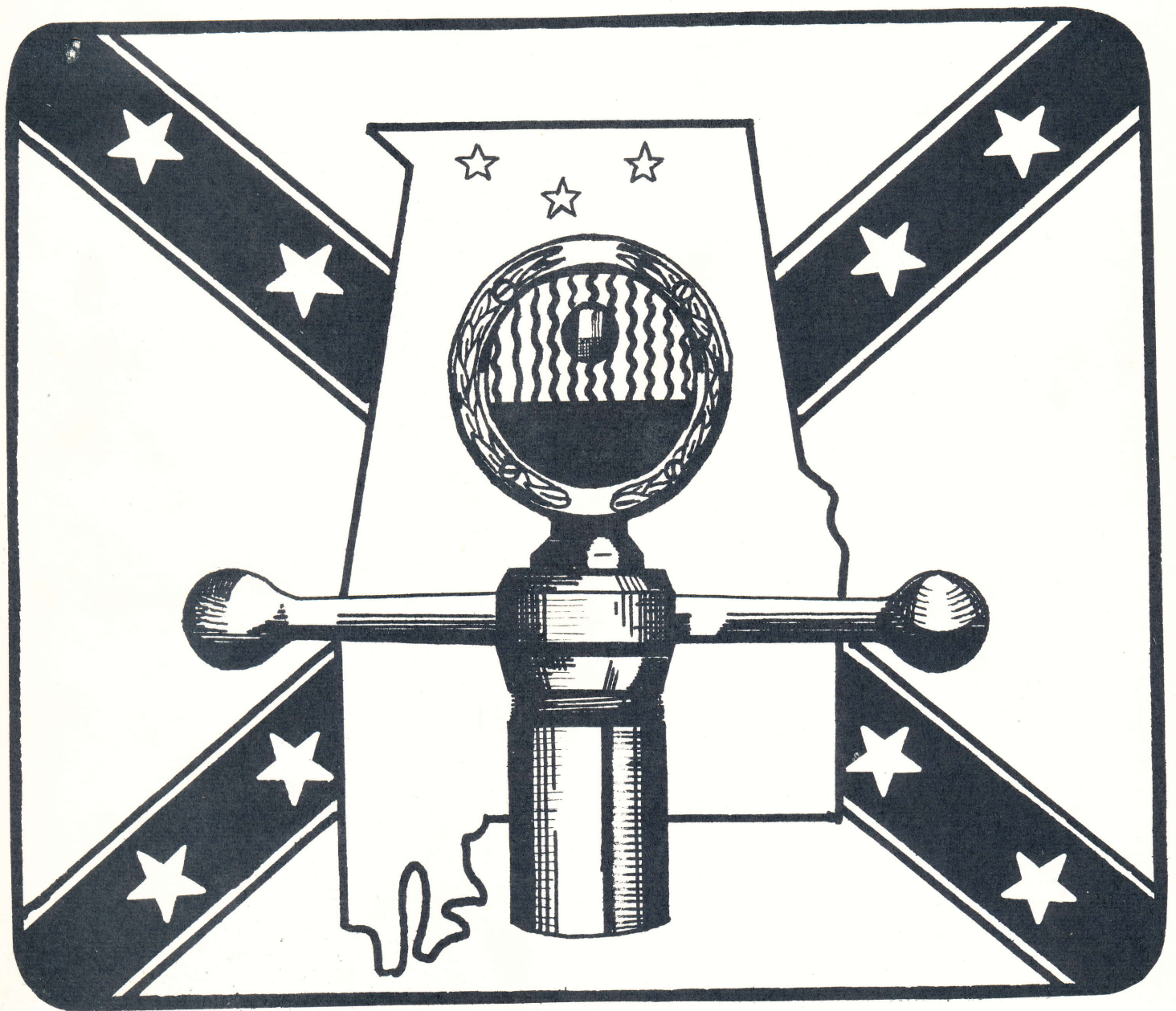


May Jun 71

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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7716 Holland Drive
Huntsville, Alabama 35802

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Opinions expressed by contributors to A. A. N. are their own and do not necessarily reflect the Official Policy of this region or A. A. C. A.

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

DIRECTORS COLUMN

We've seen a good many of our North Alabama Region members at the recent shows in the area and even some antique cars. Nashville (see story elsewhere) and Winchester were both great shows and I only wish I could have made Birmingham, Jackson and Timbucktoo but time, resources and 8 miles per gallon (or do I have that backwards) prevent making them all.

We enjoyed another of Gene George's presentations at our April meeting where he briefed us on the history and high points of the Chrysler Imperial. George Case already had some pictures from Nashville developed and he projected these and other slides. Many thanks to both Georges for the interesting program.

Our tool purchase project is about through the purchase phase with the board of directors making a final selection of an air compressor unit which combined all the features of cost, portability, output, etc. An order has been placed for the selected compressor from Farm Suburban Supply Store, 2007 14th Street and it may be here before our May 27 meeting. This unit did not have a paint gun included and, with the club approval, an extra \$40.00 to \$50.00 will be applied to the project to purchase a quality spray gun to complete the outfit.

Also discussed at the board meeting was the tentative plan for a car meet in early 1972. It might seem premature to be planning this far ahead, but with the many preparations necessary to a successful meet, and the ever increasing number of meet conflicts, it's none too soon to get started. More about that at our meeting this month.

Our request for 1971 dues is still unanswered by a number of previous members and Ed Baltz will continue to accept late arrivals by mail (7716 Holland Drive) or preferably at our monthly meeting. The 1971 roster is nearly updated and will be released later this month. Erny Azary (85292421) would appreciate any correction on addresses, cars owned, and phone numbers as presented in the roster.

Don't forget the swap meet and antique car display at Decatur, Alabama June 12 sponsored by our Tennessee Valley Chapter. The Ramada Inn, Highway 31 S, will be the sight for this one day (9:00 A. M. - 5:00 P. M.) affair. Load up your spare parts in your antique and support this fourth annual swap meet. Bruce Shady and Dan Foley will probably have their traveling parts circus at this one along with the other bigger parts dealers of the area, i.e. "Pistol" Clom, Mr. Payne, etc.

Don Pryor

NEWS SECTION

NASHVILLE OPRY CITY INVITATIONAL MEET, APRIL 16-18

Minnie Pearl's famous, "Howdie! We're so proud to be here!", was the general feeling of the crowd of over 200 car owners attending the Opry City Invitational. And they had good reason to feel that way from the hospitable atmosphere and efficient organization provided by the Mid Tennessee Region AACA hosts for this meet. A good flea market was active all day and the cars just kept pouring in from all points of the compass. The field was laid out well and big enough to hold a thousand or more entries, but few would have had the energy to look at more cars than those that were there.

The ladies put on a fine antique costume fashion show in conjunction with their noon luncheon and North Alabama was well represented by Beverly Ashby and daughter Melissa, Betty Case, and Lyn Pryor along with Miko and Pattie Pryor. Beverly and Betty nearly swept the reproduction costume competition winning first and second prizes respectively.

