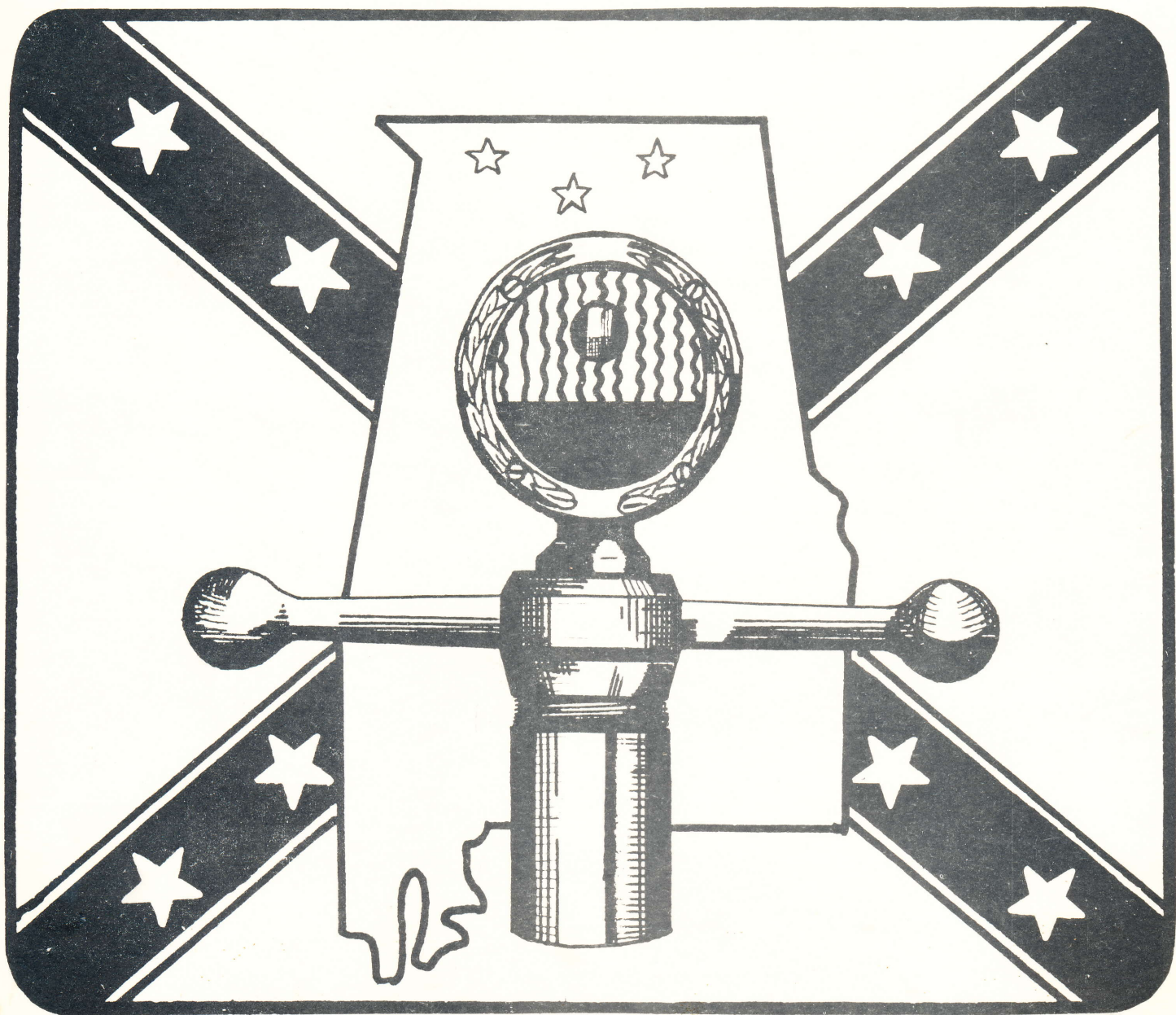


JUL/AUG 71

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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Opinions express 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.N., 10 days prior to fourth Thur.

DIRECTOR'S COLUMN - JULY 1971

Our June meeting featured an interesting talk by Ernie Azary on the Model A Ford - its development, introduction, and production. Ernie did a fine job with the help of slides and his original Ford neon sign to set the proper atmosphere.

Prior to the program, there was considerable discussion concerning our advanced planning for a spring car show next year. Bob Thrustone and George Townsend introduced several potential plans for the show including the type judging (appearance and/or operational) as well as sources of revenue for financing the meet and future club activities. All the ideas were presented in an optional manner and a motion was passed to further the various plans of operation to the point that a final decision is required and can be approved by the membership.

Some concern was expressed - and rightly so - that the money making aspects of the meet should not have too commercial an appearance since the primary purpose of the meet is car display and fellowship. Also mentioned were the uncertainties involved with putting on a show with its minimum break-even requirements which must be met to keep the club out of the hole. The general feeling was that our primary objective should be to provide adequate planning to assure a good meet which at least breaks even monetarily and offers some potential of earning future club operating expenses. The main point of discussion concerned charging admission if they are genuinely interested in seeing the cars. In the past, those responsible for the success of the show - the car owners - have traveled and prepared for the event and often times obligingly paid a car registration fee worth more than the trophy they almost won. It might be nice for a change to move some of the expense burden onto those that just happen by the field and want to see the old cars. George and Bob need and appreciate your help and comments in all aspects of the meet planning.

Stone Mountain was big and hot on June 25-28 when all the South Eastern Division turned out for their first Spring National Meet. I only made the Saturday daytime activities and missed the Friday night and banquet activities which I here were great. There were over 400 cars at the meet and the flea market was large. Several North Alabama cars and many members attended this biggest car event of the year in the Southeast. I can only provide a partial list of cars and winners which included a first place for George Townsend's 1927 Buick Roadster, a first for Leonard Brown's 1926 Chevrolet sport coup, and a third for Bob Thurstones 1916 Buick touring. Other cars which I didn't have award records for include Jimmy Kimsey's 1931 Ford pickup, Ed Wyle's 1931 Franklin sedan, Art Sanderson's 1931 Ford deluxe phaeton, Rusty Parker's 1935 Packard phaeton and Bill Johnson's 1928 Chevrolet touring. Congratulations to all you winners including the ones my records aren't complete for. I hope I haven't overlooked too many.

Don Pryor

N E W S

The members of the North Alabama Region wish to convey our regrets and sympathies to Gene Mize, whose wife, Dorothy, recently passed away.

New cars in the club that I've found out about. If you would like the club to be aware of your new purchase call the editor.

James O'Kelley - 1928 Chevrolet Convertible Cabriolet with 22,000 actual miles.

George Townsend - 1927 Rolls Royce Springfield model with Brewster Convertible Coupe body, and an assortment of Marmon V-16 parts, probably enough to build a couple of cars.

Dwain Coble - 1931 Marmon V-16 Sedan. He bought one of George Townsend's kits.

Dennis McCann - 1932/33 Rolls Royce 20/25 H.P., 4 dr. Freestone and Webb Saloon Body, 1936/37 Rolls Royce 20/25 H.P., 4 dr. Cockshoot Saloon Body with original paint and upholstery. And a 1924 Overland Model 91 touring with just over 2000 miles on the odometer. By the way did you hear about Dennis striking oil in his back yard? His story about finding the Overland appears in this issue.

Ray Gause - 1938 Buick Special Convertible Coupe with twin sidemounts and rumble seat.

