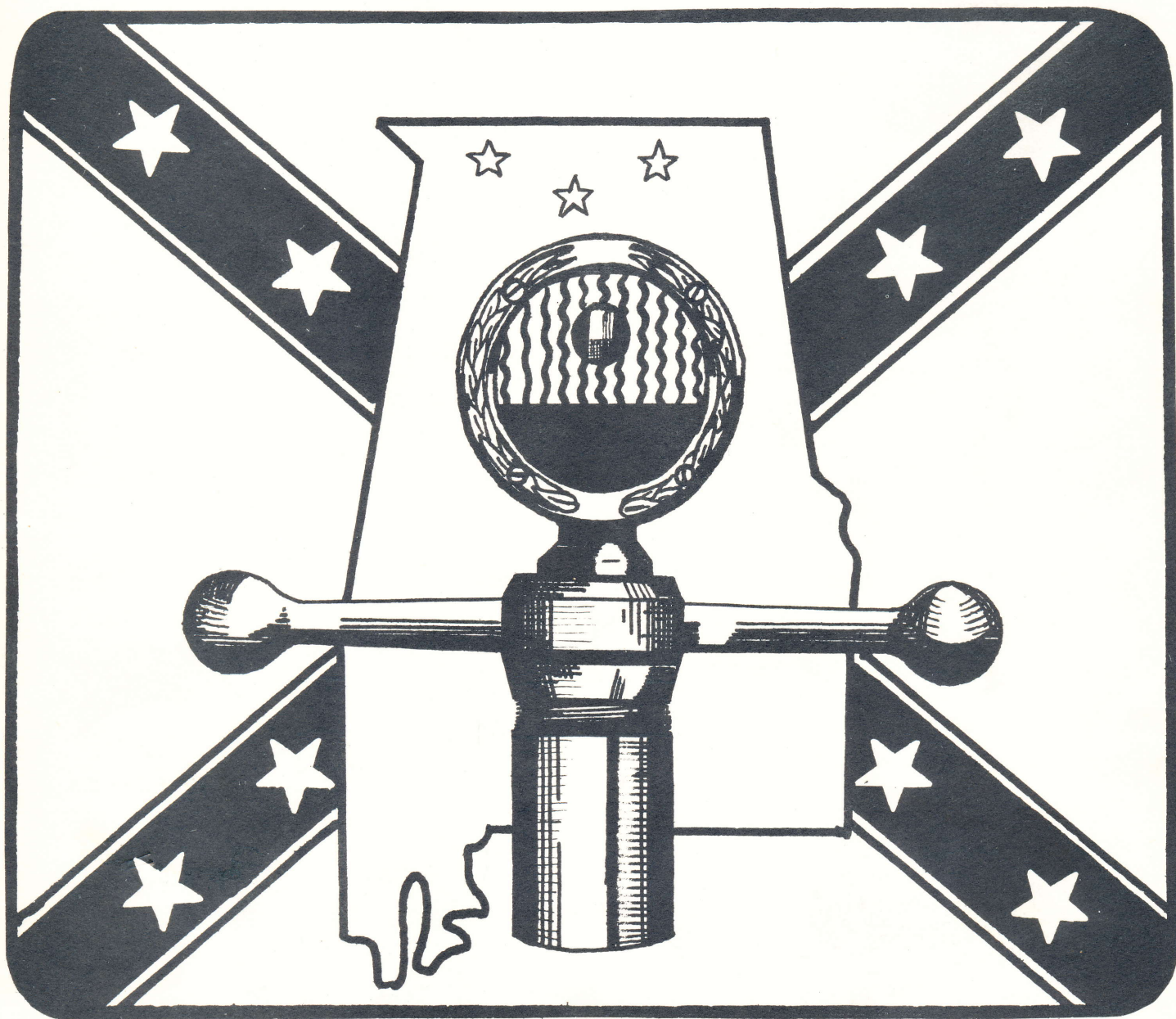


MAR APR 71

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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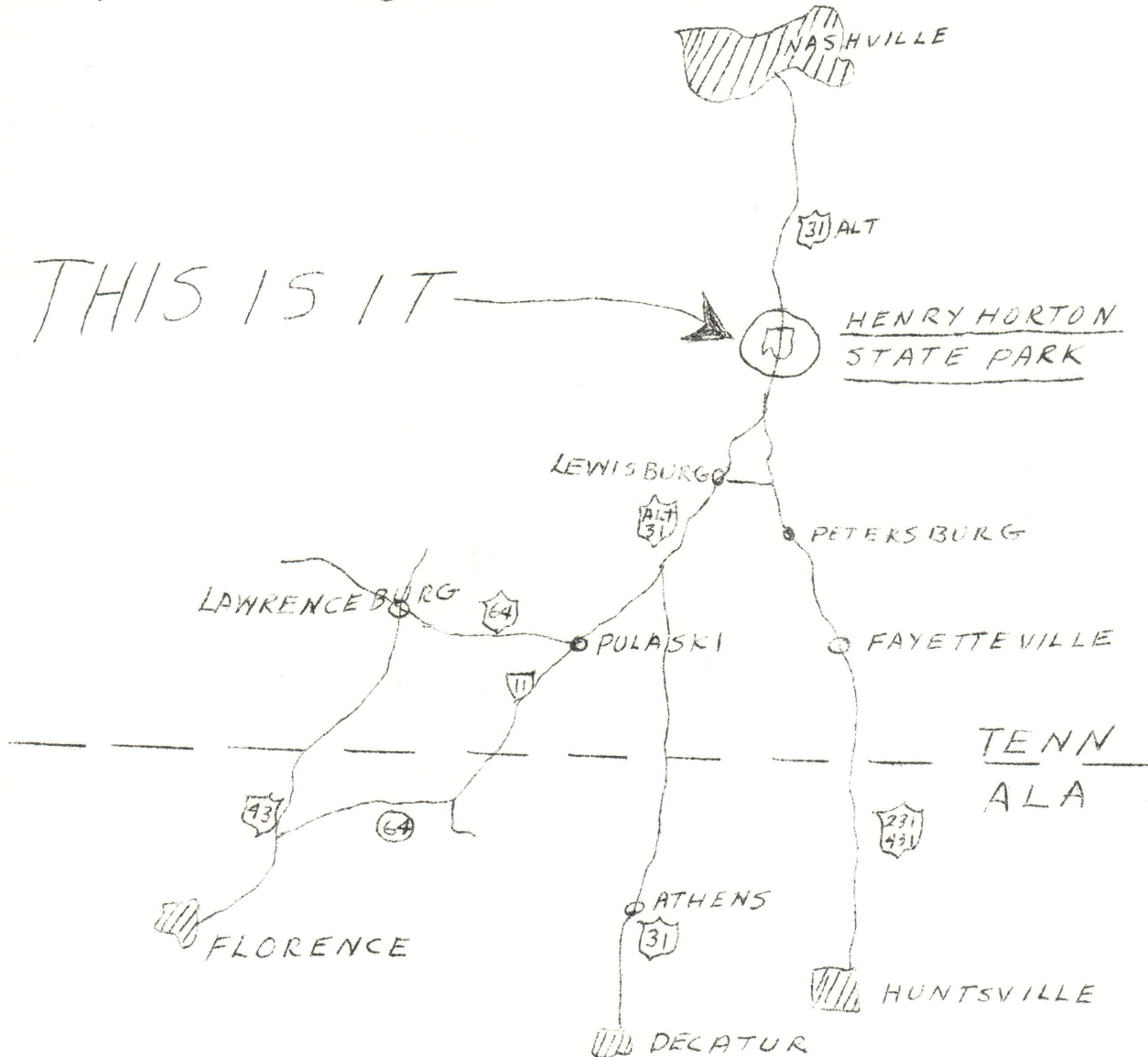
Deadline for contributions to A. A. News
10 days prior to fourth Thursday.

HENRY HORTON STATE PARK PICNIC TOUR - MARCH 27

Get'm out and head'm up to Henry Horton State Park (See map below) for the North Alabama Region AACA spring picnic tour. Plans are to meet there with our Middle Tennessee Region AACA and Model A antiquers for a dutch treat, noon hour picnic. Local reports and letters from Mid-Tennessee indicate a good turn out - both antique and modern - for the affair.

Huntsville caravan members headed, by Dan Shady or Don Pryor, will meet at The Mall shopping center parking lot by 9:30 AM Saturday, March 27. Decatur area members, please contact Sonny Brown or Bob Harris for your caravan details. Mike Smith or Bill Johnson will direct the Tri-Cities plans. Everyone bring your own meal requirements. After the 12:00 meal, tire kicking, and car lie swapping, the groups will probably leave for home around 2:00 PM.

In the event of real poor weather, phone contact between the caravan leaders will coordinate any postponement plans. Saturday, April 3, is the most logical alternate date.



DIRECTOR'S COLUMN

I had the pleasure of visiting both the Tri-Cities and Tennessee Valley Chapters during the past month and can report that both are fine and growing strong.

Jack Stuart and I journeyed over to Florence on February 18 where 15 or 20 of the Tri-Cities Chapter members were holding their regular monthly meeting and were actively preparing for another car show August 27 and 28. Jack gave a fine presentation on the AACA and North Alabama Region histories along with a discussion of the official vehicle classifications for AACA. After the presentation, a general bull session was held on restoration and judging.