Evening entertainment on Friday had been the Friday Night Grand Old Opry at Ryman Auditorium, and the Saturday evening banquet capped off the many super attractions offered by this meet. Over 400 attended the banquet where a wide selection of table goodies - buffet style - were supplemented by wine at each table.

Then of course the main attraction of the banquet, in excess of the trophies themselves, was the awards ceremony M.C.'d by June and Johnny Cash. Needless to say, the winners were doubly pleased by the trophies and the congratulations from Mr. and Mrs. Cashville. Johnny had a few words to say before the awards in which he equated his interest in trains and other Americana to our brass radiator admiration. June gave some real laughs with her kidding and mispronunciation of award winners names.

Our North Alabama Region entrants did very well in the tough competition with Elmer Carter (1916 Ford) earning a 3rd place, Glenn Hodge (1929 Ford) a 2nd, Jim Kimsey (1931 Ford) a big 1st prize, Bill Johnson (1928 Chevy) a 2nd, Leonard Brown (1926 Chevy) a 3rd, and Bill Ashby (1947 Indian Motorcycle) getting another 1st place award. Congratulations to these winners and the other North Alabama entries in the meet.

The banquet ended with some nice door prizes and everyone agreeing on the great job that the Mid Tennessee folks did in arranging this event which we were glad to hear rumored as a National for 1973.

Don Pryor

Welcome, Tennessee Valley Chapter new members:

Mr. H. B. Channell, 407 Austinville Road, Decatur, Alabama
Mr. Pierco J. Cottor, Box 328, Route 4, Decatur, Alabama
Mr. J. D. Gray, Route 4, Loretto, Tennessee

NEWS SECTION CONT

WINCHESTER, TENNESSEE MEET, MAY 8, 1971

Approximately 45 cars turned out for the Winchester meet. The weather was perfect and I had the pleasure of riding to the meet in Don Pryor's 1930 Lincoln Town Car. For the second straight year the meet was well planned with a parade through town in the morning and a tour of All Saints Chapel on the campus of the University of The South and a carillon concert. Judging of cars began at 1:00 P. M. with the awards banquet at 7:30 at the North Junior High cafeteria. The number of door prizes given away was almost unbelievable. I don't think anyone went away without a prize.

North Alabama Region members claimed quite a number of prizes for their car entries. They are as follows:

Best of Show, Jimmy Kimsey, 1931 Ford Pickup
1st Place, Robert Thurstone, 1915 Ford
1st Place, Elmer Carter, 1923 Ford
1st Place, Leonard Brown, 1926 Chevrolet
2nd Place, Don Pryor, 1930 Lincoln
2nd Place, Glen Hedges, 1929 Ford
2nd Place, Sonny Brown, 1930 Ford
2nd Place, George Fore, 1957 Chevrolet
Roughest thing running, J. D. Gray, 1930?? Ford

North Alabama members who judged were:

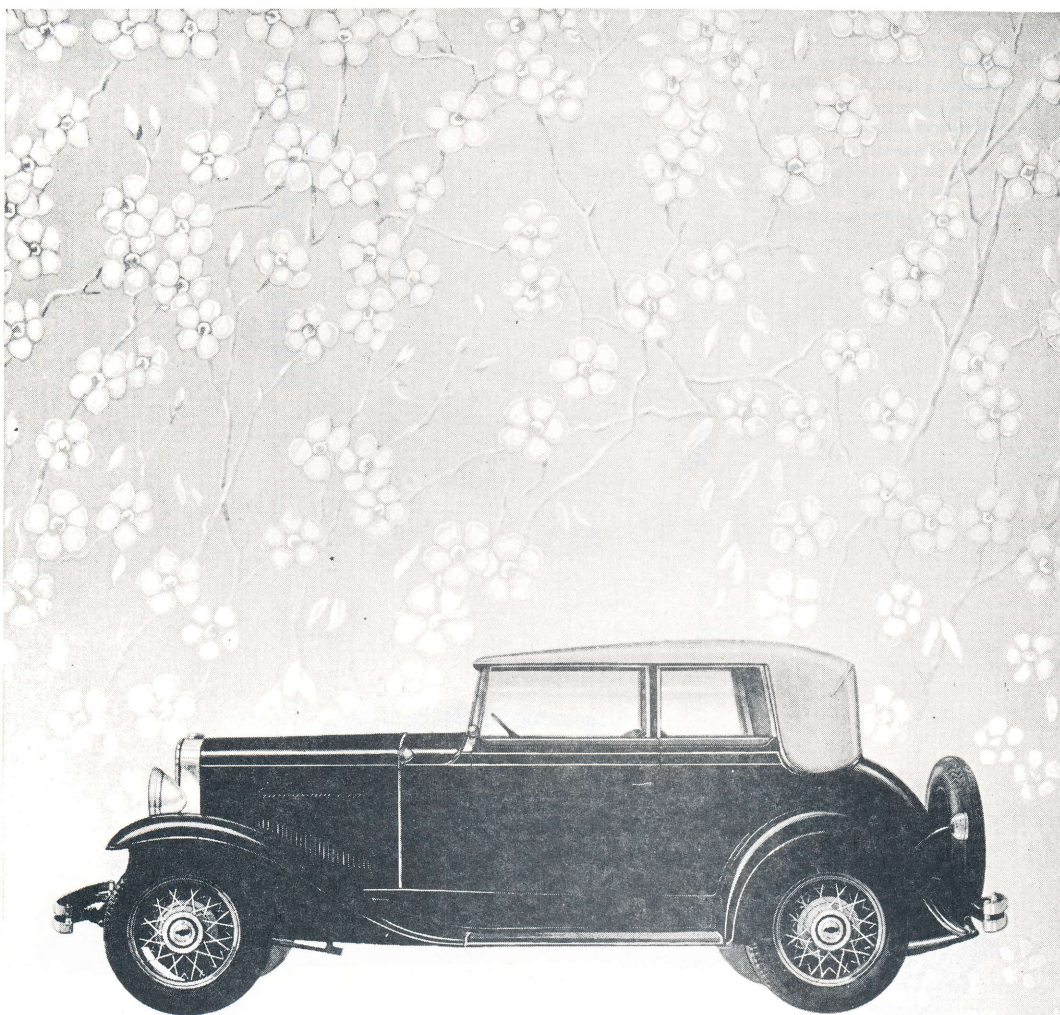
Jack Stuart, Bob Thurstone, Eddie Gannaway, H. G. Botty, Herb Fulmer, Dan Shady, Leonard Brown, Don Pryor, Ernest Cross.

Congratulations to the winners and especially to Jimmy Kimsey of Moulton, Alabama for winning the "Best of Show" trophy. It was a well deserved award.

Editor

Herb Fulmer drove his 1923 Dodge Brothers in the parade for the Winston 500 at Talladega International Speedway on May 16. Its reported he was clocked at 93 miles per hour when he passed Richard Petty. This could not be confirmed at press time.

Tom Miller is the proud new owner of a 1936 Ford, 2 door sedan. Tom found the car in Pulaski, Tennessee. The car is 100% complete and original and shows only 17,000 miles on the odometer. This is a beautiful example of an original unrestored car. Only the pliers are missing from the tool kit.



