

Spoke Folks



North Alabama Region  Antique Automobile Club of America



Winter Storage Time

Volume 59  Edition 1

January 2022

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North Alabama Region



President's Message

NAR President / *Jeff Slage*

Happy New Years!

Let me start by saying that I appreciate all of the members who volunteered to serve in 2022 as officers and board members.

For those who haven't seen the list, here it is:

President

Vice-President

Secretary

Treasurer

Newsletter Editor

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Board of Directors

Jeff Slagle

Chuck Nickey

Clair Catanese

Jim True

Tom Beam

Robert Scites

Joe Marchelites

Nell Owen

Wayne Scites

Mike Skelly

Next, and a little business, if you haven't paid your NAR and AACA dues for 2022, now is the time to do it. The NAR dues are \$20 per year per family. Please mail a check to: Jim True, 16651 East Limestone Rd, Harvest, AL 35749

The 2022 \$45 AACA membership dues can be renewed either online at <https://www.aaca.org/About-AACA/membership.html> or by phone at (717) 534-1910.

Last, it is very hard to believe that another year has flown by. It is easy to say that 2021 has been another year which has tested all of us in numerous ways. The Covid-19 pandemic has certainly taught us to be more resilient, courageous and patient.

However, the past is like using your rear-view mirror in the car; it's good to look back and glance at how far you've come, but if you stare too long, you won't see what lies in front of you.

As we enter 2022, I would like to encourage each of you to start your car, look forward and take a ride in it!

Jeff 

NAR Member Milestones

January Birthdays

Jan 4 Russell King
Jan 6 Keith Haney
Jan 16 David Hoha
Jan 23 Peter Catanese
Jan 25 John Adams
Jan 26 Lisa Vaughan
Jan 27 Peggy Richard
Jan 31 Natalie Hoha

February Birthdays

Feb 2 Jeff Slagle
Feb 3 Doug Cooper
Feb 4 Jane Haldeman
Feb 8 Ed Hanish
Feb 10 Cappy O'Halloran
Feb 14 David Miller
Feb 18 Harold Caneer / 82 in 2022
Feb 21 Hanna Scites
Feb 26 Chuck Knapp

January Anniversaries

Jan 9 Jerry and Annette Carignan / 51 in 2022
Jan 9 Marcia Snellen/Danny Barger
Jan 9 Robbie and Angie Henslee
Jan 23 Jeff and Drea Slagle

February Anniversaries

Feb 14 Peter and Claire Catanese

2022 AACA and NAR Membership Dues

The 2022 \$45 AACA membership dues can be renewed either online at <https://www.aaca.org/About-AACA/membership.html> or by phone at (717) 534-1910.

For 2022 NAR membership dues, please make a check to NAR and mail to: Jim True
16651 East Limestone Road
Harvest, AL 35749

For Sale - 1933 Plymouth Presidents Coupe

Dennis McCann

I have been storing a 1933 Presidents coupe for a man and he has informed me his health is deteriorating fast and would like to sell it, along with another chassis, and plenty of spare parts. I know the street rodders wanted it over the years, as it is rare.

I think the local NAR members should have first chance. It is stored in my building in Newmarket, Alabama. The extra chassis and parts are at his home in South Huntsville. Any help you can give will be appreciated.

New Car Museum in Cartersville, Georgia

Nell Owen

A new car museum has opened in Cartersville, GA, about a 3 hour ride from Huntsville, AL. Through the end of May 2022, they have a special Orphan Car exhibit. Friends of ours visited recently and enjoyed it. They sent us pictures of the beautiful cars on display since we have many of the same "orphans", Kaiser, Frazer, Packard, etc. There is also an exhibit of racing vehicles through the end of March 2022 and Great American Classics through the end of March 2022 as well. The museum is open Tuesday thru Sunday each week. Business hours are 10:00 am to 5:00 pm.

