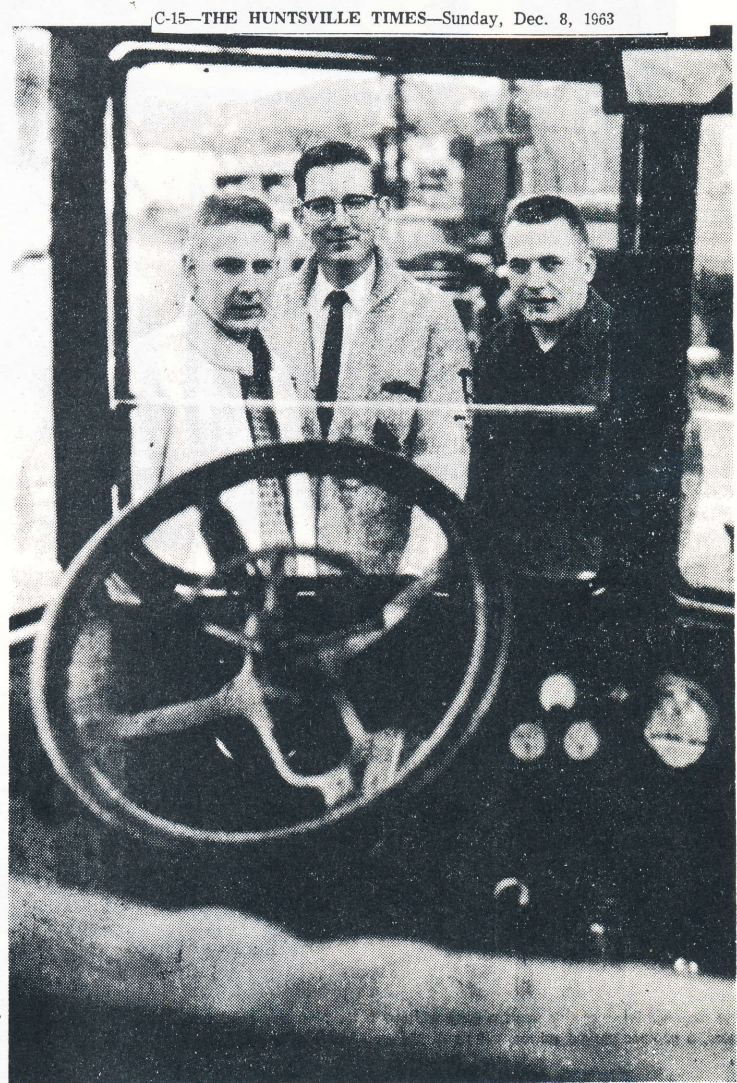
We were granted a charter in October 1962, as the North Alabama Region, and it was officially presented to the club by Mr. Edgar Rohr, President of AACA. The original fifteen members were: Phil Woodbury, Gene F. Williams, Larry Tohmeyer, Dennis McCann, Herb McCarley, Jim Spencer, Jerry Peoples, David Gipson, Olen Chiles, Jim Asherbranner, Frank Barnett, Lowell Becraft, Toney Campbell, George Case and Ernest Cross.

This club was the first in Alabama to become nationally affiliated with AACA.

April 1964

Dr. Becraft had some Model A Ford Parts for sale - 1928 transmission with emergency brake lever, and 2 - 19" wire wheels - all for \$12.50!

Local dues were \$2.00.



### *Antique Car Fans*

New officers of the Huntsville Antique Automobile Club look through the window of a 1917 Cadillac belonging to one of their members. From left are Ernest Cross, vice president; James Beal, vice

president and Dennis McCann, president. Forty members belong to the Club, which was started here in 1961. (Times Photo)



## KAL LASALLE

For the last couple of years our club has had a member in Miami, Florida. This distinguished member maintained his membership even though he was a thousand miles away. He is the Maharajah of the North Alabama Region, who traces his ancestry back to India and his beginnings in the hobby to a 1939 four-door delux Ford Sedan. The sedan is an excellent unrestored auto and over the years Mr. Kal Purushothan and his wife Patricia have collected a whole elephant load of N.O.S. goodies for making it a 1st. Prize Winner, and if you're familiar with his capabilities as a builder, you will know it will be. But this auto is not the one pictured here, this is Kal's newest purchase, a 1940 La Salle Coupe.

Patricia is down in Florida trying to sell their house there and she sent Kal ahead to Huntsville to start his new job and to buy a new home. Well, he did that and he bought this La Salle also. You can imagine how that news hit Pat.

Anyway, Kal is still alive and is planning to enlarge his garage on his new home here to restore his 39 Ford and to make his 1940 La Salle a touring car. I don't know if Pat knows about this enlargement plan or not, but I can see our Maharajah now in the new garage surrounded by cars and parts trying to figure out the conversion from U. S. horsepower to Indian Elephant Power. Has anyone ever heard of a 1940, 30 pachyderm power, La Salle Coupe.





## A NUN-OWNER

Most people in the club are familiar with George Fore's interest in 1957 Chevrolets. His pride and joy is this 1957 2-door hardtop with 27,000 actual miles. This auto has quite a story behind it. It was even stolen once out of the Fore's garage. But one of the interesting facts about it was that it's first owner was a nun. For the stories on this one just ask George about them.



On Louisville, Ky., swap meet notes, make sure you don't go with the two wild men Bruce Foley and David Aycok. And if you fly up there with Rusty Parker and Charles Mullins make sure they don't go wild in the market place like they did last year. It seems they bought so many parts it was either the plane flew back with the parts or the people, but not both. And Bernie Gier, well he looks at every individual part at every dealer's spot; it's such a slow process - but he seems to find the stuff even though Shady and Foley got ahead of him and got some A goodies.

If you should see Lester McAllister in his 1917 T Touring around town try to get a picture of it for the magazine. I tried to catch up with him on the Parkway the other day in my new truck and couldn't get near him. I don't know what makes that car so fast. It's either he has a lead foot or no brakes, maybe both. Good luck Lester.

Greg Gray is still wondering when his A is going to be finished, maybe Dan will help him.



## DAN "MODEL A" SHADY BUYS A PLYMOUTH?

Everyone knows everything Dan Shady owns has a Ford Script or Model A Part Number on it - car, tools, house, wife and kids, etc. But a couple of years ago he got "bit" to buy another car. He discovered a low mileage 1928 Plymouth (at least a Model A year), in Hemmings, so he and I headed out for Ohio only to discover that the auto was a junker, so he didn't buy it. But on the way back, he found a complete and fairly original 1928 Murry "Ford", 4 door sedan, and like I said, he was "bit bad by the bug" to buy an auto; and in my opinion at the time, contributed to the constant rise in the inflation in autos by buying it. Dan is known for being thorough, but an oversight while packing the front wheel bearings at the point of purchase caused us to lose a wheel off the towed vehicle in rush hour traffic in downtown Cincinnati. Luckily only causing minor damage. A quick look through the National Roster produced a helping hobbyist with the parts needed to repair the damage; and we were on our way back to Huntsville.

This picture here is Dan and his two children, Leeann and Darin and the Sedan all "Dressed" for a local tour.





OUCH!