Then, March 12, I met with the Tennessee Valley Chapter members at Decatur where our ranks have recently swelled by two more new members--Ott Sanderson and Leo Templeton. As shown on our calendar of events (elsewhere this issue), Decatur will host a swap meet on June 12 and is requesting that the word be passed far and wide for this event. After their normal business meeting, Tom Harper projected a very interesting series of slides taken while he resided in California. Tom, who owns a 1932 Auburn Sedan, had beautiful shots of some real classics from the West Coast area. Ralph Burnett also showed microfilmed pages from his 1925 Buick owners manual received from Buick Motors. Leon Barnett was absent from the meeting having flown to Phoenix, Arizona, that day to inspect another prospect for his collection--a 1921 Lincoln, California topped Phaeton. Hope he made out well on the venture.

Our way out (Seattle, Washington) member, Bruce Dalrymple, put in a surprise appearance and presentation at our February meeting here in Huntsville. Don Nichols had already provided an excellent talk on the history of motorcycles and then Bruce gave us the latest pep talk on the supersonic transport (SST) which he works on with Boeing.

Speaking of motorcycles, two new additions recently turned up here in Huntsville from Spain via Tennessee. Don Nichols is the proud owner of a 1905 F-N, and Ernest Cross got a 1915 Indian in the same deal. Ernie wasn't content with only one purchase this month. He also pulled home Bill Elliott's ex-1931 Chevrolet Special Sedan and has already taken a turn around the block in it.

Other news of our Region, includes Tom Holley's safari to Kansas City, Mo. to inspect--and turn down--a 1957 Chevy. Can't win'm all Tom. He had the bad luck of having his modern machine lifted from a local parking lot last week and no trace since. Seems that the professional car thief can snatch your car regardless of the latest, modern-day preventatives, such as steering column locks. But hey, didn't they try those things to no avail back around 1932 on Fords?

Speaking of modern machines, a recent insurance company ad indicates that a 1969 Chevy, selling for \$3500.00 would cost about \$7500.00 for the basic parts as purchased piece by piece from the dealers

DIRECTOR'S COLUMN CON'T

stock, and would require another \$7500.00 worth of labor to put together by normal non-assembly line techniques. I guess these facts may slow down you guys who keep searching for the Ford dealers with all that good old original stock still in the attics. If he had enough parts for the whole car, you couldn't afford it. The \$7500.00 price tag for reassembly would pay the average home restorer about 50¢ an hour, by my estimate. The hobby may be crazy but it keeps you off the streets--and when I look at my projects in the basement, I probably won't be on the streets forssometime yet.

Restoringly yours,

Don Pryor
Director, North Alabama Retion AACA

The members of the North Alabama Region wish to convey our regrets and sympathies to Mrs. Jackie Totcky whose mother passed away on February 25; to Mr. Sam Broadhead whose mother died on March 7; and to Mrs. Sandra Shady whose grandmother passed away on March 11.

JACKSON, TENNESSEE

Nathan and Martha Hungerford, the President and Secretary/Treasurer respectively, of the West Tennessee Antique Car Club of Jackson, Tennessee were visiting in Huntsville the weekend of the Heart of Huntsville Mall show and visited our display. They invited all North Alabama Region members to their show on April 23 and 24. A brochure is included in this issue

WELCOME TO NEW MEMBERS:

George Fore, Jr.
4803 Doyce Lane N. W.
Huntsville, Alabama

Doyal J. Hyatt
2218 Oakwood Avenue N. W.
Huntsville, Alabama

The meeting this month will be very informative to anyone who is restoring or planning to restore a car. Leonard Brown will present a seminar on paint and light body work. Details and directions are on the back cover.

UPCOMING EVENTS - MAKE YOUR PLANS

MARCH:

27, 1971 - Henry Horton State Park Tour Picnic

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

23, 24 - West Tennessee Antique Car Club Sixth Autocrama. New Holiday Inn of Jackson. Jackson, Tennessee.

MAY:

1, 2 - 9th Annual Show and Swap meet Alabama State Fairgrounds, Birmingham, Alabama. Info. Bill Grimes, 1612 3rd Ave. West, Birmingham, Alabama 35208 1-205-786-0119

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

14, 15 - Bowling Green, Kentucky

JUNE:

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

12 - Decatur Swap Meet, Tennessee Valley Chapter, AACA, Decatur, Alabama

22-25 - Model T Ford Club 1971 National Tour, Denver, Colorado.

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

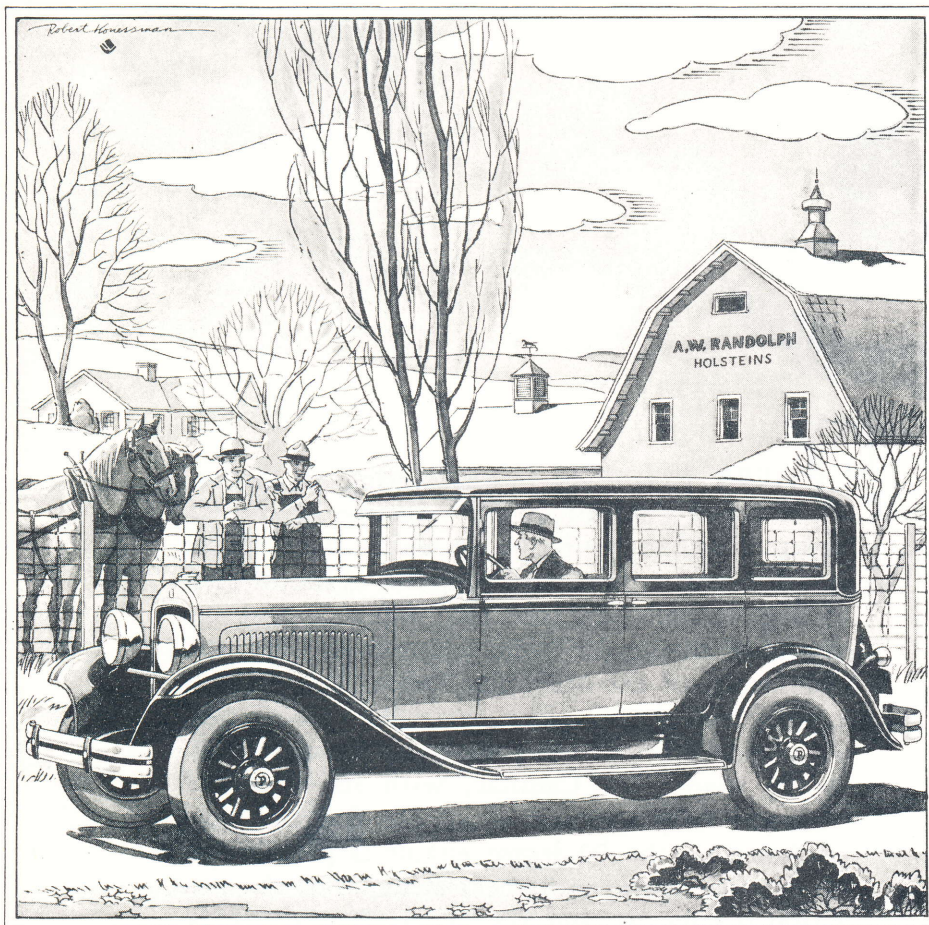
JULY:

14-17 - Central Division National Spring Meet and Diamond Jubilee Festival, Dearborn, Michigan

23-25, Model "A" Restorers National Meet, Columbus, Ohio.

AUGUST:

27, 28-2nd Annual Car Show and Swap Meet, Tri-Cities Chapter AACA Florence, Alabama



PLYMOUTH FOUR-DOOR SEDAN, \$695 (Special Equipment Extra)

1930

PLYMOUTH

AMERICA'S LOWEST-PRICED
FULL-SIZE CAR

\$655
and
upwards
F.O.B. FACTORY

A New Favorite Invading Town and Country

IN THE cities, in the small towns and in the rural sections — *everywhere*, the Chrysler-built Plymouth is sweeping into tremendous popularity among motorists who are schooled in a knowledge of value.

Plymouth's advantages are definite and concrete. Plymouth is, first of all, a *full-size* automobile. There is nothing abbreviated about it—nothing frail or spindling in any part or any detail. *Chrysler* designed

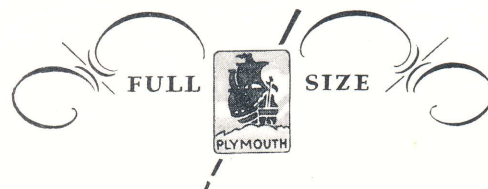
it; *Chrysler* engineered it; and *Chrysler* builds it. No other low-priced car is comparable in smartness—in spacious comfort—in size of body, chassis, engine, axles—or in snappy, dashing, smooth performance.

Nor is any other low-priced car comparable in safety. For in addition to its *full-size* stability, Plymouth is the only low-priced car with Chrysler weatherproof internal-expanding 4-wheel hydraulic brakes—

always positive and quick in action, always self-equalizing, always-silent.

That is why Plymouth has become one of the ten leaders in actual motor car sales in its first year of manufacture.

Coupe, \$655; Roadster (with rumble seat), \$675; 2-Door Sedan, \$675; Touring, \$695; De Luxe Coupe (with rumble seat), \$695; 4-Door Sedan, \$695; De Luxe Sedan, \$745. All prices f. o. b. factory. Plymouth dealers extend the convenience of time payments if desired.