Tickets are \$15. <https://savoymuseum.org/>



When I moved into the antique car hobby, my initial direction was toward the Chrysler muscle cars of the late 1960s, early 1970s. None of which I could afford in their new condition. The 1973 Challenger was one of those vehicles. They all went into a long hibernation. I eventually settled on a focus on Willys-Overland products and started selling off the muscle cars and big block engine vehicles. My son, Pete, declared an interest in the E-body vehicles and wanted one or more of them. I chose the Challenger as it seemed to be the closest to factory build condition. It was moved out of a 23 year sleep and restoration started, very slowly at first with Pete coming in from Texas about 1 week a year to work on the car. I did some mechanical activity in the interim but primarily waited for his participation. In the summer of 2020 he moved in with me and the restoration started in earnest. The target was to have a nice looking but very drivable vehicle with minimal investment. He wanted to drive the vehicle and not have a trailer queen. We decided to convert the vehicle from the existing aftermarket carburetor to fuel injection, upgrade the engine control electronics, and change to a modern air conditioning system.



2021 Totcky Award Winner / 1973 Dodge Challenger

Starting point. When purchased, the vehicle was drivable barely. The paint was badly faded. It had visible rust through at various locations. Later we discovered considerable additional rust. The interior was in very rough condition – cracked dash, rotted headliner, side panels were turning to powder, and the upholstery was torn and faded. The car had obviously been in several collisions as the fenders and doors were creased and dented. The engine, drivetrain seemed to be in good condition. Brakes were marginal. Everything on the vehicle needed to be addressed.



Considerable Panel Section Rust

All fluids were changed and mechanicals inspected. The oil pan was dropped and many years of sludge removed. The transmission pan was dropped, filter and fluid changed. The differential was drained and refilled.

Brake wheel cylinders, pads, shoes, rotors replaced. The master cylinder was replaced. The brake proportional valve was rebuilt as new replacements were not available. Fresh fluid and considerable bleeding and frustration before the combination valve/switch issue was identified.

New shock absorbers were installed. Cracks in the shock towers were welded. *(Continued)*

2021 Totcky Challenger (Continued)

The body required extensive sanding, decal removal, and hammer and dolly work to get it back to near original shape. Several sections of sheet metal needed to be cut out, patch panels fabricated, and welded into place. The inner deck lid flange was completely rotted out, the lower rear quarters were porous and needed to be replaced, some areas of the front fenders also needed patching. Minimal Kitty-Hair fiberglass and plastic filler were required. Several coats of high fill primer with considerable sanding. This activity consumed a couple of years of intermittent effort.

The interior required extensive renewal. A dash cover was glued over the cracked dash. Not a straight forward activity! The vehicle floors were rotted. New sheet metal was fabricated and welded in. The headliner was completely rotted. It was removed, the interior of the roof needed extensive surface rust removal and painting. Installing a headliner with bow strips is an interesting challenge. The interior body panels were turning to dust. I had a set from a (Ray Hickey) scrapped vehicle which were in far better condition, however, purple. These were painted to match the white interior. The body was lined with Eastwood X-mat for thermal and sound insulation (note, a very similar but a bit thinner and definitely much less expensive material is available at Lowes). The seat upholstery was removed and re-sewn. It had faded and stained to a beige color. It was "dyed" i.e. special paint, back to white. New radio speakers were installed. The originals having simply disintegrated.



Interior Required Major Repair

The gas tank had several inches of a terrible smelling thick almost fluid substance and was not salvageable. A new gas tank was installed. The sending unit was unidentifiable. It too was replaced with a unit included in the Holley Sniper fuel injection system. The Sniper fuel injection system is advertised as being bolt on. It is, almost. Several on engine brackets needed to be designed and fabricated. The throttle body spacer provided was too thick in that it elevated the air cleaner to hood interference. A thinner spacer needed to be fabricated from a piece of aluminum.