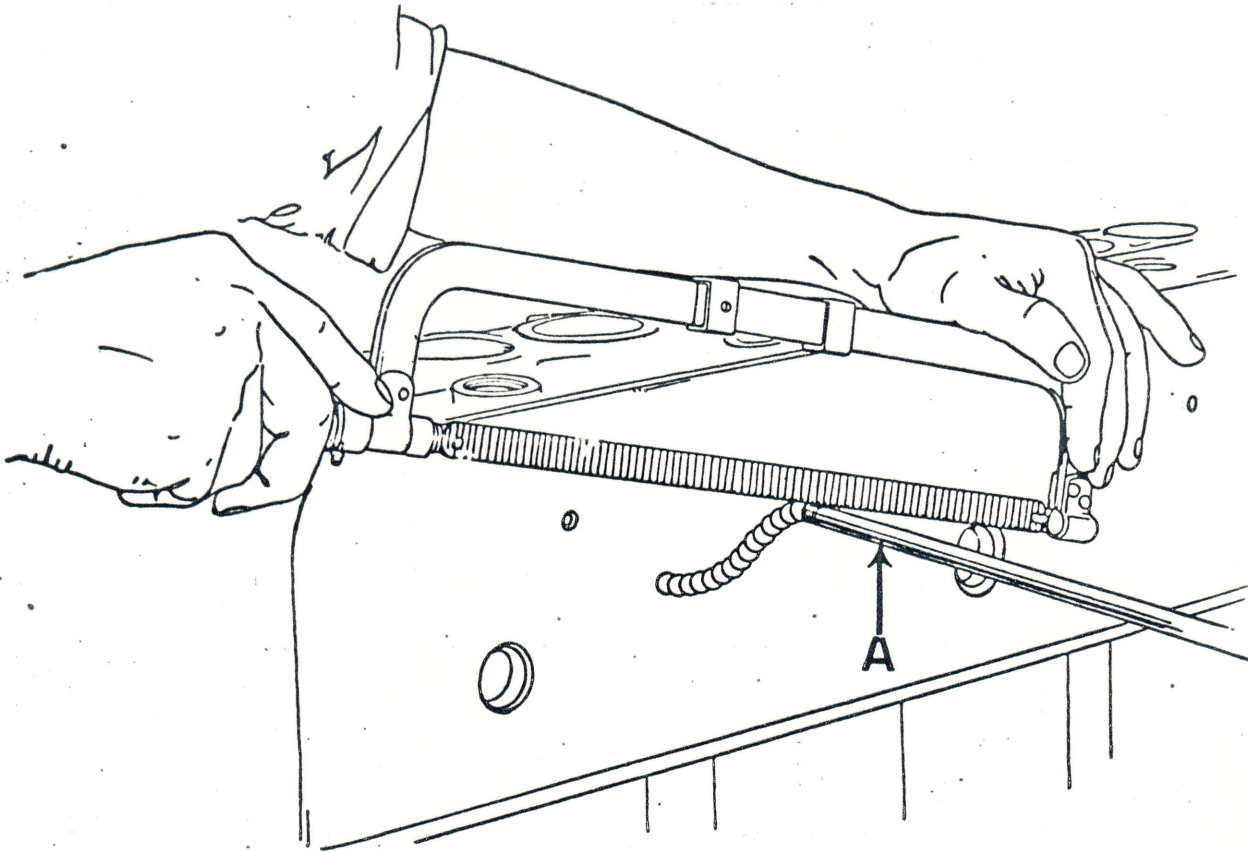
Ever read an ad in a magazine reporting a stolen antique vehicle and wonder what ever became of the auto and think about the pain the owner must be going through. You might comfort yourself by thinking that that sort of thing doesn't happen around here - well it does!

This Model A Coupe belongs to Richard Tingle and it was stolen a couple of months ago when it was in driveable condition. It is pictured here in the condition it was when the auto was returned. He's lucky in only respect, he did get his car back.

Everyone should take precautions to keep their investments safe.







Method for repairing cracks in cylinder blocks or heads. See detailed instructions above at right.

Courtesy: Antique Studebaker Review, Nov-Dec 1975, Bill Cannon, editor.

#### REPAIRING CRACK IN BLOCK OR HEAD

The following suggestion may seem slightly irregular but is actually a procedure recommended by Studebaker at one time. See illustration below. Cracks in blocks or heads can be repaired as follows. Drill a 1/4 inch hole at one end of the crack. With a 5/16 x 24 tap, thread the hole.

With a die cut the same dimension thread on the end of a copper rod for a short length. Screw the threaded rod into the hole, cut off close to the block, and peen the end. Repeat the procedure centering the next hole at the edge of the first plug and repeat until the whole crack is filled. Tin the patch and paint over the repair.

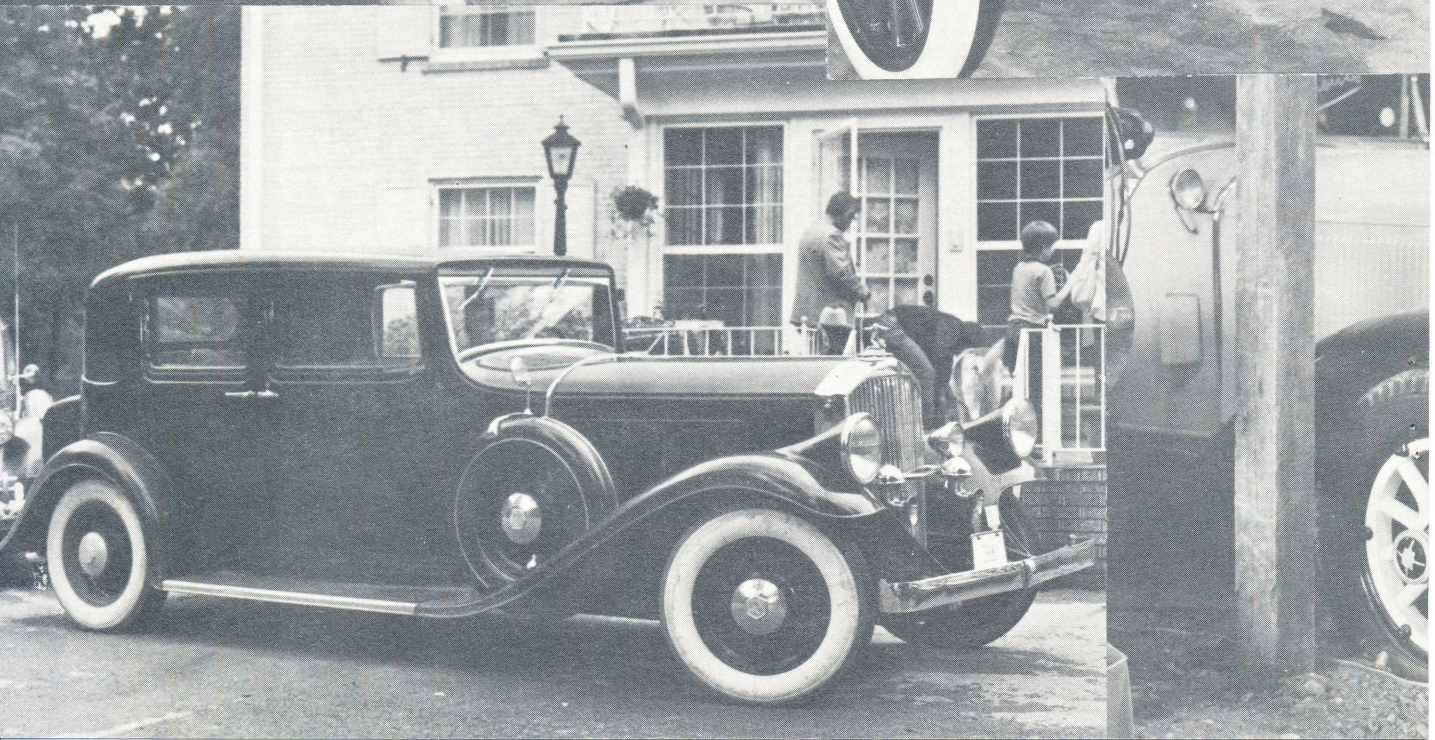
Our thanks go to Gene George this month for this pictorial article, A Fantastic Day With the Howard Brandons of Murry, Kentucky. Mr. Brandon had a little get-together to show some of his 300 autos, approximately 150 are good autos and the others are parts cars. Some of these are an early '03 Ford, fully restored, '01 Olds, a 1928 AR Ford (built in the first 200), '57 Chevy with 2,000 original miles, '56 and '58 Chevys less than 6,000 original miles, and a 1932 Chevy with 18,000 original miles. Mr. Brandon also collects tractors, airplanes, fire trucks, farm machinery and engines of all kinds. Food, music and an air show was part of the tour.