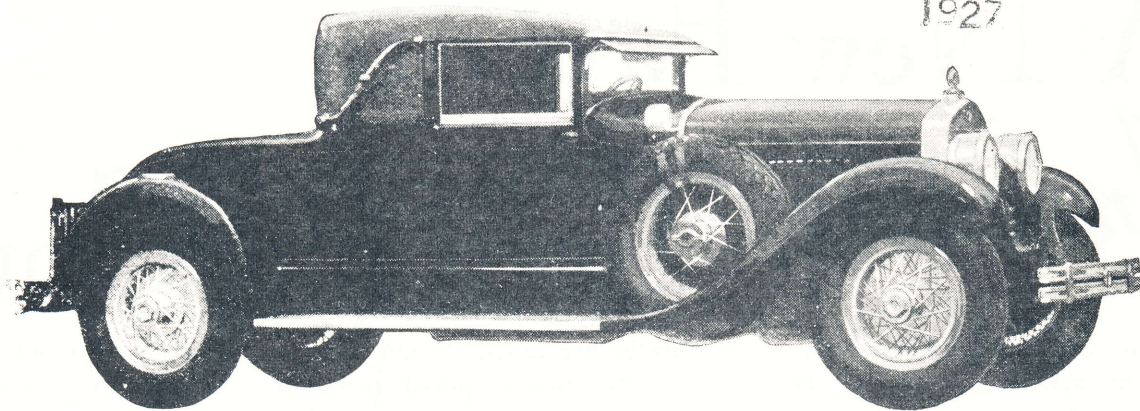




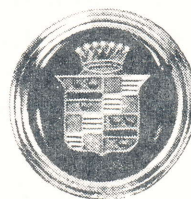
THERE is nothing in engineering so distinctive and different as the principle of the 90-degree Cadillac engine. ♣ It makes the Cadillac one of the fastest and most powerful of motor cars. ♣ It is undoubtedly true, too, that this most successful of all engines is the keystone of Cadillac's dominance of the really fine car market. ♣ It is equally true that Cadillac alone can produce such an engine without the penalty of excessive cost. ♣ To anyone but Cadillac, with its wonderful volume—fully one-half of all the fine cars sold in America—the 90-degree engine is prohibitive. ♣ Because in the equipment it requires, the precision it compels, and the materials it demands, it is the costliest of eight-cylinder principles.

Priced from \$2995 upward, f. o. b. Detroit

1927



C A D I L L A C
 DIVISION OF GENERAL MOTORS CORPORATION
Cadillac and La Salle Motor Cars



Buick 1900-1910, A Capsule History

by: George Townsend

Everybody offers assistance when there is a project like our publication, right? It's a matter of form; its polite. Most of the time you feel you'll never be called upon so the risk is really very slight. Well my phone rang several days ago and before I could put it down I'd agreed to collect some thoughts of The History of The Buick Automobile and the company that made it. Not until later did I realize that I was unqualified for the task. Panic suddenly swept over me as I realized that the job could fill books. Thus, in desperation I decided to start at the beginning and only cover a 10 year period. Having made this decision, I collected by books and picked up the crayon provided free of charge to the authors of an journal.

The early life of David Dunbar Buick is somewhat uncertain. However it is clear that in his early life he went to work in a plumbing supply business. It is equally clear that he bought the business and preoccupied himself with experimentation in a variety of areas. One of these experiments was of monumental importance since it enabled Buick to bond a porcelain finish to cast iron. This process ushered in the era of indoor plumbing. Had Buick stuck it out he would never had another problem; he didn't though. For reasons best known to Buick he decided to sell the plumbing supply business and invest the money in automobile experimentation. This sale took place about 1900. The experiments continued until 1903 when Buick managed to obtain enough working capital to organize the Buick Motor Company. This venture was under capitalized however and reorganization was required within the year. The new company, The Buick Motor Car Company, was capitalized at \$75,000.00.

The first production Buick was introduced in 1903 and continued for seven years with superficial changes until 1910. These early cars were sophisticated for their time as judged by their long run and were priced for a "mass" market: \$1000.00 - \$1500.00. The power plant was a 2 cylinder OHV water cooled engine displacing 159 cubic inches. The 22 hp developed was transmitted in the rear wheels by chain. This car, designed in large part by Buick and his chief engineer Walter Mar, was well received by the public even though it was locally, marketed for the most part. Strangely, this success produced the first real problem in the new company. Unlike other auto builders who reveled in the business and promotion aspects of auto production, Buick to the consternation of his co-investors seemed to show little interest in his off-spring. Rather, he continued to tinker in the shops.

It was at this point on November 1, 1904 that William Crapo Durant entered the picture as General Manager of the Buick Motor Car Company. Durant had little auto experience but he was tireless and aggressive. He also had at his disposal the sales network for his Durant-Dart Carriages. Immediately, Durant began to promote Buick

Buick 1900-1910, A Capsule History Con't

cars and to reorganize the company to increase its capacity to produce. Then he personally sold stock in the company to raise funds for expansion. These efforts did not go unnoticed by the stock holders or by the public at large. Sales and the stock soared. Finally in 1906, almost without notice, Buick was replaced in the management of the company he founded and Durant became Chairman of the Board.

Buick continued to tinker for about two years but disappeared from the company completely before 1908. His subsequent public life ~~is~~ one of business failure. The money which he ~~derived~~ from the sale of his stock was invested in oil leases and in an oil company. This venture cost him just about everything he had. With what was left, he organized a company to make carburetors; this failed too. Later he tried real estate and lost. Shortly after this failure, Buick got a job in a trade school and worked there until he died in 1929.

Soon after Durant assumed control of The Buick Motor Car Co., he ~~began~~ to reorganize its operation and to staff it with exceptional personnel; for example W. P. Chrysler and C. W. Nash. Throughout this time Durant was driven by the vision of a major automotive conglomerate. Thus about 1908 he began buying auto related businesses and collecting them in the structure of the International Motor Co. This conglomerate subsequently became the General Motors Corporation. Unfortunately, Durant's dream became somewhat of an obsession, probably like collecting antique cars today, and he brought on a financial crises for GM by over extending it in 1911. (I'm sure there are many wives today that can understand this problem) Thus, in 1911 Durant was asked to resign from GM.

During these years Durant and his staff really did a job on Buick. Starting about 1906 a promotional campaign emphasizing the performance of the Buick automobile was initiated. This campaign stressed the speed and hill climbing capabilities of the car. So successful was the promotion that hills were rated according to Buicks ability to climb them-maybe you've heard of a Buick Hill? The public dug this performance promotion and sales continued to climb.

In 1906 the Model D was introduced. This was a new Buick powered by a 4 cylinder OHV water cooled engine developing about 33 hp. In contrast to the earlier cars, the Model D was luxurious and was priced accordingly at \$2500.00. Production was not as great as that for the 2 cylinder Models F and G but Durant was covering the major portion of the automobile market. The model D and a companion, the model K, were produced until 1909.

Continuing sales growth fed Durants' dreams of a giant auto conglomerate and about the middle of 1907 he decided to end the companies practice of selling engines and car parts to other automobile builders. Simultaneously, plans were drawn to produce a new car for the low priced market. The new car was the model 10 sometimes called the white streak because of its distinctive paint.

Buick 1900-1910, A Capsule History Con't

The Model 10 is probably one of the most notable and sought after early Buicks. The car is notable since it marked the introduction of a "modern" automobile in the low priced market; at \$850.00 the Model 10 competed directly with the Model T Ford. The car is sought after because it was a quality product in an attractive package. The power plant of this car was a small 4 cylinder OHV engine displacing 166 cubic inches and developing 18 hp. like its predecessors. The 10 was also water cooled. In contrast to the previous low cost products, however, power was transmitted to the rear wheels through a 2 speed planetary transmission and a drive shaft. A total of 8820 10's were produced in 2 years.

The Buick line for 1908 included four different automobiles. At the bottom of the line was the Model 10. Then comes the old 2 cylinder Model F and G's (these units continued to be produced because they sold). Next came the Model D and a light weight hopped up version the Model S. Finally, at the top of the line was the Model 5. The Model 5 was also a 4 cylinder OHV unit but the displacement had been increased to 336 cubic inches by increasing the bore and stroke. Power output was rated at an honest 40 hp. This lineup of cars was to continue through 1910 with minor revisions in appointments, and body designation.

The table below presents a brief summary of the evolution of the Buick engine from 1903 to 1910. It also gives the model designations and price, weight and size data. The table does not give production figures but as best I can gather the total production for all models was 14606 in 1909 and 30525 in 1910. These numbers sound small by todays standard but in point of fact Buick out produced ~~Ford~~ during these years; you Ford buffs eat your hearts out. This fact acknowledged it is no small wonder that so many early Buicks still attend the meets.

