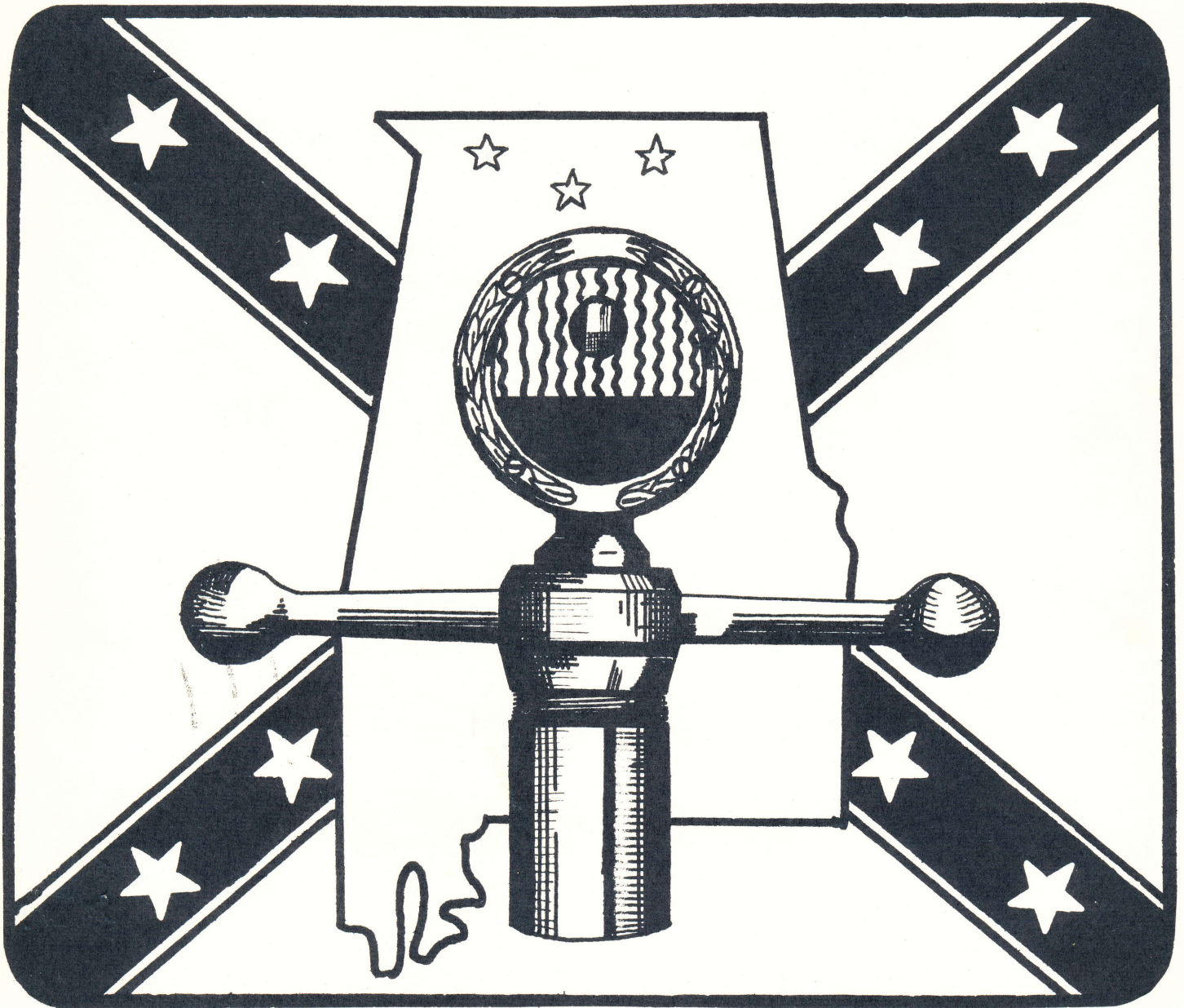


Jan Feb 21

AUTO ANTIQUARIAN NEWS



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

AUTO ANTIQUARIAN NEWS

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

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Assistant Director.....Dan Shady
Secretary.....Bob Thurstone
Treasurer.....Ed Baltz

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Opinions expressed by contributors to
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of this region or A. A. C. A.

NORTH ALABAMA REGION AACA DIRECTOR'S COLUMN

As we begin a new year with the North Alabama Region AACA going strong, I would like to express again my thanks for the confidence, congratulations and well wishes extended to myself and the other officers of your club. The club can only function as well as its membership elects to do so. The officers can plan an active and, hopefully, enjoyable activity schedule but how successful it really turns out is up to you and your degree of participation. So, to really enjoy your hobby more fully and benefit from the like interests of your fellow club members: first, try and attend as many of the functions as possible; second, take an interest and constructively discuss proposed projects or activities at our meetings; and third, and most important, please accept the responsibility and honor of participating with other members when requested to help out.

We have already experienced excellent response from several members in preparation for the coming years club publication. Ernest Cross stepped forward and will edit the bi-monthly editions as well as the off month news letter/meeting notices. He has already been joined by an able staff and additional help will be called for in the future, so be prepared.

Local dues are now being accepted by your treasurer Ed Baltz so ease his job by complying with the February 15 due date. National dues notices have already been received and should be paid prior to February 1. I'll have more on this below.