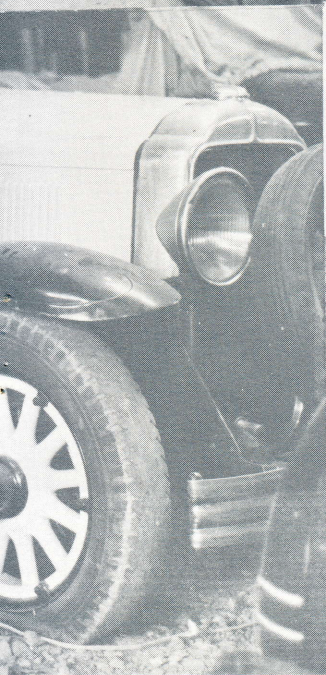
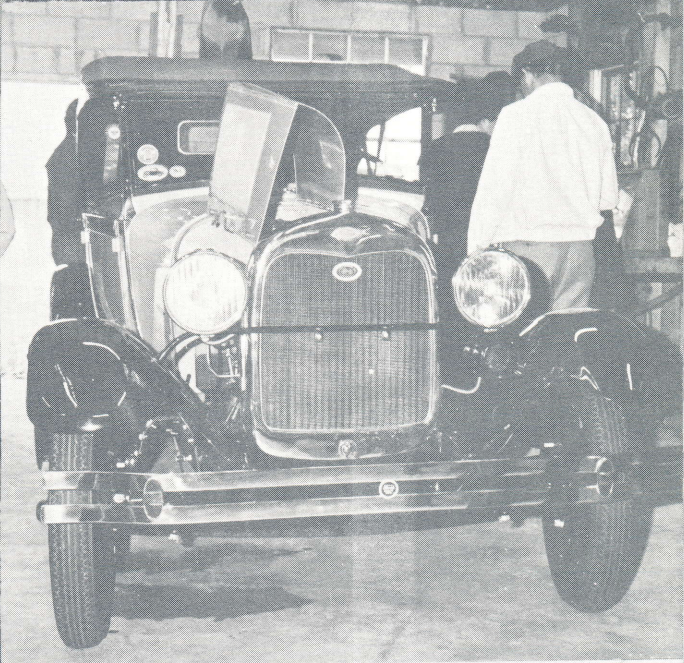
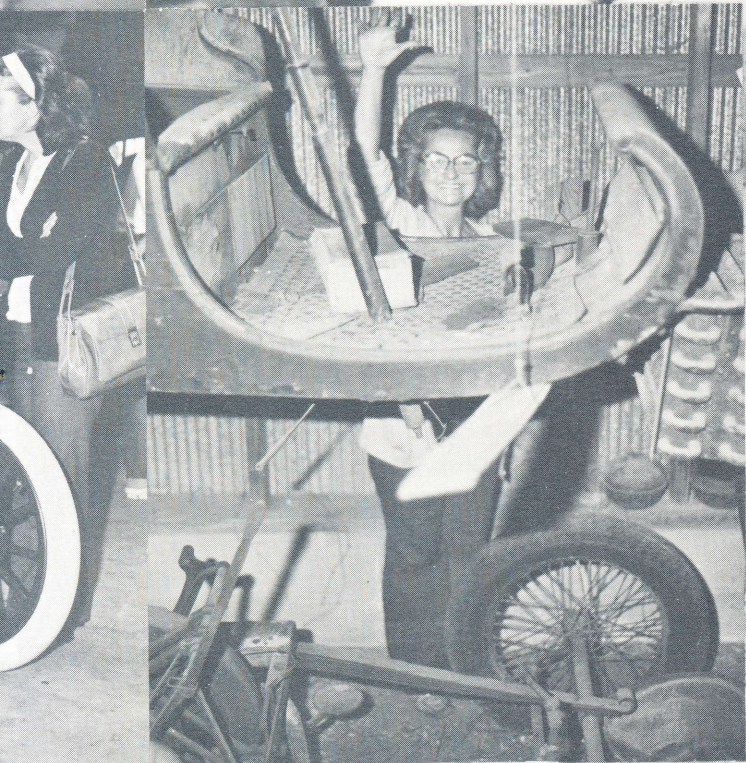
A FANTASTIC DAY WITH THE  
**HOWARD BRANDONS**  
OF MURRAY, KENTUCKY











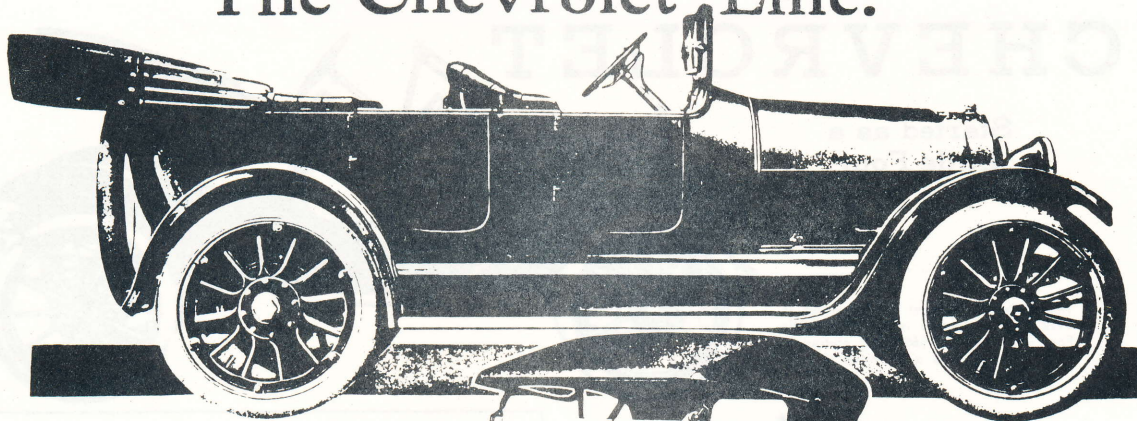


A FANTASTIC DAY WITH THE  
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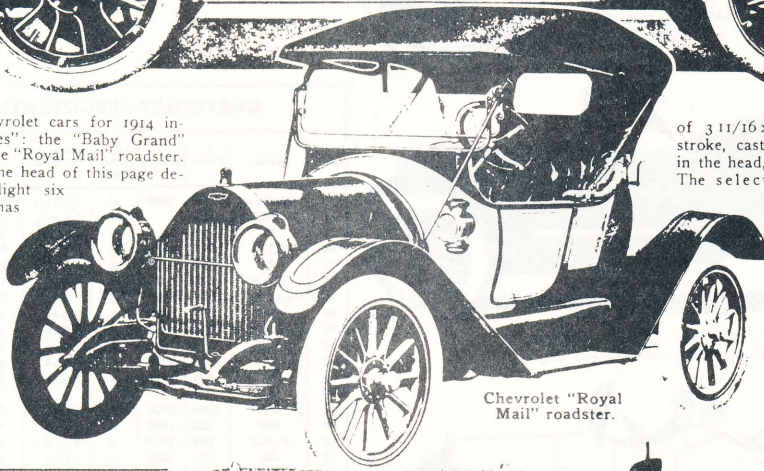
# The Chevrolet Line.



**T**HE line of Chevrolet cars for 1914 includes two "sixes": the "Baby Grand" touring car and the "Royal Mail" roadster.

The illustration at the head of this page depicts the type "L" light six touring car, which has "L"-head cylinders, Remy dual magneto and pressure-fed, double-jet Zenith carburetor.

Included in the regular equipment is the Electric Auto-Lite starting and lighting system, the generator being located in front of and driven by the



Chevrolet "Royal Mail" roadster.

of 3 11/16 x 4 inches bore and stroke, cast en bloc, with valves in the head, this being removable.

The selective transmission has three speeds; lubrication is splash system with positive pump; a fan, in conjunction with the thermosyphon system, takes care of the cooling; the carburetor is of double-jet type and ignition is by high-tension magneto.