On June 12, 1971 The Ramada Inn was the site for the Decatur Chapter's fourth annual swap meet and car display. The weather was fine and many vendors turned out with their parts to sell and trade. Approximately 40 cars were present throughout the day. Doc Becraft was overheard telling that if he hadn't been passing by he wouldn't have known about the meet. Looks like Doc will have to get someone in the office to clean his glasses for him or read our calendar of events to him. That's alright Doc, at least you got a pair of tripple lights for Fathers Day out of the deal. After the results of their meet the Decatur Chapter feel they are ready for a bigger and better show next year.

A.A. News received an anonymous request to advertise for two front fenders for a 1923 Dodge. It seems that nothing has changed, they still "don't" stop like they used to.

STONE MOUNTAIN, GEORGIA NATIONAL SPRING MEET

by: George Townsend

My recollections of the Stone Mountain Meet are somewhat clouded at the moment and I realize that I didn't take in a fraction of what I saw. The problems at this point seem to be that so much was happening that I didn't have a chance to get around and that my time was occupied with an attempt to make the last minute cleanups. But, as I remember it:

The meet started for me on Friday morning as I hooked up the trailer for the first time and drove my 1927 Buick Roadster onto the rails; the trailer took the load well but my car just about died. After chaining the Buick down we cautiously left for Atlanta wondering the whole time if the brakes on the trailer would work and if the tow car would make it up all the hills. These fears were dissipated quickly and the trip was largely uneventful. I say largely because there was a problem with the rear axle on the trailer (1 hour lost), a major tieup in the traffic around Atlanta (1½ hours lost), and the Holiday Inn had sold our room. Thus when we were settled, everybody was ready to relax.

Saturday morning we arrived at Stone Mountain and got the car on the field without a problem. However, no sooner than I had parked in place 7 of class 18B but some truly gorgeous cars began to move in and park next to me. First there was Bernie Huber's 1929 Rolls Pl Phaeton, then there was a 1929 Rolls Pl Conv't Sedan by Hibbard and Darrin owned by Graham Heller, then a beautiful 1929 Chevrolet Roadster and a pair of Chrysler Roadsters. Thus, while I was polishing I was steadily losing confidence. About 11:00 I finally gave up and tried to find some shade; during the hour that followed I drank 4 cokes and ate 3 snowballs.

About this time my wife and family came in from some of the amusements around the park and we took in some of the rest of the show. However, most of my time was spent in classes 15 through 20; I was not able to get much further away since I wanted to be around when the Buick was judged and since the cars in these classes captured my imagination. I'd love to have collared the owners of several of these pieces and just asked for the full treatment. After all you don't see a Lozier, or an early Pierce, or a Locomobile, or an early Rolls, or ----too often; and these were such good pieces!

My car was judged about 1:00 and about the same time I began to feel much relieved that the whole thing was coming to a conclusion. By this time the family had all gone to the Inn and were enjoying the

STONE MOUNTAIN, GEORGIA NATIONAL SPRING MEET CON'T

pool so I made a quick pass through the show and toured the flea market. Then we returned to the motel about 3:00.

The banquet was held at a high school near the Inn to allow the 600+ paid attendees to be seated. Service was buffet and the food was good. However, looking around the room there were a large number of people who seemed to be somewhat anxious. Our table was fortunate to have visitors from Maryland, Pennsylvania, and South Carolina thus the time passed as each discussed his trip, experiences and collection.

When the meal had been devoured and the officers and committees for the meet introduced, Morris Kunkle made the final speech and it was that time. A projector was erected and the names of the winners in each of the classes were called. As the award was given, a photo of the car flashed on the screen and at this time I realized how few cars of the 404 judged I had really seen. When my name was called, I ceased to take notice of any of the remaining activity. I was so surprised and pleased that the rest seemed anticlimactic.

After the presentations, we made it back to the motel and everyone talked of the event, the owners and the banquet. We were still talking the next morning when we took the last swim. After that a fond goodbye to new friends and we started back to Huntsville hoping the whole time for an uneventful trip. This time we made it.

Now that its over I've looked back and my recollections of the meet are that it was a very well organized, thoroughly enjoyable experience. Those involved deserve a great round of applause; I only hope we can do as well next year at our meet.

Editors note. Thanks George for a well written account of Stone Mountain, but you were a little modest in your description of the trophy presentations. George failed to point out that the trophy he received for his 1927 Buick was an A.A.C.A. National Junior First. Congratulations George.

ATTENTION: All North Alabama Region members are invited to attend the Second Annual Invitational Meet at Florence, Alabama on August 27 and 28. This meet was a tremendous success last year and promises to be even greater this year. The meet will again be held at Bradshaw High School. It's only 65 miles from Huntsville and 40 miles from Decatur, so mark this date on your calendar and plan to attend this meet sponsored by our Tri-Cities Chapter. A schedule of events and list of classes for this meet are included in this issue.



FEATURE CAR

1931 FORD ROADSTER PICKUP

Would you believe that only three Model "A" Pickups of this variety are known to exist? Mr. and Mrs. Jimmy Kimsey of Moulton, Alabama, members of the Tennessee Valley Chapter, are the proud owners and restorers of this beautiful piece of machinery. This is truly a vehicle anyone could be proud of. Below is Jimmy's story about the truck. Editor

That a 1931 Ford wide-bed Roadster Pickup existed in this area was first known to me in April, 1968. The Decatur Chapter was having a display of antique cars in Athens. Our 1929 Roadster was almost finished and was on display for the first time. A gentleman was passing through Athens and stopped to look over the antique cars as this was also his interest. We talked for some time and he told me that he had recently moved from Albuquerque, New Mexico to Lawrenceburg, Tennessee and had brought the roadster pickup with him.

He frequently traveled through Moulton and stopped several times and we became better acquainted. One morning he called and stated that he had decided to sell me the roadster pickup if I was interested. We immediately left for Lawrenceburg and came back with the truck in tow.

Ford introduced the new "wide-bed" in June of 1931. It was considerably longer and wider than the small wood-bottomed bed which had been used previously on late Model "T"s and Model "A"s. Open cab vehicles and especially pickups had been dropping in popularity and only seven hundred open cab pickups were produced from June 1931 to the end of Model "A" production in early 1932. Very few survived the harsh treatment generally given trucks and through advertisement in several National magazines, we have been able to locate only three others. Less than a hundred open cabs were produced in 1932 and 1933 and production was ceased in 1934.

1931 Ford commercial vehicles were offered in thirty-eight colors including two shades of orange, two reds, and three yellows. They could also be ordered with any color fenders and for \$35.00 extra, you could get the frame and undercarriage laquered in color. Our truck is painted Duchess Blue which along with black and Rock Moss Green were the most popular colors.

Most pickups have lived a hard life and this one was no exception. It had come from a dry climate and had very little rust. We found that it had been purchased new by a swede "Ole Olson" who lived in

FEATURE CAR CON'T

Kansas. He kept the truck until the early sixties when it was sold to a man who carried it to Albuquerque. Dick Shirley purchased the truck from him through a newspaper ad and had started restoration work but was interrupted by the move to Tennessee.

The bed was very good as compared to most, however, it was a mass of dents and dings and proved to be the most difficult job that I have encountered in restoring antique cars. This model has a flat 16 gauge sheetmetal bottom with pressed skid strips. This metal had become stretched through many years of hauling and took many hours of shrinking and hammer and dolly work to coax it back to near it's original shape.