PRINCIPAL SPECIFICATIONS

YEAR	MODEL	PRICE	WEIGHT	NO. OF CYLINDERS	BORE & STROKE	PISTON	MAXI- MUM H.P.	TIRE SIZE	WHEEL- BASE
						DIS- PLACE- MENT			
03				2	4 $\frac{1}{2}$ x5	159.0	22	30x3 $\frac{1}{2}$	
04				2	4 $\frac{1}{2}$ x5	159.0	22	30x3 $\frac{1}{2}$	
05	C	1200	1700	2	4 $\frac{1}{2}$ x5	159.0	22	30x3 $\frac{1}{2}$	86
06	F,G	1000	1600	2	4 $\frac{1}{2}$ x5	159.0	22	30x3 $\frac{1}{2}$	87
06	D	2500	2000	4	4 $\frac{1}{2}$ x4 $\frac{1}{2}$	255.3	30-35	30x4	102 $\frac{1}{2}$
07	F,G	1150	1000	2	4 $\frac{1}{2}$ x5	159.0	22	30x3 $\frac{1}{2}$	89
07	D,K	1850	2000	4	4 $\frac{1}{2}$ x4 $\frac{1}{2}$	255.3	24	32x4	102 $\frac{1}{2}$
08	10	900	1500	4	33/4x33/4	165.6	18	30x3	88
08	D	2000	2000	4	4 $\frac{1}{2}$ x4 $\frac{1}{2}$	255.3	24	32x4	102 $\frac{1}{2}$
08	S	2000	1850	4	4 $\frac{1}{2}$ x4 $\frac{1}{2}$	255.3	25-30	32x4	106
08	F,G	1250	2000	2	4 $\frac{1}{2}$ x5	159.0	22	30x4	92
08	S	2500	2500	4	45/8x5	336.0	40	34x4	108
09	F,G	1250	2000	2	4 $\frac{1}{2}$ x5	159.0	22	30x4	92
09	16,17	1750	2650	4	4 $\frac{1}{2}$ x5	318.1	30	32x4	112

Buick 1900-1910, A Capsule History Con't

YEAR	MODEL	PRICE	WEIGHT	NO. OF CYLIN-	BORE & STROKE	PISTON DIS- PLACE- MENT	MAXI- MUM H.P.	TIRE SIZE	WHEEL- BASE
00	7	2750		4	5x5	392.7	45	34x4	122
09	10	1000	1550	4	33/4x33/4	165.6	18	30x3 $\frac{1}{2}$	92
10	10	1000	1650	4	33/4x33/4	165.6	18	30x3 $\frac{1}{2}$	92
10	F	1250	2225	2	4 $\frac{1}{2}$ x5	159.0	22	32x3 $\frac{1}{2}$	92
10	19	1400	2330	4	4 $\frac{1}{2}$ x4 $\frac{1}{2}$	255.3	24	32x4	105
10	16,17	1750	2550	4	4 $\frac{1}{2}$ x5	318.1	30	34.4	112

Well that concludes the presentation of this portion of Buick's history as I've seen it. I won't attempt to defend it except to state that it is based generally on the review of several published works, two commonly available references are: Automobile Quarterly, Vol. 7, No. 4 and Vintage Vehicles, Vol. 1, No. 2, and much semi authenticated data. However, I will take credit for introducing any errors you have been able to detect; they were not introduced intentionally as a test of your reading skills or your knowledge of the early cars.

Before terminating this article, I would like to add a word along the lines of the introduction. The preparation of these pages was an enjoyable task which I feel compliments the hobby. Thus, I encourage others to bite the bit and help make the publication enjoyable for all. As a matter of fact, I have my crayon poised now while I try to organize my thoughts for the next exciting saga of the Buick auto.

***** FORD FACTS *****

One of the greatest sales promotion stunts in history occurred on July 31, 1914 when Henry Ford announced that he would return \$50.00 to every model "T" purchaser if sales during the following year topped 300,000. The years total was 308,213 and accordingly \$15,410,650 was mailed to Ford buyers.

Ford's record production year was set in 1924 when 2,143,796 Model "T's" rolled off the assembly lines. A Model "T" was being built every 15 seconds. This record is still unbroken.

Finally, to answer a query in one of last years newsletters. Yes; Dwain, the Model "T" was really ubiquitous.

Servant of the Millions

FOUNDED on the principle that a business earns the right to exist only as it serves, the Ford organization has grown to be more than a business.

It is an institution that serves the millions.

Ford service through 33,912 stations in America reaches out to every one of the Ford Cars, Ford Trucks and Fordson Tractors on every street, highway and farm the length and breadth of the land.

The nearest service to every farm is Ford service—a very good reason for standardizing on Ford equipment.

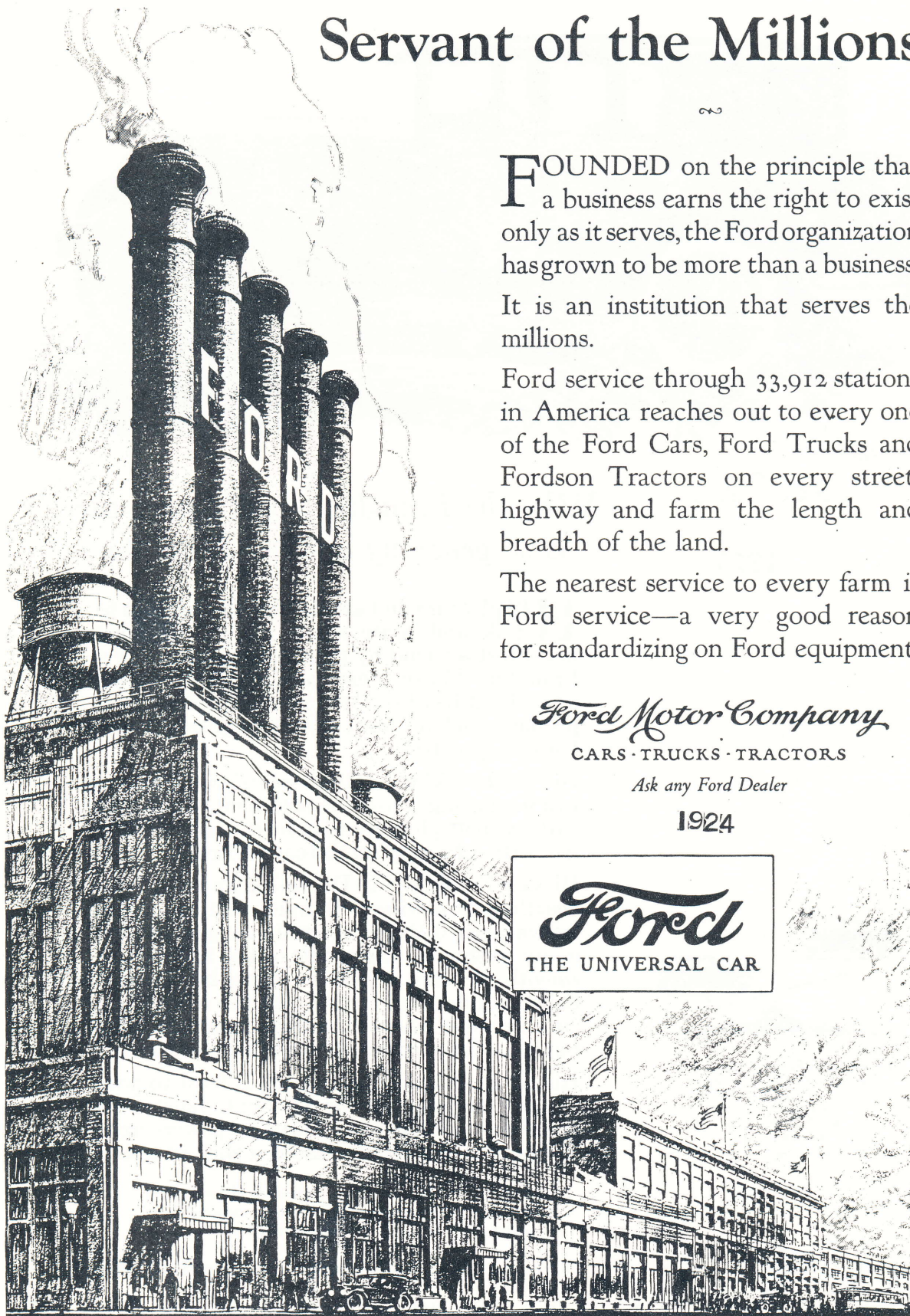
Ford Motor Company

CARS · TRUCKS · TRACTORS

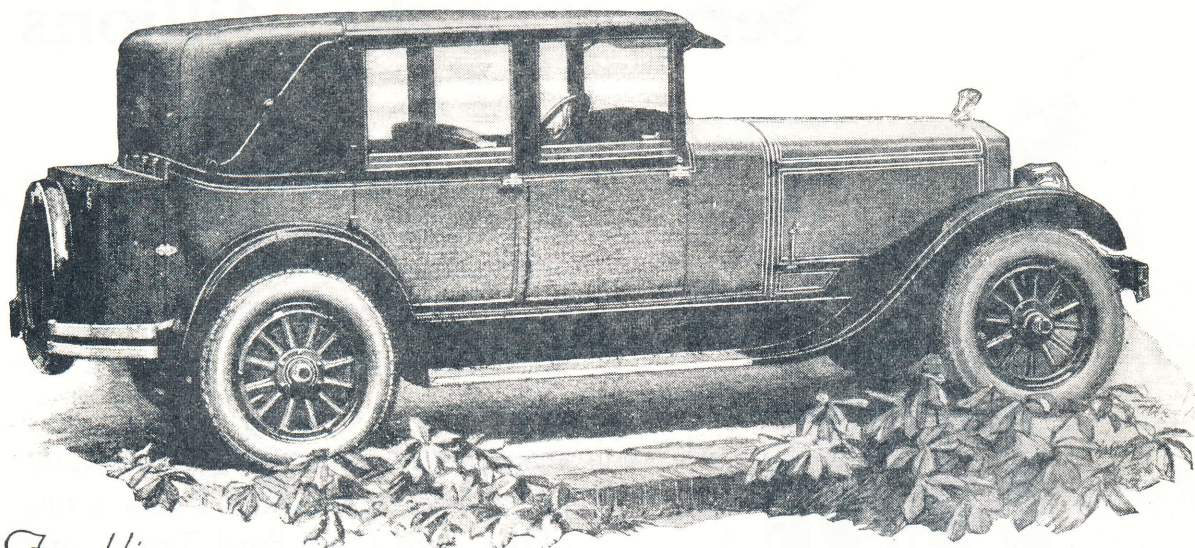
Ask any Ford Dealer

1924

Ford
THE UNIVERSAL CAR



Part of Woodward Avenue frontage of the Highland Park plant of the Ford Motor Company, largest Automobile factory in the world



*Franklin
Sport Sedan*

1927

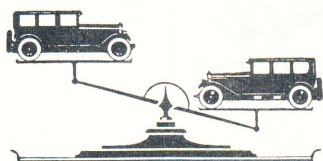
*Why the Franklin owner's next car
is so generally another Franklin*

HIS pleasure and satisfaction inspire him to talk and write about his car—I have never lost a friend by persuading one to buy a Franklin. My own experience with Franklins since 1912 has been one round of pleasure—primarily in long, hard mountain grinds, where few cars penetrate.