A meeting of the Board of Directors was held January 5, 1971 to discuss the 1971 club activity calendar as well as several special interest projects under consideration.

Dan Shady reviewed the agenda of monthly meeting programs he has tentatively organized. With the cooperation from those who have agreed to present programs during the coming year, we can look forward to an interesting series of talks (see tentative schedule elsewhere this issue).

Approximate dates for club outings were also set for the spring, summer, and fall. The first of these was set for March 27, 1971 and will be a combination tour-picnic to Henry Horton State Park in Tennessee where we will meet with the Mid-Tennessee Region AACA and Model A Restorers Club. Details on this outing and the other planned activities will be released as the plans firm up. The calendar of events within this issue outlines our first preference for local scheduled events as well as those events of general interest in the immediate vicinity.

A motion was adopted within the board to purchase a club file container in which all club records will be stored relevant to the Directors responsibilities. This will help immeasurably in

NORTH ALABAMA REGION AACA DIRECTOR'S COLUMN CONTINUED

managing the club's activities. The club library was discussed and it was elected to purchase a single shelf book case section which will reside with the club librarian and be supplemented with additional shelves as the need arises. This purchase will help organize the clubs reference material and hopefully reduce the occurrence of misplaced library items. Herman Gierow has graciously volunteered to serve another term as club librarian and his appointment was approved at the board meeting. A number of points were discussed concerning the collection of local dues and assuring that those paying local membership dues were also paid up members of the National AACA organization as required by our club by-laws. The suggestion was made that a stamp be prepared and applied to each members 1971 National AACA membership card upon receipt of his local dues. While this procedure would assure that local members were officiated with the National, it was decided that the delay associated with such a dues taking procedure would extend the collection period well into early summer as a result of delay in receiving the National membership cards, members not always carrying their cards, etc. Instead, it was agreed that the honor system would again be used to assure that local members were also members of the National.

The purchase of certain specialized tools for general club membership use was discussed. A committee composed of Phil Gambrell, Bernie Gier and George Townsend were requested to formulate a list of those tools such as a power hand grinder, torque wrench, chain hoist, spot welder, etc. which the general membership was least likely to have in their own shops. This list will be presented to the membership at the January 28 meeting along with a plan for loaning, storing and maintaining the tools. If the membership elects to establish a club specialty tool inventory on a trial basis, then a small number of tools (not to exceed \$200.00) will be selected by the membership for club purchase.

In view of the above average treasury balance for the Huntsville Headquarters of our North Alabama Region, the board recommended a vote at the January 28 meeting on decreasing the dues paid by the Chapters to the Region from \$1.50 a member to 75¢ a member. This will allow the Chapters a more active program budget to operate from and hopefully enlarge their membership rolls.

Please consider the above items requiring your vote and be prepared to discuss any points or questions you would like to bring up at our January 28 meeting.

Don Pryor

NEWS SECTION

Meeting Place-We are still looking for a permanent meeting place.

Anyone knowing of a building, garage, room etc. that we may rent reasonable please bring it up at the next meeting. It is possible that we could do minor repair work on a building or room in return for one night a months use.

Fashion Show-Past members Don and Faye Huffine, now of the Middle Tennessee Region, are in charge of the fashion show for The Music City Opry Invitational Meet in Nashville, April 16, 17 and 18. They have asked that all North Alabama Region ladies pull out their dresses and costumes and be ready for the fashion show. Trophies will be awarded. More information on this meet will be available soon. The Nashville group is hard at work and it appears that this one will be one we won't want to miss.

Heart of Huntsville Meet-A decision was made at the January Board of Directors meeting to plan a public showing of cars at the Heart of Huntsville Shopping Center. The last of February or the first of March was agreed upon for this show. Please keep this in mind and be ready to help when called upon.

January Meeting-Our January Meeting will be at the Madison County Court House, room 410. Enter thru the basement. Along with our regular business we will have a presentation on Vintage Buicks. A general review covering 1904 thru 1932 production cars including slides to illustrate the various years will be presented by expert Buick man Bob Thurstone and George Townse

Stone Mountain National Meet-Jack Stuart reported that all reservations are filled at the Stone Mountain Inn. Jack made a survey of the area and recommends the Mark Inn, 1820 Stone Mountain Industrial Blvd., Tucker, Ga. This motel is located approximately 3 miles from Stone Mountain Park. Reservations should be made as soon as possible.

Christmas Party by Betty Thurstone-The annual Christmas banquet for members of the North Alabama Region Antique Automobile Club of America was held at Britling Cafeteria on December 12, 1970. There was excellent representation from the Tri-Cities Chapter and from Huntsville with approximately 75 people there. The presence of wives made it a gayer event as they came dressed in lovely dresses and pantsuits. Everyone had a most enjoyable evening, taking their choice of food from the sumptuous spread set forth in the cafeteria that night. This method of selecting dinners individually seem to meet with general approval from those present. Many felt it was better than having a fixed menu.

The officers for 1970 were introduced and received words of appreciation for a year of dedicated service during a very active year for this Region. These introductions were made

by Phil Gambrell, Director during 1970, who also thanked everyone for the support and confidence they had shown in him during his year in office.