In creating a fully convertible Landau Phaeton for the Chevrolet Six, Fisher adds another brilliant triumph to its long record of achievement in coachcraft.

Heretofore, this distinctive body type has been offered solely in the costly custom field. Today, in a spirited interpretation, solidly constructed and handsomely finished, it is available at Chevrolet's low price.

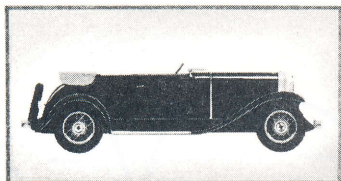
The Landau Phaeton is racy in its design, with bold moulding treatments, wide doors, and rakish roof line. The ingenious top mechanism is solid and

rattleproof, but lowers easily and compactly. Upholstery in leather, deep, restful cushions, side arm rests, and recessed ash trays are among its fine-car features. Thus Fisher's skill in design and craftsmanship plus the resources of Chevrolet and General Motors brings a model long popular for custom use within the reach of every car buyer.

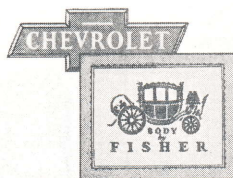
Fisher is proud to have had a part in this achievement and to join with Chevrolet in offering for the first time at modest cost a car of such pronounced charm, all-season utility, and high value.

FISHER BODY CORPORATION / DETROIT, MICHIGAN
Division of General Motors

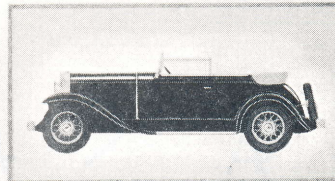
1931



Lowering easily, the top fits neatly into a compact boot. Windows lower into the doors, windshield folds forward.

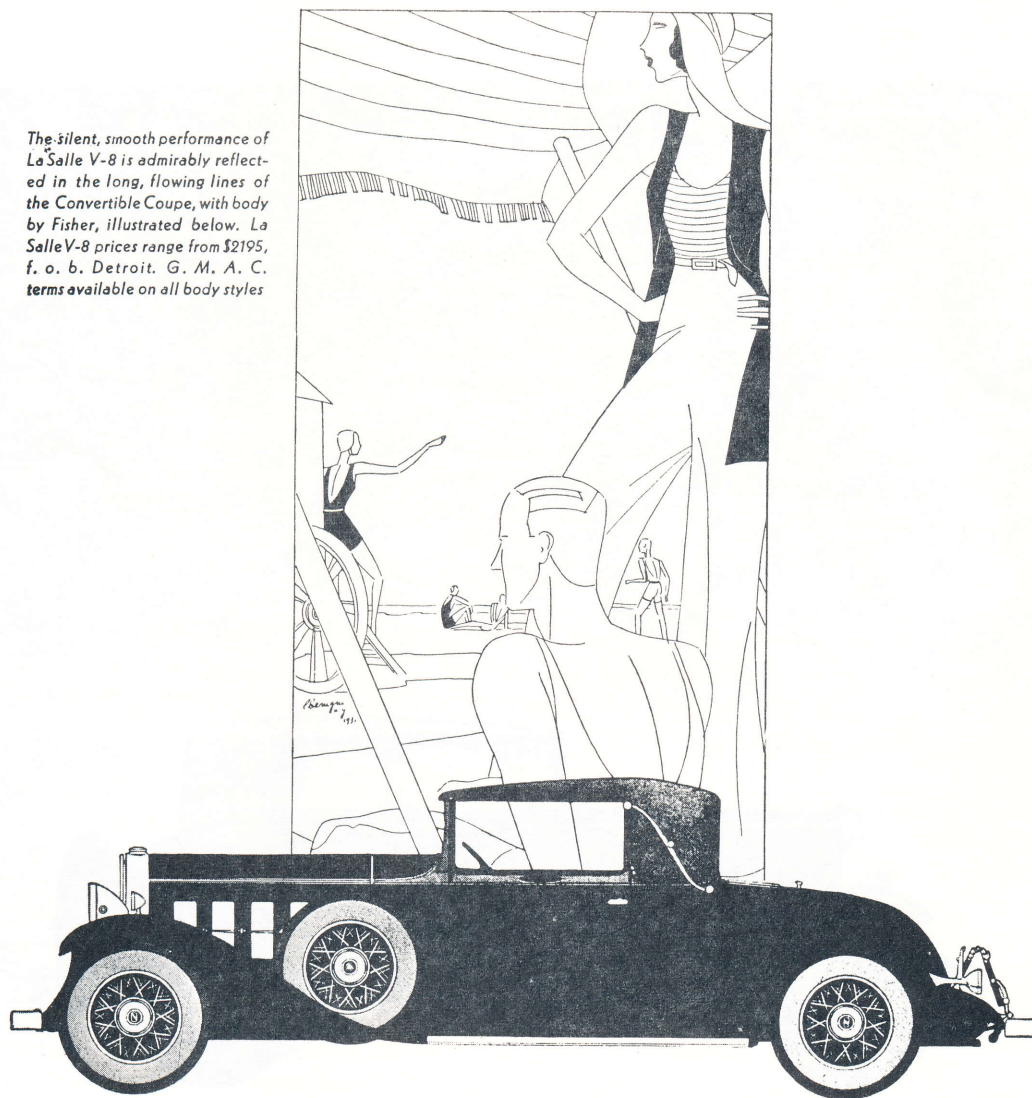


LOOK TO THE BODY!



With top lowered and windows raised, this car combines the freedom of an open car with protection against drafts.

The silent, smooth performance of LaSalle V-8 is admirably reflected in the long, flowing lines of the Convertible Coupe, with body by Fisher, illustrated below. LaSalle V-8 prices range from \$2195, f. o. b. Detroit. G. M. A. C. terms available on all body styles



So completely is the ideal of fine workmanship ingrained at the Cadillac plant that, no matter whether it be for Cadillac or for LaSalle, every detail of design and manufacture is approached with the same meticulous care.

There is only *one* standard of excellence, regardless of the task to be done. As a result, the LaSalle V-8 provides a degree of quality and a type of performance far beyond those suggested by its moderate price.

LA SALLE V-8

1931

THE STORAGE BATTERY - FOR ANTIQUE OR MODERN CARS - PART II

by: Ernie Azary

The previous issue of A. A. N. discussed the care and maintenance of the storage battery in general terms. This issue discusses in greater depth certain specific tests and charging rates that are applicable to "tired" as well as "healthy" batteries. Paranthetical notation of voltages, i.e., (4.625/9.25), are for 6 and 12 volt batteries respectively; without paranthesis, the voltage applies to both types. It is assumed that your home shop is not equipped with testing and fast charge equipment. Thus, the battery is placed in the hands of an automotive electric service firm, and hopefully, this article will enable you to understand the steps that are performed.