His old Franklin—After 8 years' use I sold it to a man going across the continent. He writes with evident pleasure that he made the entire trip without a stop on the car's account.

His new Franklin—In December we drove from Seattle to San Diego. In mud, rain, snow and ice we crossed three mountain ranges, fording many washouts. Each mile of the 1,500 was a smooth pleasure. The low-hung body, large balloons, improved springs and the roadability *built into* the whole structure caused nothing but pleasant surprise on every kind of road.

His air-cooled motor—If a car is hard to pass we need only wait for the hill and the sustained power puts us in the lead. This same power carries us out of traffic jams without a shift of gears.



The FRANKLIN SEDAN weighs $\frac{1}{4}$ to $\frac{1}{3}$
less than other sedans of equal size.
 $\frac{1}{4}$ to $\frac{1}{3}$ less weight to handle
—to transport—for
which to buy gas or
line and tires.

Such experiences, multiplied thousands of times, have established that the cost of Franklin ownership is surprisingly low — the satisfaction invariably high

Air-cooled

FRANKLIN AUTOMOBILE COMPANY, SYRACUSE, NEW YORK



FRANKLIN



THE STORABLE BATTERY - FOR ANTIQUE OR MODERN CARS

by: Ernie Azary

The storage battery is perhaps the most important single component of your car and probably the most abused as well. This article is intended to enlighten you on a few simple procedures that will enable you to get many more months' use - if not years - out of a "healthy" battery. This would be especially true for the battery not being used in the antique car stored over the winter months. A new battery at full charge (1.280 specific gravity) when allowed to set idle at 70° F. for one month will discharge to approximately 25% of full charge or about 1.190 sp. gr.; of course the longer the idle period the greater the discharge, thus leading to sulphation which is discussed later. The next issue of AAN will discuss the "tired" battery and the various tests and charging requirements whether you have access to the necessary equipment or a reputable automotive electric service firm.

If a battery is allowed to remain in a discharged state (below 1.250) for prolonged periods of time, the sulphate on the plates in the form of lead sulphate will crystallize and harden (sulphation) and the battery may not accept a charge. Before attempting to charge a discharged battery, it should be tested for sulphation. In most cases a sulphated battery can be made serviceable by cycling. To cycle a battery, it must first be completely discharged slowly, then slow charged until specific gravity no longer increases for three successive readings taken at hourly intervals. It may be necessary to cycle badly sulphated batteries more than once. To slow discharge use one headlight bulb - either high or low beam.

The specific gravity of battery electrolyte indicates the state of charge of the battery. The electrolyte of a fully charged battery would be described as having a specific gravity of 1.280.

The table below illustrates a typical range of specific gravity for a cell in various stages of charge based on the ability of the battery to "turn over" the engine at 80° F.

SPECIFIC GRAVITY	PER CENT OF CHARGE
1.280	100%
1.250	75%
1.220	50%
1.190	25%
1.160	Limited Useful Capacity
1.130	Discharged

When reading a hydrometer, hold hydrometer vertically and draw just enough acid up into the barrel to raise the float. The float must not touch the sides, nor the top or bottom stoppers of the

THE STORAGE BATTERY - FOR ANTIQUIL OR MODERN CARS CON'T

barrel. Hydrometer readings will be correct at temperatures from 70° F. to 90° F. and readings need not be corrected. Caution: Avoid acid spills! Neutralize with baking soda and wash with soap and water.

Gravity readings should not be taken immediately after water has been added to the battery or immediately after it has been rapidly discharged, such as after prolonged cranking; nor should readings be taken immediately after the battery has been charged at a high rate. If water must be added to obtain a gravity reading, charge the battery after covering the plates to the recommended level. The water and acid will mix rapidly by the resultant gassing. Never transfer electrolyte from one cell to another.

BATTERY EFFICIENCY AT VARIOUS TEMPERATURES

Temperature	EFFICIENCY OF A Fully Charged Battery
80° F.	100%
50° F.	82%
30° F.	64%
20° F.	58%
10° F.	50%
0° F.	40%
-10° F.	33%

It is important that the recommended level of electrolyte be maintained for maximum battery life. The following steps must be observed when servicing a battery:

1. Never allow the electrolyte level to drop below the top of the plates, otherwise the acid will reach a high concentration that will impair performance. The level of the electrolyte is correct when the liquid just covers the ring in bottom of filler well.
2. Check the level of the electrolyte, when at or near room temperature.
3. When refilling battery cells, use distilled water only. Do not use rain or well water. Drug stores sell distilled water by the gallon. A meat basting syringe is very handy for refilling cells.
4. Always keep battery at least 3/4 charged, otherwise the battery plates will become sulphated and loss of efficiency will result with possible damage from freezing during winter weather.
5. AVOID OVERCHARGING a battery. Excessive charging will create high internal heat, expanding the positive plates and causing them to buckle and warp. Distortion of the battery case and displacement of the sealing compound will also result.

THE STORAGE BATTERY - FOR ANTIQUE OR MODERN CARS CON'T

6. Fast charging causes a rapid rise in battery temperature. Do not allow the temperature to exceed 125° F., otherwise the battery may be severely damaged. Safe, fast-charge equipment is available which incorporates a precision thermostat that automatically shuts off the fast charger when the battery temperature reaches 125° F. Thermostatic control assures maximum charge in the shortest possible time. Maximum fast charge rate should not exceed 30 amperes.
7. Never add sulphuric acid to a cell unless the electrolyte has been lost through spilling. Any electrolyte added must be at the proper specific gravity.
8. Dirt or moisture covered battery. The rate of discharge will be greater than normal if a considerable amount of electrolyte had been spilled over the battery or if the top of the battery is found covered with dirt. It is important that the battery be kept clean at all times.
9. To remove battery from compartment remove ground cable from battery terminal first. You could get spooked if you removed the "hot" cable first. If the terminal clamps do not remove easily, use Terminal Clamp Lifter Tool.

INSTALLATION OF BATTERY:

Corroded parts, cable terminal clamps and battery top may be cleaned with water, to which some household ammonia or sodium bicarbonate (baking soda) has been added. Scrub with a stiff bristle (not wire) brush. Do not file or scrape the lead coating of the brass terminal clamps. Dry the steel parts and paint with a black acid-proof paint.

Do not paint battery terminals or cable clamps. Battery terminals and the inside of the cable clamps should be cleaned bright with sandpaper or wire brush. A thin film of mineral grease or vaseline should be applied to the cable clamps and over the bolt studs after connection and check starter connections at the starter solenoid for tightness.

1. Install hold-down studs. Tighten nuts securely but not excessively, otherwise the battery case may distort and crack.
2. Install starter cable to terminal of battery first. Connect ground cable to battery terminal last. Tighten cable clamp bolts securely.

NOTE: Correct polarity-positive or negative ground-is important otherwise damage to electrical system will result.

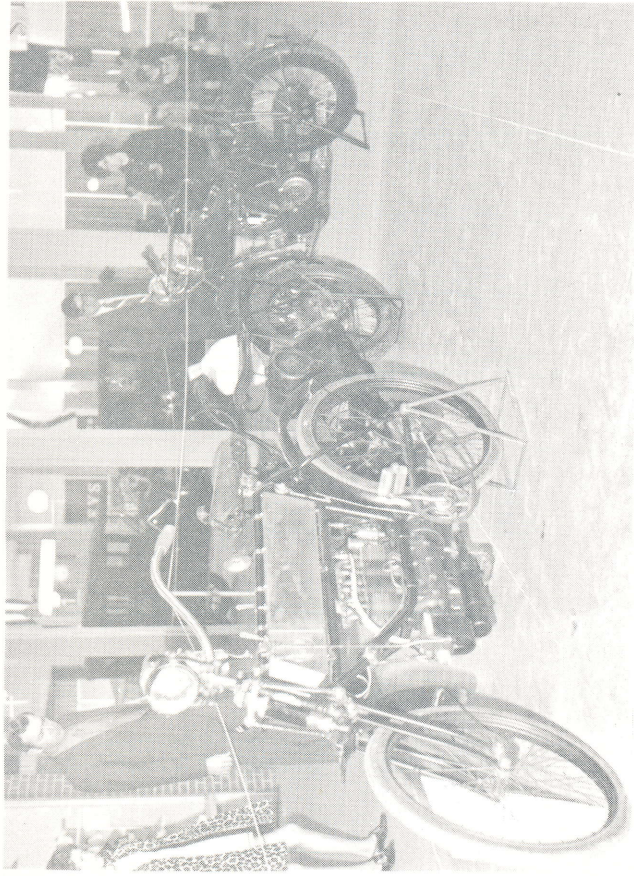
HEART OF HUNTSVILLE MALL SHOW

The Heart of Huntsville Mall Show was a smashing success. Tom Holley and Dan Shady did an outstanding job organizing the display and Bill Ashby equally well in organizing the guard duty. A total of 32 cars and 4 motorcycles were displayed. Tom, Dan and Bill wish to express their thanks to all the members who contributed to the success of the show. Below is a list of the members and their exhibit.