After complete disassembly each part was restored separately and then reassembled. Rear fenders on this model fit no other and after placing several ads one new one was found in Washington and another in Ohio. The fender in Washington was found in an old Ford dealer's barn and had been nailed to the wall and used as a hen nest.

Our original intentions had been to finish the truck for the 1970 MAFCA National meet in Milwaukee. We worked day and night but saw at the last minute that we could not make it. We then redoubled our efforts to try to finish for the MRC National meet the following week in Indianapolis. On Thursday morning the truck was still minus bed and rear fenders but by midnight it appeared to be essentially complete so we loaded it on the trailer and headed for Indianapolis. Parts that were not mounted were carried along in a basket. Several friends pitched in at Indianoplis and by judging time it was nearly complete. But since we had no lights and it had not been washed or waxed, we failed to place. We drove around the Indianoplis 500 track with only two tenths of a mile on the odometer which came from one run around the front yard.

The truck was finished in the weeks after and won it's first trophy at the Florence, Alabama show in August of 1970. During the winter, a canopy was built and added. This was an original accessory on this model. In 1971, the truck has been entered in four shows winning a first place in each. Our real thrill came when the truck won "Best of Show" at the Winchester, Tennessee meet. The truck placed second at the 1971 AACA Southeastern Region National Spring Meet at Stone Mountain, Georgia.

Jim Kimsey

"DAYLIGHT AFTER 44 YEARS"

by: Dennis McCann

When our Huntsville members made the garage tour to Florence a few years back, we stopped for gasoline at the outskirts of town which resulted in a lead on a '26 Star Touring with less than 2500 miles. I wrote the particulars down for future reference then proceeded to join the tour, only to find we were alone. A few weeks later we checked out the lead in Iron City, Tennessee to find a Willys Overland Touring on blocks with 1927 plates and less than 2300 miles. Purchase of this car was not pursued more than talking to a relative in the course of finding the right garage that the family had turned down \$2K for it. Mention of the lead was given to the club members but to my knowledge, no one else even went to look. Recently this car was advertised in the HMN as a '26 Overland by a Huntsville resident. I had not connected the old lead with the ad until someone in town called for identification information. I then called the ad placer and confirmed the cars were the same and found out it was a highest offer deal.

A weekend later, we went over to renew the appraisal of the car and to make an offer if found to be the same. An offer was made but the owner wanted to wait the three months to see the full results. One day the telephone rang (in the middle of the Rolls Royce negotiations) and the deal was confirmed.

With the help of a loyal club member and our new trailer, we retrieved the car from its long resting place and with the aid of two Florence members, retrieved the ampere meter from a shed wall and a few old bottles. In order to get the car from the shed, we had to cut three trees down and dismantle the doors.

The following day while still on the trailer, a clean-up and inspection took place. The top, mats, floor boards and seat bottoms were removed and the car swept out. Not much attention was paid to the various snake skins in the car until returning late in the afternoon to finish the clean-up and take it to the warehouse. On the slats of the front seat was a large black snake, about the size of a half dollar and about three feet showing, sunning itself. Before a weapon could be chosen, it crawled back into the front seat back upholstery. After an hour or so, the excitement was over when the Greenhill gang conquered the whole five feet plus reptile. Now the only plaguing thought is the result of a few friends stating, "where is the mate, you know they always travel in pairs."

The car is believed to be a '24 Model 91 Baby Overland.

WHY DIDN'T I THINK OF THAT

by: Ernie Azary

Troublesome fittings - Loosening or tightening them! Believe it or not those brass or steel fittings can be loosened or tightened without getting them chewed up. Of course if they are chewed up already then the only recourse is attack the fitting with vise-grip pliers or pipe wrench. But this tip is really concerned with new unblemished fittings that are used in connecting gas lines, oil lines, hydraulic brake lines, vacuum lines, etc. The trick is not to use brute force. The most important requirement for successful results is the use of open-end wrenches that are "on" dimension and not worn oversize. If oversize try squeezing the wrench jaws together in a bench vise while heating the wrench a dull cherry red. (concentrate the heat at the mass between the jaws - not on the wrench jaws.) The point is if the wrenches are off-dimension the flats on the fitting will get rounded and become useless.

Now to the trick itself in tightening or loosening fittings. Place the wrench on the fitting flats in the usual manner. Apply a small pre-torque in the direction of the desired rotation while gripping the wrench along its handle. With a hammer in the other hand apply a sharp snappy rap to the free end of the wrench. I did not say clobber it with a pile-driving blow. The sharper the impact the better chance at success. You'll be amazed at the effortless results. Now, let us assume that a second or adaptor threaded fitting is used in conjunction with the line fitting. In this case a second end wrench is employed. Place the wrenches on the fittings such that they can be gripped in one hand and squeezed together as if shaking hands. The second wrench serves to prevent rotation of the adaptor fitting when a rap of the hammer is applied to the line fitting wrench. This method can be mastered with very little practice. Of course you won't always have the "elbow room" to get at some fittings for using the hammer-rap technique. Whenever such is the case your only hope still lies in the condition-dimensionally - of the wrenches as emphasized previously. (The crescent wrench was not mentioned because its use is not recommended - the adjusting jaw will shift under load which may round off the fitting flats the same as an off-dimension open end wrench.) Good luck - don't wreck it, rap it.

How about a new Ford? Jim Donahoo, past member of the Huntsville chapter, now of the Decatur chapter is retiring from NASA. He is taking a job with Irby Johnson Ford in Decatur. Jim says for any of the members who are interested in a new Ford or a clean used car to come see him. He will give the best deal the boss will allow. He also says that he will be glad to be on the lookout for a particular clean low mileage used car for interested members. Good luck Jim in your new venture.

MUSCIE SHOALS ANTIQUE AUTOMOBILE CLUB

SECOND INVITATIONAL AUTOMOBILE MEET

AUGUST 27-28, 1971

FLORENCE, ALABAMA

SCHEDULE OF EVENTS:

Friday, August 27, 1971 - 7:30 P. M.

Hospitality Party, Florence Holiday Inn
(504 South Court Street, Florence, Alabama)

Saturday, August 28, 1971

8:00 A.M. to 12:00 noon
Registration of cars at Bradshaw High School
Parking Lot (Bradshaw Drive, North Florence)

8:00 A. M. to 6:00 P. M.
Flea Market - \$2.00 per vendor

1:00 P. M.
Judging of Cars - Official AACA Judges

7:00 P. M.
Awards Banquet (tickets available at registration)

Trophies to be awarded in 16 classes, plus:

Best of Show
Mayor's Choice
Roughest Thing Running
Hard Luck
Greatest Distance Driven

For further information, please contact:

Elmer Carter
2301 Bower Drive
Florence, Alabama 35630
(205) 764-3267

MUSCIE SHOALS ANTIQUE AUTOMOBILE CLUB

CLASSES

1. 1900 - 1925 (except Ford "T")
 2. Ford "T" - brass radiator
 3. Ford "T" - steel radiator
 4. 1926 - 1931 - Closed Cars (except Ford)
 5. 1926 - 1931 - Open Cars (except Ford)
 6. 1928 - 1929 - Ford "A", Closed Cars
 7. 1928 - 1929 - Ford "A", Open Cars
 8. 1930 - 1931 - Ford "A", Closed Cars
 9. 1930 - 1931 - Ford "A", Open Cars
 10. 1930 - 1948 - Closed Classic Cars (specifically named by AACA)
 11. 1930 - 1948 - Open Classic Cars (specifically named by AACA)
 12. 1932 - 1936 - Closed Production Cars
 13. 1937 - 1942 - Closed Production Cars
 14. 1932 - 1942 - Open Production Cars
 15. 1946 U p - Special Interest Cars - Subject to approval by
Registration Committee
 16. Commercial Vehicles - Through 1948
-

REGISTRATION FORM

Fee: \$5.00 - 1st car; \$3.00 - 2nd car
Payable at registration or in advance:
c/o Elmer Carter
2301 Bower Drive
Florence, Alabama 35630

Name: _____

Address: _____

Car(s): _____ Year: _____ Model: _____



C.C. HULL, PRESIDENT.
M. LAIR HULL, VICE PRESIDENT.