The officers for 1971 were introduced and installed by Phil Gambrell. They are Don Pryor, Director; Dan Shady, Vice Director; Bob Thurstone, Secretary; Ed Baltz, Treasurer; and George Townsend, Bernie Gier, Leonard Brown, Sonny Brown and Mike Smith will serve as Board Members.

Don Pryor, our new Director, in accepting the leadership of the Region for the coming year stated that they are looking forward to an active, full year for the North Alabama Region. Success will be assured through full participation by all members in the activities planned for the year and regular attendance at the monthly meetings.

The Totcky Trophy for the best restoration during the past year was presented to Floyd "Rusty" Parker for his 1935 Packard Phaeton. Congratulations on a job well done.

Special thanks are in order for Mr. Tarkington at Southerland Photo Shops for supplying projector, screen, and slides of the Central Division Spring Meet shown after the banquet. The slides were excellent and brought back happy memories of a good show that climaxed many months of hard work on the part of the membership of this Region. It was a most appropriate program for our annual dinner meeting. The wives enjoyed looking at the slides and seeing the cars while the men reminisced about the joys of judging cars in a downpour and still making one-or-two-or-three passes through the flea market to look for that much needed carburetor, right front fender (even a dented one might do!) or what-have-you!

The crowning touch to a delightful evening was added by Dr. and Barbara Becraft who invited the group over for a grand tour of their plush new offices and served fruit cake, cookies and egg nog!

New Cars: It is reported that Ed Miller slept in his newly acquired 1929 Ford Roadster the first two nights he had it.

Don Pryor purchased a 1930 La Salle in New York but had a little trouble trying to get it home. He decided to let it spend the winter there.

Some people never get the word: Two club members traveled over 50 miles to attend the club meeting on the 21st only to find out it's on the 28th. That's about the same distance as it is to Cowan, Tennessee.

WHY DIDN'T I THINK OF THAT?
by Ernie "Rube" Azary

With this issue we introduce this article which is being planned as a continuing series in the future issues. For the most part the articles will discuss simple tips and/or tricks that may be helpful in your restoration efforts or other projects.

Leading off with this issue is the "persuader". Surely you have had a need for a bigger hammer to make things "fit" or "come apart"; the problem being in how-to-do-it-without-nicking-the-parts. The answer-a lead hammer. The material required to make your own persuader are:

1. 5 pound blob of plumbers lead-cost \$1.50 to \$2.00 at most hardware stores (not available at Sears anymore).
2. 1/2 inch to 3/4 inch O.D. x 12 inches long shaft-whatever scrap you may have
3. 1/2 inch to 3/4 inch I.D. x 10 inches long hose-to fit on shaft snugly
4. Two 1/4 inch x 12 inches long bolts plus four 1/4 inch nuts
5. Beer can (or coke, soup etc.)
6. About 18 gage solid wire-6 lengths at 6 inches each-copper is recommended
7. Propane torch and wife's stove
8. Vise grip pliers

Proceed as follows:

1. Drill two 1/4 inch diameter holes in the shaft-the first about 1/2 inch from the end and the second about 1 1/4 inches from the same end and 90° to that of the first.
2. With 2 nuts per bolt, center each bolt in the drilled holes and tighten. This will prevent the head from flying off during use.
3. Tie 1 wire at each end of the bolts (total 4 wires)
4. Position the beer can upright on stove.
5. Place shaft in the can. Hook each of the 4 wires, that are tied to the bolts, over the top edge of the can so that the shaft is held about 1/4 inch above the can bottom.
6. Loop and twist the two remaining wires around shaft and hook over top edge of can in a manner that will keep the shaft centered within the can.

WHY DIDN'T I THINK OF THAT CONTINUED

7. Turn on the stove to high heat and start melting the lead blob into the can using the propane torch. Do not hold the blob too high above the can as this may cause splatter. In holding the blob with the pliers, avoid bumping the shaft for obvious reasons. After melting the blob, which may take 5-10 minutes, maintain the stoves high heat until lead appears to start boiling. Turn off heat and allow to air cool to room temperature. Water quenching could be dangerous if improperly applied and therefore not recommended-also, could cause erratic shrinkage such that the lead would rattle on the shaft. Note: while melting the blob, the seam in the can may spring a leak. If you cannot find a can that does not leak, tie a piece of aluminum foil (unwrinkled) over the seam with wire and hope.
8. When cool, tear off the can and trim wires, gloves should be worn for this step.
9. Place hose on shaft-the tighter the better-and you now have a persuader of about 2 1/2 inch O.D. and 2 1/4 inch to 2 1/2 inch long.

Monthly Meeting Schedule

1971

The following is a tentative schedule of the year ahead. Alterations may have to be made, should circumstances arise. A wide variety of programs have been planned in hopes of including the interest of all.

