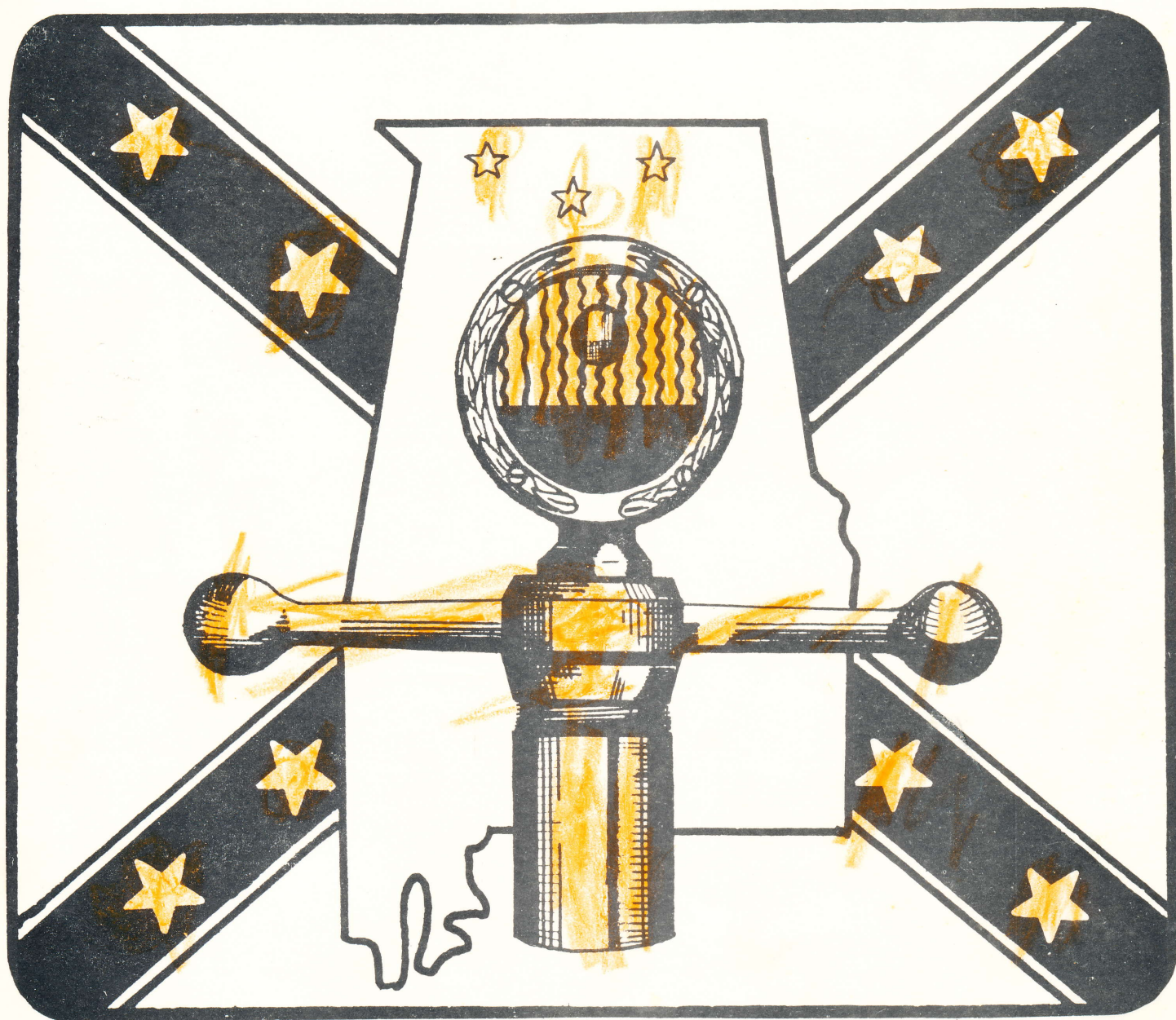


JULY/AUG '72

AUTO ANTIQUARIAN NEWS



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

July-August, 1972

AUTO ANTIQUARIAN NEWS

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

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Opinions expressed by contributors to A. A. News are
their own and do not necessarily reflect the Official
Policy of this region or A.A.C.A. Please do not be
offended if any information is deleted or in error.