CHARGE TEST (3-MINUTE)

A charged battery can be tested by determining its ability to deliver current. A discharged battery can be tested by determining its ability to accept a charge. The following test procedure will determine the condition of a charged or discharged battery:

1. After making a visual inspection of the battery, make the "Capacity Test", noting the voltage under a load of 3 times the ampere hour rating.
2. If voltage is 9.25 (4.625/9.25) VOLTS OR MORE, battery has good output capacity and will readily accept a normal charge. If specific gravity reading is 1.250 or more, slow charge at a 3 to 4 ampere rate until fully charged. If gravity is below 1.250, test the charging system to determine cause. Slow charge at a 3 to 4 ampere rate until fully charged.
3. If voltage is BELOW 9.25 (4.625/9.25) VOLTS, test charge as follows:
 - (a) Connect fast charger and charge at a rate of 30 (20/30) amperes for 3 minutes or maximum rate if 30 (20/30) amperes cannot be obtained.
 - (b) After 3 minutes of fast-charge, with charger still operating on fast-charge, test individual cell voltages. See "Individual Cell Test". If cell voltages are even, $\pm .2$ volt, test total battery voltage with charger still operating on a fast charge and proceed with steps 4 and 5. If cell voltages are uneven by more than .2 volt, charge according to "Charging the Battery" and retest. If cell voltages remain uneven by more than .2 volt, then battery must be replaced.
4. If total charging voltage is UNDER 15.5 (7.75/15.5) VOLTS, test specific gravity. The battery can be fast-charged, see following table, followed with a slow charge for a length of time sufficient to bring the battery to a full state of charge. Be sure that maximum fast-charge rate of 30 (20/30) amperes is not exceeded. Slow charging should be at a rate of 3 to 4 amperes. Slow-charge until gravity rises to 1.270 and does not increase after three consecutive hourly readings.

THE SLOWCHARGE BATTERY - FOR A LINE OF MODEL CARS - PART II CONT

SPECIFIC GRAVITY	FAST CHARGE
1.150 or less	*1 hour
1.150 to 1.175	*3/4 hour
1.175 to 1.200	*1/2 hour
1.200 to 1.225	*1/4 hour
Above 1.225	Slow charge only

*Follow with slow charge at 3 to 4 amperes.

5. If total charging voltage is OVER 15.5 (7.75/15.5) VOLTS, the battery is unsatisfactory in its present condition and may be sulphated. The battery, in most instances, may be made servicable by subjecting it to a continued slow charge. Fast charging alone will not bring a battery to a full state of charge. After charging, perform "Capacity Test". If the test voltage checks about 9.25 (4.625/9.25) volts, the battery may be placed back in service. If below 9.25 (4.625/9.25) volts, replace the battery.

CAPACITY TEST

The Capacity Test is made to determine whether the battery has sufficient discharge capacity for the load imposed upon it by ignition, lights, and accessories, while cranking the engine. The voltage reading obtained is used to determine battery condition.

Before testing, be sure that the level of the electrolyte is above the cell plates and the specific gravity of each cell is 1.225 or more.

Test Capacity as follows:

1. Turn the control knob on the Battery Starter Test to OFF position.
 2. Turn the voltmeter selector switch to the 16 (8/16) VOLTS position.
 3. Connect the positive test leads to positive post and negative test leads to negative post.
 4. Turn the control knob until the ammeter reads the required load. The load is computed as 3 times the ampere hour rating of a battery.
Example: a 55 ampere hour battery should be tested at 165 amperes load.
 5. With the ammeter reading the required load for 15 SECONDS, note the voltmeter reading (should be 9.25 (4.625/9.25) or more volts). With the reading obtained in this test, perform the "Charge Test" to determine condition of battery.
- CAUTION: Avoid leaving the high discharge load on the battery for periods longer than 15 seconds.

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

in the cells up to the fill ring. Allow the battery to warm up before adding water as the level will rise as it warms.

SLOW CHARGING

Slow charging is the only method which will fully charge a battery. Slow charging should be at a rate of 3 ~~to~~ 4 amperes. The battery is fully charged when the cells are all gassing freely and the gravity ceases to rise for three successive readings taken at hourly intervals. Do not stop charging short of the fully charged state, even if it requires charging for 24 hours or more. A battery which is badly sulphated will require more charging time than a normal battery.

HIGH RATE CHARGERS

A high rate charger has the ability to quickly "boost" a battery without removing it from the car. However, a high rate charger may be used, to quickly "boost" a battery or in the process of bench charging a battery. A high rate charge must always be followed by slow charging. Follow the instructions provided by the maker of the high rate charger being used, limiting the charge rate to 30 (20/30) amperes maximum for 6/12 volt batteries.

Charging batteries at a high rate causes the temperature of the electrolyte to rise and may cause violent gassing of the electrolyte unless the high rate charge equipment is provided with an automatic time limiting or temperature limiting device to protect the battery electrolyte from exceeding a temperature of 125°F. and gassing excessively.

Automotive History Briefs

1892-Charles E. Duryea built the first motor vehicle in this country.

1894-Henry Ford built his first car.

1908-A total of 175 manufacturers of automobiles produced 50,000 vehicles.

1911-The Cadillac was equipped with the first electric starter.

1923-First balloon tires--Lacquer finish for automobiles used for first time.

1924-Purolator introduced oil filters.

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

INDIVIDUAL CELL TEST

The Individual Cell Test is made to determine condition of the battery (in conjunction with the "Charge Test") by comparing voltage readings taken of the individual cells while the battery is under a load of 3 times the ampere hour rating of the battery.

1. With the control knob of the Battery Starter Tester in the OFF position turn the voltmeter selector switch to 4 VOLTS position.
2. Connect the AMP test leads to the battery. Connect positive test lead to positive post and negative test lead to negative post.
3. Turn the Battery - Starter control until the ammeter reads the required load (3 times the 55 ampere hour rating of the battery equals 165 amperes). It is important to maintain an even load on the battery while testing the individual cells.
4. Connect voltmeter test leads to two awls so battery sealing compound can be penetrated on connector straps in taking voltmeter readings. Test each cell in turn and note the individual cell voltages under load. Individual cell voltages should not vary more than .2 volt from each other.

NOTE: Press sealing compound back into holes caused by awl penetrations.

CAUTION: Avoid leaving the high discharge load on the battery for periods longer than 15 seconds.

5. After completing this test, turn the control knob to OFF position before disconnecting clips.

CABLE CONTACT TEST

The Cable Contact Test indicates presence of a poor connection or defective cable by reading the voltage drop between the battery terminal post and the point of connection on the engine.

1. Turn the voltmeter selector switch of the Battery-Starter Tester to 4 VOLTS position.
2. Connect the voltmeter test leads across the battery ground cable, negative lead to negative battery terminal and positive lead to head bolt on cylinder head. Be sure test leads make good electrical contact. Reverse the test leads if system is positive ground.
3. With starting motor engaged, the voltmeter should read .1 volt or less.
4. If the voltmeter reading is greater than .1 volt, clean and tighten connections or replace cable.

NOTE: Always test the voltage drop across the battery cable before making test of the starting motor.

