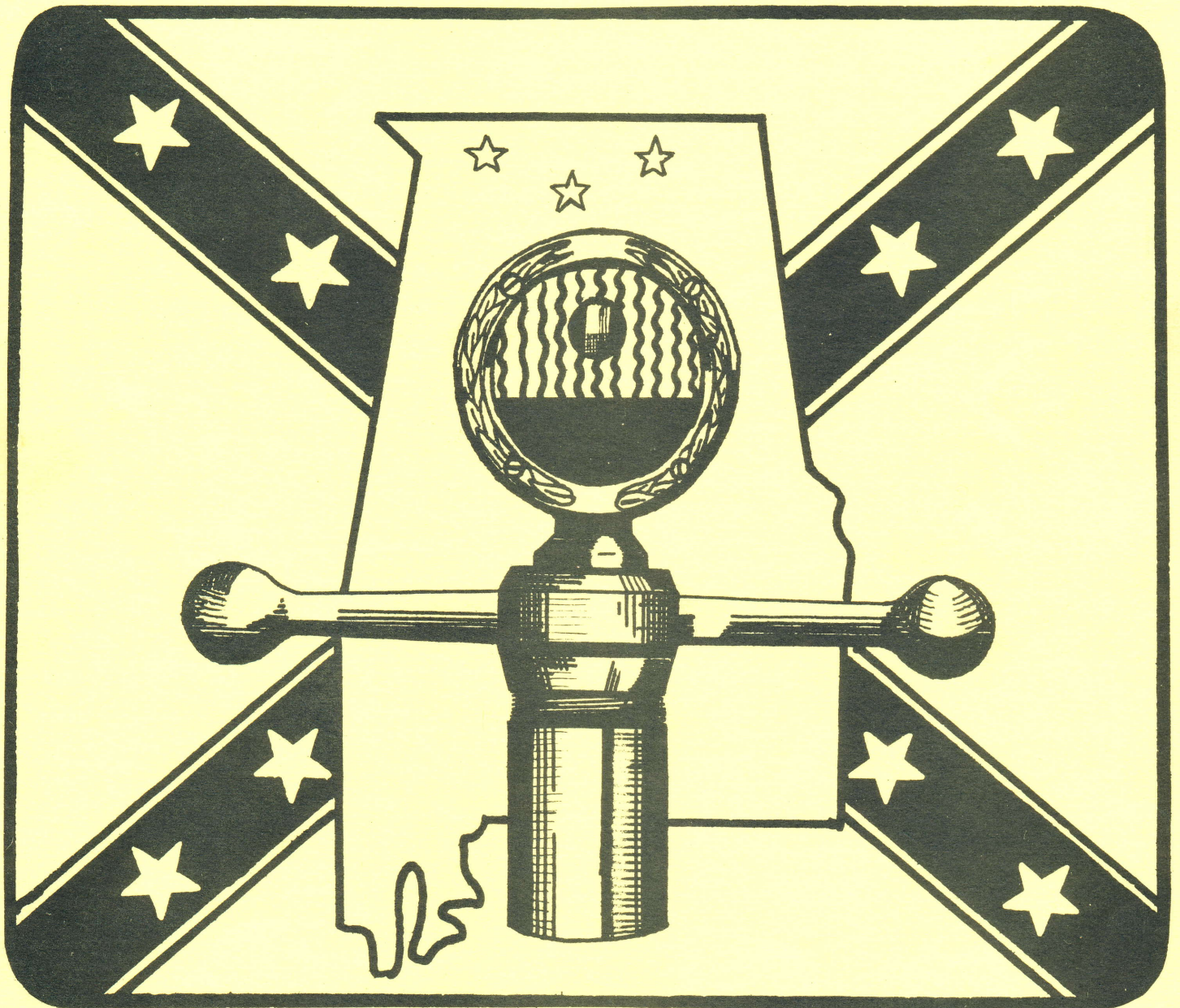


JUNE/JULY '69

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.

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Assistant Director.....Phil Gambrell
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Opinions expressed by contributors to
A.A. News are their own and do not
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region or A.A.C.A. Please do not be
offended if any information is deleted or
in error.

NEWS SECTION

Car Storage-Room is still available in the warehouse for your parts for cars, boats, airplanes, covered wagons, etc. This space is primarily for storage, not heated, but protected from the elements. The area is patrolled by an armed guard 24 hours a day and overhead sprinklers are provided. Call Dennis McCann (852-2361) or Gene George (852-3315) for information.

Special Notice-Those North Alabama Region, desiring name badges please contact Mr. Clark Moore at the next meeting 29 May 69. The cost of badges will be about \$1.50 each.

New Faces-New Places-Plan now to attend the sesquicentennial celebration at Ft. Payne, Alabama on July 26th-27th, honoring the State of Alabama on its 150th birthday. Headquarters for the event will be the Ft. Payne opera House built in the 1880's. There will be an Antique display in the opera house on Saturday from 10:00 A.M.-8:00 P.M. and Sunday from 1:00 P.M.-5:00 P.M. Antique cars will be displayed Saturday followed by a parade at 3:00 P.M. Saturday. Across the street in the park on Saturday there will be: Fiddlers contest, Old book singing, Barbecue, Fashion show (costumes of yesteryears). Prizes will be awarded for the best costume and best beards.