NEWS SECTION

"From the Driver's Seat" (President's Column)

The June meeting of the North Alabama Region, AACA, was held in the community room of the GEM store on North Memorial Parkway. Mr. Glasscock, instructor of the Body and Paint shop course at the Madison County Technical Center, was the special guest. Jim presented a technical program on automobile finishing...a seemingly favorite subject among true antiquers...even though only fifteen members were present.

The July meeting will also be at the GEM store....at 7:00 P.M., Thursday, July 27, 1972. Dr. Drain Coble, a faculty member at the University of Alabama here in Huntsville, has volunteered to present a technical program. His subject, at this writing, is "Plating". He plans to cover it to the extent that those, like myself, can at least have an understanding of how it's done and some of the "can" and "can't dos".

The Swap Meet at Columbia, Tennessee, sponsored by the Middle Tennessee Region AACA, was July 15. The turnout was small, the trading light...but, we still enjoyed it. Only three families from Huntsville were represented. Several from Florence and surrounding area ventured North. The biggest event probably was the installation of an old audible device on a new Maverick. When this vehicle left for Florence, all you could hear was "Y'all come. See you at Gatlinburg" and "AOC-GA".

The East Tennessee Region Meet, a Central Division National Spring Meet, is July 28-29, 1972 at Gatlinburg, Tennessee. This will probably be the biggest show close to us this year. SEE YOU THERE!

Tom Holley, President
North Alabama Region AACA

Editor's Note:

You have heard the phrase "overwhelmed by response"... I wonder if the North Alabama Region has coined a new phrase... "underwhelmed by no response"? To you remember the questionnaire we printed in the May-June issue of Auto Antiquarian News? Well-1-1 I guess it will come as no great surprise to the majority of the membership that only two of the questionnaires were returned. This seems to indicate a genuine lack of interest by the majority of the club members.

Bill Constable

"The Tube Rack"

To: NAR/AACA

Subject: Huntsville Auto Show

Well, the show has come and gone and this letter is intended to wrap it all up and to report the status of the expenses, the revenues and some of the high-lights and problems. It is also intended to serve as the medium by which I extend my thanks to those that worked so hard in behalf of the show; there are many of you...so, let me simply say "Thanks". I can add only that I wish everyone had helped and that everyone had participated; it would have been a better show.

The opinions voiced are my own and may not agree with those of other members in the club. However, I am taking the time to record them in the hope that they may be of some future value. I hope that no one will be offended by the findings; for if any of us are at fault it is those of us who tried to organize, promote and coordinate the show.

The revenues for the show (actual and estimated) are presented below along with the respective sources. These data are followed by the expenses for the show and the net gain/loss.

<u>Income</u>	<u>Estimated</u>	<u>Net</u>	<u>Actual</u>	<u>Net</u>
Banquet (\$25 in unsold tickets)	\$ 500.00			
Registrations	" 700.00			
Plaque Sales	" 100.00			
Admissions	" 300.00		\$ 773.00 *	
Concessions	" 300.00		\$ 190.00	
Programs	" 300.00		" 200.00	
Club Junk	" 50.00		" 17.00	
	<u>\$2,050.00</u>		<u>\$1,170.00</u>	
Window Plaques, stationery, etc. (unused)			\$ 50.00	
Trophies (25 not awarded)			\$ 125.00	
			<u>\$1,345.00</u>	
<u>Expenses</u>	<u>Estimated</u>		<u>Actual</u>	
Hospitality	\$200.00		\$175.00	
Printing (fliers, letters, maps, etc.)	120.00		125.00	
Mail	150.00		150.00	
Advertising and supplies	75.00		100.00	
Trophies	500.00		525.00	
Plaques	150.00		160.00	
Entertainment	75.00		75.00	
Site Preparation, toilets, etc.	50.00		50.00	
	<u>\$1,320.00</u>		<u>\$1,360.00</u>	
Net Gain/Loss -	<u>Income</u>		<u>Expenses</u>	
	\$1,345.00	-	\$1,360.00	= -15.00

* Footnote:

Cash receipts were \$1773.00 less \$1000.00 for Banquet.