Sam Broadhead	1938 Packard Darrin
Don Pryor	1930 Lincoln Town Car
Leonard Brown	1926 Chevrolet Coupe
Sam Kirkwood	1924 Buick Touring
Tom Holley	1941 Chevrolet and 1946 Chevrolet Sedans
Bill Miller	1917 Ford Touring
E. W. George	1935 Packard Convertible Sedan and 1941 Cadillac
Bernie Gier	1931 Ford Coupe
Dan Shady	1929 Ford Sport Coupe Body
George Case	1930 Ford Deluxe Phaeton
Bill Clemons	1957 Ford Convertible
James Beaver	1930 Durant Sedan
Doyal Hyatt	1930 Ford 4 dr. Sedan
Phil Gambrell	1928 Ford 2 dr. Sedan
Bob Thurstone	1916 Ford Touring and 1916 Buick Touring
Herb Fulmer	1923 Dodge Sedan
Dennis McCann	1929 Ford 4 dr. and 1917 Cadillac Touring Sedan
Bill Ashby	1947 Indian Chief Motorcycle
Don Nichols	1905 F-N Motorcycle and 1924 Ner-A-Car Motorcycle
Jim Beal	1934 Morgan Cycle Car
Ernest Cross	1915 Indian Motorcycle
Lowell BeCraft	1932 Packard Convertible Coupe
Rennie Chesser	1930 Ford Coupe and 1931 Ford Coupe
Dave Marty	1930 Ford Touring
Ernest Azary	1929 Ford Briggs Body
George Fore, Jr.	1957 Chevrolet 2 door hardtop
George Fore, Sr.	1938 Chevrolet Coupe and 1948 Chevrolet Fleetline
Jim Charlton	1932 Dodge Sedan
Chris Ellingsen	1948 Pontiac Coupe

TURE STORY

Did you ever loan your paint spray gun and have it returned as a squirt gun? Well after a 20 minute tirade and another 20 minutes for my composure to return to normal I began to examine the gun and could only marvel at the way the gun had been expertly modified so it would send a solid stream of liquid about 20 feet (I unfortunately tried paint). It seems that members lawn, due to the spring like weather, had become infested with wild onions and he had been squirting them with mineral spirits. Rube strikes again.



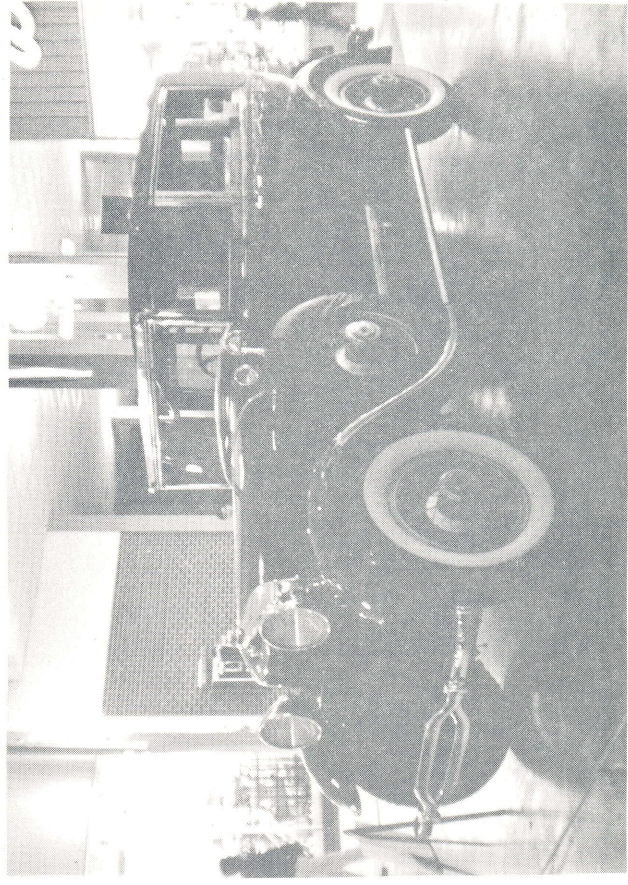
From Left: Don Nichols' 1905 F-N Motor-cycle and his 1924 Ner-A-Car: Ernest Cross' 1915 Indian Motorcycle in background.



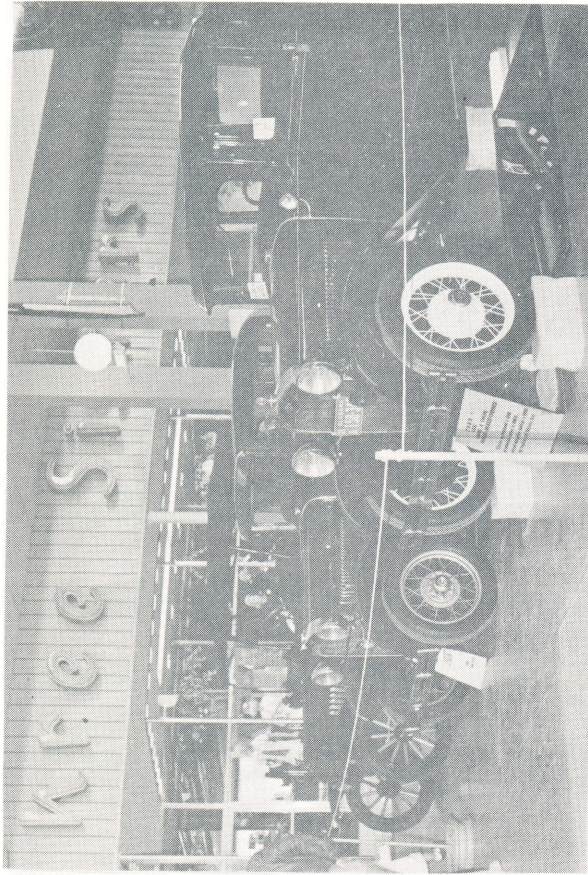
Sam Broadhead's 1938 Packard Darrin



E. W. George's 1935 Packard Convertible Sedan and his 1941 Cadillac Fleetwood



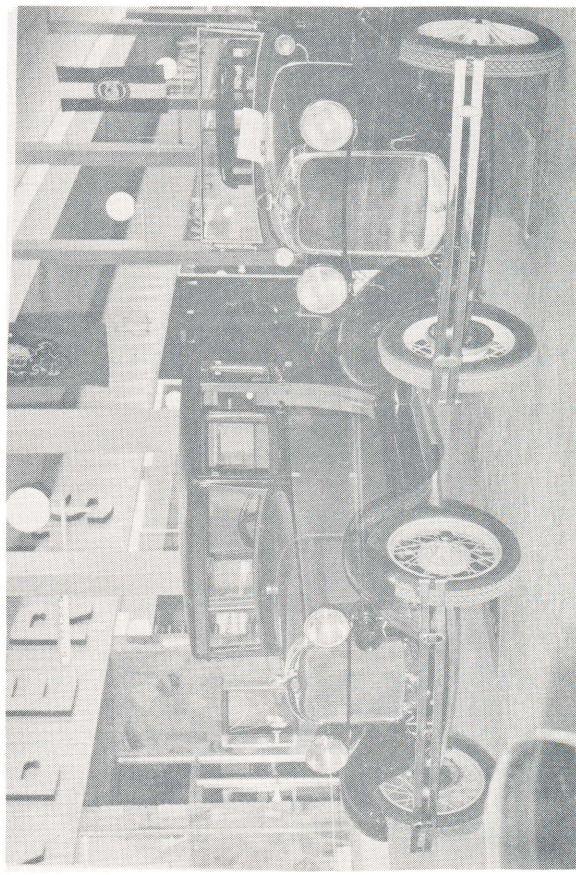
Don Pryor's 1930 Lincoln Brunn Towncar



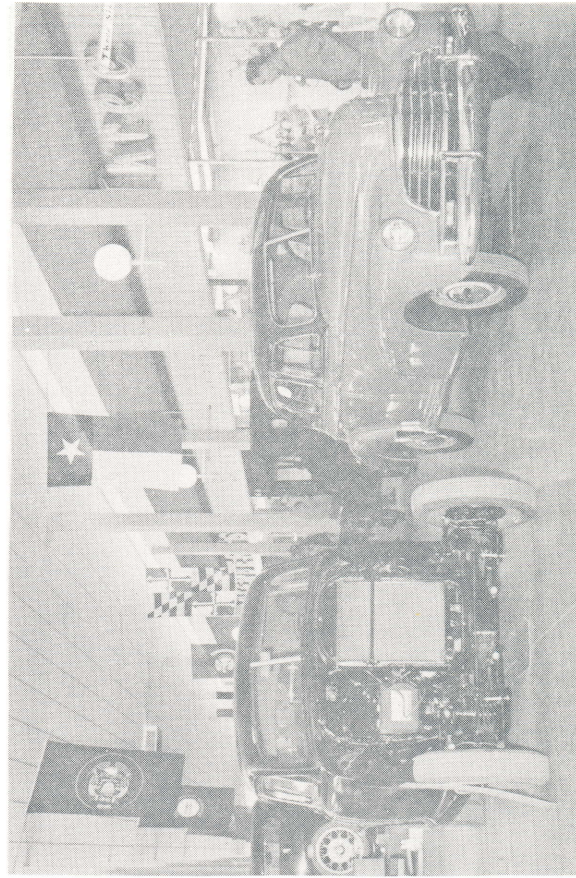
From Left: Bill Miller's 1917 Ford
Touring and Ron Chesser's 1930 and
1931 Ford Coupes