The engine mounts and essentially all rubber mounts, bushings, bumpers needed replacement. All are readily available in the aftermarket. All body plugs and grommets were replaced.

The bumpers were cleaned and sent out for chrome plating. Expensive mistake. New replacement bumpers would have been far less expensive.

All trim parts, lights, brackets, were cleaned, polished or painted as appropriate.

Modern engine electronics were installed and wiring updated as necessary. Note, this was relatively easy as I designed the original vehicle wiring in a previous life in the Chrysler Wiring Lab. Setting up the new calibrations was "interesting". Thankfully, Pete is an electronics engineer. (Continued)

2021 Totcky Challenger

The vehicle's vinyl roof was salvageable albeit required extensive cleaning.

The vehicle and its removable body panels were painted using Nason, single stage catalyzed polyurethane paint. First painted in the driveway. Mistake. I live in a heavily wooded area. Tree fallout is continuous. Bugs for some reason are attracted to fresh paint resulting in bug back stroke splotches. Painting in Alabama summer afternoon also results in quick drying and lots of orange peel.

After months of sanding, most panels needed an additional coat of paint. I had fabricated a paint booth in my garage using a car port tent frame with supplemental horizontal poles to support T8 florescent lights and the frame covered with semi-clear 5 mil plastic film. I used an old furnace blower and a 4" perforated plastic drainage pipe to create a downdraft. Painting the removable body panels in the tent is straight forward. Painting the car body is a bit more challenging because of vehicle width. I could only do one side at a time. Also, the repaint was done on much cooler days. The result was a surface requiring significantly less color sanding and polishing.



Salvageable Vinyl Top



Buffing Out the "Bugs"

The engine and engine compartment needed extensive cosmetic cleaning and painting.

The radiator developed a leak. A dose of coolant sealer cured the problem for the now.

Open issues: The vehicle is equipped with a functional, aftermarket radio. Preferred would be an original radio upgraded with Bluetooth. Ball joints are in good condition but the duct covers are torn and should be replaced.

This project provided a great opportunity to closely interface with my son over an extended period. He learned significant hands on automotive skills and is looking forward to someday applying them to my 1965 Barracuda. It achieved the goal of a nice looking and performing vehicle at a reasonable cost. We have had people follow the vehicle to my home just to take photos of it.

For those who subscribe to the *Old Cars* magazine, page 82 of the January 1, 2022 issue has an article on the 2021 Cadillac Fall Festival in Hickory Corners, MI. Many of you will recognize this beautiful Cadillac that headlines the story. It is a blue/white 1958 Cadillac Eldorado Seville owned by none other than former NAR members Bill and Phyllis Sampson who now live in Riggins, ID. Their Caddy won Best of Show at the event. Congrats to them! If you don't get the magazine, I've scanned in the pages for you. The 2nd page is not very clear, but you can get the gist of it. Enjoy.



■ Best-in-Show-winning 1958 Cadillac Eldorado Seville owned by William Sampson of Riggins, Idaho, with the Cadillac designers who served as event judges

Judged by

DESIGNERS

Designers judge 2021 Cadillac Fall Festival contenders

BY WILLIAM C. "BILL" ANDERSON, P.E.

Friday, Sept. 24, and Saturday, Sept. 25, marked the perfect time to welcome back friends, collectors and fans of Cadillac and LaSalle to the 2021 Cadillac Fall Festival in Hickory Corners, Mich. The event was held at the Cadillac LaSalle Club Museum & Research Center (CLCMRC), located on the grounds of the Gilmore Car Museum. The Cadillac Fall Festival was the first national Cadillac show since 2019 due to the COVID-19 pandemic that began in 2020. Beautiful weather set the stage for a fun-filled, safe, two-day event celebrating Cadillac models built from 1903-2021.