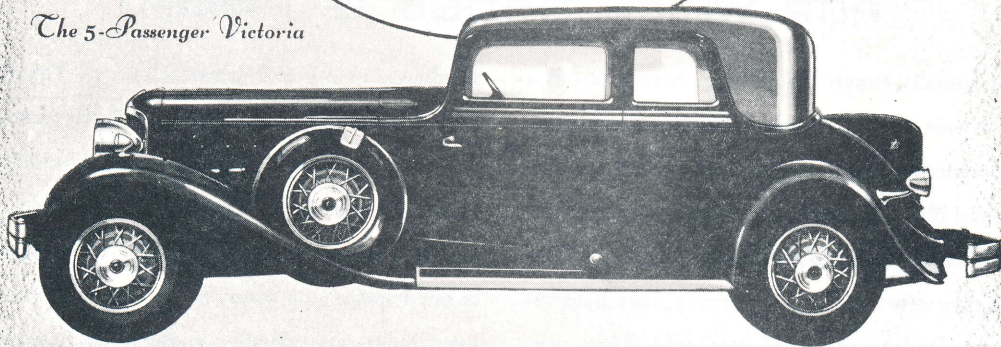
CHARGING THE BATTERY

PREPARE BATTERY FOR CHARGING

Wash all dirt from the battery and clean its terminals before placing it on charge. Do not allow dirt to enter the cells. Bring the liquid level

THE
Reo-Royale
EIGHT

The 5-Passenger Victoria

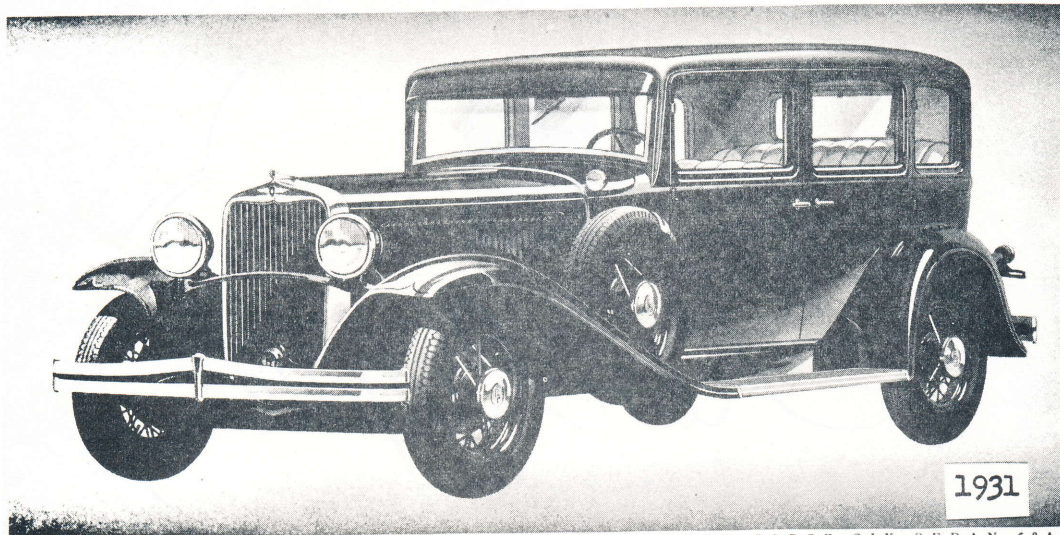


*Introducing a stunning new fashion
in fine car design; with interiors that
mark a new era in luxury and good taste.*

REO MOTOR CAR COMPANY, LANSING, MICHIGAN

1931

DODGE DEPENDABILITY



New Beauty AND THE DEPENDABILITY FOR WHICH DODGE IS FAMED

You naturally expect that Dodge, having earned a world-wide reputation for dependability, should prize that reputation. And Dodge does prize it. » » The beautiful New Dodge Six and Eight are exactly the kind of car you would expect Dodge to build. » » With all of their new smartness and luxury, they hold fast to every Dodge principle of excellence. They carry still higher a fine tradition for cars of long life, out-

standing economy and dependability. » » The New Dodge Six and Eight are larger, finer, faster, smoother and more comfortable. Yet they remain at traditional Dodge price-levels. » » Today, more than ever before, it is important to buy a car that will cost little to run during a long period of life. And never before have Dodge cars embodied so much that guarantees satisfaction and economy through years of service.

Carrying on a Fine Tradition: LONGER WHEELBASES give gracious riding comfort and smart, fleet appearance—DOUBLE-DROP FRAME, box-type, providing low-swung grace and great strength of chassis—ADVANCED PERFORMANCE from engines of larger size and greater efficiency—MONO-PIECE STEEL BODIES, insulated, jointless and squeakless, extremely strong, with Bedford Cord upholstery and other fine appointments—INTERNAL HYDRAULIC BRAKES, safe, weatherproof, positive, self-equalizing—WIRE WHEELS, five wire wheels at no extra cost.

© 1931 by Dodge Brothers Corporation

New Dodge Six \$815 to \$845, New Dodge Eight \$1095 to \$1135, Standard Six \$735 to \$835, Standard Eight \$995 to \$1095. J. O. B. Factory

UPCOMING EVENTS - MAKE YOUR PLANS

- May 22-23 - First 4-State Studebaker and Packard Spring Meet. Sponsored by North Alabama Chapter SDC. AACA members who have these specimens are invited to the concours and flea market, Saturday, May 22, 1971, at the Sheraton Motor Inn, University Drive West, Huntsville, Alabama. All members are invited to enter the Economy Run from Huntsville to Nashville, on Sunday, 1 P. M. Entry fee for run is \$3.00, and includes tank refill in Nashville. All auto makes and engine sizes will be classed and welcomed. Further information from Mike Elling, AACA, 3603 Williamsburg Drive, Huntsville, Alabama 35810. 205-859-2449.
- June 6 - North Alabama Region summer picnic and games. Details to be announced pending interest shown at May meeting.
- June 12 - Decatur Swap Meet, The Ramada Inn, Highway 31S, 9:00 A. M. to 5:00 P. M. Sponsored by Tennessee Valley Chapter AACA, Decatur, Alabama.
- June 25-27 - Southeastern Division AACA National Spring Meet, Stone Mountain, Georgia.
- July 2-4 - Maggie Valley Invitational Meet. Maggie Valley, N. C.
- July 14-17 - Central Division National Spring Meet and Diamond Jubilee Festival, Dearborn, Michigan.
- July 23-25 - Model "A" Restorers National Meet, Columbus, Ohio.
- August 27, 28 - Second annual Car Show and Swap Meet, Tri-Cities Chapter AACA, Florence, Alabama
- September 19-27 - AACA Glidden Tour, Ottawa, Canada.
- September 18 - MOTAA annual fall meet, Jackson, Mississippi.
- October 7-10 - Eastern Division National Fall Meet, Hershey, Pa.
- October 29-31 - AACA Fort Lauderdale Region Annual Antique Car Meet and Flea Market, Pier 66, Fort Lauderdale, Fla.