"The Lube Rack" continued:

As is observed, the show fell short of its goals in most respects. However, the largest failings from the standpoint of revenue are registrations, gate, banquet and concessions. (It is noted that concessions showed a nice profit.) Thus, these activities will be reviewed in the hopes that we will learn from them and be better prepared for our next show.

In the matter of registrations, we were confronted with our largest problem. As best we can figure, a total of 127 cars were placed in the field and another 21 were on the parking lot, but not judged. This number of 148 is contrasted with the goal of 300 cars which was established earlier. Our major reason that we did not get our goal is believed to be that the weather was bad Friday and threatening Saturday. This opinion is based on the fact that 12 advanced registrations and banquet sales did not show up for the meet; it is believed that another 20-30 owners failed to show for the same reason. Another failure was that we did not receive the support of several clubs as we had anticipated: in particular, the Porsche Owner's Club, The Corvette Owner's Club and the Trickenhain Automobile Club. This lack of support cost us an estimated 20 cars. The most important reason was that we failed to turn out our local membership and the local non-members in the numbers expected.

This failing is particularly disappointing because it indicates that we were unable to solicit the support of those who stood to gain the most from the show.

In the matter of the gate, the major problems were two-fold. First, during the early hours the tent and tables were used for car registrations and the public was allowed to walk into the show area without control. The problem here should have been avoidable and the confusion which resulted cost us considerable revenue. The second problem was that there was no well-defined and limited access so that we were unable to assure that each viewer contributed. This problem was partially anticipated when the show site had to be changed at the last minute; however, it was hoped that it could be minimized.

In the matter of the banquet, the problem in its simplest terms was the lack of ticket sales. An excellent meal was prepared and all of the arrangements were first-class. However, we were unable to sell enough banquet tickets to make money on this meal. The principal reasons were the low registrations (weather), the lack of local club support, and the lack of an adequate public address system over which the remaining tickets could be sold. The latter failings are reviewed as major ones since they again point to limited interest on the part of the membership.

"The Lube Rack" continued:

The concessions activities were among the highlights of the show. Adequate facilities, a properly estimated supply of food and drink and reasonable number of ad sales for the program added up to a nice profit for the show. Therefore, those involved, deserve our sincere thanks. The only problem involved was the reluctance of some of us to sell ads in the program and boost the show to those that we do business with. As it was, we netted about \$200.00 on the program, but the amount could easily have been doubled.

The judging and awards activities were also among the highlights of the show. The teams were all qualified and the judges seemed to be willing to give of their time. As a result, I don't believe that anyone felt that his car had been overlooked. This was a difficult job...since few judges volunteer for local shows. Thus, the entire judging staff deserves our special appreciation.

Aside from the actual judging, the only problem is involved with the use of those trophies which remain. Since plans were made based on about 300 registered cars, the reduced registration resulted in a surplus of trophies. These units represent cash which would otherwise be in the treasury, but, they can be modified and used at subsequent club functions.

Not all of our problems concerned revenues, however; Several problems evidenced themselves which should be addressed in any similar future undertaking.

- (1) Show advertising;
- (2) Flea Market

The meet dates were set almost a year in advance of the show in order to reserve the weekend and avoid scheduling conflicts. This objective was realized. However, as the meet approached, it is believed that we should have changed our advertising to reflect a date of June 10. The fact that we did not may have led to confusion on the part of some of the auto owners and visitors alike. As to the form of the advertising (letters, fliers, spot advertisements), it is felt that the campaign was successful; however, if such a campaign is repeated for a non-national show, the addresses should be restricted to lie within 100 miles radius since we realized few visitors from outside this area. Further, it is felt that there should be follow-up mailings just before the show is scheduled to occur. It is also felt that the local owners (members and non-members) should be contacted personally to encourage participation and registered on the spot, if possible.