January 28 - Vintage Buicks, Bob Thurstone, George Townsend

February 25 - Antique Motorcycles, Don Nichols

March 25 - Antique Auto Restoration (Paint and Light Body Work, Leonard Brown

April 29 - Imperials 1927 to date, Gene George

May 27 - Antique Auto Photography, Malcom Tarkington of Southerland Photo

June 24 - Model "A" Fords, Ernie Azary

July 29 - Alabama Issued Automobile License Plates, Bill Johnson

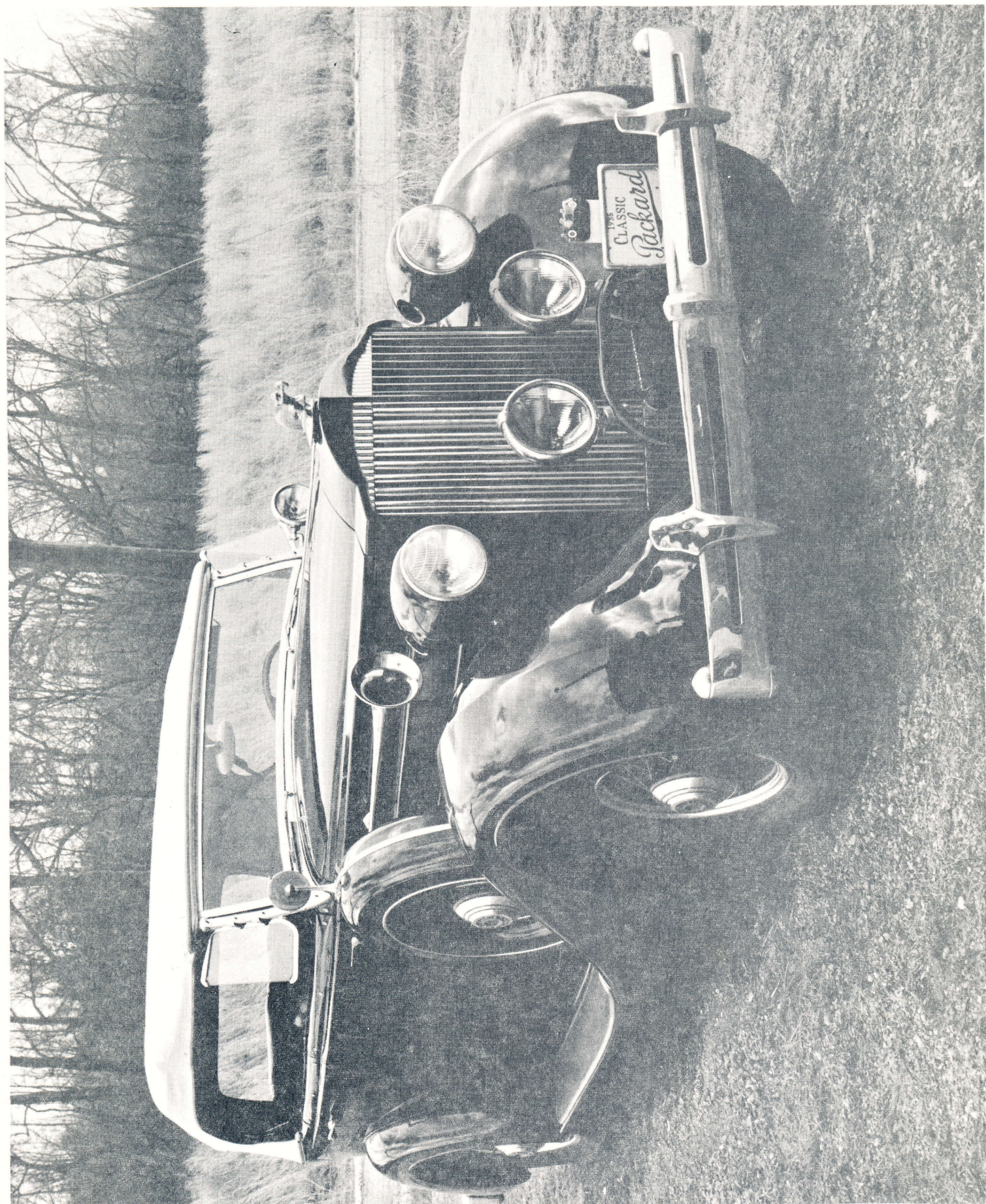
August 26 - Lincolns and Continentals, Don Pryor, Dennis McCann

September 23 - Dinner Meeting, Herb Fulmer

October 28 - Thunderbirds 1955-1957, Rusty Parker, Glen Hodges
Report on Hershey -

November 18 - Election of 1972 Officers - Pictures of Past Season's Meets

December - Annual Christmas Party, Jack Stuart-Installation of 1972 Officers



Feature Car

The feature car this issue belongs to Floyd M. "Rusty" Parker of Florence, Alabama. Rusty's Packard, pictured on the preceeding page, won the Totcky Trophy for the best restored car in the North Alabama Region for 1970 and won a National first prize at the 1970 Pensacola AACA National Fall Meet. Below is Rusty's story about the Packard.Ed.

The car is a 1935 Packard Dietrich Phaeton Standard 8 on a 135" wheelbase. The car was purchased from the estate of the late Jerry Gage, a millionaire from Tupelo, Mississippi. Jerry got the car while living in Phoenix, Arizona from his friend, Bill Harrah. (It sounds like an Errol Flynn story, but club members in Mississippi say the car actually did belong to Bill Harrah of Reno fame.) The car had only 27,000 miles when purchased and was an easy restoration. Leonard Brown did the paint after the car was stripped and in prime. The car was driven to Cowan in January completely stripped except for motor, radiator and cowl. After painting, the car and pieces were brought home and the painted pieces were placed in the living room for the duration. Bert Morelock did the striping; after the car was again assembled. Approximately \$3000.00 was spent on materials for restoration. An interesting feature is the set of dual Buell air horns on the outside of the hood. These horns were installed when the car was originally equipped as authenticated by the Packard expert, Bob Turnquist. Jean and I feel that the car may not be the best 1935 classic restoration in the U.S., but are sure that when purchased it was the best preserved Packard to be found anywhere.