The wheelbase of this car is 104 inches; tires are 32 x 3 3/4:

Manufactured by the Chevrolet Motor Company, Flint, Mich.

Price, 5-passenger Type "L" Light Six Touring Car.....\$1,475  
Cylinders...Six, cast in blocks of three  
Bore and Stroke...3 11/16 x 5 1/4 inches

Clutch .....Cone  
Change Gear... Selective type, three speeds  
Drive, Shaft and bevel gear  
Wheelbase....112 inches  
Tires.... 34 x 4 inches

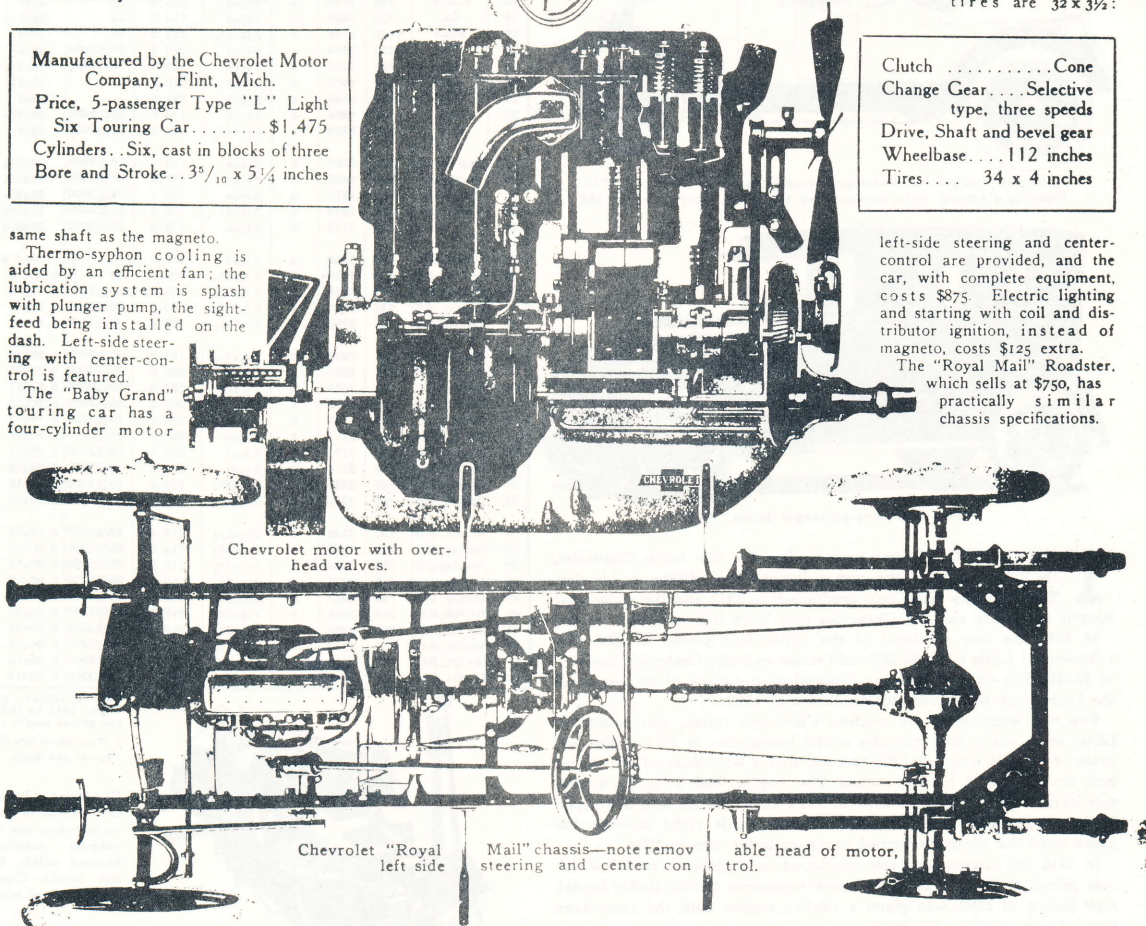
same shaft as the magneto.

Thermo-syphon cooling is aided by an efficient fan; the lubrication system is splash with plunger pump, the sight-feed being installed on the dash. Left-side steering with center-control is featured.

The "Baby Grand" touring car has a four-cylinder motor

left-side steering and center-control are provided, and the car, with complete equipment, costs \$875. Electric lighting and starting with coil and distributor ignition, instead of magneto, costs \$125 extra.

The "Royal Mail" Roadster, which sells at \$750, has practically similar chassis specifications.



Chevrolet motor with overhead valves.

Chevrolet "Royal Mail" left side

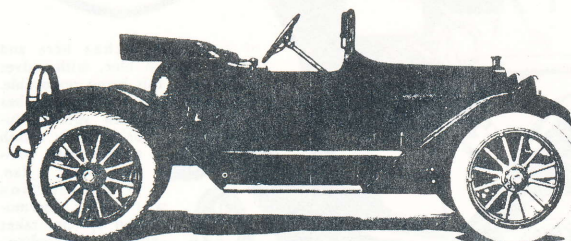
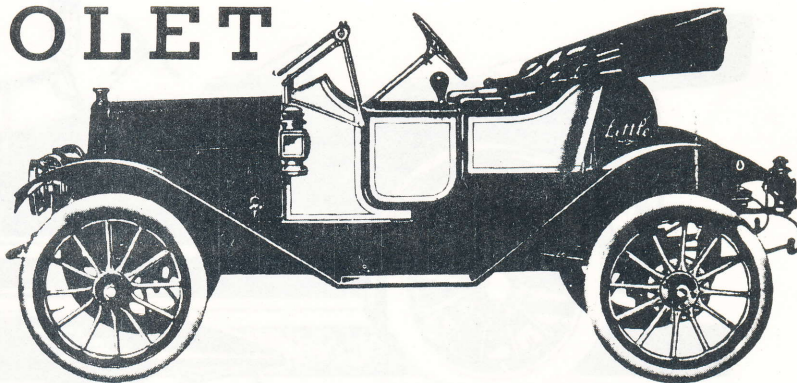
chassis—note removable head of motor, steering and center control.



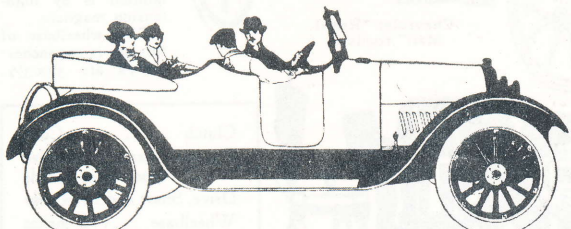
# CHEVROLET

Started as a  
Little Four

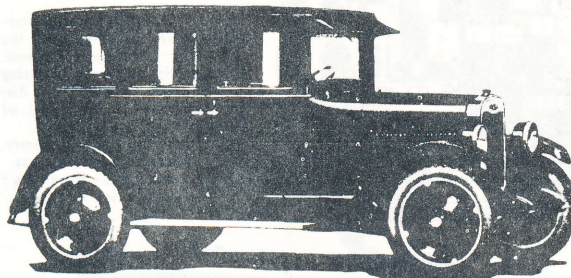
The Little was bought by Chevrolet in 1912. The car shown is the 1913 Little Four which sold for \$690 fully equipped. First Chevrolet was a six made in 1913



1915 Model H2 Chevrolet with four-cylinder valve-in-head engine



Chevrolet V eight four-passenger roadster built in 1917 and 1918. There is a narrow aisle between the two front seats. Price \$1,385



Four-door, five-passenger sedan, 1925

**T**HE CHEVROLET was named after the late Louis Chevrolet, its first designer, who was a famous race driver in his day. The company went into production in 1912 and the same year bought the Little car. All Chevrolet cars have had overhead valves.

In 1913 the line consisted of the Little four priced at \$690, the (Chevrolet) Little six at \$1,285 and the six-cylinder Chevrolet Model C at \$2,100. The smaller six was dropped at the close of the year but the larger one was made during 1914 and 1915.