"The Lube Rack" continued:

The Flea Market did not contribute to the income of the show and thus, was not in any way responsible for the lack of revenue. However, there, as with the rest of the show, the participation was less than expected. Local interest was reasonably good (5 vendors)...but, we were unable to draw from the region around us.

The reason voiced most frequently during the promotion of the show for lack of interest was that the area was a poor market. If so, we did little to change the opinion of those present; business was at best, fair. This condition is not felt to be the sole result of our doing; from the change in the show site, to the fact that the site was not prepared when the first vendor arrived, to the rain on Friday, to the early departure of the cars on Saturday, everything tended to conspire to deprive the vendor of a market. We tried to make the show attractive for the vendor by eliminating all costs...but, obviously, this was not enough. If a show is to be held in the future, it is suggested that other inducements be investigated and that the vendors be questioned to determine what type of inducement would be required to make it attractive for them. It is also felt that increased emphasis should be placed on the potential vendors in the area (100-mile radius); these vendors could make the show without significant cost and could thus justify participation more easily.

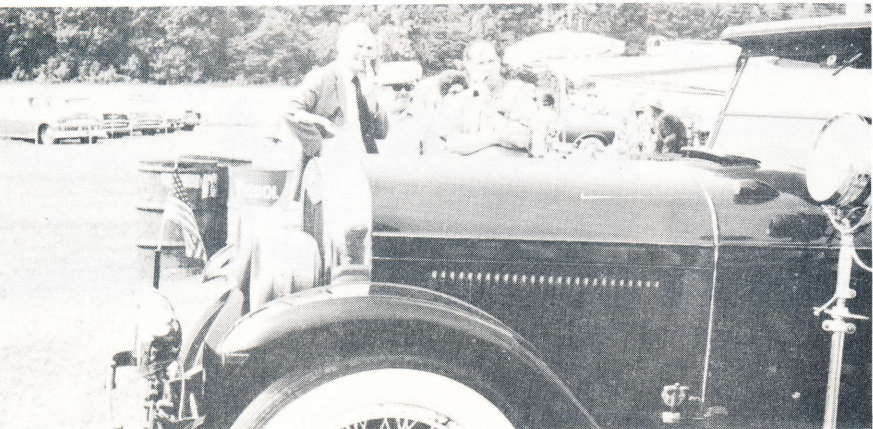
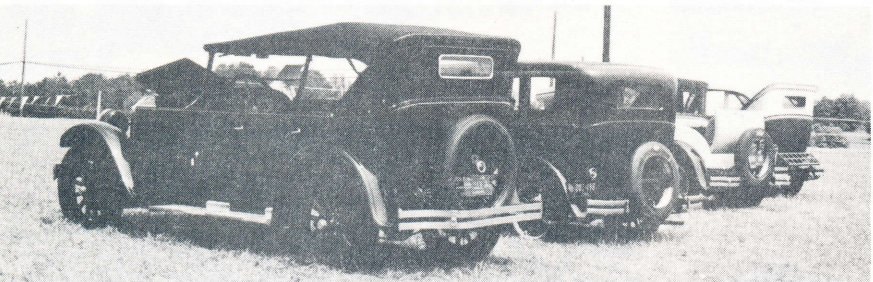
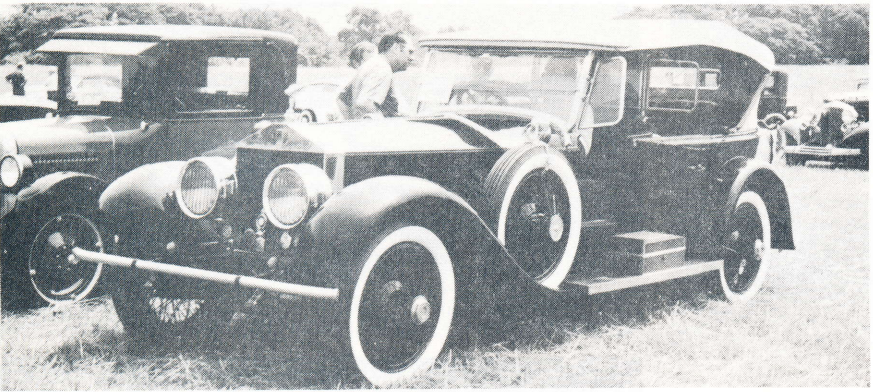
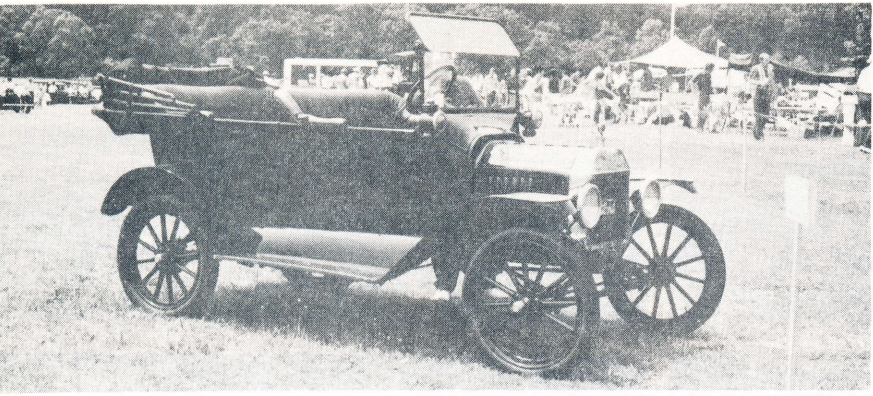
In closing, let me remind you that most of the car owners were pleased with the show, that we obtained a reasonable number of cars, that the luncheon and banquet were outstanding and that the trophies and awards were excellent. So, while we made mistakes, and while there were disappointments, the show is probably considered a qualified success. My reservations stem from the fact that I had hoped and worked for a bigger show and felt that it was within our grasp with the total support of our members.