J. M. HERON, SECY & TREAS.
M. R. HULL, FACTORY MANAGER.

REX MANUFACTURING COMPANY

PATENTEES, DESIGNERS AND BUILDERS OF



TOPS AND ENCLOSURES

CONNERSVILLE, IND.

June 7, 1926.

McClellan Bros.,
Lafayette, Tenn.

Gentlemen:

Here is what one of the largest Ford dealers in the country, who also is one of the largest users of Rex bodies, writes us:

"Now, with reference to the carload of "Collegian" bodies received from you several weeks ago, we beg to state that we have delivered eight of these bodies, and we wish in this instance to assure you that this body is all that is claimed for it. We find, or at least we believe that we are going to find, that the best outlet for this body is on used Ford chassis. We have built up two so far, which we have been able to dispose of just as soon as we got them mounted and we believe any Ford Dealer will dispose of a great number of these bodies on used chassis."

You are of course interested in what other Ford dealers are doing so we will tell you that hundreds of them are finding the Rex proposition of real value. This fact is evidenced by orders we are receiving daily.

In order that you may have complete information at hand we are enclosing a printed folder which contains prices, color options, code words, and other details. A list of Ford parts needed with each type chassis will be found on page four.

For the Ford Chassis, 1921 to 1926 type, we are building two types of fabric bodies. These are the Rex COLLEGIAN sport roadster and the Rex CONVERTIBLE COUPE.

On the CONVERTIBLE COUPE body listing at \$225.00 f.o.b. the factory, your cost is \$168.75 plus tax, leaving you a profit of \$56.25. The COLLEGIAN body listing at \$198.00 plus tax, nets you \$49.50 on each sale. This in addition to your regular profit on the Ford chassis and parts.

If you could not sell the combination, the item of profit would not be of interest. But you can sell these bodies easily. There are no cars of the convertible coupe type on the market at a price which most car purchasers can pay. The Rex body gives you an opportunity to take advantage of this condition.

Yours very truly,
REX MANUFACTURING COMPANY

W. F. Murphy
W. F. Murphy,
Director of Sales,
Southern Division.

WFM:DJ

THE REX TOPS ARE BUILT UNDER U. S. PATENTS, AND ALL INFRINGEMENTS WILL BE VIGOROUSLY PROSECUTED.

How to Obtain the Rex Convertible Coupe Body

Go to your Ford dealer and tell him that you want a Rex Convertible Coupe Body. He will furnish the Chassis, new or used, providing you do not have one of your own. And in either case he will supply the Convertible Coupe Body, mounting it for you, if you wish.

If your dealer has no body to show you, write direct to us for information.

Color Combinations

The inside upholstery is a beautiful Spanish leather cloth. The outside covering is a durable leather fabric offered in four color combinations as follows:

- (1) Blue and Gray;
- (2) Black and Gold;
- (3) Red and Maroon;
- (4) Gun Metal and Gray;

The darker color is placed above the streamline head while the lighter shade appears below. Specify your choice of combinations when ordering the Convertible Coupe Body.

The Body

The body is equipped complete with the following items: (a) Collapsible top with ventilating and removable glass windows; (b) Pocket container for the windows; (c) Hood lacquered to match the body colors; (d) One-piece ventilating windshield; (e) Instrument board; (f) Floor mat; (g) Gas tank brackets, cap and tubing; (h) Steering column bracket; and (i) Mounting blocks and bolts.

Complete instructions for mounting are included with the body.

A top head to enclose the top when folded down, may be had at slight extra cost. It is tailored from high grade khaki cloth with cord welt to match the body color.

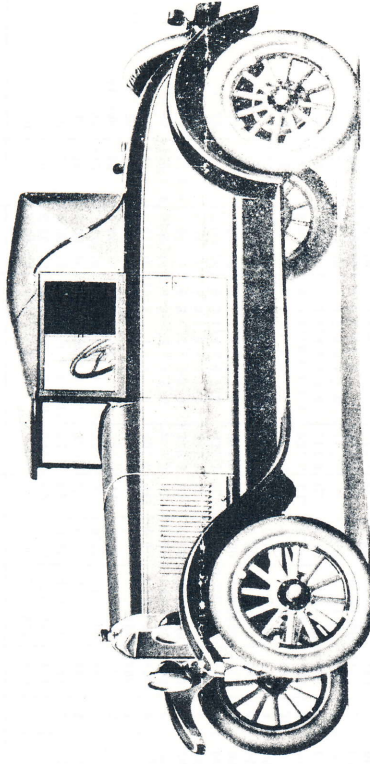
The Chassis

The Rex Convertible Coupe Body will fit either new or used Ford chassis, 1921 to 1926. New type (1926) Ford Roadster fenders are used on both combinations, thus giving an entirely new appearance.

The gas tank is mounted in the rear compartment of the body with filling cap outside.



REX MANUFACTURING COMPANY
CONNSVILLE - INDIANA, U.S.A.



Rex Convertible Coupe Body for Ford Chassis



REX MANUFACTURING COMPANY
CONNSVILLE INDIANA, U.S.A.

