

Spoke Folks

Antique Automobile Club of America  North Alabama Region



Robbie Henslee'S 1977 Pontiac Trans Am brought home Second Place at the Celebration City Region of the AACA show in Shelbyville, Tennessee



President's Message

Jeff Slagle *President*

Greetings NAR Members,

Did you know that on May 26, 1927, the very last Ford Model T rolled off the assembly line in Highland Park, Michigan? It was the 15th million one produced and it marked the end of an era. The Model T wasn't just a car, it was the machine that changed the world. It started mass manufacturing, created a middle class, gave unskilled workers solid jobs, and helped launch labor unions. But more than that, it put average Americans on wheels. It was durable, affordable, and iconic. It was the Tin Lizzie. And its legacy lives on every time we fire up one of our classics.

Although the weather hasn't been very cooperative on the weekends, at least at the time of this writing, there's still been plenty of activity. NAR has had a strong showing all over North Alabama, and even Tennessee. Some of the events our members attended included the East Limestone High School Car Show, the Annual Mustang & All Ford Powered Show, the Elite Car Show, the Orphan Car Show, and the Kids to Love Car Show at Valhalla. On top of that, Robbie Henslee, along with his wife Angie, brought their 1977 Trans Am to the Celebration City Region AACA show in Shelbyville, Tennessee, where they proudly brought home a Second Place award, which is awesome. Congratulations to both!

We're also excited to invite everyone to two upcoming events this month. First is our monthly business meeting at the Museum of Information Explosion on Thursday, May 22nd at 7:00 p.m. We'll cover just a few updates, and we're thrilled to have Prin from AutoWorkz joining us as a guest speaker. He'll be sharing professional tips on maintaining vehicle paint and detailing, a great topic for anyone who wants their car looking its best heading into show season.

Then, just a few days later, we'll gather for our Annual Memorial Day Picnic at the home of Wayne & Kim Scites, located at 1277 Ready Section Road in Hazel Green, on Monday, May 26th from 12:00 p.m. to 4:00 p.m. Bring a chair, bring a side dish or dessert, and join us for an afternoon of good food, great company, and classic cars.

Looking ahead, we're already laying the groundwork for our NAR Annual Car Show this fall. We have the opportunity to host the best car show in the region, and it takes all of us working together to make it happen. We have a few key positions that will need someone to volunteer, including Sponsor-Program Coordinator, Volunteer Coordinator, and Trophy Coordinator. If you're willing to serve (or know someone who might be volunteered), please reach out to Dave, Chuck, or myself. Every helping hand makes a difference.

Let's keep building something special together. Whether you're polishing chrome, sharing your knowledge, or simply showing up with a smile, your presence matters. NAR isn't just a club; it's a community driven by passion, history, and heart. I'm proud of what we've done so far this year, and even more excited for what's still ahead.

Best Regards,
Jeff 

"Great cars bring us together—great people keep us together."

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facebook.com/groups/naraaca

Spoke Folks

Monthly Newsletter of the North Alabama Region
Antique Automobile Club of America

President	Jeff Slagle
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North Alabama Region



NAR Club Information

Member Milestones

May Birthdays

7 Jim Charette
12 Margaret Darnell
13 Jacqui Moore
16 Keith Kizer
17 Nell Owen
18 Claire Catanese
18 Lynn Nickey
25 Sherry Lowrey
17 Ronnie Chesser
30 Laurie Lawrence

May Anniversaries

24 Benny and Sue Pugh / 47 in 2025
25 Michael and Ellen Coleman / 51 in 2025
28 Randy and Nell Owen / 48 in 2025
31 Ed and Laurie Lawrence / 28 in 2025



June Birthdays

6 Mike O'Halloran
8 Carolyn Miller
10 Bob Vaughan
17 Terry Johnson
19 Marcia Snellen

June Anniversaries

4 Dan and Susan Wachtel / 14 in 2025
8 M.D. and Judy Smith / 64 in 2025
11 Dave and Fran Baswell
19 Chuck and Lynn Nickey / 49 in 2025
28 Gerald and Teri Moore / 39 in 2025

Member Health and Concerns

- Claire Catanese fell the day before Easter and broke two bones in her wrist that required surgery. She is on the mend.
- Linda and Bob Weidman's grandson (Willis Wise) died as the result of an accidental gunshot wound.