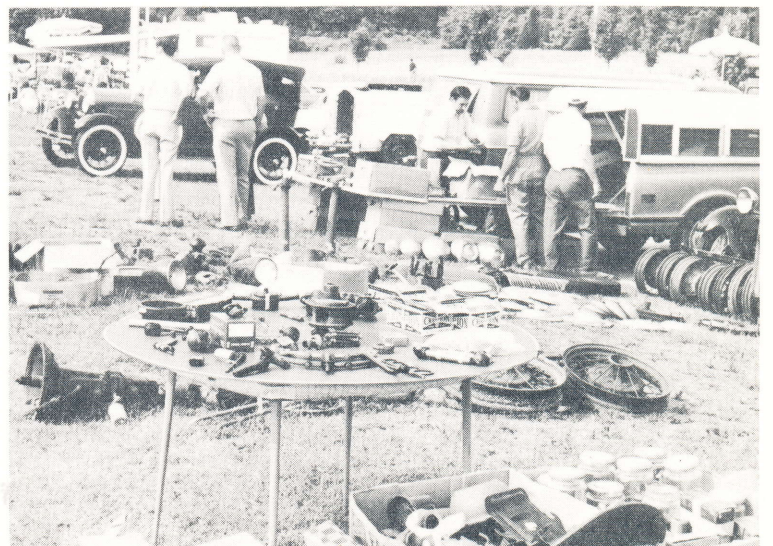
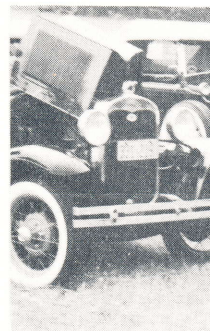
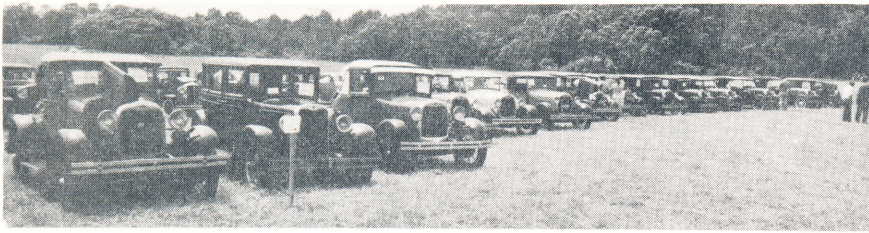
George Townsend