1939

Official Mechanical and Tuneup Specifications

1939																																
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.	Horsepower Per Cu. In.	No. of Main Bearings	Intake	Exhaust	Operating Tappet Clearance	Intake Valve Opens — Degrees	Intake Valve Opens — Degrees	Make of Carburetor	Make of Ignition System	Breaker Point Gap	Breaker Point Opens — Degrees	Make Spark Plug	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 Four-Door Sedan	Weight Lowest Price Four-Door Sedan
Bentley	60	4.00 15	4-2 2 x 3	45.6	TL	6.50	206@3900	.439	3	.011	.01	.011	19B	TH	AL	.022 TC	AL	A-9	.025	3	Ex 1/4e	Se	11	1 1/4	3/32	1 1/2	4	3	\$439.	1240		
Buick	120	6.50/15	8-3 3/8 x 4 1/8	248.0	IO	6.15	107@3400	.431	5	.015	.01	.015	13B	C	DR	.015 4B	AC	4-6	.025	3	TT IC	CS	-7/8	3/8	1/32	4	13 1/4	6	996.	3482		
"	126	7.00/15	8-3 7/16 x 4 5/16	320.2	IO	6.35	141@3500	.441	5	.015	.01	.015	14B	S	DR	.015 6B	AC	4-6	.025	3	TT IC	CS	-7/8	3/8	1/32	4	17	8	1246.	3782		
"	133	7.00/16	8-3 7/16 x 4 5/16	320.2	IO	6.35	141@3500	.441	5	.015	.01	.015	14B	S	DR	.015 6B	AC	4-6	.025	3	TT IC	CS	-7/8	3/8	1/32	4	17	8	1543.	4247		
"	140	7.50/16	8-3 7/16 x 4 5/16	320.2	IO	6.35	141@3500	.441	5	.015	.01	.015	14B	S	DR	.015 6B	AC	4-6	.025	3	TT IC	CS	-7/8	3/8	1/32	4	17	8	2074.	4568		
Cadillac	127	7.00 16	8-3 1/2 x 1 1/2	346.0	YL	6.25	135@3400	.380	3	hy	hy	hy	TC	S	DR	.015 5B	AC	104	.027	3	Ex IC	Se	-1 3/4	1/4	1/16	5 1/2	25	7	1680.	3770		
"	141	7.50/16	8-3 1/2 x 4 1/4	346.0	YO	6.25	135@3400	.380	3	hy	hy	hy	TC	S	DR	.015 5B	AC	104	.027	3	Ex IC	Se	0	1/4	1/16	5	30	11	5140.	5105		
Chevrolet	141	7.50/16	8-3 1/2 x 4 1/4	346.0	YO	6.25	135@3400	.380	3	hy	hy	hy	TC	S	DR	.015 5B	AC	104	.027	3	Ex IC	Se	0	1/4	1/16	5	30	11	689.	2805		
"	112 1/4	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.393	4	.006	.01	.006	9B	C	DR	.021 5B	AC	4-6	.040	3	TT IC	Se	0	-1/4	1/32	7/16	14	5	745.	2875		
"	112 1/4	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.393	4	.006	.01	.006	9B	C	DR	.021 5B	AC	4-6	.040	3	TT IC	Se	0	-1/4	1/32	7/16	14	5	745.	2875		
Chrysler	125	7.00 16	8-3 3/8 x 4 1/2	323.5	IL	6.80	135@3400	.419	9	.008	.01	.011	6B	C	AL	.020 TC	AL	A-7	.025	3	Ex IC	Se	1 1/2	1/8	1/16	8 1/4	24	5	1010.	3265		
"	125	7.00 16	8-3 3/8 x 4 1/2	323.5	IL	6.80	135@3400	.419	9	.008	.01	.011	6B	C	AL	.020 TC	AL	A-7	.025	3	Ex IC	Se	1 1/2	1/8	1/16	8 1/4	24	5	1198.	3650		
De Soto	114	7.50 16	8-3 1/4 x 4 7/8	323.5	IL	6.80	135@3400	.419	9	.008	.01	.011	6B	C	AL	.020 TC	AL	A-7	.025	3	Ex IC	Se	1 3/8	1/8	1/16	5 1/4	19	5	2395.	3590		
Dodge	119	6.50 16	6-3 3/8 x 4 1/4	228.1	IL	6.50	93@3600	.407	4	.006	.008	.010	4B	S	AL	.020 2B	AL	A-7	.025	3	Ex IC	Se	1 1/2	1/8	1/16	5 1/4	19	5	970.	3174		
"	117	6.50 16	6-3 1/4 x 4 3/8	217.0	IL	6.50	87@3600	.401	4	.006	.008	.010	4B	S	AL	.020 2B	AL	A-7	.025	3	Ex IC	Se	1 1/2	1/8	1/16	5 1/4	19	5	970.	3174		
Ford	112	6.50 16	8-2 6 x 3 3/2	136.0	YL	6.50	87@3600	.441	3	.013C	.013	9 1/2B	F	F	F	.015 4B	CH	H-10	.025	3	TT Tr	Tr	6 1/2	5/8	1/16	8	15	4	685.	2623		
Graham	112	6.00/16	6-3 1/16 x 3 3/4	221.0	YL	6.15	90@3800	.406	3	.013C	.013	9 1/2B	F	F	F	.015 4B	CH	H-10	.025	3	TT Tr	Tr	6 1/2	5/8	1/16	8	15	5	727.	2850		
Hudson	120	6.50/16	6-3 1/4 x 4 3/8	217.8	IL	6.40	90@3600	.415	4	.010	.011	.012	4 1/2B	M	DR	.018 TC	CH	H-10	.025	3	Ex Se	Se	3 1/2	1	5/32	7 1/2	14	5	806.	2712		
"	120	6.50/16	6-3 1/4 x 4 3/8	217.8	IL	6.40	90@3600	.415	4	.010	.011	.012	4 1/2B	M	DR	.018 TC	CH	H-10	.025	3	Ex Se	Se	3 1/2	1	5/32	7 1/2	14	5	806.	2712		
"	112	6.25/16	6-3 1/4 x 4 3/8	217.8	IL	6.70	110@3400	.532	4	.010	.010	.012	4 1/2B	M	DR	.018 TC	CH	H-10	.025	3	Ex Se	Se	3 1/2	1	5/32	7 1/2	14	5	854.	2867		
"	118	6.50/16	6-3 x 5	212.1	IL	6.25	86@3900	.451	3	.006	.008	.006	10 2/3B	C	AL	.020 TC	CH	J-8-A	.032	3	Ex Se	Se	1 1/2	1 1/4	1/16	7	17	6	1079.	3193		
"	122	6.50/16	8-3 x 4 1/2	254.5	YL	6.25	122@3400	.480	5	.006	.008	.006	10 2/3B	C	AL	.020 TC	CH	J-8-A	.032	3	Ex Se	Se	1 1/2	1 1/4	1/16	7	17	6	1320.	3740		
La Salle	127	7.00/16	8-3 3/8 x 4 1/2	322.0	YL	6.25	125@3400	.388	3	hy	hy	hy	TC	C	DR	.015 5B	AC	104	.027	3	Ex IC	Se	1 3/4	1/4	1/16	5 1/2	25	7	1399.	3620		
Leath	135	7.50/17	12-3 3/8 x 3 3/4	414.0	YL	6.38	150@3900	.412	4	hy	hy	hy	2 1/2B	S	M	.015 4B	CH	H-10	.029	3	TT Tr	Tr	5 3/4	1 1/2	3/32	7 1/2	32	12	4905.	5755		
Mercury	116	6.50 16	8-3 3/8 x 3 3/4	233.0	YL	6.15	95@3800	.382	3	.013C	.013	.013	TC	F	F	.015 4B	CH	H-10	.025	3	TT Se	Se	1 1/2	1	5/8	1/16	8	21	6	957.	3013	
Nash	121	6.25 16	8-3 3/8 x 3 3/8	234.8	IL	6.00	105@3400	.449	7	.015	.015	.015	24 1/2B	C	AL	.020 9B	AC	4-5	.025	3	Ex IC	Se	1 1/2	1 1/2	1/32	7	17	6	985.	3370		
"	117	6.00/16	6-3 1/8 x 4 3/8	234.8	IL	6.30	99@3400	.423	7	.015	.015	.015	24 1/2B	C	AL	.020 9B	AC	4-5	.025	3	Ex IC	Se	1 1/2	1 1/2	1/32	7	17	7	1235.	3500		
"	115	6.00/16	6-3 1/8 x 4 3/8	234.8	IL	6.30	99@3400	.423	7	.015	.015	.015	24 1/2B	C	AL	.020 9B	AC	4-5	.025	3	Ex IC	Se	1 1/2	1 1/2	1/32	7	17	6	840.	3285		