Sympathy Notice-The members of the North Alabama Region, AACA extend their sympathy to the Marion C. Taylor Family in the loss of their son, IT. (i. g.) Charles Stockton Taylor, who was lost at sea, June 23, 1969, while serving his country.

New Members

Charles Jackson	John Broadway
2919 Pulaski Pike	2408 Henry St.
Huntsville, 35810	Huntsville, 35801
852-8840	534-4050

New Address

Gunter Schmidt	Bruce Dalrymple
12202 28 th Ave. S.	911 14 th Place SE.
Apt. M6	Bellevue, Wash. 98004
Seattle, Wash. 98168	

Late Thanks-Thanks to Eddie Ganaway for providing a place for our April picnic

News Section (cont.)

Stone Mountain Ga. Meet by Ernie Cross-If you missed Stone Mountain you missed a big meet. 305 cars were judged in the blazing sun on the 21 of June. I think it was 120 degrees in the shade. You also missed an address by Georgia Governor Lister Maddox, who also is an antique car fancier. He owned a Model A touring car shortly before he became governor. I won't try to recall all of the members from North Alabama for fear of forgetting someone but I did see two of our members who have moved from Huntsville; Don Huffine and Faye and Olan Chiles and Sara. Thats to have to report that Olan still hasn't finished his car, but he's close. Members that showed cars did very well. Lebnard Brown won the trophy for the best pre-30 antique in the meet with his 1926 Chevrolet Landon Coupe. This is quite an accomplishment the first time shown. Bill Johnson took a first prize in his class with his 1928 Chevrolet touring. Bill must have burnt the midnight oil after Corinth. Just kidding Bill. Bernie Gier won a first prize with his 1931 Model "A" Ford coupe. Thats two out of two for Bernie and it won't be the last. Its truly a beautiful restoration. Herb Fulmer won a third prize in the tough Model "A" class with his 1928 Ford Business Coupe. He found out after the meet that his car was judged as a Sport Coupe instead so he lost points on upholstery. Maybe next time Herb. Charles Mullins also showed his 1934 Ford Phaeton which is a beautiful car. Charles sure would like to know what's wrong with it. I'm sure the judges had to look hard. Herb Fulmer found a source for Model A axle keys in Marietta, Ga. I'll bet he carries a spare on the next trip. Plan now to attend the next Stone Mountain meet in 1971. The Southeastern Region is to be congratulated on hosting such an enjoyable meet.



NEW CARS IN TOWN

Packard

Herb Fulmer (the luckiest guy in town) just acquired a 1936 Packard Super 8 Victoria Convertible by Dietrich. The car is 99% complete but completely dissembled. It is sort of a do-it-yourself-kit. Herb and Ernie Cross also purchased a 1935 Packard Victoria Conv. in Los Angeles. It was a V-12 by Dietrich, and has a good solid body. The only problem with the car was it had ran over a train and messed up the front sheet metal. To remedy the front end and a missing (completely) V-12 engine, Ernie bought a 1935 Packard V-12 Formal Sedan (Limo.) in North Dakota. By the way, Ernie's '37 Packard 110 will be going to Idaho to its new home.

Gene and Linda George added a 1936 Packard Standard 8 coupe roadster to their collection. It's a 95% complete car with good wood and poor body metal. The N.Y. car runs well. It's a short hooded version of Tom Holley's big 1935 Super 8. Tom's car has the rare option of a rear mounted spare while the George's car has dual sidemounts. The George's also picked up a 1935 Packard Standard 8 Convertible Sedan (all weather Phaeton) by Dietrich. It's a very good condition car but with a '48 Custom 8 Packard engine. The car runs good up to 70 m.p.h. They drove the car 400 miles from Missouri in one day.

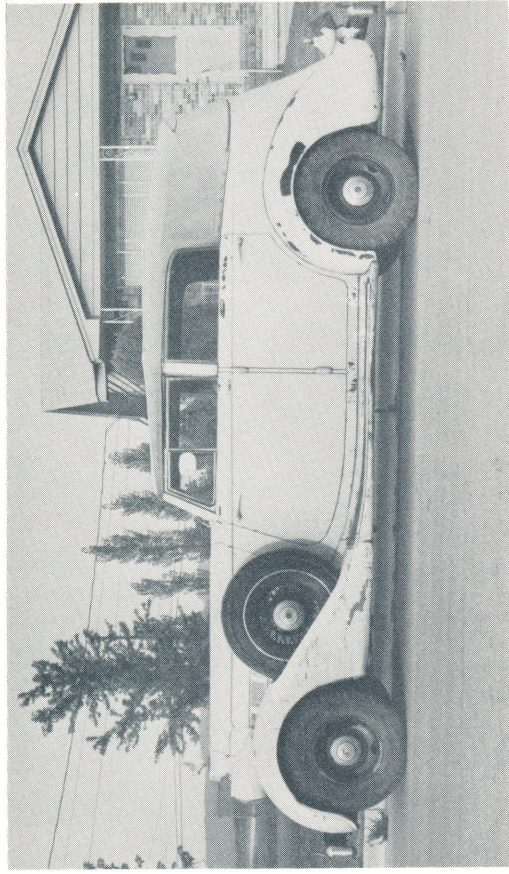
For some reason a lot of intrest has developed in Packards in our club. Jack Stuart bought the 1929 Std. 8 sedan (Grandma) from Doc Be Craft who in turn bought a 1932 Light 8 Coupe Roadster. The big question is who will be buying the next Packard.