The real ancestor of the modern Chevrolet, unless you count the Little four, was a four-cylinder model introduced in 1914 at the low price of \$750. It weighed 1,975 pounds, had a wheelbase of 104 inches and tires were 30 by 3½ inches. The engine had 3½ by 4 inch cylinders, a piston displacement of 170.9 cubic inches and developed 24 hp. Engines of these dimensions were made right through the years until the company turned to six-cylinder cars in 1929.

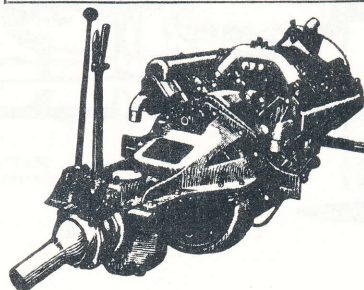
In 1916 the engine was also employed in a cheaper model which was priced at \$490. In 1918, the more expensive four-cylinder model, now listing at \$995, was given a similar engine with the same bore but a longer stroke—5¼ inches.

In 1923 the company dropped the larger size of engine in favor of the smaller and continued with it through 1928.

## CHEVROLET SPECIFICATIONS, 4's, 6's, 8's

Year	Model	Price	Wgt't	No. of cylind-ers	Bore & Stroke	Piston Dis- placement	Maxi- mum H.P.	Tire Size	Wheel base
13	Little 4	690	1650	4	3½x3½	134.7	19.6	30x3	90
13	Little Six	1285		6	3½x4½	219.8		32x4	106
13	C	2100		6	3½x5	299.0	50	35x4½	124
14	H2, 4	750	1975	4	3½x4	170.9	24	30x3½	104
14	L	1425	3060	6	3½x5½	270.9	35	34x4	112
15	H2, 4	875	2250	4	3½x4	170.9	24	32x3½	106
15	Light 6, L	1425	3060	6	3½x5½	270.9	30	34x4	112
16	490	490	1890	4	3½x4	170.9	25	30x3½	102
16	Baby Gnd.	750	2250	4	3½x4	170.9	25	32x3½	106
17	490	550	1890	4	3½x4	170.9	24	30x3½	102
17	D	1285	3200	8	3½x4	286.3	65	34x4	120
17	F-5	800	2745	4	3½x4	170.9	35	32x3½	108
18	D-5	1385	3200	8	3½x4	286.3	65	34x4	120
18	490	635	1890	4	3½x4	170.9	24	30x3½	102
18	F-A-5	995	2745	4	3½x5½	223.4	35	33x4	108
19	490	735	1890	4	3½x4	170.9	24	30x3½	102
19	FB-4	1135	2745	4	3½x5½	223.4	35	33x4	110
20	FB	1235	2574	4	3½x5½	224.3	37@2000	33x4	110
20	490	735	1890	4	3½x4	170.9	26@1800	30x3½	102
21	490	820	1900	4	3½x4	170.9		30x3½	102
21	FB	1345	2745	4	3½x5½	224.3		33x4	110
22	490	625	1900	4	3½x4	170.9	32@2800	30x3½	102
22	FB	975	2504	4	3½x5½	224.3	37@2800	33x4	110
23	Sup'lor, M	625	1880	4	3½x4	170.9	35@1900	30x3½	103
24	Superior	495	1880	4	3½x4	170.9	26@2000	30x3½	103
25	Superior	610	1875	4	3½x4	170.9	26@2000	30x3½	103
26	Superior	625	1870	4	3½x4	170.9	26@2000	30x3½	103
27		645	2115	4	3½x4	170.9	26@2000	30x3½	103
28	Nat'l, AB	595	2368	4	3½x4	170.9	35@2000	30x4.50	107
29	Int'nl, AC	675	2585	6	3½x3½	193.9	45@2000	4.50x20	107
30	Univsl, AD	675	2615	6	3½x3½	193.9	60@2600	4.75x19	107
31	Impnc, AE	635	2685	6	3½x3½	193.9	60@2600	4.75x19	109
32	Conf'd, BA	635	2750	6	3½x3½	193.9	60@3000	5.25x18	109
33	Stnrd, CC	465	2425	6	3½x3½	181.0	60@3000	5.25x17	107
33	Mastr, CA	565	2895	6	3½x4	206.8	65@2800	5.25x18	110
34	Stnrd, DC	495	2565	6	3½x3½	181.0	60@3000	5.50x17	107
34	Mastr, DA	645	3080	6	3½x4	206.8	80@3000	5.50x16	112
35	Stnrd, EC	550	2780	6	3½x4	206.8	74@3200	5.25x17	107
35	Mr, ED, EA	640	3210	6	3½x4	206.8	80@3300	5.50x17	113
36	Stnrd, FC	575	2775	6	3½x4	206.8	79@3200	5.25x17	109
36	Mr, FA, FD	640	3110	6	3½x4	206.8	79@3200	5.25x16	113
37	Mastr, GB	667	2935	6	3½x3½	216.5	85@3200	6.00x16	112½
37	DeLxe, GA	739	2935	6	3½x3½	216.5	85@3200	6.00x16	112½
38	Mastr, HB	730	2845	6	3½x3½	216.5	85@3200	6.00x16	112½
38	DeLxe, HA	795	2935	6	3½x3½	216.5	85@3200	6.00x16	112½
39	Mastr, JB	689	2996	6	3½x3½	216.5	85@3200	6.00x16	112½
39	DeLxe, JA	745	3025	6	3½x3½	216.5	85@3200	6.00x16	112½
40	Mastr, KB	740	2960	6	3½x3½	216.5	85@3200	6.00x16	113
40	Di, KA, KH	766	3045	6	3½x3½	216.5	85@3200	6.00x16	113
41	Mr DL, AG	795	2990	6	3½x3½	216.5	90@3300	6.00x16	116
41	SpDL, AH	851	3010	6	3½x3½	216.5	90@3300	6.00x16	116
42	Mr DL, BG	907	3130	6	3½x3½	216.5	90@3300	6.00x16	116
42	SpDL, BH	965	3160	6	3½x3½	216.5	90@3300	6.00x16	116

NOTE—Open car prices from 1913 to 1926. Closed car prices begin with 1927.  
! Rear tires are 30x3½.  
Fronts are 30x3.



Chevrolet 1917 V eight with valves in head. Dual carburetors are used and exhaust manifolds are formed within the cylinder heads. Cone clutch and flywheel are exposed