From Left: George Fore's 1938 Chevrolet
and James Beaver's 1930 Durant Sedan



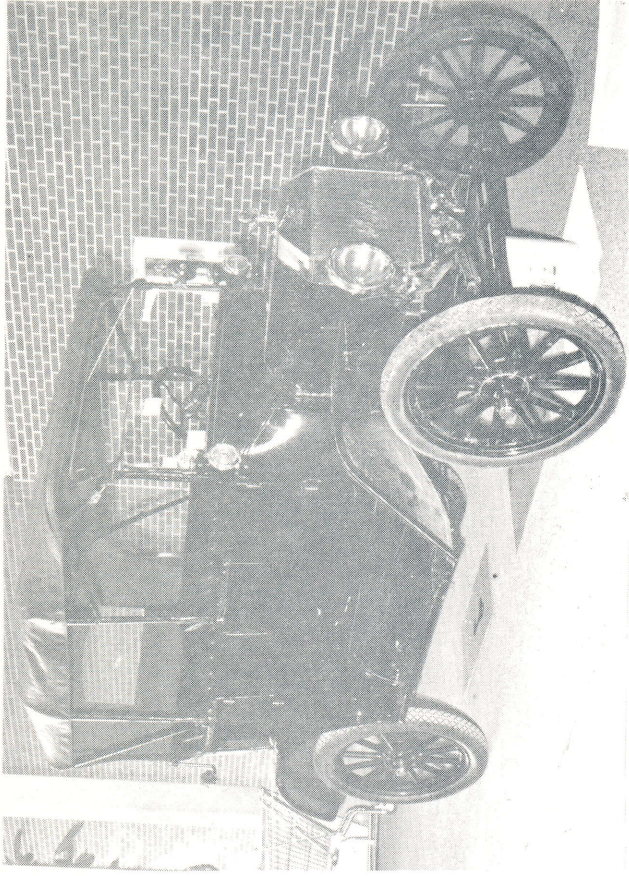
From Left: Dennis McCann's 1929 Ford
Briggs Fordor and George Case's 1930
Ford Deluxe 2 door Phaeton



Tom Holley's 1941 Chevrolet and his
1946 Chevrolet



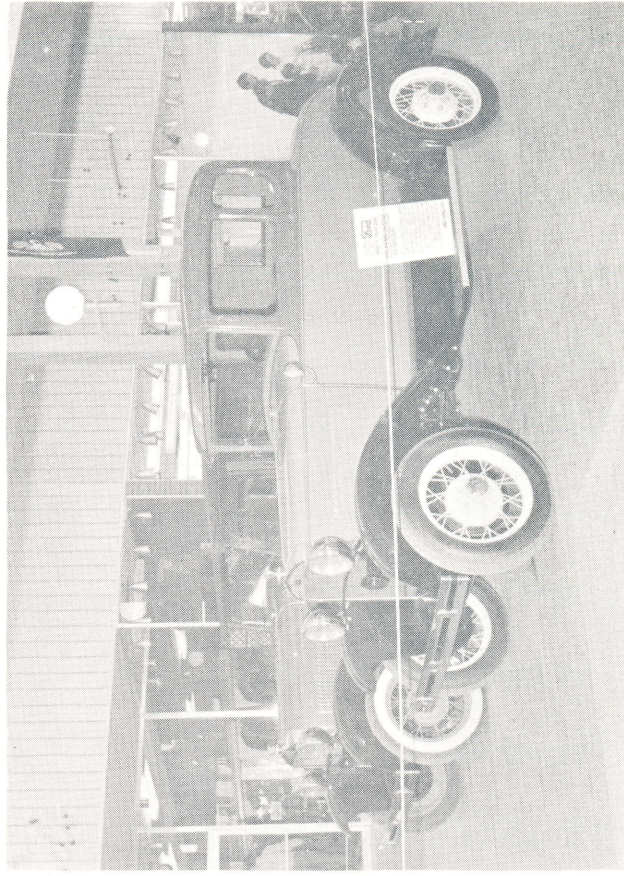
Jim Beal's 1934 Morgan



Bob Thurstones 1916 Ford Touring



Bob Thurstones 1916 Buick Touring



From Left: Dave Marty's 1930 Ford Touring, Bernie Giers 1931 Ford Coupe

WANT ADS

- FOR SALE: Antique Car Clocks; 1910 Phinney-Walker rim wind, brass case, excellent appearance, not running; 1912 Phinney-Walker rim wind, nickel plated brass case, dirty appearance, condition good, not running; 3½" Waltham stem wind, rebuild, excellent appearance; 3½" Elgin stem wind, good but needs cleaning; 2½" Waltham stem wind, good appearance, not running; \$45.00 for the lot. George Townsend, 881-8042
- FOR SALE: 3 speedometers and 4 gauges from McFarland, Cadillac and Buick. All good. \$25.00 for the lot (offers)? George Townsend, 881-8042
- FOR SALE: 1948 Plymouth 2-door, excellent condition throughout. All original interior including floor mats. Very little work required to put into show condition. Car is driven every day. Best offer. Robert L. Moore, 1104 Chestnut Rd, City 534-0730
- FOR SALE: 1926 Indian Scout Motorcycle, 95% complete, engine free, needs restoring, \$450.00, Ernest Cross, 2222 Harris Rd, Huntsville, 852-4051
- FOR SALE: 1941 Mercury, 4 dr. sedan, rebuild engine, transmission, front end, brakes, good running condition, \$350.00. Ernest Cross, 2222 Harris Road, Huntsville 852-4051
- FOR SALE: Ford Model A running gear and cowl section with B Model 4 cylinder engine. Four good 16 inch tires. Engine runs. \$150.00, Charles Mitchell, 407 Four Mile Post Rd, Huntsville 35802, 881-1609
- FOR SALE: 1940 Packard, Model 160, Sedan, 90% restored. Ainslie Wyle, 2519 Stratford Rd, Decatur, Ala. 353-2738
- FOR SALE: Portable sandblaster, 100 lb. capacity, Pair 28-29 Front fenders, 28-29 splash aprons, pair 28-29 Coupe Rear fenders. 2 new 19" Goodyear tires. Phil Gambrell 852-4424
- FOR SALE: 1956 Thunderbird, good running condition, \$1000.00 or best offer. Wendell R. Johnson, Rt. 1 Woodville, Ala 35776, phone 776-3281.
- WANTED: 32 Packard series 900 instruments. Any or all. George Townsend, 881-8042.
- WANTED: 1926 Chevrolet grille shell-passenger car. James O'Kelley, Florence, Alabama 766-4079
- WANTED: 1931 Chrysler 70 parts. One outside door handle with lock, one inside door handle, two running board chrome moulding 2½"x 54". W. E. Wooten, Florence, Alabama 764-5537

WANT ADS CON'T

WANTED: 16 inch wheels for 1939 Pontiac and steering wheel. Jerry Eddleman, Route 7, Cullman, Alabama 35055, 837-4000 ext. 2679.

LEAD: 1932 Buick 90 Series 896 Coupe, 4803 Joy N. W. 859-0842

LEAD: 1927 T, 4 door sedan, running condition, looks good, asking \$800.00. Ft. Payne area Phone 845-1803

Send your want ads to Phil Gambrell, 4222 Eastland Drive, Huntsville, Alabama 35810

Antique Auto Museum for Huntsville?

Several members of The North Alabama Region AACA have expressed general interest in constructing a museum for antique automobiles in Huntsville. Thus, plans are being made now to determine whether such a museum could be constructed and whether cars would be available for display on a co-op basis. Contact with the Alabama Missile and Rocket Center has also been established to see if this venture could be incorporated into an existing tourist attraction. At present, the outcome is uncertain however the question has been put before the board of directors of The Space Center to determine if interest would exist in another museum on the same property.

Alternate plans are also being considered. Among these plans is the exploration of interest within other clubs and hobbies (for example, The Railroaders, The Antique & Experimental Aircraft Owners) in a complex of small museums. Each of these museums would be built, maintained and staffed by the hobby involved. The complex which resulted would provide the drawing power to assure a reasonable audience. The nature of the displays will not be specified at this early date. However, it is hoped that the long term objectives would be large enough to encompass all phases of the hobby and all phases of the restoration process.

The benefits could be dramatic for the club and the members since the museum could serve as a meeting place and as a focal point for the activities of the members. If you are interested in discussing a cooperative museum or if you have constructive ideas about its operation, please contact George Townsend 881-8042.