NAR Monthly Meeting Refreshments

22nd May *Drinks:* Dave Robertson / *Snacks:* Natalie Doumar
26th June **City Café** / 2003 Drake Ave., Huntsville, AL
24th July *Drinks:* Bob Vaughn / *Snacks:* Ed Lawrence
28th August *Drinks:* Dave Dunlap / *Snacks:* Kelly Entz
25th September **88 Buffet** / 6125 University Dr., Huntsville, AL
23rd October *Drinks:* Claire Catanese / *Snacks:* Ron Dion
20th November *Drinks:* Dave & Natalie Hoha / *Snacks:* Al & AnaClare Emmi
6th December **Christmas Party / Holiday Inn** / 5903 University Dr, Huntsville, AL

NAR Memorial Day Picnic

Date: 26 May 2025
Time: Noon to 4:00 p.m. / We will eat around 12:30 p.m.
Location: The home of Wayne and Kim Scites
1277 Ready Section Road, Hazel Green, Alabama



Provided, courtesy of Ole' Dad's BBQ in Hazel Green:

- 🌀 BBQ Pork and Chicken
- 🌀 Baked Beans
- 🌀 Green Beans
- 🌀 Potato Salad
- 🌀 Cole Slaw
- 🌀 Macaroni and Cheese

Please bring something to share – side dishes, drinks, desserts, etc.

Bring a chair in case we run low.

Drive your antique car!

Photos from the Orphan Car Show hosted by the North Alabama Chapter of the Studebaker Driver's Club, which featured, among other interesting cars, a Meteor, which was a car built by Ford in Canada.



Harry Trumbull and Al Emmi attended the 10th Annual Cruisin' for a Cure for Huntington's Disease at the Rock Family Worship Center in Fayetteville, TN. It was a pretty good showing with over 70 cars, many door prizes, and silent auction. The weather cooperated and it was a good time. I came away with Greg's Choice Award. Greg is the young man who has Huntington's disease and really enjoys the cars. Some more than others!



East Limestone High School car show participants and winners, 3 May 2025, a rainy day for the cars.