MEET CALENDAR 1971

MARCH:

27-North Alabama Region AACA tour to Henry Horton State Park for a picnic with Middle Tennessee Region AACA, Don Pryor, Dan Shady

APRIL:

2, 3, 4,-Savannah Spring Invitational Meet, Savannah Inn and Country Club, Wilmington Island, Savannah, Georgia.

4-KYANA Swap Meet, Kentucky State Fairgrounds, West Wing, Louisville Kentucky.

16, 17, 18-Music City Opry Invitational Meet, Airport Hilton, Middle Tennessee Region AACA, Nashville, Tennessee

MAY:

?-Winchester Merchants and Professionals Association 2nd Annual Antique Auto Show, Trophy Meet and Flea Market.

14, 15-Bowling Green, Kentucky

MEET CALENDAR CONTINUED

JUNE:

6-North Alabama Region AACA Summer Picnic and Games, Bernie Geir, Tom Holley

22,25-Model T Ford Club of America 1971 National Tour, Denver, Colorado. Headquarters, The Ramada Inn, Denver, Foothills, West 6th Avenue at Sims, Denver, Colorado 80215 (303) 238-7751.

25-27-Southeastern Division National Spring Meet, Stone Mountain, Georgia.

JULY:

14-17-Central Division National Spring Meet and Diamond Jubilee Festival, Henry Ford Museum and Greenfield Village, Dearborn, Michigan

23, 24, 25-Model "A" Restorers National Meet, Youth Center Ohio State Fairgrounds, Columbus, Ohio.

SEPTEMBER:

10, 11-Red Boiling Springs, Tennessee, Antique Auto Show, Trophy Meet and Flea Market, Middle Tennessee Region AACA

OCTOBER:

7-10-Eastern Division National Fall Meet, Hershey, Pennsylvania

24-North Alabama Region AACA Fall Picnic and Games, Phil Gambrell

DECEMBER:

North Alabama Region AACA Members Tour for Huntsville's Senior Citizens to view Christmas Lights and Decorations. (Proposed)

EDITORS CORNER

1971 brings you a fresh green editor with a desire to publish a club magazine in which every member can find something of interest. This first issue was put together rather hastily and did not have time to take full advantage of the staff that volunteered to help on the publication. No one who was asked to take a job turned it down. This tells me that the club needs a publication and the members are willing to work for it. Every members contributions are solicited. If you have anything that you would like to share with your fellow members, please contact anyone on the publication staff. Each of you, I'm sure, has something pertaining to the hobby that the membership would find interesting. In this issue I printed tune up specifications for 1929 and 1931 cars. I have this data for all years up to 1954. If you would like your year printed let me know. The following issues will include feature articles on automobiles and automobile history and technical articles to help you on your restorations. Suggestions on how I can improve your publication will be appreciated. Please excuse any typographical errors. The cook's #%-typing is a little rusty.