1936

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 Valve Opens—Degrees	Make of Carburetor	Make of Ignition System	Breaker Point Gap	Opens—Degrees	Spark Plug Model	Spark Plug Gap	Transmission Type	Propeller Shaft	Front Suspension	Rear Suspension	Caster—Degrees	Camber—Degrees	Toe-In	Kingpin Inclination	Capacity Cooling System	Capacity Crankcase	Lowest Price	Weight of Lowest Price		
Auburn..... 654	120	6.00/16	6-3 1/16 x 3 3/4	209.9	TL	6.20	850/3500	.40	4	.006	-.012	S	AL .020	3.85	3.85	CH J-6	.025	3	Ex	Se	Se	3 3/4	1 1/2	1/8	7 1/2	16	6	\$795.	3279		
"..... 832	127	6.30/16	8-3 1/16 x 4 3/4	279.9	IL	6.50	1500/3600	.41	5	.006	-.012	S	AL .017	3.85	3.85	CH J-6	.025	3	Ex	Se	Se	2 1/2	1 1/2	1/8	7 1/2	20	8	\$1095.	3580		
"..... Supercharged... SC632	127	7.00/16	8-3 1/16 x 4 3/4	279.9	IL	6.50	1500/3600	.53	5	.008	-.012	S	AL .017	3.85	3.85	CH H-10	.025	3	Ex	Se	Se	2 1/2	1 1/2	1/8	7 1/2	20	8	\$1345.	3915		
Austin..... 175	115	3.75/16	4-2 1/2 x 3	45.6	IL	5.50	1383/2000	.28	2	.003	-.007	TL	AL .022	2.87	2.87	CH C-7	.025	3	Ex	Se	Se	1 1/4	1 1/4	1/16	1 1/2	6	4	385.	1120		
Buck..... 36-40	122	6.30/16	8-3 3/32 x 3 7/8	233.0	IO	5.55	938/3200	.40	5	.015	-.015	TDC	S	DR .0125	2.87	2.87	AC H-9	.020	3	TT	IC	Se	3 1/4	1 1/4	3/32	4	6	885.	3360		
"..... 36-50	122	7.00/16	8-3 7/16 x 4 5/16	320.2	IO	5.45	1208/3200	.37	5	.015	-.015	TDC	S	DR .0125	1.08T	1.08T	AC H-9	.020	3	TT	IC	Se	2	1/4	3/32	5	17	1090.	3760		
"..... 36-80	136	7.00/16	8-3 7/16 x 4 5/16	320.2	IO	5.45	1208/3200	.37	5	.015	-.015	TDC	S	DR .0125	1.08T	1.08T	AC H-9	.020	3	TT	IC	Se	2	1/4	3/32	5	17	1090.	3760		
Cadillac..... V8-60	136	7.00/16	8-3 7/16 x 4 5/16	320.2	IO	5.45	1208/3200	.37	5	.015	-.015	TDC	S	DR .0125	1.08T	1.08T	AC H-9	.020	3	TT	IC	Se	2	1/4	3/32	5	17	1090.	3760		
"..... V8-70 & 75	131/138	7.50/16	8-3 7/16 x 4 1/2	322.0	VL	6.25	1250/3400	.39	3	h	h	TDC	S	DR .0125	1.08T	1.08T	AC H-9	.020	3	TT	IC	Se	1	7/8	1/32	4	5/6	1895.	4477		
"..... V12-80 & 85	131/138	7.50/16	12-3 1/2 x 4 1/2	346.0	VO	6.25	1500/3600	.41	3	h	h	TDC	S	DR .0125	1.08T	1.08T	AC H-9	.020	3	TT	IC	Se	1	7/8	1/32	4	5/6	1895.	4477		
"..... V16-90	154	7.50/16	12-3 1/2 x 4 1/2	346.0	VO	6.25	1500/3600	.41	3	h	h	TDC	S	DR .0125	1.08T	1.08T	AC H-9	.020	3	TT	IC	Se	1	7/8	1/32	4	5/6	1895.	4477		
Chevrolet..... Master PD	114	5.50/17	6-3 5/16 x 4	206.3	VO	6.00	1500/3600	.41	5	h	h	TDC	S	DR .0125	1.08T	1.08T	AC H-9	.020	3	TT	IC	Se	3 1/4	1 1/4	1/32	5 1/2	29	7	1895.	4477	
"..... Master DeLuxe-PA	113	5.50/17	6-3 5/16 x 4	206.3	VO	6.00	1500/3600	.41	5	h	h	TDC	S	DR .0125	1.08T	1.08T	AC H-9	.020	3	TT	IC	Se	3 1/4	1 1/4	1/32	5 1/2	29	7	1895.	4477	
"..... Standard-PC	113	5.50/17	6-3 5/16 x 4	206.3	VO	6.00	1500/3600	.41	5	h	h	TDC	S	DR .0125	1.08T	1.08T	AC H-9	.020	3	TT	IC	Se	3 1/4	1 1/4	1/32	5 1/2	29	7	1895.	4477	
Chrysler..... Six	121	6.50/16	8-3 3/8 x 4 1/2	241.5	IL	6.00	1983/4000	.38	3	.006	-.013	C	DR .018	3.85	3.85	AC 47	.025	3	TT	D	Se	3	1 1/4	5/64	7 1/6	15	5	640.	3070		
"..... DeLuxe	121	6.50/16	8-3 1/4 x 4 7/8	273.3	IL	6.20	1983/4000	.38	4	.006	-.010	TDC	S	DR .018	3.85	3.85	AC 47	.025	3	TT	D	Se	2 3/4	1	5/64	7 1/6	15	5	640.	3070	
"..... Airflow	123	7.00/16	8-3 1/4 x 4 7/8	273.3	IL	6.20	1983/4000	.38	4	.006	-.010	TDC	S	DR .018	3.85	3.85	AC 47	.025	3	TT	D	Se	2 3/4	1	5/64	7 1/6	15	5	640.	3070	
"..... Airflow Imp.	128	7.50/16	8-3 1/2 x 3 3/4	288.6	VL	6.50	1250/3400	.36	3	.008	-.008	11	TDC	S	DR .018	3.85	3.85	AC 47	.025	3	TT	D	Se	2 3/4	1	5/64	7 1/6	15	5	640.	3070
Cord..... 810	117	6.25/16	6-3 3/8 x 4 1/2	241.5	IL	6.50	1250/3400	.39	4	.006	-.008	11	TDC	S	DR .018	3.85	3.85	AC 47	.025	3	TT	D	Se	2 3/4	1	5/64	7 1/6	15	5	640.	3070
De Soto..... Airstream	6	6.00/16	6-3 3/8 x 4 1/2	241.5	IL	6.50	1250/3400	.39	4	.006	-.008	11	TDC	S	DR .018	3.85	3.85	AC 47	.025	3	TT	D	Se	2 3/4	1	5/64	7 1/6	15	5	640.	3070
"..... Airstream	6	6.00/16	6-3 3/8 x 4 1/2	241.5	IL	6.50	1250/3400	.39	4	.006	-.008	11	TDC	S	DR .018	3.85	3.85	AC 47	.025	3	TT	D	Se	2 3/4	1	5/64	7 1/6	15	5	640.	3070