Non-Packard

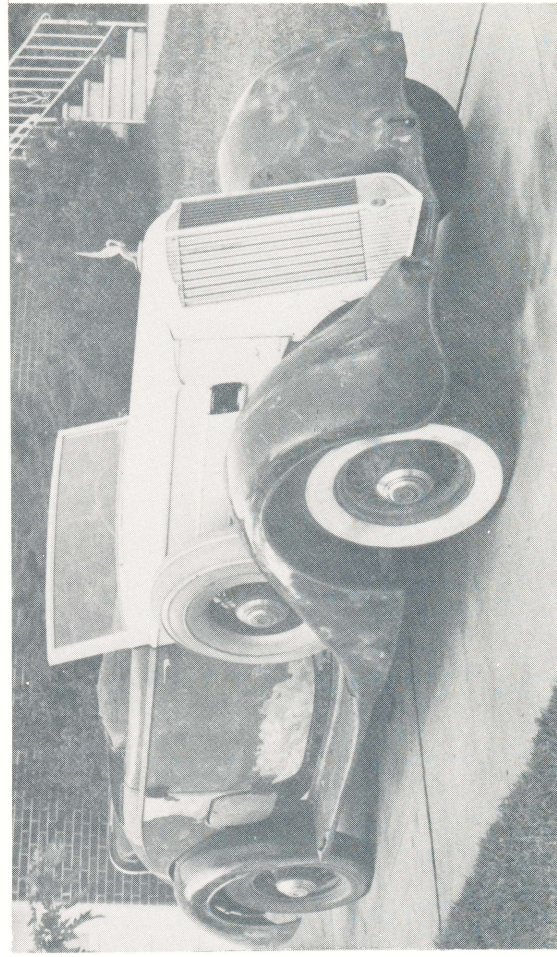
Bill Johnson purchased a 1928 Chev. touring and has already won a National first prize with it. His car is one of the finest in the region. Another Chev, was added to our region by Tom Holley and daughter. It's a 1941 two-door sedan in near mint condition. It of course belonged to two old maids in Laverne, Tennessee. He has the car nearly restored by press time.



DAN SHADY HELPING HERB FULMER
WITH HIS 1936 PACKARD SUPER 8
VICTORIA CONVERTIBLE BY DIETRICH.