Oldsmobile	120	6.50/16	6-3 7/16 x 3 7/8	229.7	IL	6.10	95@3500	.434	4	.008	.011	.012	5B	C	DR	.020 TC	AC	4-5	.040	3	Ex IC	CS	-3/8	1/8	3/32	4 1/2	18	5	955.	3180		
"	120	6.50/16	6-3 7/16 x 3 7/8	229.7	IL	6.10	95@3500	.434	4	.008	.011	.012	5B	C	DR	.020 TC	AC	4-5	.040	3	Ex IC	CS	-3/8	1/8	3/32	4 1/2	18	5	955.	3180		
Overland	100	6.50/16	4-3 1/8 x 4 3/8	134.2	IL	6.20	110@3500	.445	3	.014C	.014	.011	TC	C	DR	.015 2B	AC	4-5	.030	3	Ex IC	CS	-3/8	1/8	3/32	4 1/2	24	6	1043.	3340		
Packard	122	7.00/16	8-3 1/2 x 4 1/4	245.3	IL	6.35	130@3200	.408	4	.007	.010	.010	9B	AL	.020 TC	CH	J-8	.025	3	Ex IC	Se	1 1/2	5/8	1/32	7 1/2	15	5	931.	3248			
"	127	7.00/16	8-3 3/16 x 5	282.0	IL	6.41	130@3200	.406	5	.006	.009	.005	26B	S	AL	.015 6B	CH	Y-4	.025	3	Ex IC	Se	0	1 1/8	1/16	6 1/4	14	10	4155.	5670		
"	127	7.00/16	8-3 1/4 x 4 1/4	473.0	YHV	6.40	125@3200	.370	4	hy	hy	hy	TC	S	AL	.015 6B	CH	Y-4	.025	3	Ex Se	Se	0	1 1/8	1/16	6 1/4	14	10	4155.	5670		
Plymouth	134	8.25/16	12-3 7/16 x 4 1/4	473.0	YHV	6.40	125@3200	.370	4	hy	hy	hy	TC	S	AL	.015 6B	CH	Y-4	.025	3	Ex IC	Se	1 1/2	1/8	1/32	4 1/2	17	7	725.	2839		
"	114	6.00/16	6-3 1/8 x 4 3/8	201.3	IL	6.70	82@3600	.407	4	.006	.006	.011	6A	C	AL	.020 TC	AL	A-7	.025	3	Ex IC	Se	-3/4	1/2	1/32	4 1/2	17	6	866.	3000		
Portac	115	6.50/16	6-3 7/16 x 4 1/4	222.7	IL	6.20	85@3520	.383	4	.012	.012	.015	5B	C	DR	.021 4B	AC	4-5	.025	3	Ex IC	Se	-3/4	1/2	1/32	4 1/2	17	7	740.	3260		
Pontiac	115	6.50/16	6-3 1/4 x 3 3/4	248.9	IL	6.20	100@3700	.475	4	.016C	.016	.020	15B	S	AL	.020 1B	CH	8	.025	3	Ex IC	Se	1 1/2	1 1/2	1/32	4 1/2	17	5	965.	3500		
Studebaker	120	6.50/16	6-3 3/5 x 3 7/8	164.3	IL	6.50	78@3400	.475	4	.016C	.016	.020	15B	S	AL	.020 1B	CH	8	.025	3	Ex IC	Se	1 1/2	1 1/2	1/32	4 1/2	17	5	965.	3500		
"	110	6.00/16	8-3 1/16 x 4 3/8	226.2	IL	6.00	110@3600	.439	9	.016C	.016	.020	15B	S	AL	.020 1B	CH	8	.025	3	Ex IC	Se	1 1/2	1 1/2	1/32	4 1/2	17	5	1110.	3540		
"	122	6.50/16	8-3 1/16 x 4 3/8	226.2	IL	6.00	110@3600	.439	9	.016C	.016	.020	15B	S	AL	.020 1B	CH	8	.025	3	Ex IC	Se	1 1/2	1 1/2	1/32	4 1/2	17	5	1110.	3540		
Willis	100	5.50/16	4-3 1/8 x 4 3/8	134.2	IL	5.70	48@3200	.358	3	.004	.004	.010	TC	TH	AL	.020 5A	CH	C-7	.025	3	Ex Se	Se	3	3/32	7 1/2	11	4	4	586.	2300		
ABBREVIATIONS:																																
A - American Bosch																																
AC - AC Spark Plug																																
AO - Automatic Optional																																
AL - Air-Lite																																
Ac - Air-Cooled Engine																																
a - Others Also																																
B - Before Top Center																																
C - Carter Carburetor																																
CB - Carter Ball & Ball Type																																
CG - Chandler Groove																																
CH - Champion Spark Plug																																
F - Ford																																
FA - Ford or American Bosch																																
FE - Full Elliptic Leaf Spring																																
FH - F-Head Engine																																
FM - Fluideatic Transmission																																
H - With engine at operating Temperature																																
HO - Hotley Carburetor																																
HT - Hydraulically Operated Transmission																																
HV - Horizontal Valve Arrangement																																
Hy - Hydraulic Transmission																																
IC - Independent Suspension W/Coil Spring																																
IO - In-Line Engine with "U" Head																																
J - Johnson Carburetor																																
M - Marvel Carburetor																																
NE - Northeast Ignition																																
O - Optional																																
Oh - Overhead Valves & Cams																																
Op - Opposed Cylinders																																
R - Rochester Carburetor																																
S - Stromberg Carburetor																																
SV - Sliding Valves																																
Se - Semi-elliptic Springs																																
Sch - Schobler Carburetor																																
St - Stewart Carburetors																																
T - Torque Arms																																
TC - Top Center																																
TH - T-Head Engine																																
TQ - Torque Converter																																
TT - Torque Tube																																
TL - Tildeson Carburetor																																
Tr - Transverse Springs																																
V - V-engine with "U" Head																																
VO																																