Dodge..... 616	112	6.00/16	6-3 1/4 x 4 3/8	217.8	IL	6.50	1250/3400	.41	4	.006	-.008	11	TDC	S	DR .018	3.85	3.85	AC 47	.025	3	TT	D	Se	2 3/4	1	5/64	7 1/6	15	5	640.	3070
Duesenberg..... V-8	112	6.00/16	6-3 1/4 x 4 3/8	217.8	IL	6.50	1250/3400	.41	4	.006	-.008	11	TDC	S	DR .018	3.85	3.85	AC 47	.025	3	TT	D	Se	2 3/4	1	5/64	7 1/6	15	5	640.	3070
Ford..... 80	111	6.00/16	6-3 1/4 x 4 3/8	217.8	IL	6.50	1250/3400	.41	4	.006	-.008	11	TDC	S	DR .018	3.85	3.85	AC 47	.025	3	TT	D	Se	2 3/4	1	5/64	7 1/6	15	5	640.	3070
Graham..... 110	111	6.00/16	6-3 1/4 x 4 3/8	217.8	IL	6.50	1250/3400	.41	4	.006	-.008	11	TDC	S	DR .018	3.85	3.85	AC 47	.025	3	TT	D	Se	2 3/4	1	5/64	7 1/6	15	5	640.	3070
"..... Sup. Ch.	110	6.00/16	6-3 1/4 x 4 3/8	217.8	IL	6.50	1250/3400	.41	4	.006	-.008	11	TDC	S	DR .018	3.85	3.85	AC 47	.025	3	TT	D	Se	2 3/4	1	5/64	7 1/6	15	5	640.	3070
Hudson..... 8	120	6.25/16	6-3 x 4 1/2	254.0	IL	6.50	1250/3400	.44	5	.006	-.008	10	10 2/3 BT	C	AL .017	7.87	7.87	CH J-8	.025	3	Ex	Se	2	1 1/4	1/32	7	20	7	875.	2950	
Hupmobile..... 618G	118	6.50/16	6-3 1/2 x 4 1/4	303.2	IL	6.50	1250/3400	.44	5	.007	-.014	10	10 2/3 BT	C	AL .017	7.87	7.87	CH J-8	.025	3	Ex	Se	2	1 1/4	1/32	7	20	7	875.	2950	
La Fayette..... 621N	113	6.00/16	6-3 1/2 x 4 1/4	303.2	IL	6.50	1250/3400	.44	5	.007	-.014	10	10 2/3 BT	C	AL .017	7.87	7.87	CH J-8	.025	3	Ex	Se	2	1 1/4	1/32	7	20	7	875.	2950	
La Salle..... 36-50	122	7.00/16	8-3 1/4 x 3/8	248.0	IL	6.25	1056/3600	.42	5	h	h	TDC	S	DR .0125	1.08T	1.08T	AC H-9	.020	3	Ex	Se	2	1 1/2	1/8	8 1/2	24	9	1035.	3535		
Lincoln..... Zephyr	122	7.50/17	12-3 1/8 x 1 1/2	417.3	VL	6.70	1106/3900	.41	4	.0125C	-.0125	21B	S	F	10 1/2	4.87	4.87	CH H-10	.025	3	TT	Tr	7	3/4	3/32	8 1/4	27	5	1320.	3400	
Nash..... Ambassador	125	6.25/16	6-3 3/8 x 4 3/8	260.8	IO	5.70	938/3400	.40	7	.015	-.015	5	SATC	S	AL .020	1.58T	1.58T	AC K-12	.025	3	Ex	Se	2	1 1/2	1/8	7	18	6	895.	3750	
"..... 36-50	125	6.25/16	6-3 3/8 x 4 3/8	260.8	IO	5.70	938/3400	.40	7	.015	-.015	5	SATC	S	AL .020	1.58T	1.58T	AC K-12	.025	3	Ex	Se	2	1 1/2	1/8	7	18	6	895.	3750	
Oldsmobile..... F-36	111	6.00/16	6-3 3/8 x 4 3/8	213.3	IL	6.50	1063/3400	.42	4	.008	-.010	10	10 2/3 BT	C	AL .017	7.87	7.87	CH J-8	.025	3	Ex	Se	2	1 1/4	1/32	7	20	7	875.	2950	
"..... 36-50	121	7.00/16	8-3 1/4 x 1 1/4	282.0	IL	6.20	1063/3400	.42	5	.007	-.010	10	10 2/3 BT	C	AL .017	7.87	7.87	CH J-8	.025	3	Ex	Se	2	1 1/4	1/32	7	20	7	875.	2950	
Packard..... 36-120B	120	7.00/16	8-3 1/4 x 1 1/4	282.0	IL	6.20	1063/3400	.42	5	.007	-.010	10	10 2/3 BT	C	AL .017	7.87	7.87	CH J-8	.025	3	Ex	Se	2	1 1/4	1/32	7	20	7	875.	2950	
"..... 36-120B	120	7.00/16	8-3 1/4 x 1 1/4	282.0	IL	6.20	1063/3400	.42	5	.007	-.010	10	10 2/3 BT	C	AL .017	7.87	7.87	CH J-8	.025	3	Ex	Se	2	1 1/4	1/32	7	20	7	875.	2950	
Pierce-Arrow..... 8	127	7.00/17	8-3 1/2 x 5	384.8	IL	6.30	1500/3600	.39	9	.004	-.006	30BT	S	DR .018	3.85	3.85	AC 45	.026	3	Ex	Se	1	1	1/32	9	22	8	1090.	3455		
"..... Super 8	132	7.00/17	8-3 1/2 x 5	384.8	IL	6.30	1500/3600	.39	9	.004	-.006	30BT	S	DR .018	3.85	3.85	AC 45	.026	3	Ex	Se	1	1	1/32	9	22	8	1090.	3455		
Plymouth..... 1601	139	7.00/17	8-3 1/2 x 5	472.0	VL	6.40	1750/3200	.37	4	h	h	TC	S	DR .018	3.85	3.85	CH H-10	.031	3	Ex	Se	3/4	1	1/32	8	25	9	3195.	5565		
"..... 1602	147	7.00/17	8-3 1/2 x 5	472.0	VL	6.40	1750/3200	.37	4	h	h	TC	S	DR .018	3.85	3.85	CH H-10	.031	3	Ex	Se	3/4	1	1/32	8	25	9	3195.	5565		
Pontiac..... P-2	113	6.25/17	6-3 1/8 x 3 3/8	201.3	IL	6.70	820/3600	.41	4	.006	-.008	11	6ATC	C	AL .020	4ATC	AC S-9	.025	3	Ex	Se	1 1/2	3/8	1/16	9 1/2	15	5	590.	2750		
"..... Master Six	112	6.00/16	6-3 1/8 x 3 3/8	201.3	IL	6.70	820/3600	.41	4	.006	-.008	11	6ATC	C	AL .020	4ATC	AC S-9	.025	3	Ex	Se	1 1/2	3/8	1/16	9 1/2	15	5	590.	2750		
"..... DeLuxe Six	112	6.00/16	6-3 1/8 x 3 3/8	201.3	IL	6.70	820/3600	.41	4	.006	-.008	11	6ATC	C	AL .020	4ATC	AC S-9	.025	3	Ex	Se	1 1/2	3/8	1/16	9 1/2	15	5	590.	2750		
Reo..... 115	115	6.50/16	8-3 1/8 x 3 1/2	208.1	IL	6.20	806/3500	.38	4	.009	-.011	10	5BT	C	DR .018	2.87	2.87	AC 45	.025	3											