1935 PACKARD STD. 8 CONVERTIBLE SEDAN
ACQUIRED BY LINDA GEORGE IN MISSOURI.



1936 PACKARD STD. 8 COUPE ROADSTER
PURCHASED BY GENE GEORGE IN N. Y.

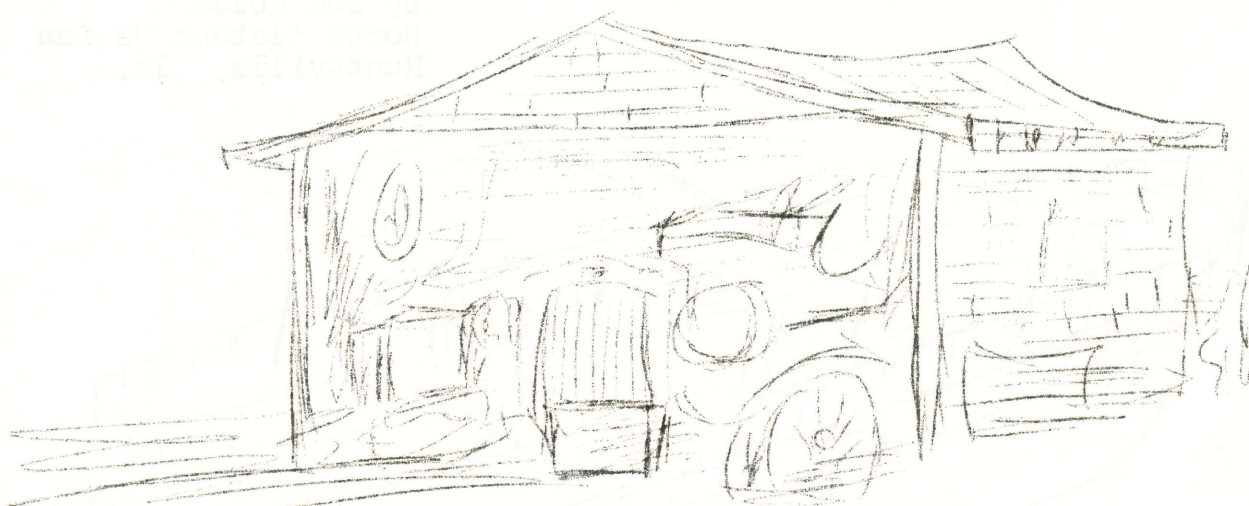


OUR CLUB'S ANTIQUE OR CLASSIC PACKARDS

<u>Year</u>	<u>Model</u>	<u>Body</u>	<u>Wheelbase</u>	<u>Engine</u>
1926	Single 6	Roadster	126	292
1929	Std. 8	Sedan	126	320
1929	Std. 8	Coupe	126	320
1932	Light 8	Coupe Roadster	127	320
1933	Std. 8	Victoria Conv. *	136	320
1935	Std. 8	Phaeton*	134 3/8	320
1935	Std. 8	Conv. Sedan*	139 3/8	356
1935	Super 8	Conv. Coupe	139 1/4	384.8
1935	V-12	Victoria Conv.*	139 1/4	no eng.
1935	V-12	Formal Sedan	144 1/4	473
1936	Std. 8	Conv. Coupe	134 3/8	320
1936	Su. 8	Victoria Conv.*	139 1/4	384.8
1936	V-12	Club Sedan	139 1/4	473
1937	Su. 8	Sedan	127	320
1938	8	Victoria Conv.-Darrin	127	282

110, 115, and 120's are not included.

* Dietrich



2nd Annual Picnic

Tri Cities Chapter, North Alabama Region
AACA

It does not always rain out a picnic and 90 plus degree weather is not too hot for an outing as those from Huntsville, Decatur, and Florence, Ala, who attended the 2nd Annual Picnic Sunday July 6, 1969, can boast.

The event was hosted by Mr. and Mrs. Charles Mullins and family at their retreat on Shoals Creek, Florence, Ala.

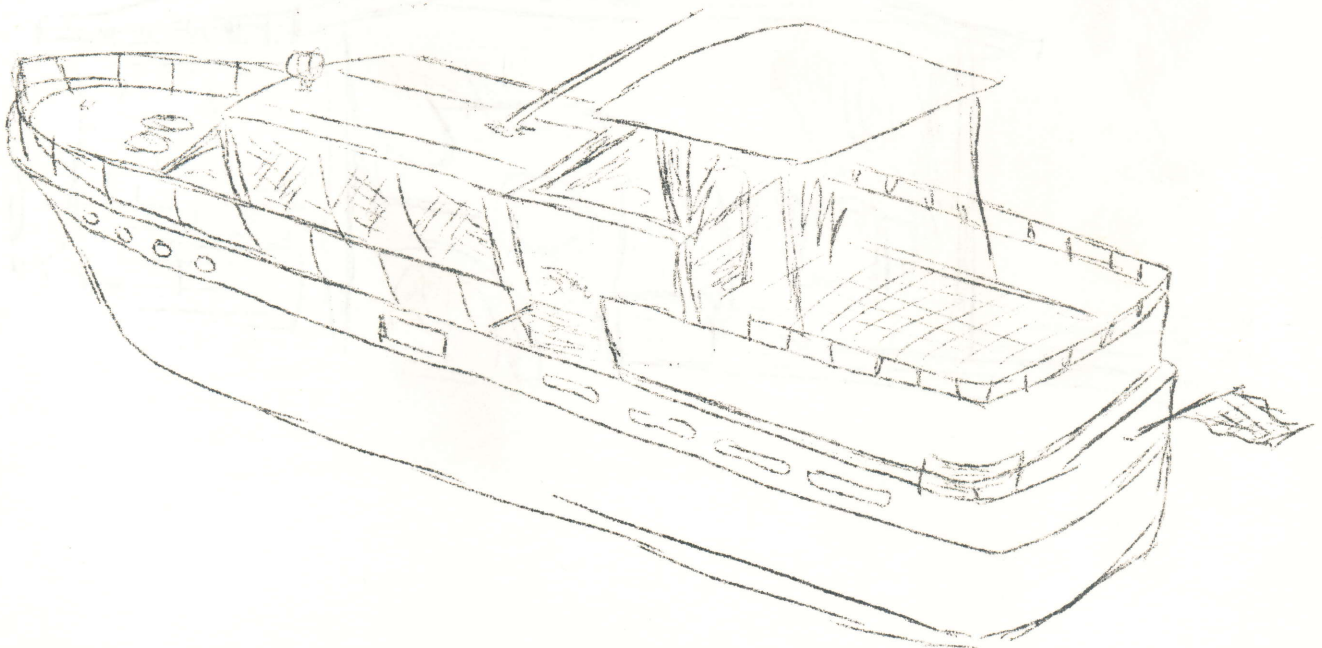
Everyone sure seemed to enjoy the picnic lunches spread all around (in the shade naturally), the ice-cold soft drinks, and especially the cruise on the Mullins' big beautiful yacht.

Only a few antique cars were present-too hot I guess. Those that ventured out were from Florence and a couple from Decatur.

The afternoon was climaxed by a garage tour at the homes of Mr. and Mrs. Elmer Carter, Mr. and Mrs. Carlton Davis, and Mr. and Mrs. Bill Johnson where antique cars in many stages of restoration, even some completed, were examined.

Thank you Tri Cities Chapter for a very entertaining day.

by Tom Holley
North Alabama Region
Huntsville, Ala.