AUTO SHOW

HUNTSVILLE

JUNE 10 1972





WINNERS

June Show - Huntsville, Alabama

	<u>Year and Make</u>	<u>Owner</u>
<u>Class 2</u>		
Senior	1907 Duer	Edward Todd
First	1909 Sears	Anita Bolton
<u>Class 10A, 10B</u>		
First	1914 Ford	Charles Fall
Second	1915 Ford	Bob Thurstone
<u>Class 11</u>		
First	1937 Ford	Edgar Longshore
Second	1915 Ford	G. B. Miller
<u>Class 13</u>		
First	1913 Buick	Bob Thurstone
<u>Class 17A, 17B</u>		
Senior	1926 Chevrolet	Leonard Brown
First	1925 Rolls Royce	Bill Darn
Second	1923 Dodge	Shorty Thompson
Third	1927 Chevrolet	Earley Irwin
<u>Class 17C</u>		
First	1923 Lincoln	Leon Barnett
Second	1923 Lincoln	James Brannon
<u>Class 18A, 18B</u>		
Senior Tie	1927 Buick	George Townsend
Senior Tie	1929 Chevrolet	Dennis Garrett
First Tie	1929 Plymouth	Donald Bird
First Tie	1924 Buick	Doris Hamilton
Second	1929 Chevrolet	Willie Langrum
Third	1929 Chevrolet	Bobby Williams
<u>Class 20C</u>		
First	1929 Packard	George Lamb
Second	1928 Lincoln	James F. Dotson
<u>Class 18A, 19B</u>		
Senior	1931 Franklin	Ed Wyle
First	1934 Cadillac	George Thompson
Second	1930 Lincoln	Don Payer
Third	1932 Packard	L. W. Becraft
<u>Class 19 C, 19D</u>		
First	1937 Cord	James Messer
Second	1930 Packard	Sam Broadhead
Third	1936 Rolls Royce	Marilyn McCann

"WINNERS" continued:

	<u>Year and Make</u>	<u>Owner</u>
<u>Class 20A, 20B</u>		
Senior Tie	1952 Ford	Ralph Wyatt
Senior Tie	1952 Chevrolet	Robert Rogers
Senior Tie	1952 Ford	Don Hartzog
First	1953 Chevrolet	James Cantrell
Second Tie	1951 Chrysler	W. E. Wooton
Second Tie	1953 Chevrolet	Johnny Loftis
Third	1951 Chrysler	Ruge Saint
<u>Class 20C, 20D</u>		
Senior	1956 Chevrolet	Sherrill Thomas
First Tie	1954 Ford	H. L. Crain
First Tie	1954 Ford	Victor Donnell
Second	1956 Ford	Edlyn Fletcher
Third	1954 Dodge	Bill Johnson
<u>Class 21A</u>		
Senior Tie	1929 Ford	Yuan Thrasher
Senior Tie	1929 Ford	J. O. Laub
First	1929 Ford	Steve Bohoriec
Second	1929 Ford	E. O. Hodges
Third	1929 Ford	Ed Rothenburg
<u>Class 21B</u>		
First	1929 Ford	Blaine McCampbell
Second	1929 Ford	Deotis McCann
Third	1929 Ford	Don Buffine
<u>Class 21C</u>		
Senior Tie	1931 Ford	James Rogue
Senior Tie	1930 Ford	Ernest P. Campbell
First	1931 Ford	Harold Sanders
Second	1931 Ford	Wayne Abalong
<u>Class 21D</u>		
Senior	1931 Ford	Levule Gier
First	1931 Ford	Lee Lee Turner
Second Tie	1930 Ford	J. O. (Sonny) Brown
Second Tie	1931 Ford	D. E. Sanderson
<u>Class 22A, 22B</u>		
First	1931 Ford	Ginny Kinsey
Second	1929 Ford Mail Truck	Jackie Totchy
<u>Class 23</u>		
First	1921 Ford	Raymond Tinney
Second	1926 Ahrens-Fox	City of Huntsville
<u>Class 24</u>		
Third	1922 Duesenberg Powered Speedster	Harriet Coble