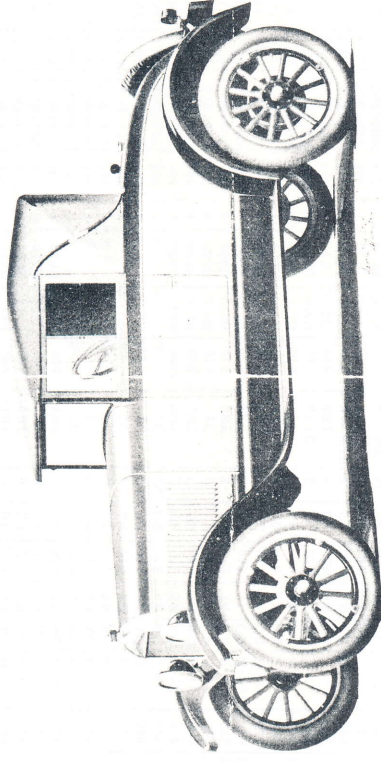
ABBREVIATIONS:

A - American Bosch	CS - Coil Spring	FA - Ford or American Bosch	IL - In Line Engine with "L" Head	Se - Semi-elliptic Springs	VL - V-engine with "L" Head
AC - AC Spark Plug	Cas - Cantilever Spring	FE - Full Elliptic Leaf Spring	IO - In Line Engine with Overhead Valves	Sch - Schaebler Carburetor	VO - V-engine with Overhead Valves
AO - Automatic Optional	DI - Diamond Front Suspension	FH - F-Head Engine	J - Johnson Carburetor	St - Stewart Carburetors	Vac - Vacuum Operated Shift
AL - Auto Lite	DL - Diamond Ignition System	FM - Fluidmatic Transmission	M - Marvel Carburetor	TA - Torque Arms	Var - Various
Ac - Air-Cooled Engine	DL - Detroit Lubricator Carburetor	HO - Holley Carburetor	NE - Northeast Ignition	TC - Top Center	Z - Zenith Carburetor
a - Others Also	DR - Delco-Remy Ignition	HT - Hydraulic Valve Arrangement	O - Optional	TH - T-head Engine	1/4 - Quarter elliptic Springs
B - Before Top Center	Del - Delco Ignition	HT - Hydraulic Valve Arrangement	Oh - Overhead Valves & Cams	TQ - Torque Converter	3/4 - Three-quarter elliptic Springs
C - Carter Carburetor	D-T - Double Transverse Springs	HT - Hydraulic Valve Arrangement	Op - Opposed Cylinders	TT - Torque Tube	3 - Three Speed Conventional Transmission
CB - Carter Ball & Ball Type	E-V - Electric & Vacuum Operated	Hy - Hydraulic Tappets	R - Rochester Carburetor	TU - Tolison Carburetor	30 - Four Speed Conventional Transmission
CC - Chandler Groove	Ex - Exposed Propeller Shaft	IC - Independent Suspension W/Coil Spring	S - Stromberg Carburetor	Tr - Transverse Springs	
CH - Champion Spark Plug	F - Ford		SV - Sliding Valves		

The Rex Convertible Coupe Body Mounted On Regular Ford Chassis

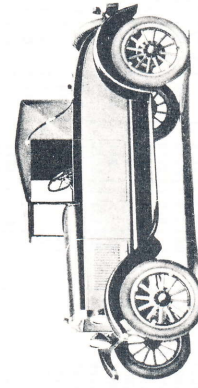
The Body is Light in Weight and is Noiseless Over the Roughest Roads

You won't be bothered with squeaks and rattles, for the flexible but staunch construction of the body gives you assurance that the joints of the frame will not loosen, squeak or rattle. Over this sturdy frame is metal lath, covered with heavy duck. Then layers of cotton form a base over which the leather fabric outside covering is placed. The Convertible Coupe Body by Rex is much lighter than any standard metal coupe body. This alone guarantees a remarkable saving in gas, tires and depreciation, a quick get-a-way in traffic, and much less motor effort on the hills.

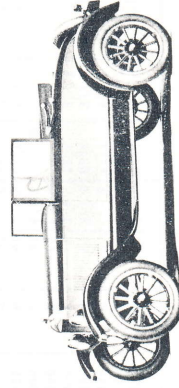


The Remarkable Equipment of This Body Adds to its Beauty and Utility

The doors have nickel-plated handles and the hood is lacquered to match the body colors. Back and seat cushions are upholstered in leather cloth over deep springs and are removable, giving access to luggage space in the rear compartment. The glass sides are staunchly built with choice hardwood frames, reinforced by metal, and are trimmed inside and out to match the top and body trimmings. The sliding glass sections move in felt-lined aluminum channels. The one-piece non-flattening windshield, lowered steering wheel, sport top, and removable windows with their sliding glass panels are features you are sure to appreciate, as such refinements are usually found only in high-priced cars.



The windows may be removed even more quickly and readily than side curtains. There is a pocket behind the back cushions for them.



Or the top may be lowered and the windows left up to deflect chilly winds. You will enjoy riding this way.

A Convertible Coupe Body, for All Kinds of Weather

The Rex Convertible Coupe Body is the answer to that demand, now so widespread, for an economical, easy riding, all-weather car. Mounted on the Ford chassis, new or used, it is the ideal car for youth or for business or professional people.

Chief among its hundred-and-one admirable qualities is the fact that it has a convertible top. On cold or rainy days with top and windows up, you have a handsome Sport Coupe. In bright, comfortable weather, and with only a minute's adjustment, you are free to enjoy the openness and exhilaration of the roadster.

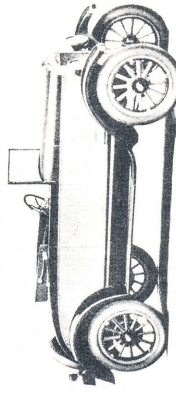
Just lay back the top and adjust the windows as you choose. The top is as easily put up again when needed.

The illustrations show five positions of this convertible top.

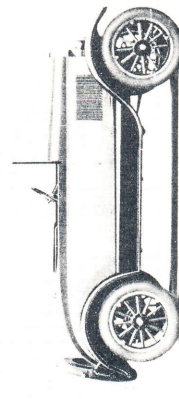
The body is a remarkable construction. You sit down in deep, restful cushions. The seat and back have a pronounced tilt, like a Morris chair. You are fresh and comfortable after a long trip behind the wheel.

The riding qualities of this car are exceptional because of our flexible body construction. When riding one seems to float along. In contrast to the rigid type of body which resists and sways with road bumps, this Rex body gives the effect of balloon tires over any irregularities of the road.

Open the throttle wide and note with what ease you slip along the road. There is no vibration or "shimmy" of metal panels or steering wheel. You must ride in this body to appreciate its amazing qualities.



With the top down and windows removed you have a typical Sport Roadster for those bright, warm days.



Or you may want even more freedom. Remove the top entirely and ride as the young people do.

Rex Manufacturing Company
Connersville
Indiana, U. S. A.