WANT-ADS

FOR SALE: 1955 Thunderbird, in primer, needs painting and finishing touches. \$1,000.00. Ed Laird, Paris, Tennessee

FOR SALE: 1924 "T" Coupe. Glenn Phillips, Solmer, Tennessee 645-5118

FOR SALE: Selling out, everything must go, new and used parts. Good for flea market, priced right. Phil Gambrell 852-4424

FOR SALE: 1925 Model T Roadster, good original condition, disassembled, ready for restoration. Phil Gambrell 852-4424

FOR SALE: Pair rear coupe/roadster rear fenders, 28-29. Pair 28-29 splash aprons good condition. Guide spotlight very nice. Phil Gambrell 852-4424

FOR SALE: 1941 Packard Club Coupe, new battery, generator, starter, engine o/H 3 months ago, reholstered. \$1500.00 See at Parkway Estates Enco Service Station 7920 Memorial Parkway S. W.

FOR SALE: 2½ Model A Ford running gears, miscellaneous rough sheet metal, one standard bore engine, transmission, \$100.00 takes all. 1957 T-bird deck lid and hood \$10.00 each. 17" Chevy wire wheels, \$2.00 each. Don Pryor 881-7925

FOR SALE: 1950 Mercedes Cabriolet 170S, some rust, good leather \$500.00 John Dodd 539-1596

FOR SALE: 1958 Ford retractable hardtop, rusty dented \$100.00. Walt Johnson, 6111 Belgrade Drive 852-6503

FOR SALE: 1956 Cadillac Limosine with air and a 1956 Cadillac Hearse body, both for \$400.00. 1933 or 34 DeSota \$180.00 Noble Collins, 506 Weatherly Road, 881-6920

WANTED: Seat Cushions, Literature, pictures etc. for 1929 Whippett, 4 door sedan. Eddie Gannaway 852-7734

WANTED: For 1925 Buick Standard Six: All engine gaskets, fiber gear for camshaft, 1-rear hub (has 12 holes and 2 7/8" diameter thread for screw on hub cap.) 4-22 inch wheels and rims, king pins and bushings. Call or write Ralph Burnett, Route 1, Box 63A, Hillsboro, Alabama 35643, 974-1105

LEAD: 1940 Chevrolet 2 door sedan, excellent condition \$100.00 of new parts Phone: 881-8799

FOR SALE: Trailer with winch, 1937 Pontiac Business Coupe, 1956 Jaguar XK140 Coupe with Pontiac engine, 1969 Toronado, Denny Miner Home, 837-4186, office 876-1219

NORTH ALABAMA REGION
ANTIQUER AUTOMOBILE CLUB OF AMERICA

MEETING NOTICE

DATE: May 27, 1971

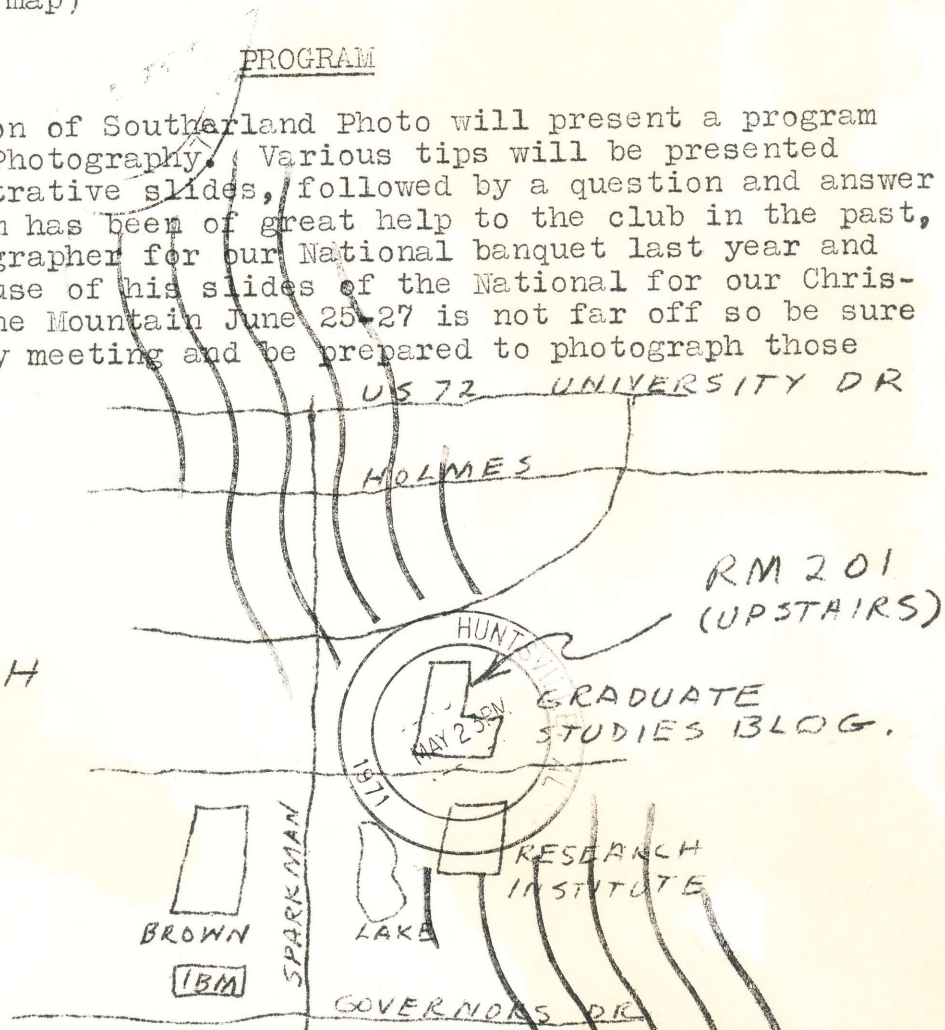
TIME: 7:00 P. M.

PLACE: University of Alabama, Graduate Studies Building, Room 201 (see map)

PROGRAM

Malcolm Tarkington of Southerland Photo will present a program on Antique Auto Photography. Various tips will be presented along with illustrative slides, followed by a question and answer session. Malcolm has been of great help to the club in the past, serving as photographer for our National banquet last year and of allowing the use of his slides of the National for our Christmas party. Stone Mountain June 25-27 is not far off so be sure to attend the May meeting and be prepared to photograph those beautiful autos.

RESEARCH
PARK



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