Also spotlighted were two 2022 Cadillacs. On display was the much-hyped CT5 V-Series Blackwing, boasting 0-60 mph in 3.4 seconds and 200 mph, and the CT4 V-Series Blackwing. Cadillac, the official event sponsor, also brought a 2021 Escalade. GM Design provided five vintage Cadillac concept cars: the 1953 *Le Mans*, 1959 *Cyclone*, 1999 *Evoq*, 2002 V-12 mid-engine *Cien* and the fabulous 2003 *Sixteen*. Another special display offered a few specially constructed Cadillac station wagons.

The highlight of the festival was the drive-by Evolution of Cadillac Design Awards Ceremony on Saturday after-

noon. It was the culmination of efforts by 2021 Chief Judge Kip Wasenko, who was a Cadillac Studio chief designer and is credited with the 1999 Cadillac *Evoq* concept car that became the production XLR. He developed a series of classes to recognize each GM Design vice-president, from Harley Earl to Michael Simcoe. Wasenko also developed judging criteria that emphasized design principles, and convinced several retired and active Cadillac designers to conduct the judging. The drive-by awards ceremony began with a tribute to Harley Earl, presented by Dick Ruzzin, a retired Cadillac Studio chief designer. The

retired Cadillac Studio chief designers (there was one for each class) shared some insights of working with the GM vice-president represented by the class while commenting on the reasons for the winners' selection as he presented class awards: a Best-in-Class award, and a Leland Award for the car with other features and quality worthy of mention. A separate class for preservation cars was judged by experienced Cadillac LaSalle Club judges. A 5,000-mile 1966 Cadillac coupe took the Best-in-Class award in the preservation category. All award winners are pictured on the festival's website (www.cadillacfallfestival.com).

There were special attractions both days, including free car rides in classic Cadillacs: a 1931 Cadillac sedan, a 1959 Coupe de Ville and a 1979 Seville. It was an extraordinary opportunity to experience how Cadillac has evolved over the years. The guided tours of the Gilmore Galleries were a big hit, too. Those included the Franklin Museum and Muscle Car Gallery, the Lincoln Museum and Model A Ford Museum, and the new addition to the Classic Car Club of America Museum. Inside the CLCMRC, an expert on early Eldorados answered questions about the five 1953-'58 Eldorados on display. The CLCMRC's annual Museum Garage Sale was buzzing both days with collectors and restorers looking for Cadillac literature and memorabilia to purchase.

But the stars of the show were the cars and the owners who traveled to Michigan from all over the country to show off their cars, to compete and to happily visit with fellow Cadillac aficionados. The festival is much more than a two-day celebration, as it helps fund southwest Michigan charities and the CLCMRC.

The 2022 Cadillac Fall Festival will be held Sept. 22-24, again at the CLCMRC. Check out the Festival's website at www.cadillacfallfestival.com for details about the 2022 events and attractions.

William C. "Bill" Anderson, P.E., writes the *Old Cars* column "Restoration Basics." He also is the CLCMRC's president and CLC's chief judge. **OC**

Roads to Monte Sano Mountain

James B. Hill, Jr.

<https://www.montesano.org/history/hill.html>

In 1833, Dr. Fearn and his brother, Col. George Fearn, purchased 80 acres of land on the North West portion of Monte Sano, above Cold Spring. They laid off 67 property lots. By the end of the year they had sold 38 lots. Until this time, access to the mountain was by wagon until one reached the foot of the bluff. From there on, travel was by horse back over Indian trails. With the sale of lots, money was raised to proceed with building a primitive road.

This first road named on a map was Road to Huntsville in 1859. Over the years the other names for the road were Monte Sano Pike, Monte Sano Turnpike and Toll Gate Road. To protect the title, a group of four local men had bought the right of way for the Monte Sano Turnpike for \$150. The names of the four men were J. L. Rison, Major William Echols, John Patton, and William P. Newman. Incidentally, these are the names of four Huntsville streets today.