MAKE AND MODEL	Wheelbase	Tire	Size	Number of Cylinders	Bore and Stroke	Displacement	Valve and Arrangement	Compression Ratio	Horsepower @ R. M.	H. P. Per Cubic Inch	No. of Main Bearings	Intake Operating Clearance	Exhaust Clearance	Intake Valve Opens—Degrees	Make of Ignition System	Breaker Points	Spark Plug	Transmission Type	Propeller Shaft	Front Suspension	Rear Suspension	Caster—Degrees	Camber—Degrees	Toe-In	King Pin Inclination	Capacity of Cooling System	Capacity of Crankcase	Lowest Price	Four-Door Sedan	Weight—Lowest Price
Auburn.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Buick.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Cadillac.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Chrysler.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Cord.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Dodge.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Edsel.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Franklin.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Graham.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Hudson.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
La Salle.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Lincoln.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Marmon.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Oldsmobile.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Packard.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Pierce-Arrow.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Plymouth.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Pontiac.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Reo.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Rockwell.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Stutz.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675
Willys-Knight.....	101-105	6.00/17	8-3 x 3 3/4	4	286.6	IL	5.26	10.0/34.00	35	5.007	5	.007	.007	.012	S	DR .021 13BT	CH C-4	3	Se	Se	Se	1 1/2	2	1/16	7	21	8	\$945, 3675		3675

ABBREVIATIONS:

A - American Bosch	CS - Coil Springs	IL - In Line Engine with "I" Head	Se - Semi-elliptic Springs	VL - V-engine with "V" Head
AC - AC Spark Plug	CR - Crankshaft	IO - In Line Engine with Overhead Valves	SH - Shallow Curvature	VO - V-engine with Overhead Valves
AL - Auto Life	D - Diamond Front Suspension	J - Johnson Carburetor	SL - Sliding Valves	Vac - Vacuum Operated Shift
AL - Auto Life	DL - Detroit Lubricator Carburetor	M - Marvel Carburetor	TA - Torque Arms	Var - Various
Ac - Air-Cooled Engine	DR - Deico-Remy Ignition	NE - With engine at operating Temp.	TC - Torque Converter	Z - Zenith Carburetor
a - Others Also	DeJ - Deion Ignition	HO - Holley Carburetor	TH - Top Center	1/4 - Quarter elliptic Springs
B - Before Top Center	D - Double Transverse Springs	HT - Hydraulically Operated Transmission	Q - Quarter Shaft	3 - Three Speed Transmission
C - Carter Carburetor	D - Double Transverse Springs	Hy - Hydraulic Transmittion	T - T-tilton Carburetor	30 - Three Speed Transmission with Overdrive
CG - Chandler Groove	Ex - Exposed Propeller Shaft	by - Hydraulic Taps	Tr - Transverse Springs	4 - Four Speed Conventional Transmission
CH - Champion Spark Plug	F - Ford	IC - Independent Suspension W/Coil Spring		

Official Mechanical and Tuneup Specifications

ABBREVIATIONS:	
A - American Bosch	FA - Ford or American Bosch
AC - AC Spark Plug	FE - Full Elliptic Leaf Spring
AO - Automatic Optional	FF - F-Head Engine
AL - Auto Lite	Fm - Fluidmatic Transmission
AC - Air-Cooled Engine	H - With engine at operating Temp.
DR - Delco-Remy Ignition	HO - Holley Carburetor
AC - Others Also	HT - Hydraulicaly Operated Transmission
B - Borg Warner	DJ - De-Jon Ignition
TC - Top Center	DV - Diesel Valve
CA - Carter Carburetor	E-V - Electric & Vacuum Operated
CB - Carrier Ball & Rail Type	Ex - Exposed Propeller Shaft
CG - Chandler Grove	F - Ford
CH - Champion Spark Plug	IC - Independent Suspension W/Coil Spring
IL - In Line Engine with "I," Head	IO - In Line Engine with Overhead Valves
JO - In Line Engine with Overhead Valves	J - Johnson Carburetor
MA - Marvel Carburetor	M - Marvel Carburetor
NE - Northeast Ignition	NE - Northeast Ignition
O - Optional	OH - Overhead Valves & Cams
OP - Opposed Cylinders	OP - Opposed Cylinders
HY - Hydraulic	HY - Hydraulic
SV - Siroemberg Carburetor	SV - Siroemberg Carburetor
SV - Transverse Springs	SV - Transverse Springs
VL - V-engine with "L" Head	VL - V-engine with "L" Head
SE - Semi-elliptic Springs	SE - Semi-elliptic Springs
SC - Siro Carburetor	SC - Siro Carburetor
ST - Stroke Carburetors	ST - Stroke Carburetors
TA - Torque Arms	TA - Torque Arms
TC - Top Center	TC - Top Center
TH - T-head Engine	TH - T-head Engine
1/4 - Quarter elliptic Springs	1/4 - Quarter elliptic Springs
3/4 - Three-quarter elliptic Springs	3/4 - Three-quarter elliptic Springs
3 - Three Speed Conventional Transmission	3 - Three Speed Conventional Transmission
30 - Three Speed Transmission with Overdrive	30 - Three Speed Transmission with Overdrive
4 - Four Speed Conventional Transmission	4 - Four Speed Conventional Transmission

35k

SIXTH
WEST TENNESSEE
ANTIQUE AUTORAMA

Friday & Saturday,
April 23-24, 1971

JACKSON, TENNESSEE



Co-Sponsored by

West Tennessee Antique Car Club
and

Jackson Recreation and Parks Department

All Activities will take place at
NEW HOLIDAY INN OF JACKSON
I-40 and U. S. Highway 45 Bypass
JACKSON, TENNESSEE

Trophies — Trophies — Trophies

WEST TENNESSEE
ANTIQUE CAR CLUB
SIXTH AUTORAMA

Friday & Saturday,
April 23-24, 1971



MARTHA HUNGERFORD SEC. TREAS.
1312 N. Washington
Brownsville, Tenn. 38012

NAME _____ ADDRESS _____

Names of Passengers _____

Make of Car _____ Year _____ Body Style _____

Make of Car _____ Year _____ Body Style _____

Name of Insurance Carrier _____

ALL VEHICLES MUST HAVE PL/PD INSURANCE
Entry Fees: 1st Car \$5.00 — 2nd Car \$2.00 — All Others Free

No. _____ Amount \$ _____

BANQUET: Adults \$4.00 — Children \$2.00

Reservations for Banquet must be made by Noon Saturday

Mail to LELA DALTON • P. O. Box 352 • Jackson, Tennessee 38301

Signed _____

Cut On This Line To Mail Back

MAIL DIRECTLY TO

HEADQUARTERS MOTEL — NEW HOLIDAY INN — U. S. 45 BYPASS — JACKSON, TENN. 38301

When making Reservations, PLEASE state for Antique Car Club

HOLIDAY INN ROOM RESERVATION _____ 1971
JACKSON, TENNESSEE ARRIVAL DATE



NAME _____
LAST FIRST OR INITIALS

CITY _____ STATE _____

REQUIREMENTS

- ☐ 1 ROOM, 1 BED
- ☐ 1 ROOM, 2 BEDS
- ☐ 2 ROOMS, 1 BED EACH
- ☐ 2 ROOMS, 2 BEDS EACH
- ☐ 2 ROOMS, 1 BED and 2 BEDS
- ☐ SAMPLE ROOM
- ☐ SUITE

HOUR OF ARRIVAL _____ A.M.
P.M.

RESERVED BY _____

FIRM _____

CITY _____ PHONE _____

DATE _____ 1971 CLERK _____



EVENTS

NEW HOLIDAY INN OF JACKSON
I-40 and U. S. Highway 45 Bypass
JACKSON, TENNESSEE

FRIDAY, APRIL 23, 1971

12:00 Noon on Registration

Hospitality Room Open

7:30 P.M. —

Square Dancers Performing

SATURDAY, APRIL 24, 1971

8:00 A.M. Registration

10:00 A.M. Parade Through City

1:00 P.M.

To

3:00 P.M. Judging

At Old Hickory Mall

7:30 P.M. —

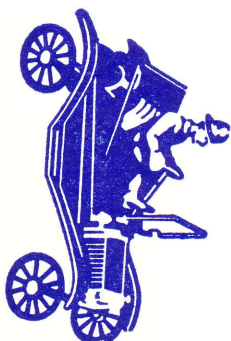
Banquet and Presentation of Trophies

Hospitality Room — New Holiday Inn

TROPHIES IN ALL CLASSES

SHOW OPEN TO ALL ANTIQUE
CAR OWNERS

**COME — JOIN IN
FUN FOR ALL**



NORTH ALABAMA REGION
ANTIQUE AUTOMOBILE CLUB OF AMERICA

MEETING NOTICE

DATE: March 25, 1971

TIME: 7:00 PM

PLACE: Bill Clemons Auto Parts, 611 Meridian Street

PROGRAM

Leonard Brown, noted Antique Car Restorer and Collector, will present a seminar on paint and light body work. Along with a technical discussion, Leonard will demonstrate his various techniques. The seminar will be conducted in the paint room adjacent to the machine shop behind the parts store. Enter rear parking lot by rear entrance on Winston Street. Out of town members you will find Bill Clemons Auto Parts by going east off the Parkway on Wheeler-Pratt (one of the same) Street. Meridian Street will be at the 3rd traffic light off the Parkway. Turn right on Meridian Street and Bill Clemons will be one block on your right.

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

Third Class Mail



DENNIS MCCANN
2621 ROCKWELL RD. NW
HUNTSVILLE, ALA

35810