"Winners" continued:

	<u>Year and Make</u>	<u>Owner</u>
<u>Special Interest</u> <u>1939-1940</u>		
First Tie	1946 Ford	Floyd Parker
First Tie	1946 Chevrolet	Tom Holley
Second Tie	1940 Ford	C. V. Collins
Second Tie	1940 Chevrolet	Thomas Lau
Third	1940 Ford	Ray Nelms
<u>Special Interest</u> <u>1949-1960</u>		
First	1957 Chevrolet	George Rose
Second Tie	1958 Cadillac	Jerry Benson
Second Tie	1957 Chevrolet	Tom Holley
Third	1956 Thunderbird	Joe Sanicora
<u>BEST OF SHOW</u>	1949 Ford 4-dr. sd. Murray Body	Tom Smith

CONGRATULATIONS TO ALL!!

Speaking of winners...the following people won the table decorations (ceramic high-top shoes, filled with a floral arrangement) that adorned the luncheon and banquet tables.

Knox Longshore	Bandy Gause
Wanda Hoag	Jaunita Lamb
Edile Pryor	

Lynne Jover was presented one of the decorations as a special "thanks" for the time and effort she put into creating the lovely decorations that added so much to the occasion. Thanks, again, to Lynne and all others who were involved in that project.

"Back Seat Driver"

(Board of Directors)

James Edward Beaver

Born September 24, 1922, in Giles County, Tennessee, James is a graduate of Giles County High School in Pulaski, Tennessee and Athens College in Athens, Alabama. He served three-years in the U. S. Army Air Force during World War II... spending two-years of that time in England and other parts of Europe.

Jim is married to the former Mary Pylant and they have one son, Freddie, who is in the U. S. Army...stationed at Carlisle Barracks, Pennsylvania.

Jim is employed by South Central Bell Telephone Company as a Data Systems Specialist.

The Beavers are in the process of restoring a 1930 Durant, four-door sedan. This is a family project...one that has proved to be a challenge, due to the fact there are so few Durants in the country. They think it is the only one in Alabama. The Beavers also own a 1941 Pontiac two-door sedan, a 1949 Packard four-door and have an interest in a 1925 Chrysler Coupe.

The Beavers are members of the West Huntsville Church of Christ, where James serves as a deacon and Educational Director for teenagers.

"The Nut Behind The Wheel"

(Chairman - Tennessee Valley Chapter)

Calvin Rogers

Born in Saltillo, Mississippi, on March 27, 1928, Calvin Rogers grew-up on a farm during the depression years. In addition to farming, logging and carpentry, Calvin took an early interest in mechanics...repairing bicycles and painting them with a brush. He also had three uncles who owned a garage and he enjoyed helping them whenever the occasion arose.

After many bicycles, Calvin owned an Indian 45 motorcycle.

He graduated from Saltillo High School and attended North West Mississippi Junior College.

Calvin bought the first car the family owned...a 1930 or 1931 Model A Ford...cut off and stripped down. His next car was a 1936 Ford two-door...with hydraulic brakes and shift on the steering column.

He spent two-years in the U. S. Army during the Korean Conflict, and was a butcher for Kroger Company for about twelve-years, in Memphis, Tennessee, Mississippi and Arkansas.