This road began at the North West corner of Maple Hill Cemetery. It proceeded eastward, just north of Randolph Street, reaching the top of Monte Sano at the intersection of Lookout and Fearn streets. This was a private road that became a toll road. A tollgate was installed on the road approximately one-fourth mile from its beginning at the cemetery, and it became known as Tollgate Road.

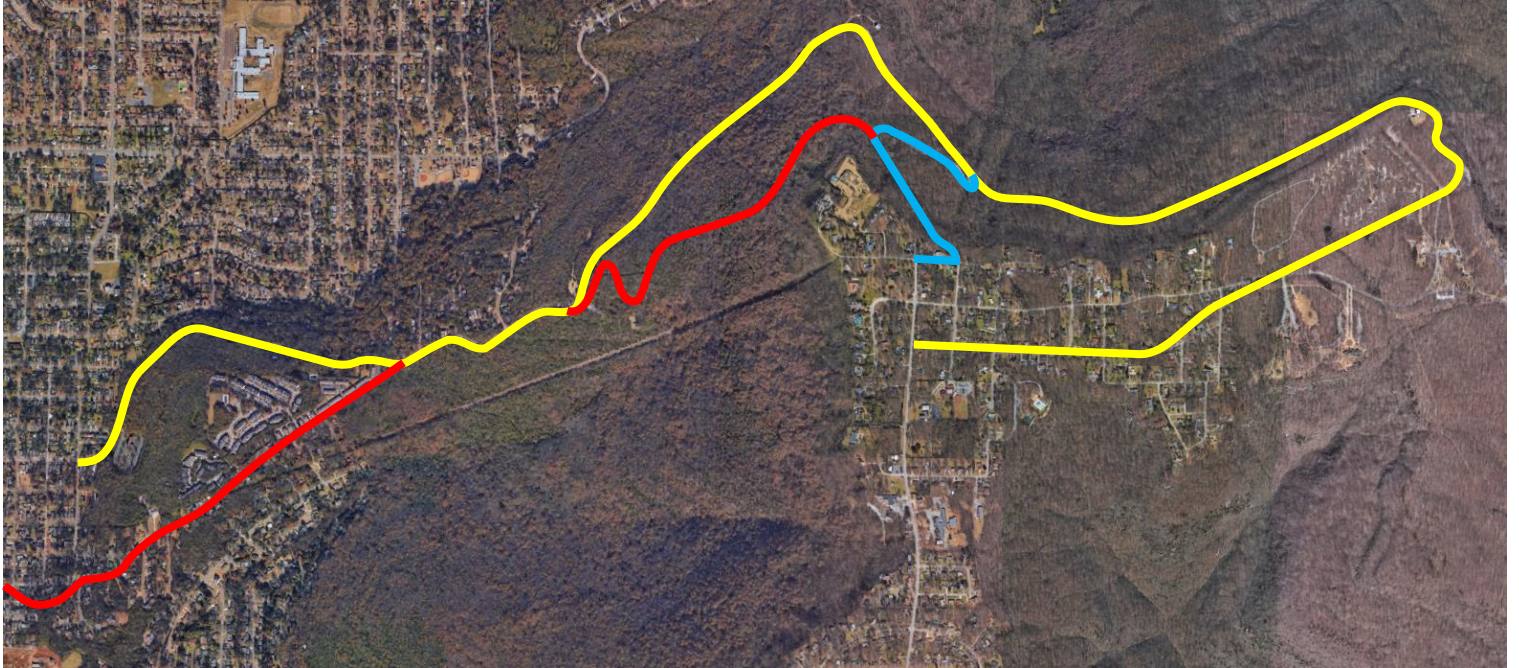


*The toll gate keeper's cottage on the Monte Sano Turnpike, photographed circa 1890.
The toll gate can be seen at the left.*

Roads to Monte Sano Mountain

James B. Hill, Jr.