CHRYSLER'S IMPERIAL

by

Gene George

Two years after his highly successful introduction of the Chrysler car and the formation of the corporation bearing his name, Walter C. Chrysler decided to invade the rank of the luxury car market. The January, 1926, New York Auto Show became the birthplace of a new Chrysler car to which he gave the regal name Imperial "80". The numeral "80" carried a great deal of significance, for the car was guaranteed to do 80 miles per hour, and it quickly became very well known for its high speed, low-gear "pull", and hill-climbing ability. Many contemporaries call the Imperial the only U.S. stock car of its time that could deliver a truly sports car performance.

In 1925, with scarcely more than a year of production experience behind them, Chrysler engineers had the audacity to enter a strictly stock six cylinder Chrysler in the great Le Mans 24 hour endurance race in Europe. Competing against some of the greatest cars in existence, almost all with more powerful engines, the Chrysler car completed the grueling run without a breakdown or mishap and finished seventh. It was an almost miraculous performance, considering the odds and the company Chrysler was keeping.

Floyd Clymer once demonstrated the great 1926 Imperial performance in spectacular style. Driving a stock Imperial touring car, he launched out on a record breaking 702-mile speed-endurance run between Denver and Kansas City in June, 1926, in which the Imperial covered the distance in 13 hours and 56 minutes. Its average speed of 51.8 m.p.h. was the fastest ever attained by a stock car over 500 miles to that time, yet only 200 of the 702-mile stretch was made up of paved roads! Floyd called the Imperial 80 "one of the real quality cars" of its day.

In 1928, a slightly larger Chrysler, with the 72 series engines, went back to Le Mans and finished third and fourth.

It must be considered that this new Imperial sold for prices in the \$2,495 - \$6,795 range. Semicustom bodies were offered by Locke, Dietrich, and Le Baron. The new "Red Head" engine produced 112 h.p. and was put in a 136 inch wheel-base chassis. 1929-30 Imperial was becoming one of the premier cars on the road. New slimmer profile radiator grilles were designed especially so that the fluted hood identification

of previous Imperial cars could be retained. Rumble seat models had a door on the curb side for easier access to the rear compartment.

In 1931, a startling new kind of Imperial was introduced. Its bodies were designed with long hoods and broad sweeping fenders that combined to make the car a true classic. Wheelbase was 145 inches. A new straight eight engine of 384.5 cubic inch displacement and had a nine-bearing crankshaft was introduced. It turned out 125 h.p. They sent some of Chrysler's competitors scurrying back to their drawing boards to come up with something to match.

It was this series of CL Imperials mounted on the 145 inch chassis and with body styling by Le Baron that was sometimes called "The poor man's Duesenberg".

For 1932, a shorter 135 inch chassis was introduced as a companion to the custom Imperial. Power brakes was fitted as standard equipment.

In 1933, the cars were shortened to 135 and 125 respectfully. Most automobile historians agree that Chrysler Corp. at this time never intended the Imperial to be a commercial success. Mr. Chrysler sold it at a calculated loss, (Cadillac was also doing this) drawing on profits from the Plymouth and Dodge divisions to keep the project going.

In 1934, the Airflow Imperial was introduced. It made automobile history but also has been termed by some to be the greatest flop in the Chrysler Corp. In keeping with the performance image Imperial had built up since 1926, a CV coupe established 72 stock car speed records during a one-day run at the Utah Salt Flats.

1935-7 Production dropped to an all time low of 19 units in 1936.

In the years 38, 39, and 40, a new image was being formed. Highly polished wood-grained dashes, fluid coupling, column-mounted gear shifts were added. By 1940 all Imperials were called Crown Imperials and had power brakes and overdrive as standard equipment.

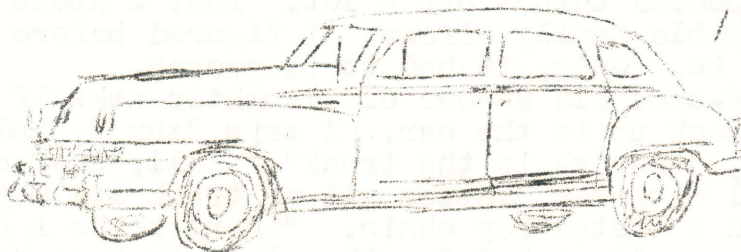
For 1941-2 power windows were added as standard equipment. In the years 1946-48, two body styles were available, a limousine and an 8-passenger sedan.

In 1949 disc brakes became standard.

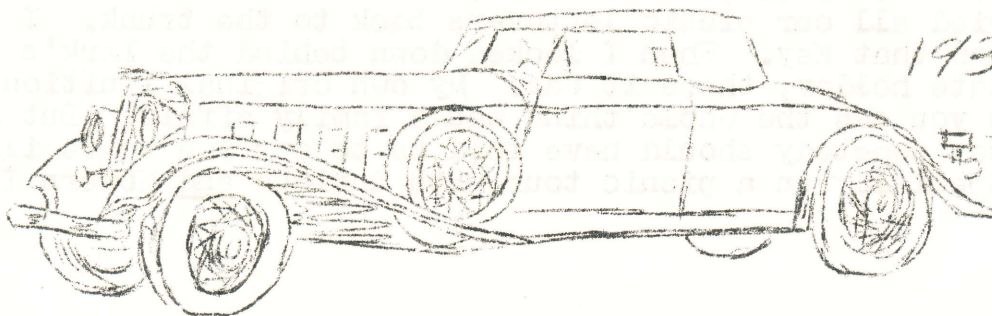
When the new Fire Power V-8 was introduced in 1951 it was the most powerful U.S. production car. The radical engine had hemi-spherical combustion chambers and a 180-horsepower rating. 12 volt electrical system was standard. By 1954 the horsepower had increased from 180 to 235. Imperial continued to be the highest powered luxury car made in the U.S. and it was not even necessary to use premium fuel. In 1954 the Imperial name was separately registered. It was the last year to carry the name Chrysler anywhere on the car.