# DATA SHEET CHEVROLET 1916-1928 MODELS

Model	Year Built	Trade Name	Type of Car	No. of Cyl.	Bore and Stroke	S. A. E. Horse Power	Tire Size	Wheel- base	Ave. Ship- ping Weight	Road Weight Less Pass.	No. of Pass.	List Price
490	1916	"490"	Touring	4	3 11/16x4	21.7	30x3 1/2	102	1830	1910	5	\$ 490.00
490	1916	"490"	Roadster	4	3 11/16x4	21.7	30x3 1/2	102	1660	1740	2	490.00
490	1917	"490"	Touring	4	3 11/16x4	21.7	30x3 1/2	102	1830	1890	5	550.00
490	1917	"490"	Roadster	4	3 11/16x4	21.7	30x3 1/2	102	1660	1740	2	535.00
D	1917	D-5	Touring	8	3 3/8x4	36.4	34x4	120	2880	3100	5	1100.00
D	1917	D-4 Chummy	Roadster	8	3 3/8x4	36.4	34x4	120	2900	3140	4	1100.00
F	1917	F-5	Touring	4	3 11/16x4	21.7	33x4	108	2400		5	800.00
F	1917	F-2	Roadster	4	3 11/16x4	21.7	33x4	108	2275		2	800.00
490	1918	"490"	Touring	4	3 11/16x4	21.7	30x3 1/2	102	1830	1890	5	685.00
490	1918	"490"	Roadster	4	3 11/16x4	21.7	30x3 1/2	102	1660	1740	2	660.00
490	1918	"490"	Sedan	4	3 11/16x4	21.7	31x4	102	2165	2270	5	1060.00
490	1918	"490"	Coupe	4	3 11/16x4	21.7	30x3 1/2	102	1910	1990	2	1060.00
490	1918	"490"	Chassis	4	3 11/16x4	21.7	30x3 1/2	102	1460	1540	No Body	625.00
490	1918	"490"	Light Del.	4	3 11/16x4	21.7	30x3 1/2	102	1785	1865		1000 lb 595.00
FA	1918	FA-5	Touring	4	3 11/16x5 1/4	21.7	33x4	108	2410	2580	5	995.00
FA	1918	FA-2	Roadster	4	3 11/16x5 1/4	21.7	33x4	108	2310	2500	2	995.00
FA	1918	FA-4	Sedan	4	3 11/16x5 1/4	21.7	33x4 1/2	108	2700	2850	5	1475.00
D	1918	D-5	Touring	8	3 3/8x4	36.4	34x4	120	2880	3100	5	1550.00
D	1918	D-4 Chummy	Roadster	8	3 3/8x4	36.4	34x4	120	2900	3140	4	1550.00
T	1918	Ton-Truck	Truck	4	3 11/16x5 1/4	21.7	31x4 Front 32x4 Rear	125	3300	3420		2000 lb 1245.00
490	1919	"490"	Touring	4	3 11/16x4	21.7	30x3 1/2	102	1900	1980	5	735.00
490	1919	"490"	Roadster	4	3 11/16x4	21.7	30x3 1/2	102	1820	1900	2	715.00
490	1919	"490"	Sedan	4	3 11/16x4	21.7	31x4	102	2160	2270	5	1185.00
490	1919	"490"	Coupe	4	3 11/16x4	21.7	30x3 1/2	102	2135	2215	2	1110.00
490	1919	"490"	Chassis	4	3 11/16x4	21.7	30x3 1/2	102	1460	1540	No Body	685.00
490	1919	"490"	Light Del.	4	3 11/16x4	21.7	30x3 1/2	102	1865	1945		1000 lb 735.00
FB	1919	"FB-50"	Touring	4	3 11/16x5 1/4	21.7	33x4	110	2745	2880	5	1135.00
FB	1919	"FB-20"	Roadster	4	3 11/16x5 1/4	21.7	33x4	110	2640	2790	2	1110.00
FB	1919	"FB-40"	Sedan	4	3 11/16x5 1/4	21.7	33x4	110	2945	3095	5	1685.00
FB	1919	"FB-30"	Coupe	4	3 11/16x5 1/4	21.7	33x4	110	2820	2965	4	1685.00
D	1919	D-5	Touring	8	3 3/8x4	36.4	34x4	120	2880	3060	5	1585.00
D	1919	D-4 Chummy	Roadster	8	3 3/8x4	36.4	34x4	120	2900	3140	4	1585.00
T	1919	Ton-Truck	Truck	4	3 11/16x5 1/4	21.7	31x4 Front 32x4 Rear	125	3300	3420		2000 lb 1460.00
490	1920	"490"	Touring	4	3 11/16x4	21.7	30x3 1/2	102	1900	1995	5	795.00
490	1920	"490"	Roadster	4	3 11/16x4	21.7	30x3 1/2	102	1820	1915	2	775.00
490	1920	"490"	Sedan	4	3 11/16x4	21.7	31x4	102	2160	2255	5	1245.00
490	1920	"490"	Coupe	4	3 11/16x4	21.7	31x4	102	2040	2135	2	1170.00
490	1920	"490"	Chassis	4	3 11/16x4	21.7	30x3 1/2	102	1460	1540	No Body	745.00
490	1920	"490"	Light Del.	4	3 11/16x4	21.7	30x3 1/2	102	1865	1945		1000 lb 795.00
FB	1920	"FB-50"	Touring	4	3 11/16x5 1/4	21.7	33x4	110	2745	2880	5	1295.00
FB	1920	"FB-20"	Roadster	4	3 11/16x5 1/4	21.7	33x4	110	2640	2790	2	1270.00
FB	1920	"FB-40"	Sedan	4	3 11/16x5 1/4	21.7	33x4	110	2945	3095	5	1855.00
FB	1920	"FB-30"	Coupe	4	3 11/16x5 1/4	21.7	33x4	110	2820	2965	4	1855.00
T	1920	Ton-Truck	Truck	4	3 11/16x5 1/4	21.7	33x4 Front 35x5 Rear	125	3300	3440		2000 lb 1460.00
490	1921	"490"	Touring	4	3 11/16x4	21.7	30x3 1/2	102	1900	1995	5	625.00
490	1921	"490"	Roadster	4	3 11/16x4	21.7	30x3 1/2	102	1820	1915	2	625.00
490	1921	"490"	Sedan	4	3 11/16x4	21.7	31x4	102	2160	2255	5	975.00
490	1921	"490"	Coupe	4	3 11/16x4	21.7	31x4	102	2040	2135	2	975.00
490	1921	"490"	Chassis	4	3 11/16x4	21.7	30x3 1/2	102	1460	1540	No Body	560.00
490	1921	"490"	Light Del.	4	3 11/16x4	21.7	30x3 1/2	102	1865	1945		1000 lb 625.00