(Continued on next page)

"The Nut Behind The Wheel" continued:

In addition to his formal education, Calvin attended a six-month course in auto mechanics while he was in the armed services and after the service, he attended Trobans Auto College in Memphis.

Calvin is married to the former Jean Tines from Jackson, Tennessee and they have two sons...Philip, 19 and Paul, 14.

Employed by Mid-South Packers in Tupelo, Mississippi, as sales representative for North Alabama, Calvin came to Alabama in 1963 and he and his family now reside at 421 Seventh Avenue, N. W., Decatur, Alabama.

"Kode-O-Meter"

(A Gauge of Reaction)

Ladies Luncheon
by
Lavana Holley

If you didn't attend the ladies luncheon, held on June 10 and sponsored by the North Alabama Region AACA, you really missed something!

Good company was supplied by the more than forty ladies attending the luncheon in the Camellia Room of the Carriage Inn. Compliments go to the chef for the excellent Breast of Caponette.

The topper to this event was an interesting and very entertaining fashion show...coordinated by Barbara Becraft and Joyce Cross. A number of ladies modeled the fashions while Barbara Becraft did the narrating. To me, this was a most enjoyable luncheon.

FLIVVER FUNNY

An elderly man was driving down the street in his antique car when a traffic policeman signaled him to stop. Timidly, he pulled over to the curb. "It's all right," explained the policeman, "relax. I just want to see what it feels like to put my foot on a running board again."

THE ROAD MAP

1972 CALENDAR OF EVENTS

July 28-29 East Tennessee Region Meet-Gatlinburg, Tenn.
August 21-25 AACA Reliability Tour-Lake Geneva, Wisconsin
August 25-28 Muscle Shoals Antique Auto Club AACA Chapter
3rd Invitational Car Show and Flea Market...
Florence, Alabama.
Sept. 1-2 West Florida Region AACA 5th annual
invitational antique car meet-Pensacola, Fla.
Sept. 2 2nd Annual Firemen's Benefit Car Show-
Church Hill, Tennessee.
Sept. 8-9 Mid-Tennessee Region Meet-Red Boiling
Springs, Tennessee.
Sept. 30-
Oct. 1 Gadsden, Alabama Antique Auto Club's 8th
Annual Nocalula Falls Invitational Meet.
October 5-8 Eastern Division National Fall Meet-
Hershey, Penna.

CLASSIFIED ADS

FOR SALE - 1931 five-window coupe. Disassembled...
Restoration in process. Good front fenders.
Left wheel well. Rear fenders fair. Trunk lid,
doors and splash shields very good. Many new
mechanical parts. Cowl lights and headlights
very good. Original dual tail lights. Reason
for selling...bought another car...so time to
finish this one. \$600 invested...Will sell
for \$450 firm. Serious inquiries only, please.
Phone 859-1996.

FOR SALE - 1935 Ford sedan, with '42 engine and 1935
Ford coupe with engine, rough.
Gary E. Katzer - 1101 Tunlaw Ed., S. E.
Phone - 536-6170

FOR SALE - 1941 Buick clock. Fits in glove box lid.
\$7.50 or trade for Studebaker clock.
R.H. Elling
3603 Williamsburg Drive
Huntsville, Alabama, 35810
Phone - 659-2949

NORTH ALABAMA SECTION
ANTIQUE AUTOMOBILE CLUB OF AMERICA

MEETING NOTICE

Date: July 27, 1972

Time: 7:00 P.M.

Place: GEA Community Room
2601 Memorial Parkway, N.E.
Huntsville, Alabama

Program: Dr. Drain Coble will present a very
interesting and informative technical
program on "Plating".

Auto Antiquarian News
4813 Mastin Lake Road, N.E.
Huntsville, Alabama, 35810



-THIRD CLASS-

DENNIS MCCANN
2621 ROCKWELL RD. NW
HUNTSVILLE, ALA

35810