In 1955, Imperial formally became established as a car line utilizing its own design concepts. No chassis components besides the engine and transmission are common to the Chrysler and Imperial in 1955-56. For 1956 340 h.p. engines were available and a speed record of 139.373 m.p.h. was set at Daytona Beach Annual Speed Trials. 1956 was the last year 4 wheel disk brakes were available.

In 1957-58 a less expensive body was produced to get the price back down below \$8000. In 1958 production broke 15,000 and the expensive hemi-head was dropped. This engine was later picked up and redesigned for lighter weight. Hot rodder regularly get 1800 h.p. from the 51-58 series of hemi-lead engines. The fastest production class record is still held by a 58 hemi. engine in a Corvair - 270 m.p.h.



1948 CROWN
IMPERIAL
C40



1933 CUSTOM
IMPERIAL
CL

BANKHEAD TOUR: FAMILY FUN IN ANTIQUE AND MODERN IRON

by Michael Elling

Sunday, June 8th, found many Huntsville Chapter members scurrying to get family and family car ready to join the Decatur and Tri-Cities Chapters for a joint tour and picnic into Bankhead Forest. Bankhead Forest is located mostly in Winston County just south of Moulton, Alabama. The goal was a natural bridge and picnic area about 8 miles into the forest. Arriving in Decatur after the 9 AM start time, most of the Huntsville folks caught up with Gene Wize and the Decatur group just outside of town.

Gene was holding back his 1928 Model A Roadster for us. Cruising behind Gene was L.E. Brooks driving his spotless 1928 Model A 4-door sedan, and Ray Harding, the happy new owner (of 2 days) of a 1928 Model A Sport Coupe (his first). Everyone's car was working like a Champ I figured - until Ray started worryin' up his temperature gage. But anybody there could have told you the day was hot. You didn't need a gage to tell you that!

Well, we're getting on into Moulton when along came a familiar little old cream and black '29 Model A pickup. You guessed it, M.D. Hurst. "Where's all the Huntsville people?" M.D. stops an' asks. Gene explained they were here in their 'Modern Iron'. "Oh!" M.D. says seeing us for the first time. "Are ya'll going to be able to make it all right?" he asks us. We assured him we would, and everybody drove on in to Moulton. There in Moulton was the Tri-Cities people; Floyd Parker in a 1931 Chrysler; Bill Johnson in a 1934 Dodge Coupe; and Elmer Carter in his 1947 Cadillac Limosine.

Well, next we got to the natural bridge, which it turns out is an old cave that fell in leaving part of the roof "still up there", my eldest 9-year old daughter explained. Then it rained, and cooled things off a lot. That's about how it was; a truly enjoyable family affair. I figured before hand that's how it would be. Only, it had to be proven.

The self-same old 9-year old daughter asks if there's any glasses back up in the car. I says "sure", and gives her the keys, "they're in the trunk". Well, she gets back down the hill with the glasses and my trunk lid key survivin'. It's there on a busted key chain. "Where's the ignition key?" I asked. So we all worked together for about an hour searchin' the mountain side for the "prob'ly dropped it" ignition key. I wondered why nobody in this club ever tells you to cary an extra key!

About Ready to put out a call for a tow back to Huntsvillr, we carried all our picnic leftovers back to the trunk. I still had that Key. When I looked down behind the Lark's license plate holder, there it was. My own original ignition key.

So you see the whole thing was a family affair. But I still say somebody should have told me to carry a spare ignition key. Specially on a picnic tour with Antique and Modern Iron!

ANTIQUE APPAREL

The end of World War I projected a revolution of gaiety, daring and invention into the 1920's. Women began the era in dark stockings and affected a schoolboy look with slim hips and bust. The waistline dropped to around the hips and legs were EXPOSED by the short skirts. Bare legs or daring flesh-colored stockings were the order of the day.

The shocking nudity of the women caused the State of Utah to attempt passage of the bill to imprison a woman who wore her skirts higher than three inches above the ankle.

Nothing was too daring to be tried in dress or behavior, but even New York City, home of the garment industry, could not tolerate everything. One young lady was reportedly arrested for smoking a cigarette in an open car on Fifth Avenue.

Those who roared through the '20's in proper style were likely to be driving an automobile with collapsible top that matched plush interior and milady's hair. Although Prohibition brought about speakeasies and gang wars, how else could we see pictures of those beautiful old cars if they quit making gangster movies?

The 20's was an era of conquerors--Lindberg flew to Paris, the Four Horsemen challenged Notre Dame's football foes, Dempsey beat Carpenter and Babe Ruth hit 60 home runs. But there was also unemployment, Communism and the Ku Klux Klan.