1929

Official Mechanical and Tuning Specifications

MAKE AND MODEL	Wheelbase	Tire Size	Number of Cylinders, Bore and Stroke	Displacement	Valve and Cylinder Arrangement	Compression Ratio	Maximum Brake Horsepower @ R.P.M.	H. P. Per Cubic Inch	No. of Main Bearings	Operating Clearance	Intake	Exhaust	Intake Valve Clearance	Exhaust Valve Clearance	Intake Valve Timing	Intake Valve Opening—Degrees	Make of Carburetor	Make of Ignition System	Breaker Point Gap	Breaker Points Open—Degrees	Spark Plug Model	Spark Plug Gap	Transmission Type	Propeller Shaft	Front Suspension	Rear Suspension	Caster—Degrees	Camber—Degrees	Toe-In	Kick-Up Inclination	Capacity Cooling System	Capacity Crankcase	Lowest Price Four-Door Sedan	Weight Lowest Price Four-Door Sedan
Auburn	8-80	120	6.00/30	6-2 7/8 x 4 3/4	185.0	IL	5.16	550/3400	.351	4	.008	.006	.010	.010	10A	Sch	DR	.021	6B	CH	C4	.025	3	Ex	Se	Se	2 1/2	2	3/32	7	19	6	\$995.	3300
"	8-90	125	6.00/30	6-2 7/8 x 4 3/4	246.7	IL	5.15	936/3300	.377	5	.008	.008	.010	.010	10A	Sch	DR	.021	10 1/2 B	CH	C4	.027	3	Ex	Se	Se	2 1/2	2	1/4	7	22	8	\$1695.	3600
"	120	129	6.50/18	8-1 1/4 x 4 1/2	298.6	IL	5.25	1208/3300	.402	5	.007	.007	.010	.010	10A	Sch	DR	.021	13 1/2 B	CH	C4	.027	3	Ex	Se	Se	2 1/2	2	1/4	7	22	8	2195.	3800
Blackhawk	L-6	127 1/2	6.00/31	6-3 3/8 x 4 1/2	241.5	IO	5.25	850/3200	.353	7	.028	.028			3A	Z	DR	.017	15B	CH		.022	4	Ex	Se	Se	1 1/2	1	1/8	7	24	8	2395.	4320
Buick	L-8	127 1/2	6.00/31	6-3 3/8 x 4 1/2	268.5	IL	5.50	900/3200	.337	5	.008	.008	.010	.010	2 1/2 A	Z	DR	.017	8B	CH		.022	4	Ex	Se	Se	1 1/2	1	1/8	7	25	8	2395.	4320
"	116	115 3/4	6.50/30	6-3 5/16 x 4 5/8	239.1	IO	4.30	748/2800	.309	4	.008	.008	.008	.008	17B	M	DR	.020	17B	AC	G-14	.025	3	TT	Se	Se	1 1/2	1	1/8	7	25	8	2395.	4320
"	121	120 3/4	6.25/32	6-3 5/8 x 5	309.0	IO	4.30	905/2800	.293	4	.008	.008	.008	.008	12 1/2 A	M	DR	.021	17B	AC	G-14	.025	3	TT	Se	Se	1 1/2	1	1/8	7	25	8	2395.	4320
"	129	128 3/4	6.25/32	6-3 5/8 x 5	309.0	IO	4.30	905/2800	.293	4	.008	.008	.008	.008	12 1/2 A	M	DR	.021	17B	AC	G-14	.025	3	TT	Se	Se	1 1/2	1	1/8	7	25	8	2395.	4320
Cadillac	341-B	140	7.00/20	8-3 5/16 x 4 15/16	341.0	VL	5.30	950/3000	.279	3	.004C	.005C	.004	.005	9 1/2 B	Own	DR	.022	7 1/2 B	AC	G-10	.026	3	TT	Se	Se	1 1/2	1	1/8	7	24	8	3995.	4850
Chandler		65	5.00/29	6-1 1/4 x 4 1/4	195.5	IL	5.00	558/3000	.281	3	.008	.008	.009	.009	TC	Til	AL	.022	5B	AC		.026	3	Ex	Se	Se	0	0	1/16	4 1/2	17	8	1395.	3320
"	Royal	75	5.50/29	6-3 1/4 x 4 1/2	254.4	IL	5.00	800/3200	.315	5	.007	.007	.007	.007	TC	Til	AL	.022	5B	AC		.026	3	Ex	Se	Se	0	0	1/16	5 1/4	22	9	1795.	3900
"	Big	124	6.00/32	6-3 3/4 x 5	333.1	IL	5.00	836/2500	.251	4	.007	.007	.009	.009	TC	Sch	DR	.022	2C	AC		.025	3	Ex	Se	Se	0	0	1/16	5 1/4	22	9	1795.	3900
"	Royal	85	6.00/32	6-3 3/8 x 4 3/4	340.0	IL	5.00	850/2800	.279	5	.007	.007	.009	.009	TC	Sch	DR	.022	2C	AC		.025	3	Ex	Se	Se	0	0	1/16	5 1/4	22	9	1795.	3900
Chevrolet		6	5.00/29	6-3 1/8 x 3 3/4	194.0	IO	5.01	466/2600	.237	3	.008	.008	.010	.010	4A	C	DR	.021	12B	AC		.025	3	TT	Se	Se	3 1/2	1 1/2	1/16	7 1/8	11 1/2	5	695.	2440
Chrysler		65	5.50/18	6-1 1/8 x 4 1/4	195.8	IL	5.20	658/3200	.333	7	.005	.007	.011	.011	6A	S	DR	.019	7 1/8 B	AC		.025	3	Ex	Se	Se	2 1/2	1	1/8	7	13	6	1145.	2960
"	Imp.	60	6.00/18	6-3 1/4 x 4 1/2	240.0	IL	5.30	748/2800	.302	7	.005	.007	.011	.011	6A	C	DR	.022	12B	AC		.025	3	Ex	Se	Se	1	2	1/16	7	15	6	1655.	3360
"	Imp.	60	6.75/30	6-3 5/8 x 5	309.0	IL	5.00	1120/3400	.382	7	.005	.007	.008	.008	6A	S	DR	.022	9 1/2 B	AC	G-13	.025	3	Ex	Se	Se	0	0	1/16	6	19	8	2075.	4125
Cummins	V-8	132	6.75/32	8-3 3/4 x 5	442.0	VL	6.00	1068/2500	.241	3	.001C	.003C	.001	.003	5A	S	DR	.020	15A	CH		.028	3	TA	Se	Se	0	0	1/8	6	29	8	885.	2645
Dodge	Soto	6	5.00/19	6-3 3/8 x 4 1/8	174.9	IL	5.00	550/3200	.315	4	.004	.006	.008	.008	6A	S	DR	.020	.035B	AC	G-11	.028	3	Ex	Se	Se	1 1/2	2	5/32	7	10	6	885.	2645