Bankhead Parkway, named for the Honorable W. B. Bankhead, Alabama's Senior U. S. Senator, was constructed ca. 1936. It began at the east end of Pratt Avenue, four blocks north of Tollgate Road. Tollgate Road now ends at its intersection with Bankhead, having a length of 1¼ mile. From that intersection, the Bankhead Parkway was built just north of the abandoned section of Tollgate Road. Fearn Street, as it is now, comes up from Bankhead connected with the last one half mile of Tollgate at the hairpin curve and follows the old roadbed to the intersection with Lookout Drive.



Below is a circa 1889 map of the Monte Sano plateau, made for the North Alabama Improvement Company. This map shows access to Monte Sano by Tollgate Road and the Monte Sano Railway, several roads and trails on Monte Sano, and the locations of the Hotel Monte Sano, Cold Spring, Viduta Village, and J. F. O'Shaughnessy's Mountain Villa.



The snow, ice, salt, and cold temperatures associated with the winter months can take a toll on a vehicle that not everyone wants to pay. Protecting a car you care about – whether it's a classic, or something sporty – from the ravages of winter driving is a great way to prolong its lifespan and reduce wear and tear.

To make sure that your seasonal car or truck is tucked away safely for its long winter's nap, follow this list of tips to help keep it looking and running as good in the spring as it did the fall day you parked it in the garage.

1. Invest in a good cover



A good car cover protects your vehicle from dust, dirt, or other objects that could scratch or mar your paint. A cover can also serve as a first line of defense against insects, mice, and other animals (more on those later) that may want to set up shop inside the vehicle. Look for a cover made of a breathable fabric to avoid trapping moisture against paint, and make sure that your vehicle is clean, freshly waxed, and completely dry before you drape the cover over it to maximize paint protection.

2. Bugs and mice are the enemy



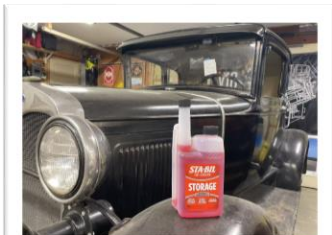
Your vehicle can be a tempting winter nesting spot for creatures of both the four and six-legged variety. Keeping vermin out of your vehicle is a multi-step process that starts with ensuring the interior is as clean as possible, with no leftover crumbs or food particles that could attract pests. Next, you'll want to seal up any potential entrance points in your garage; set traps for mice around the vehicle's perimeter; and sprinkle the interior with either mothballs or scented dryer sheets. If you have small children or pets, carefully consider the safest placement of any traps or deterrents you put out. Finally, close all of the vents in your car or truck's ventilation system and seal up the tailpipes with steel wool to prevent rodents from venturing inside to munch on insulation, wiring, or upholstery.

3. Charge that battery



If you're going to keep your battery connected under the hood of your car, it's a good idea to attach it to a trickle charger that will keep it topped up over the course of the winter. Modern automobiles often draw a small amount of current to keep certain systems alive even when the vehicle is turned off, so feeding the battery a slow charge over many months is a good way to ensure strong cranking amps when you turn the key in the spring time. If there's no electricity available where you're storing your car, don't be afraid to remove the battery and bring it home with you where you can keep it charged, or at the very least, warm.

4. Fill the tank, add fuel stabilizer



Over time, gasoline begins to break down, which can lead to a syrupy, watery mess in your vehicle's fuel tank at the end of the winter. While most fuel formulations can last as long as three or four months without issue, a bottle of fuel stabilizer is cheap protection against a tank full of varnish. You should also fill the gas tank to the top right before it's time to store your car, as a full tank prevents moisture from forming inside it, which can lead to corrosion.

Follow these simple steps and you'll add years of enjoyment to the life of your vehicle.

For Sale - 1966 Toronado by Oldsmobile

Jim Mullins is putting his 1966 Oldsmobile Toronado up for sale. If we had room it would be a great orphan car for our collection.