FB	1921	"FB-50"	Touring	4	3 11/16x5 1/4	21.7	33x4	110	2745	2880	5	975.00
FB	1921	"FB-20"	Roadster	4	3 11/16x5 1/4	21.7	33x4	110	2640	2790	2	975.00
FB	1921	"FB-40"	Sedan	4	3 11/16x5 1/4	21.7	33x4	110	2945	3095	5	1575.00
FB	1921	"FB-30"	Coupe	4	3 11/16x5 1/4	21.7	33x4	110	2820	2965	4	1575.00
T	1921	Ton-Truck	Truck	4	3 11/16x5 1/4	21.7	33x4 Front 35x5 Rear	125	3300	3440		2000 lb 1345.00
G	1921	3/4-Ton Truck	Truck	4	3 11/16x5 1/4	21.7	31x4 Front 34x4 1/2 Rear	120	2450	2530		1500 lb 930.00
490	1922	"490"	Touring	4	3 11/16x4	21.7	30x3 1/2	102	1770	1850	5	525.00
490	1922	"490"	Roadster	4	3 11/16x4	21.7	30x3 1/2	102	1725	1815	2	510.00
490	1922	"490"	Sedan	4	3 11/16x4	21.7	30x3 1/2	102	2150	2230	5	860.00
490	1922	"490"	Coupe-4	4	3 11/16x4	21.7	30x3 1/2	102	2015	2100	4	840.00
490	1922	"490"	Coupe-2	4	3 11/16x4	21.7	30x3 1/2	102	1945	2030	2	680.00
490	1922	"490"	Chassis	4	3 11/16x4	21.7	30x3 1/2	102	1435	1510	No Body	425.00
490	1922	"490"	Light Del.	4	3 11/16x4	21.7	30x3 1/2	102	1860	1935		1000 lb 510.00
FB	1922	"FB-50"	Touring	4	3 11/16x5 1/4	21.7	33x4	110	2595	2720	5	885.00
FB	1922	"FB-20"	Roadster	4	3 11/16x5 1/4	21.7	33x4	110	2310	2500	2	865.00
FB	1922	"FB-40"	Sedan	4	3 11/16x5 1/4	21.7	33x4	110	2890	3015	5	1395.00
FB	1922	"FB-30"	Coupe	4	3 11/16x5 1/4	21.7	33x4	110	2735	2860	4	1325.00
T	1922	Ton-Truck	Truck Ch.	4	3 11/16x5 1/4	21.7	33x4 Front 34x4 1/2 Rear	125	3300	3440		2000 lb 1095.00
G	1922	3/4-Ton Truck	Truck	4	3 11/16x4	21.7	31x4 Front 34x4 1/2 Rear	120	2450	2530		1500 lb 650.00
Sup.	1923	"Superior"	Touring	4	3 11/16x4	21.7	30x3 1/2	103	1795	1880	5	525.00
Sup.	1923	"Superior"	Roadster	4	3 11/16x4	21.7	30x3 1/2	103	1715	1800	2	510.00
Sup.	1923	"Superior"	Sedan	4	3 11/16x4	21.7	30x3 1/2	103	2095	2180	5	806.00
Sup.	1923	"Superior"	Sedanette	4	3 11/16x4	21.7	30x3 1/2	103	2055	2140	4	850.00
Sup.	1923	"Superior"	Coupe	4	3 11/16x4	21.7	30x3 1/2	103	1915	2000	2	680.00
Sup.	1923	"Superior"	Com. Ch.	4	3 11/16x4	21.7	30x3 1/2	103	1390	1475	No Body	425.00
Sup.	1923	"Superior"	Light Del.	4	3 11/16x4	21.7	30x3 1/2	103	1815	1900		1000 lb 510.00
Sup.	1923	"Superior"	Tour. Chas.	4	3 11/16x4	21.7	30x3 1/2	103	1380	1465	Chas. Only	
Sup.	1923	"Sup. Util. Exp."	Truck	4	3 11/16x4	21.7	31x4 Front 34x4 1/2 Rear	120	1830	1915	No Body	2000 lb 575.00
The following data covers both Series B and Series F Cars for 1924 selling season.												
Sup.	1924	"Superior"	Touring	4	3 11/16x4	21.7	30x3 1/2	103	1790	1875	5	510.00
Sup.	1924	"Superior" De Luxe	Touring	4	3 11/16x4	21.7	30x3 1/2	103	1955	2040	5	640.00
Sup.	1924	"Superior"	Roadster	4	3 11/16x4	21.7	30x3 1/2	103	1690	1775	2	495.00
Sup.	1924	"Superior"	Sedan	4	3 11/16x4	21.7	30x3 1/2	103	2070	2155	5	795.00
Sup.	1924	"Superior"	Coupe-2	4	3 11/16x4	21.7	30x3 1/2	103	1880	1965	2	640.00
Sup.	1924	"Superior"	Coupe-4	4	3 11/16x4	21.7	30x3 1/2	103	2005	2090	4	725.00
Sup.	1924	"Superior"	Com. Chas.	4	3 11/16x4	21.7	30x3 1/2	103	1430	1515	No Body	410.00
Sup.	1924	"Superior"	Light Del.	4	3 11/16x4	21.7	30x3 1/2	103	1790	1875		1000 lb 495.00
Sup.	1924	"Superior"	Tour. Chas.	4	3 11/16x4	21.7	30x3 1/2	103	1380	1465	Chas. Only	
Sup.	1924	"Sup. Util. Exp." (Series D) Truck	Truck	4	3 11/16x4	21.7	31x4 Front 34x4 1/2 Rear	120	1850	1935	No Body	2000 lb 550.00
Sup.	1924	"Superior" De Luxe	Sedan	4	3 11/16x4	21.7	30x3 1/2	103	2240	2325	5	940.00
Sup.	1924	"Superior" De Luxe	Coupe	4	3 11/16x4	21.7	30x3 1/2	103	2050	2135	2	775.00
Sup.	1924	"Superior"	Coach	4	3 11/16x4	21.7	30x3 1/2	103	2030	2115	5	695.00
The following data covers all Series F Cars for 1925 selling season.												
Sup.	1925	"Superior"	Touring	4	3 11/16x4	21.7	30x3 1/2	103	1790	1875	5	510.00
Sup.	1925	"Superior" De Luxe	Touring	4	3 11/16x4	21.7	30x3 1/2	103	1955	2040	5	640.00
Sup.	1925	"Superior"	Roadster	4	3 11/16x4	21.7	30x3 1/2	103	1690	1775	2	495.00
Sup.	1925	"Superior"	Sedan	4	3 11/16x4	21.7	30x3 1/2	103	2070	2155	5	795.00
Sup.	1925	"Superior"	Coupe-2	4	3 11/16x4	21.7	30x3 1/2	103	1880	1965	2	640.00