As if to make up for the time lost during World War I, the public sought amusement through the Charleston, jazz, sports cars and movies.

F. Scott Fitzgerald, Josephine Baker, Greta Garbo, Picasso and Klee reflected the art and entertainment of the 20's.

Although we think of the 20's in terms of the short-skirted flapper, skirts did not really become short until 1925 and then moved down again to 10 inches above the floor by 1930 for day wear and to the floor for evening wear. The cloche or mushroom hat appeared in 1923, complimenting the bobbed head which was followed by the shingle and later the shaggy bob or windblown look.

Women wore powder, lipstick, rouge, eye-brow pencil, eye shadow, and foundation cream and took on the suntanned look. After 1926 colored nail polish was popular.

Elizabeth Arden and Helena Rubinstein took advantage of the new interest in cosmetics to launch multi-million dollar firms.

Men began the 20's in a conservative style suit with patch pockets and a two-button closing. Trousers later widened up to 24 inches at the bottom and knickers became popular, lengthening to Plus Fours (to the knees plus four inches.) New textiles brought with them bright colors in business suits and sports jackets.

The playboys of the era wore raccoon coats in their sports cars which were extremely popular with the rich college boys.

This era of revolution was reflected in the automobile industry with the advancement of four-wheel brakes, ballon tires, bumpers and the Straight 8 engine. Custom-built bodies were a popular choice for the individualist of this period. For the fantastic Bugatti Royale, owners paid \$30,000 for the chassis alone. But some exciting cars came off the production line also--bright yellow Kissez roadsters, flaming Stutz Bear cats and sporty Mercer Raceabouts.

Automobile racing became a widely-followed sport as Duesenbergs dominated Indianapolis and Bugattis won 1,000 races in Europe.

As women's hemlines went up and down, so did the fortunes of many automobiles, which began production in the early 20's and disappeared under poor management and the Depression.



--by Harriet Coble

THE HOW OF THE HOWE or

A Tedious Tow

by Gill Varnedoe

A fellow worker casually mentioned he had talked to a man in a paint store who saw an old fire truck for sale. A few inquires turned up these facts. The Searcy Mental Hospital at Mt. Vernon Ala. (20 mi. N. of Mobile) has a small fire station run by the guards. They had just (one June ago) bought a brand new Chevrolet fire truck and pulled the old one outside. They had traded it in on the new one to a dealer in Heflin, Alabama (near Anniston). The dealer wanted to sell it in Mobile without getting it all the way up to Anniston; I decided to go see it. The dealer hadn't seen it, he only knew it was a '31 Howe with a Waterous amidship pump, apparently running, but with one busted rim on the rear duals.

(Not knowing if I could drive it) I rented a tow bar from Rent-Alls threw some tools in my GMC carry-all and headed out. Well, there it was. The engine is a 6 cyl. Lycoming. The auxiliary equipment (extinguishers, axes, ladders, etc.) had been removed. More phone calls to Heflin, a little dicker-ing and it was mine.

The packing nut on the engine water pump was stripped-so it couldn't hold water. The brake fluid was down, and the battery was dead. I used jumpers and started the engine which ran well. Driving with the emergency brake and gears (no radiator water), I drove it a short distance to a convenient location to hook up the tow bar.

Now this was an automobile tow bar, designed to attach to a bumper. I didn't trust the old truck's bumper to pull such a heavy vehicle, so I removed the bumper and attempted to attach the tow bar to the frame. No luck.

I wound up tieing it to the frame with heavy nylon rope and wedging it tight with wooden wedges. Altho, I had to stop several times to drive the wedges in tighter, this worked O.K.

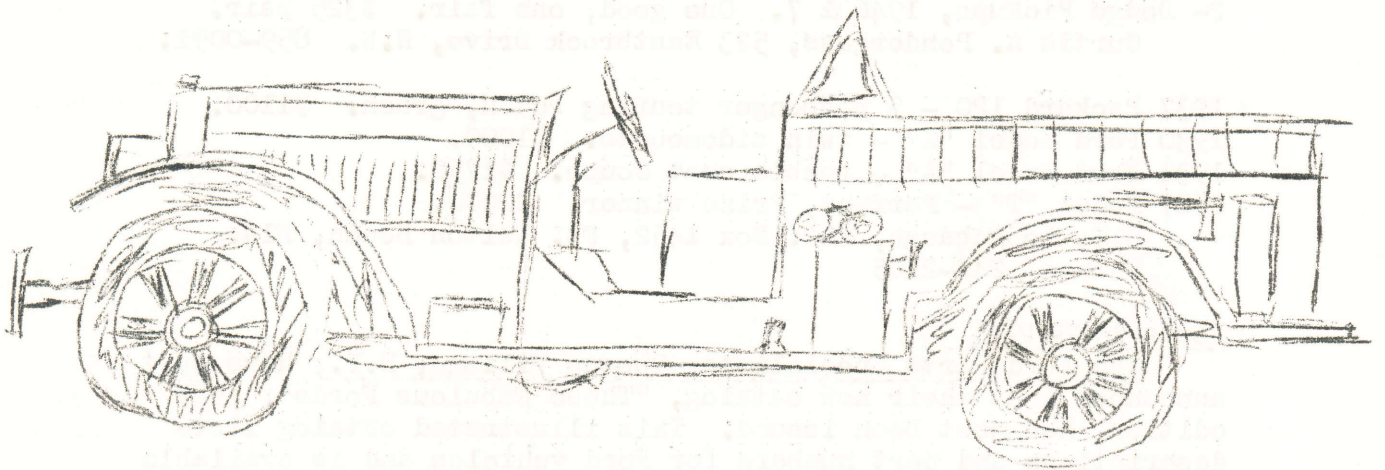
It was necessary to disconnect the drive shaft. I unhooked a universal joint just ahead of the differential and tied up the shaft to the truck bed. Since the rear end of the shaft was disconnected I didn't have to take the shaft off.