Built in 1896 and Still Running

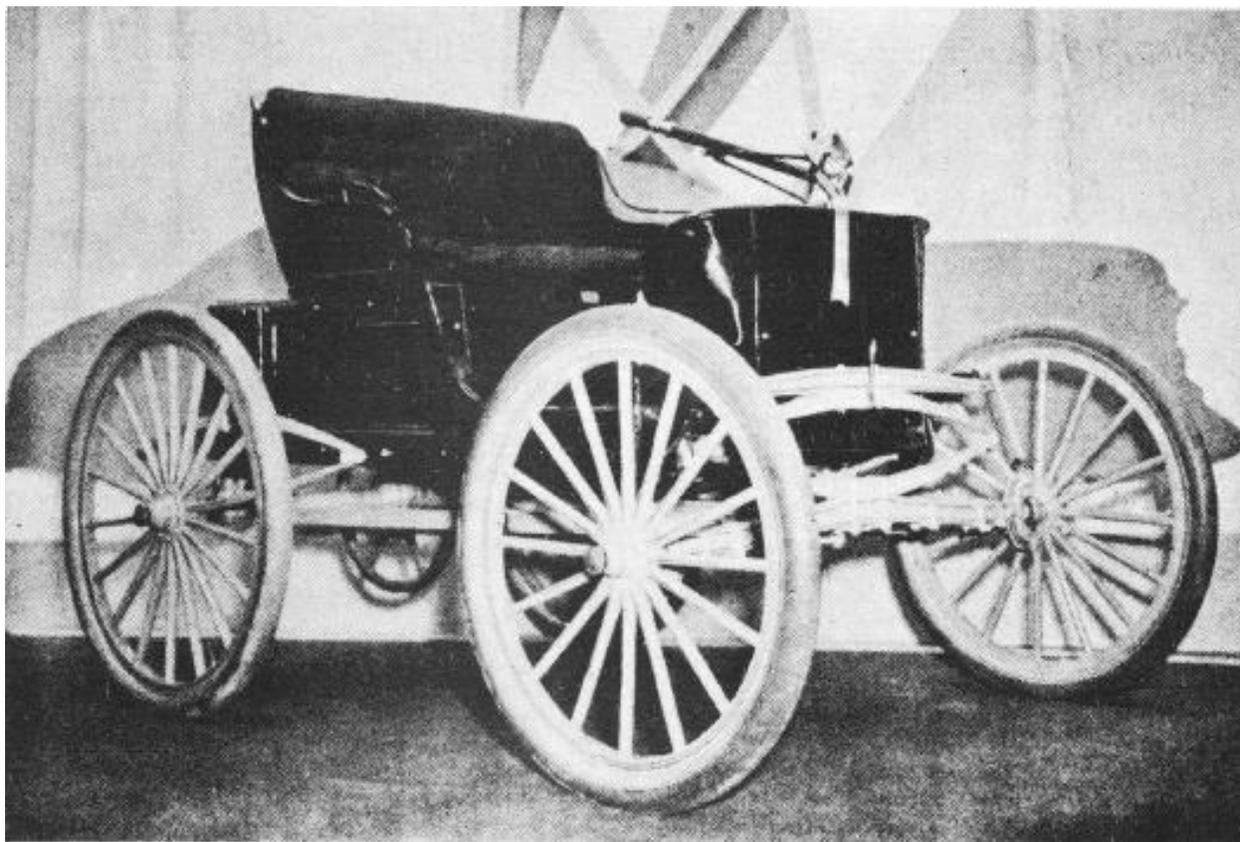
NAR Auto Antiquarian News - April 1967

1896 Duryea Motor Wagon

We join with Bill Jackson, Editor of the *Antique Automobile*, in paying tribute to J. Frank Duryea, automotive pioneer who passed away on 15 February 1967, in Madison, Connecticut, at the age of 97 years. The name of Duryea is revered.

This two-cylinder car was built in Springfield, Massachusetts, by the Duryea Motor Wagon Company, Incorporated, on September 21, 1895, the first corporation in the United States established to manufacture automobiles.

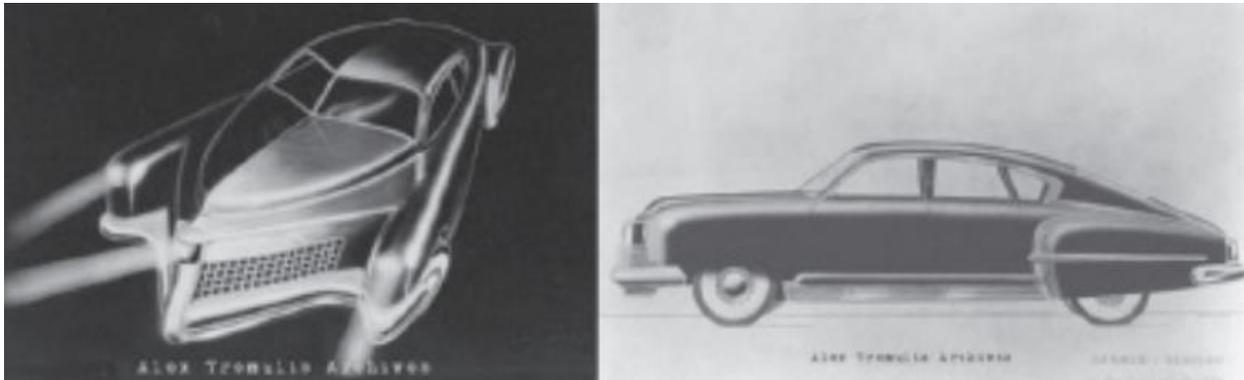
It was one of thirteen which constituted the first production run of automobiles in this country. The first purchasers included George H. Morrill of Norwood, Massachusetts, and Fiske Warren of Harvard, Mass.



Styling Spotlight: The Tucker 48's Unique Front Fenders

Author Steve Tremulis is a biomedical engineer and an inventor with more than 50 patents. He is the nephew of Alex Tremulis, Preston Tucker's Chief Stylist for the Tucker 48. Also he is curator of his uncle's incredible archive of photos, drawings, speeches, and models spanning over a half century of automobile design.

The Tucker's styling has sparked many opinions and descriptions throughout the decades. There appears to be little room for indifference. Either you love it or hate it. At its June 18, 1947 unveiling, one of the attending reporters described what it was like to first see Preston Tucker's car of tomorrow: "In an expectant hush suitable to so historic an event, the curtains of an improvised platform parted, revealing to the accompaniment of pleased gasps a maroon teardrop creation so low and sweeping in its lines that one reporter wrote, 'It looks as if it's going 90 even while standing still.' About as long as a Cadillac, it had a third, 'Cyclops eye,' headlight planted in the middle of the nose. The front bumper looked like the horns of a Texas steer, and the front fenders curved like the half-folded wings of a hovering bird." As with most iconic designs, those fenders have a compelling story of their own.



January 1946: Tremulis' initial renderings of the steerable "cyclops" headlight and the elimination of the pontoon fenders.

The drama surrounding the rise and fall of the Tucker Corporation and its impact on society has been told many times over in books and in film, but there's a fascinating origin to those unique front fenders that dates back over a decade before their debut on the Tucker 48 that has yet to be told, until now.