Description:	Price:	Contact:
Interior Replaced	\$16,000	Jim Mullins
		Home (256) 883-9900
		Cell (256) 683-3912



2022 Calendar of Events

For event detail see: <http://www.naraaca.org/calendar.html>

February

- 5 **Cars and Coffee** / Books-a-Million / 1001-7 Memorial Pkwy NW, Huntsville, AL / 7:30 am to 10:30 am
- 6 **Stones River AACA Swapmeet** / Fairgrounds, Nashville, TN / Entry fee \$10 / 6:30 am to 3:00 pm
- 10-12 **AACA 2022 National Convention** / **Note:** Has been moved from Philadelphia, PA to Gettysburg, PA

March

- 5 **Cars and Coffee** / Books-a-Million / 1001-7 Memorial Pkwy NW, Huntsville, AL / 7:30 am to 10:30 am
- 19 **8th Annual Eli's Block Party** / Location TBD, Athens, AL 35613

April

- 2 **Cars and Coffee** / Books-a-Million / 1001-7 Memorial Pkwy NW, Huntsville, AL / 7:30 am to 10:30 am
- 16 **22nd Annual Kars4Kids** / Tennessee Baptist Children's Home / 1310 Franklin Road, Bentwood, TN / Entry \$20 / Register 8:00 am to noon / Awards presented at 3:00 pm
- 23 **7th Annual Cruisin' for a Cure (Huntingdon's Disease)** / The Rock Family Worship Center / 9:00 am to 2:00 pm / 2626 Huntsville Highway, Fayetteville, TN 37334 / Rain Date Apr 30
- 23 **Orphan Car Show** / Senior Center / 2200 Drake Avenue, Huntsville, AL / Hosted by North Alabama SDC / Benefiting Meals on Wheels / 10:00 am to 2:00 pm / 52champregal@gmail.com
- 30 **Athens on the Square** / Athens, AL 35611 / Entry \$20 / 8:00 am to 2:00 pm

May

- 7 **Cars and Coffee** / Books-a-Million / 1001-7 Memorial Pkwy NW, Huntsville, AL / 7:30 am to 10:30 am

June

- 2 **Eurobrit AL Auto and Bike Expo 2022** / Dublin Park, Madison, AL / North Alabama British Motoring Society open to British/European cars / 9:00 am to noon
- 4 **Cars and Coffee** / Books-a-Million / 1001-7 Memorial Pkwy NW, Huntsville, AL / 7:30 am to 10:30 am

2022 Calendar of Events

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July

- 2 **Cars and Coffee** / Books-a-Million / 1001-7 Memorial Pkwy NW, Huntsville, AL / 7:30 am to 10:30 am

August

- 6 **Cars and Coffee** / Books-a-Million / 1001-7 Memorial Pkwy NW, Huntsville, AL / 7:30 am to 10:30 am

September

- 3 **Cars and Coffee** / Books-a-Million / 1001-7 Memorial Pkwy NW, Huntsville, AL / 7:30 am to 10:30 am
- 11-16 **Sentimental Tour (1928-1958)** / Buzzard's Breath Touring Region AACA / Wyndham Hotel / Gettysburg, PA

October

- 1 **Cars and Coffee** / Books-a-Million / 1001-7 Memorial Pkwy NW, Huntsville, AL / 7:30 am to 10:30 am
- 8 **5th Annual Sportsplex Car Show** / Athens Sportsplex / Benefits Childhood Cancer / Highway 31, Athens, AL / (256) 777-0606 / Entry \$20 / No judging / 9:00 am to 2:00 pm

November

- 5 **Cars and Coffee** / Books-a-Million / 1001-7 Memorial Pkwy NW, Huntsville, AL / 7:30 am to 10:30 am

December

- 3 **Cars and Coffee** / Books-a-Million / 1001-7 Memorial Pkwy NW, Huntsville, AL / 7:30 am to 10:30 am



North Alabama Region