Dodge Brothers		6	5.00/19	6-3 3/8 x 4 1/8	207.9	IL	5.18	568/3200	.280	7	.005	.005	.007	.007	TC	S	DR	.020	4B	AC		.025	3	Ex	Se	Se	2 1/2	3	1/16	5 1/2	18	7	1545.	3090
Duesenberg	Senior	6	6.75/19	6-3 3/8 x 4 1/2	420.0	IL	5.20	2658/4200	.631	5	.025	.025			2B	Sch	DR	.021	1 1/2 A	CH		.025	3	TT	Se	Se	3	1	1/4	4 1/2	32	12	Q8500.	2800
Du Pont		125	6.00/32	6-3 3/8 x 5	268.3	IO	4.60	758/3000	.280	3	.006	.008	.010	.010	1 1/2 A	Sch	DR	.022	TC	CH		.023	3	Ex	Se	Se	2 1/2	2	1/16	6	26	12	4360.	4400
"	G	141	6.50/32	6-3 3/8 x 4 1/2	322.0	IL	5.30	1148/3200	.354	5	.006	.008	.010	.010	1 1/2 A	Sch	DR	.022	TC	CH		.023	3	Ex	Se	Se	2 1/2	2	1/16	6	26	12	4360.	4400
Durant		40	4.75/28	4-3 3/8 x 4 1/4	152.0	IL	4.70	368/2400	.237	3	.006	.006	.012	.012	1 1/4 A	Til	AL	.018	TC	CH		.027	3	Ex	Se	Se	1	2	1/8	6	12	6	750.	2750
"		60	5.00/29	6-2 7/8 x 4 3/4	185.0	IL	4.70	438/2800	.232	4	.006	.006	.012	.012	1A	Til	AL	.018	TC	CH		.027	3	Ex	Se	Se	1	2	1/8	6	12	6	995.	2755
"		60	5.00/29	6-2 7/8 x 4 3/4	185.0	IL	4.70	438/2800	.232	4	.006	.006	.012	.012	1A	Til	AL	.018	TC	CH		.027	3	Ex	Se	Se	1	2	1/8	6	12	6	995.	2755
"		70	5.50/29	6-3 3/8 x 4	215.0	IL	5.08	658/3000	.302	7	.006	.008	.010	.010	1 1/2 A	Til	AL	.020	8B	CH		.025	4	Ex	Se	Se	1	2	1/8	6	14 1/2	7	1285.	3180
Eicar		123	6.00/31	8-2 7/8 x 4 3/4	246.7	IL	5.25	900/3000	.365	5	.006	.008	.010	.010	TC	Sch	DR	.020	TC	AC		.028	3	Ex	Se	Se	2 3/4	1 1/2	1/8	7	18	8	1495.	3299
"		123	6.00/31	8-2 7/8 x 4 3/4	185.0	IL	5.25	618/3000	.329	4	.006	.008	.010	.010	TC	Sch	DR	.021	TC	AC		.025	3	Ex	Se	Se	2 3/4	1 1/2	1/8	7	14	6	1195.	2842
Erskine		127	6.50/31	8-1 1/4 x 4 1/2	298.6	IL	5.25	1158/3300	.387	5	.006	.008	.010	.010	TC	Sch	DR	.021	6B	CH		.025	3	Ex	Se	Se	2 1/4	1 1/2	1/8	7	22	8	2295.	3890
Exeas	Challenger	110 1/2	5.00/30	6-2 3/4 x 4 1/2	161.4	IL	5.20	558/3600	.341	3	.004	.006	.004	.006	10 2/3 B	M	AL	.020	TC	AC	G-10	.028	3	Ex	Se	Se	1	1	1/16	7	19	8	845.	2635
Ford	A	103 1/2	4.50/30	4-3 7/8 x 4 1/4	200.5	IL	4.20	400/2200	.200	3	.011C	.016C	.011	.016	7B	Z	F	.020	TC	CH	3X	.025	3	TT	Tr	Tr	5	2	1/16	7	12	5	600.	2441
Franklin		130	6.00/31	6-3 1/4 x 4 3/4	236.0	IO	4.57	488/2500	.204	7	.012C	.012C	.031	.031	TC	S	DR	.020	13B	CH	C7	.025	3	Ex	Se	Se	1	2	1/16	7	AC	6	2230.	3700
"	135-37	125	6.50/31	6-3 1/2 x 4 3/4	274.0	IO	4.73	600/2500	.219	7	.012C	.012C	.031	.031	TC	S	DR	.020	13B	CH	C7	.025	3	Ex	Se	Se	1	2	1/16	7	AC	6	2230.	3700
Gardner		125	6.00/31	6-3 1/2 x 4 3/4	246.7	IL	5.05	858/3000	.346	5	.006	.008	.010	.010	5B	Sch	DR	.022	8B	CH		.030	3	Ex	Se	Se	2	2	1/4	7	17	7	1895.	3410
"		130	6.50/30	8-1 1/4 x 4 1/2	298.6	IL	5.25	1158/3300	.387	5	.007	.007	.010	.010	TC	Sch	DR	.021	6B	CH		.027	3	Ex	Se	Se	2	2	1/4	7	23	8	2395.	3520
Graham-Paige		612	5.00/29	6-3 1/4 x 4 1/2	190.8	IL	5.57	628/3200	.326	7	.006	.010	.010	.010	TC	J	DR	.019	1B	CH		.027	3	Ex	Se	Se	2	2	1/16	5 1/2	22 1/2	6	955.	3035
"		615	5.50/18	6-3 1/4 x 4 1/2	224.0	IL	5.51	768/3200	.339	7	.006	.010	.010	.010	TC	J	DR	.019	1B	CH		.027	3	Ex	Se	Se	2	2	1/16	5 1/2	22 1/2	6	955.	3035
"		621	6.00/19	6-3 1/2 x 5	288.6	IL	5.35	978/3200	.336	7	.010	.010	.012	.012	2A	J	DR	.018	4B	CH	C7	.025	4	Ex	Se	Se	2	1	5/32	27	8	1925.	4035	
"		827	6.50/19	6-3 3/8 x 4 1/2	322.0	IL	5.54	1208/3200	.373	5	.010	.010	.012	.012	2A	J	DR	.018	4B	CH	C7	.025	4	Ex	Se	Se	2	1	5/32	27	8	1925.	4035	
"		837	6.50/19	6-3 3/8 x 4 1/2	322.0	IL	5.54	1208/3200	.373	5	.010	.010	.012	.012	2A	J	DR	.018	4B	CH	C7	.025	4	Ex	Se	Se	2	1	5/32	27	8	1925.	4035	
Hudson		122 1/2	6.00/31	6-3 1/2 x 5	288.0	PH	6.00	918/3200	.316	4	.005	.007	.006	.006	10 2/3 B	M	AL	.020	TC	AC	G-10	.022	3	Ex	Se	Se	1	2 1/2	1/16	6 1/2	22	7	2155.	3785
Hupmobile	A	114	5.50/29	6-3 1/4 x 4 1/4	211.5	IL	4.80	578/3100	.269	4	.008C	.008C	.010	.010	4A	S	AL	.018	TC	CH	C7	.025	3	Ex	Se	Se	3	1	1/16	7 1/4	13	6		