MAKE AND MODEL	Wheel Base	Tire Size	Number of Cylinders, Bore and Stroke	Displacement	Valve and Cylinder Arrangement	Compression Ratio	Maximum Brake Horsepower @ R.P.M.	H.H. P. Per Cubic Inch	No. of Main Bearings	Intake	Exhaust	Intake Tappet Clearance For Valve Timing	Intake Valve Opens — Degrees	Make of Carburetor	Make of Ignition System	Breaker Point Gap	Breaker Point Opens — Degrees	Make Spark Plug	Model	Spark Plug Gap	Transmission Type	Propeller Shaft	Front Suspension	Rear Suspension	Caster—Degrees	Camber—Degrees	Toe-In	King Pin Inclination	Capacity Cooling System	Capacity Crankcase	Lowest Price Four-Door Sedan	Weight of Lowest Price Four-Door Sedan
Auburn.....	654	120	6.00/16	6-3 1/16 x 4 3/4	209.9	11	6.20	85@3500	41	4	.010H	.010H	.012H	7 1/2BRT	S	AL	.018	3/8	CH	J-6	.025	3	Ex	Se	3 3/4	1 1/2	1/8	7 1/2	16	6	\$795.	3278
".....	654	120	6.00/16	8-3 1/16 x 4 3/4	279.9	11	6.50	150@4000	.41	5	.010H	.010H	.012H	7 1/2BRT	S	AL	.018	3/8	CH	J-9-B	.025	3	Ex	Se	2 1/2	1 1/2	1/8	7 1/2	20	8	\$1095.	3580
Buick.....	SC-852	127	7.00/16	8-3 1/16 x 4 3/4	279.9	11	6.50	150@4000	.33	5	.010H	.010H	.012H	7 1/2BRT	S	AL	.018	3/8	CH	J-9-B	.025	3	Ex	Se	2 1/2	1 1/2	1/8	7 1/2	20	8	\$1545.	3915
".....	Special 37-60	122	6.50/16	8-3 1/16 x 4 3/4	268.0	10	5.75	100@3500	.403	5	.015H	.015H	.004	13BRT	S	DR	.015	2B	AC	H-9	.024	3	TT	IC	Se	1/2	3/8	+1/32 4	13 1/4	6	1021.	3510
".....	Century 37-60	126	7.00/16	8-3 7/16 x 4 5/16	320.2	10	5.75	130@3400	.407	5	.015H	.015H	.004	14BRT	S	DR	.015	10B	AC	H-9	.024	3	TT	IC	Se	1/2	3/8	+1/32 4	13 1/4	8	1021.	3750
".....	Roadmaster 37-60	138	7.50/16	8-3 7/16 x 4 5/16	320.2	10	5.75	130@3400	.407	5	.015H	.015H	.004	14BRT	S	DR	.015	10B	AC	H-9	.024	3	TT	IC	Se	0	3/8	+1/32 4 3/4	17	8	1518.	4159
Cadillac.....	.....	124	7.00/16	8-3 1/2 x 4 1/2	346.0	VL	6.25	135@3400	.380	3	h	h	h	TC	S	DR	.015	5B	AC	K-7	.026	3	Ex	IC	Se	+5/8	+1/32 4 1/2	17	7	1760.	3845	
".....	.....	131	7.50/16	8-3 1/2 x 4 1/2	346.0	VL	6.25	135@3400	.380	3	h	h	h	TC	S	DR	.015	5B	AC	K-7	.026	3	Ex	IC	Se	+5/8	+1/32 4 1/2	17	7	2190.	4385	
".....	.....	138	7.50/16	8-3 1/2 x 4 1/2	346.0	VL	6.25	135@3400	.380	3	h	h	h	TC	S	DR	.015	5B	AC	K-7	.026	3	Ex	IC	Se	+1/4	+1/32 5 1/2	25	7	2695.	4420	
".....	.....	138	7.50/16	8-3 1/2 x 4 1/2	346.0	VL	6.25	135@3400	.380	3	h	h	h	TC	S	DR	.015	5B	AC	K-7	.026	3	Ex	IC	Se	+1/4	+1/32 5 1/2	25	7	2915.	4745	
".....	.....	138	7.50/16	8-3 1/2 x 4 1/2	346.0	VL	6.25	135@3400	.380	3	h	h	h	TC	S	DR	.015	5B	AC	K-7	.026	3	Ex	IC	Se	+1/4	+1/32 5 1/2	25	7	3655.	5050	
".....	.....	138	7.50/16	8-3 1/2 x 4 1/2	346.0	VL	6.25	135@3400	.380	3	h	h	h	TC	S	DR	.015	5B	AC	K-7	.026	3	Ex	IC	Se	+1/4	+1/32 5 1/2	25	7	7595.	6085	
".....	.....	138	7.50/16	8-3 1/2 x 4 1/2	346.0	VL	6.25	135@3400	.380	3	h	h	h	TC	S	DR	.015	5B	AC	K-7	.026	3	Ex	IC	Se	+1/4	+1/32 5 1/2	25	7	776.	2845	
".....	.....	138	7.50/16	8-3 1/2 x 4 1/2	346.0	VL	6.25	135@3400	.380	3	h	h	h	TC	S	DR	.015	5B	AC	K-7	.026	3	Ex	IC	Se	+1/4	+1/32 5 1/2	25	7	788.	2835	
Chevrolet.....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	920.	3138
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	1100.	3588
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	1233.	3750
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	1451.	3715
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	1650.	3845
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	1760.	3845
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	2190.	4385
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	2695.	4420
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	2915.	4745
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	3655.	5050
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	7595.	6085
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	776.	2845
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	788.	2835
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	920.	3138
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	1100.	3588
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	1233.	3750
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	1451.	3715
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	1650.	3845
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	2190.	4385
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	2695.	4420
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	2915.	4745
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	3655.	5050
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	7595.	6085
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	776.	2845
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	788.	2835
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	920.	3138
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	1100.	3588
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	1233.	3750
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@3200	.384	4	.006H	.013H	.006H	9BRT	C	DR	.021	5B	AC	K-11	.040	3	TT	Se	Se	0	1/4	+1/64 7 3/4	15	5	1451.	3715
".....	Master	112 1/2	6.00/16	6-3 1/2 x 3 3/4	216.5	IO	6.25	85@																								

CALLNDAR OF LVENTS

- July 23-25-Columbus, Ohio-Central Ohio Region's National MARC Meet and Convention. Ohio State Fairgrounds.
- August 12-15-Memphis, Tennessee-Second Annual Street Rod National Meet sponsored by Rod and Custom Magazine. Mid-South Fairgrounds.
- August 20-22-Louisville, Ky-First Invitational Auto Show and Swap Meet at Churchill Downs Sponsored by the Kyana Region AACA and The Falls City Region Model A Ford Club. Harold Marcum 1630 Lindaway, Louisville, Ky. 40216, 502-363-4321
- August 27-28-Florence, Alabama-Muscle Shoals Antique Auto Club, AACA Second Invitational Car Show and flea market. Bradshaw High School. Elmer Carter, 2301 Bower Drive, Florence, Alabama 35630
- September 10-11-Red Boiling Springs, Tennessee. Be sure to mark this on your calendar. This is one of the most enjoyable meets you can attend. Details will appear in later issue.
- September 18-Jackson, Mississippi. MOTTA Annual fall meet at Jackson Mall, trophies and special awards, style show, swap meet. David Sherer, 117 West Lakeview Drive, Clinton, Mississippi 39056
- September 25-26-Gadsden, Alabama. Seventh Annual Noccaula Falls Meet. Alabama Region MARC Gadsden Antique Auto Club. Vassar Hemphill, 105 Clubview Cir., Gadsden, Alabama 35901, 205-547-5133
- 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, Florida.
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FOR RENT: Air compressor, spray gun, sand blaster. All paid up members of N. Ala. region AACA are invited to rent the clubs newly acquired equipment. Contact tool custodian Ernie Azary 852-2421 for arrangements.
- LEAD: 1932 Rolls Royce, 4 dr. owner/driver Saloon, Park Ward Body, original interior asking \$4,000.00. C. D. Norris III, 612 Eastwood Place, Birmingham, Alabama, phone 823-1929
- FOR SALE: 1936/37 Rolls Royce 20/25 H.P., 4 dr. Cockshoot Saloon Body, original paint and upholstery. Dennis McCann 2621 Rockwell Road, Huntsville, Alabama 35810, 852-2361
- FOR SALE: 1955 Hudson Hornet, 2 dr. h.t. Hollywood, twin H., continental kit, electric windows, R&H, hydramatic, running condition, good body, \$550.00 or best offer. Hank Harris, Rt. 4, Box 183, Madison, Alabama. Phone 837-2028

NORTH ALABAMA REGION
ANTIQUE AUTOMOBILE CLUB OF AMERICA

MEETING NOTICE

DATE: July 22, 1971

TIME: 7:00 P. M.

PLACE: Madison County Court House, Rm. 410, enter thru basement.

PROGRAM

Bill Johnson of the Florence Chapter will give a talk on his collection of Alabama issued license plates. Bill has been collecting tags for quite a while now and has a complete collection of Alabama tags, 1912 to present including the window decal for 1943. He also has a complete collection of Alabama National Guard tags and a good start on Alabama truck, trailer and Tennessee tags. You won't want to miss this meeting as Bill will have his Alabama tag collection on display.

There will also be slides of Stone Mountain Meet.

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

Third Class Mail

DENNIS MCCANN
2621 ROCKWELL RD. NW
HUNTSVILLE, ALA

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