# DATA SHEET CHEVROLET 1916-1928 MODELS *Continued*

Model	Year Built	Trade Name	Type of Car	No. of Cyl.	Bore and Stroke	S. A. E. Horse Power	Tire Size	Wheel-base	Ave. Ship- ping Weight	Road Weight Less Pass.	No. of Pass.	List Price
Sup.	1925	"Superior"	Coupe-4	4	3 1/16x4	21.7	30x3 1/2	103	2005	2090	4	\$ 725.00
Sup.	1925	"Superior"	Com. Chas.	4	3 1/16x4	21.7	30x3 1/2	103	1430	1515	No Body	410.00
Sup.	1925	"Superior"	Light Del.	4	3 1/16x4	21.7	30x3 1/2	201	1790	1875		495.00
Sup.	1925	"Superior"	Tour. Chas.	4	3 1/16x4	21.7	30x3 1/2	103	1380	1465	Chas. Only	1000 lb
Sup.	1925	"Sup. Util. Exp." (Series H)	Truck	4	3 1/16x4	21.7	31x4 Front	120	1850	1935	No Body	2000 lb
							34x4 1/2 Rear					550.00
Sup.	1925	"Superior" De Luxe	Sedan	4	3 1/16x4	21.7	30x3 1/2	103	2240	2325	5	940.00
Sup.	1925	"Superior" De Luxe	Coupe	4	3 1/16x4	21.7	30x3 1/2	103	2050	2135	2	775.00
Sup.	1925	"Superior"	Coach	4	3 1/16x4	21.7	30x3 1/2	103	2030	2115	5	695.00
The following data covers all Series K Cars for 1925 selling season.												
Sup.	1925	"Superior"	Touring	4	3 1/16x4	21.7	30x3 1/2	103	1870	1955		525.00
Sup.	1925	"Superior"	Roadster	4	3 1/16x4	21.7	30x3 1/2	103	1755	1840		525.00
Sup.	1925	"Superior"	Tour. Chassis	4	3 1/16x4	21.7	30x3 1/2	103	1400	1485		1000 lb
Sup.	1925	"Superior"	Com. Chassis	4	3 1/16x4	21.7	30x3 1/2	103	1500	1585		1000 lb
Sup.	1925	"Superior"	Sedan	4	3 1/16x4	21.7	29x4.40	103	2220	2305	5	825.00
Sup.	1925	"Superior"	Coupe-2	4	3 1/16x4	21.7	29x4.40	103	2015	2100	2	715.00
Sup.	1925	"Superior"	Coach	4	3 1/16x4	21.7	29x4.40	103	2110	2195	5	735.00
Sup.	1925	"Util. Exp." (Series M)	Truck	4	3 1/16x4	21.7	31x4 Front	120	1900	1985		2000 lb
							34x4 1/2 Rear					550.00
The following data cover all Series K Cars for 1926 selling season.												
Sup.	1926	"Superior"	Touring	4	3 1/16x4	21.7	30x3 1/2	103	1875	1955	5	510.00
Sup.	1926	"Superior"	Roadster	4	3 1/16x4	21.7	30x3 1/2	103	1780	1860	2	510.00
Sup.	1926	"Superior"	Com. Chassis	4	3 1/16x4	21.7	30x3 1/2	103	1520	1600	No Body	1000 lb
Sup.	1926	"Superior"	Sedan	4	3 1/16x4	21.7	29x4.40	103	2215	2295	5	735.00
Sup.	1926	"Superior"	Coupe	4	3 1/16x4	21.7	29x4.40	103	2030	2110	2	645.00
Sup.	1926	"Superior"	Coach	4	3 1/16x4	21.7	29x4.40	103	2130	2210	5	645.00
Sup.	1926	"Util. Exp." (Series R)	Truck	4	3 1/16x4	21.7	30x3 1/2 Front	124	1955	2035	No Body	2000 lb
							30x5 Front and Rear		1995	2075		550.00
The following data covers all Series V Cars for 1926 selling season.												
Sup.	1926	"Superior"	Touring	4	3 1/16x4	21.7	30x3 1/2	103	1865	1950	5	510.00
Sup.	1926	"Superior"	Roadster	4	3 1/16x4	21.7	30x3 1/2	103	1785	1870	2	510.00
Sup.	1926	"Superior"	Com. Chassis	4	3 1/16x4	21.7	30x3 1/2	103	1490	1575	No Body	1000 lb
Sup.	1926	"Superior"	Sedan	4	3 1/16x4	21.7	29x4.40	103	2185	2270	5	735.00
Sup.	1926	"Superior"	Landau	4	3 1/16x4	21.7	29x4.40	103	2185	2270	5	765.00
Sup.	1926	"Superior"	Coupe	4	3 1/16x4	21.7	29x4.40	103	2005	2090	2	645.00
Sup.	1926	"Superior"	Coach	4	3 1/16x4	21.7	29x4.40	103	2110	2195	5	645.00
Sup.	1926	"Util. Exp." (Series X)	Truck	4	3 1/16x4	21.7	30x5 Front & Rear	1985	2070		No Body	2000 lb
							30x3 1/2 Front	1940	2025			550.00
							30x5 Rear					
The following data covers all Series V Cars for 1927 selling season.												
Sup.	1927	"Superior"	Touring	4	3 1/16x4	21.7	30x3 1/2	103	1885	1955	5	510.00
Sup.	1927	"Superior"	Roadster	4	3 1/16x4	21.7	30x3 1/2	103	1790	1860	2	510.00
Sup.	1927	"Superior"	Coupe	4	3 1/16x4	21.7	29x4.40	103	2035	2105	2	645.00
Sup.	1927	"Superior"	Sedan	4	3 1/16x4	21.7	29x4.40	103	2225	2295	5	735.00
Sup.	1927	"Superior"	Coach	4	3 1/16x4	21.7	29x4.40	103	2115	2185	5	645.00
Sup.	1927	"Superior"	Landau	4	3 1/16x4	21.7	29x4.40	103	2200	2290	5	765.00
Sup.	1927	"Superior"	Comm. Ch.	4	3 1/16x4	21.7	30x3 1/2	103	1540	1610	No Body	1000 lb
Sup.	1927	"Util. Exp. 'X'"	Truck	4	3 1/16x4	21.7	30x5	124	2335	2410	No Body	2000 lb
									(Cab and spare rim)		(Cab)	115.00
Sup.	1927	"Util. Exp. 'X'"	Truck	4	3 1/16x4	21.7	30x5	124	2810	2885		
									(Stake body, cab and rim)			
									2015	2090		
									(Fenders, tools, etc.)			
The following data covers all Series AA Cars for 1927 selling season.												
1927	"Capitol"	Touring	4	3 1/16x4	21.7	29x4.40	103	1965	2035	5		525.00
1927	"Capitol"	Roadster	4	3 1/16x4	21.7	29x4.40	103	1890	1960	2		525.00
1927	"Capitol"	Coupe	4	3 1/16x4	21.7	29x4.40	103	2090	2160	2		625.00
1927	"Capitol"	Sedan	4	3 1/16x4	21.7	29x4.40	103	2275	2345	5		695.00
1927	"Capitol"	Coach	4	3 1/16x4	21.7	29x4.40	103	2190	2260	5		595.00
1927	"Capitol"	Landau	4	3 1/16x4	21.7	29x4.40	103	2270	2340	5		745.00
1927	"Capitol"	Cabriolet	4	3 1/16x4	21.7	29x4.40	103	2135	2205	4		715.00
1927	"Capitol"	Imperial	4	3 1/16x4	21.7	29x4.40	103	2260	2330	5		745.00
1927	"Capitol"	1/2-T. Truck	4	3 1/16x4	21.7	29x4.40	103	1550	1620	No Body	1000 lb	395.00
									(Fenders and spare rim)			
1927	"Capitol"	1-T. Tr. Ch. Series LM	4	3 1/16x4	21.7	30x5	124	2030	2100	No Body	2000 lb	495.00
									(4 fenders, tools, etc.)			
1927	"Capitol"	1-T. Tr. Ch. Series LM	4	3 1/16x4	21.7	30x5	124	2420	2490	No Body	2000 lb	610.00
									(Cab and spare rim)			
1927	"Capitol"	1-T. Tr. Ch. Series LM	4	3 1/16x4	21.7	30x5	124	3045	3115	No Body	2000 lb	680.00
									(Stake body, cab and rim)			
1927	"Capitol"	1-T. Tr. Ch. Series LM	4	3 1/16x4	21.7	30x5	124	2850	2920	No Body	2000 lb	755.00
									(Panel body and spare rim)			
The following data covers Series AB Cars for 1928 selling season.												
1928	"National"	Touring	4	3 1/16x4	21.7	30x4.50	107	2090	2160	5		495.00
1928	"National"	Roadster	4	3 1/16x4	21.7	30x4.50	107	2030	2100	2		495.00
1928	"National"	Sedan	4	3 1/16x4	21.7	30x4.50	107	2435	2505	5		675.00
1928	"National"	Coach	4	3 1/16x4	21.7	30x4.50	107	2360	2430	5		585.00
1928	"National"	Cabriolet	4	3 1/16x4	21.7	30x4.50	107	2270	2340	4		665.00
1928	"National"	Coupe	4	3 1/16x4	21.7	30x4.50	107	2235	2305	2		595.00
1928	"National"	Imperial	4	3 1/16x4	21.7	30x4.50	107	2405	2475	5		715.00
1928	"National"	Convertible	4	3 1/16x4	21.7	30x4.50	107	2285	2355	4		695.00
1928	"Capitol"	1-T. Tr. Ch. Series L.O. LP	4	3 1/16x4	21.7	30x5	124	2080	2150	No Body	2000 lb	495.00
									(4 fenders, spare rim)			
1928	"Capitol"	1-T. Tr. Ch. Series L.O. LP	4	3 1/16x4	21.7	30x5	124	2430	2500	No Body	2000 lb	610.00
									(Cab, 4 fenders, spare rim)			
1928	"National"	1/2-T. Chas.	4	3 1/16x4	21.7	30x4.50	107	1895	1785	No Body	1000 lb	375.00
									(Rear fenders and spare rim)			

NOTE: Model designation based on selling season.

Shipping weights do not include gas, oil, water or any optional equipment. These weights are compiled from all available statistics and are average weights from all plants, on which there is an allowable variation of fifty pounds.

Average road weight above is car ready for the road with gas, oil and water but no passengers, baggage, extra or optional equipment.

Factory installed accessories include Spare Tire and Tube, Bumpers, Front and Rear, Hub Cap Lock.

All Model H cars use motor number only, which will be found on the flywheel and left front motor arm.

All Model 490 cars manufactured in 1916 and until July, 1917, use motor number only, which will be found on the flywheel.

All Model 490 cars manufactured since July, 1917, have motor number on the flywheel, also serial number on nameplate on dash.

All Model F cars use motor and serial numbers the same as 490.

All Model FA, FB, D cars and T trucks have motor number on the flywheel and left side of the front motor support, also serial number on nameplate on dash.

All Model G trucks use motor and serial numbers the same as 490.

All Model Superior (1923) cars have motor number on flywheel, and serial number on nameplate on the left side of front seat frame.

All Model Superior (1924) cars have motor number on flywheel and serial number on nameplate on right or left side of front seat frame.

All Model Utility Express Chassis (1923-24) have motor number on flywheel and serial number on nameplate on left side of dash.

All Model Superior (Series K) (1925-26) have motor number on boss just forward of oil filler tube, and serial number on nameplate located on seat frame.

All Model Utility Express (Series M or R) (1925-26) have motor number on boss just forward of oil filler tube, and serial number on nameplate on dash.

All Model Superior (Series V-X) have motor numbers stamped on block back of ignition distributor on right side of motor.



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