1931

MAKE AND MODEL	Wheel	Tire	Size	Number Boards	Boards Bore	Displacement	Valve Arrang.	Compression	Maxim. H.P.	H. P. @ 5,000	Intake Valve	Exhaust Valve	Intake Port	Deegree	Make	Break	Break	Open	Make	Model	Make	Transmission	Spark	Throttle	King Pin	Inclination	Capacity	Capacity	Lowest Point	Weight	
Auburn	8-98	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Austin		5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
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Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
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Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B		DR	020	BB	CH	2	.027	3	Ex	Se	1 1/2	2	8	8995, 3700
Buick	8-100	5.50/17		8-3 x 3/4		286.4	IL	5.26	900/3,600	342	5.007	.007	.010	5B	TH	021	13B														

[illegible]

WANT ADS

- FOR SALE: 1926 T Coupe, needs some restoring, 1923 T Roadster, needs complete restoration, 1926 T Sedan. Contact Ken Kirby, 355-1014 or Gene Mize, 353-4560
- FOR SALE: Original style Model A mufflers, champion 3X plugs, rebuilt Model A short block, Phil Gambrell 852-4424
- WANTED: Any early 1928 Model A "AR" parts, need 4 AR wheels, "AR" lug nuts, Phil Gambrell 852-4424
- SERVICE: A plating service is now available in Huntsville. Preciso Precious Plating Inc, 1315 Hundley Drive (off Oakwood). Silver, nickel, cadmium etc. They can handle parts about 4 feet in length.
- FOR SALE: 12 inch band saw, motor, stand, extra blades. Completely reworked. \$100.00 Dan Shady 539-5216
- FOR SALE: 1928 Chevy Landau Coup, good original condition. Nice car to restore. Dan Shady 539-5216
- FOR SALE: 1929 Cowl light Model A, 2 carburator downdraft manifold for Model A. Eddie Gannaway 852-7784
- WANTED: Wheels and seat cushions for 1929 Whippett 4 door sedan, also any pictures, literature or specs for this car. Eddie Gannaway 852-7784
- FOR SALE: 1925 Baby Overland 4 door touring. In storage since 1927. \$2,000.00 Clyde Mackay 534-1844
- FOR SALE: 1962 Studebaker 4 door, 42,000 miles \$300.00. Bill Ashby 883-8185
- FOR SALE: 1941 Mercury, 4 door sedan, rebuilt engine, brakes, front end and transmission. \$375.00 Ernest Cross 852-4051
- WANTED: New 1955 Packard Caribbean Convertible both rear quarter panels, both front fenders, grille and bumpers.
- Miscellaneous parts, doors, stanchions, top irons etc. for 30-31 Ford Roadsters. Leonard Brown Cowan, Tennessee
- FOR SALE
OR TRADE: 1916 Hupp Touring parts car, Leonard Brown 932-7218 Cowan.
- Send your ads to Phil Gambrell, 4222 Eastland Drive 35810

NORTH ALABAMA REGION
ANTIQUE AUTOMOBILE CLUB OF AMERICA

MEETING NOTICE

DATE: January 28, 1971

TIME: 7:00 PM

PLACE: Madison County Court House, Room 410. Enter thru the
basement.

PROGRAM

Vintage Buicks: A general review covering 1904 thru 1932
production with slides to illustrate the various years presented
by Buick fanciers Bob Thurstone and George Townsend.

Auto Antiquarian News
P. O. Box 810
Huntsville, Alabama 35804

Third Class Mail



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