The trip was made at about 25 mph, all the way! Oh boredom and tedium! No accidents at all, untile here in Huntsville, in sight of the warehouse, when I was turning from Triana onto Ninth, it jackknifed. Nothing hurt tho as I was just creeping around that corner, and in a few more minutes it was safe inside.

Now this truck is restorable. It has a booster reel and hose. The Waterous gear type fire pump works well and is in good shape. The truck has 10,000 miles and the engine seems

The How of the Howe (cont.)

sound. The Howe co. started in 1872 and is still very much in business making fire trucks. Altho the ladders, etc. are missing, all this kind of stuff can be bought new today and is unchanged since 1900. There is some rust. Most metal parts are straight sheet (not formed at all) as on the hose bed and easily replaced. The running boards are thick wood-straight and flat, easy to replace. But it is still a little too big for a fellow who lives on Green Mt. and has no garage, so see my ad, in this issue. (Besides, my project with my '31 Chevrolet is still in the works.)



FOR SALE

- 1941 Mercury- 4 dr., Sedan, Rebuilt engine, brakes, and front end. \$550, Ernie Cross, 852-4051.
- 1937 Ford Phaeton- running, good restorable car, complete \$750.
- 1958 Porscho speedster with parts. Car- \$850.
- 1948 MG "TC" - very good, with some parts \$1000
- 1949 Alfa Romeo with custom factory coachwork, Chev. engine, \$750.
- 1947 Indian motorcycle, Chief \$100. George Monnig, Tanglewood Acres, Route 3, Scottsboro, Ala.

Be Different!! 1931 Howe Fire Truck, Lycoming 6 cyl. engine, waterous pump, good tires, runs well, needs body work. Asking \$500. W.W. Varnedoe, Jr. Route 4, Box 1853, Huntsville, 35803. Phone: 881-3288.

1930 Ford "A" Coupe with rumble seat. Completely rebuilt running gear, sand blasted body, new upholstery, two-tone green with cream stripe. \$1400. Jimmy Bearden, 878-1841 Albertville, Alabama.

1952 Hudson Hornet- 4 dr. with over drive, runs well, good solid car, \$200. Charles Jackson, 852-8840.

- 2- 1948 Cadillacs, one Sedanette Coupe (fair), one 4 dr. sedan with Fleetwood interior, (excellent). \$450- firm.
- 2- Dodge Pickups, 1946 & 7. One good, one fair. \$325 pair. Curtis A. Pendergass, 523 Eastbrook Drive, N.W. 859-0091.

- 1937 Packard 120 - 5 passenger touring sedan, green. \$1100.
- 1930 Ford Model "A" - twin sidemounts. \$1000.
- 1931 Ford Model "A" - rumble seat Coupe. \$1750.
- 1927 Model "T" - Perfect, Prize winner. \$2000.
R.E. Lookabaugh, P.O. Box 1452, Ft. Walton Beach, Fla.
Phone: 242-2105

Fords 1928-1956

The Ford Parts Specialists, Queens Village, N.Y., have just announced that their new catalog, "Those Fabulous Fords", 1969 edition, has just been issued. This illustrated catalog lists descriptions and part numbers for Ford vehicles and is available free of charge by writing to the company.

1928 Ford Model "A" Business Coupe, First National Place winner, near perfect car, \$3750. Herb Fulmer, 881-2946.

Car Trailers For Sale

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

Large Trailer, 2 axils, elect. brakes, 2 spares, sprung and with shocks. \$400. Jack Hardin, Phone: 453-5729



Special Notice-Pensacola Invitational Antique Car Meet, Aug. 22-23. All members cordially invited to attend this meet in support of our members Bill Spriggs and Bo Nave (regional director). For additional details contact Jack Stuart at 881-5706.

NORTH ALABAMA REGION
ANTIQUE AUTOMOBILE CLUB OF AMERICA

MEETING NOTICE

Date: July 24, 1969

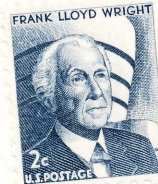
Time: 7:00

Place: Dr. Becraft's Office (Upstairs)

Regular monthly meeting. Dan Shady, Ernest Azary, and Leonard Brown will report on the National Model A Ford meet in Louisville, held July 12, 1969 and will discuss the judging requirements for restoring a prize winning Model A. A question and answer period will follow. Here is a chance to get some tips on restoring that A.

Auto Antiquarian News
2608 Gamma Circle, N.W.
Huntsville, Alabama 35810

3rd CLASS MAIL



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