Continued

A Real Designer

Their origins can be traced back to a future Automotive Hall of Fame stylist still cutting his teeth in the styling world. Alex Tremulis pursued his passion for drawing cars by playing hooky from school, but unlike most kids with a day off, Tremulis spent his time at the dealerships for Stutz and Duesenberg, drawing the magnificent automobiles displayed in their Michigan Avenue showrooms on Chicago's famed "Motor Row." His talents were soon recognized by Donn Hogan, the sales manager at Auburn-Cord-Duesenberg. At the ultra-luxury dealership, you didn't just buy a Duesenberg off the showroom floor, rather you would buy the Duesenberg chassis and a special coach builder would design and build the custom bodywork to your liking. Using Tremulis as the local illustrator, Hogan could bypass the time it would normally take to send a customer's ideas to the Indianapolis-based headquarters for a drawing and have a sketch in the customer's hands the very next day. Tremulis was paid \$1.00 for a pencil sketch and \$2.50 for a rendering in color. To the fledgling designer, even one dollar was a huge increase in pay over the 10 cents an hour he was paid for shoveling rotten fruit out of grocery vendors. With his first real paying job, he said "Now I am a designer" and never looked back.

Influence of the Masters

Within a couple of years, Tremulis eventually found steady work under the great Gordon Buehrig at Auburn, learning the ropes from the master. He proved to be a fast learner and a talented artist. So much so that when Buehrig left Auburn in 1936, Tremulis was promoted to Chief Stylist at the age of 22. Buehrig, however, wouldn't be the only automobile designer to influence the young stylist. In his search for a more reliable income, Tremulis had found his way into the styling studios at Briggs Manufacturing in Detroit, where he was brought in under the tutelage of another noted designer, John Tjaarda. It would be his first of several stints at Briggs and LeBaron.

At the time, Briggs was best known for building the bodies for several car companies including Ford and Chrysler under the LeBaron nameplate. Edsel Ford often sought refuge in the design work at Briggs as it offered a welcome relief from the tight reigns Henry Ford kept on his son's styling ideas. Luckily, Tjaarda tasked Tremulis with putting down on paper the styling discussions that Edsel Ford would have with Tjaarda's staff. Tremulis recalled one discussion with Edsel Ford about the value of the horizontal beltline in creating the image of a longer, lower body design. Ford demonstrated the illusion by folding a sketch and illuminating it by candlelight at various angles, a moment that would leave an everlasting image in the psyche of Tremulis. It would be one of Tjaarda's earlier designs for Ford, however, that would surely have as much an influence on Tremulis as any of Edsel Ford's tricks of the trade. In the 1920s Tjaarda pursued a series of ultra-streamlined automobiles he called the Sterkenburgs, visually similar to the design of Hans Ledwinka's Tatra. Tjaarda's Sterkenburgs were also seen as aerodynamic as their rear-engine designs allowed for an overall teardrop shape to cheat the wind.

Continued



Hans Ledwinka, designer of the Tatra, often compared to the styling of the Tucker 48.



John Tjaarda with his 1933 rear-engine Sterkenburg prototype, "The Briggs Dream Car".

By 1933 he had refined the Sterkenburg into a prototype that was presented by Ford at the 1933-34 World's Fair in Chicago. Dubbed "The Briggs Dream Car", it could be considered as one of the very first concept cars shown to the public to judge viewer reactions. Ford liked what they both saw and heard and pursued the concept, although they felt it would be better accepted by the general public with the engine located up front under the Lincoln nameplate. The task of modifying the front end to accept the more conventional engine placement would go to the talented Bob Gregorie, but most of the design credit for the 1936 Lincoln Zephyr would rightly go to Tjaarda.

Tremulis later compared John Tjaarda to Preston Tucker as "a tireless proponent of the rear-engined automobile, whose enthusiasm for the principle reduced every other configuration to the status of a Napoleonic coach." The advantages Tjaarda saw in a rear engine placement were not lost on Tremulis, and he quickly became a disciple.



1936 Lincoln Zephyr.

Rear Engine Placement

With the weight of the engine in the back over the drive wheels, traction and stability would be greatly improved. No driveshaft running the length of the car meant no hump running through the passenger compartment, leaving more room for travelers to stretch their legs. Engine noise and the mechanics of transferring power were located well behind the driver, resulting in a quieter ride. With these benefits in mind, in February of 1936, Tremulis drew up his own proposal for Briggs based on Tjaarda's philosophy. His rendering of an aerodynamic bubble-topped, rear-engined concept was nothing short of spectacular. It would be this rendering that Tremulis would later reference while sketching out his ideas for Tucker's winged fenders, but first the world would have to grapple with the looming international conflict destined to impact so many lives.

[Read The Original Story: Reflections Winter 2022](#)

The War Years

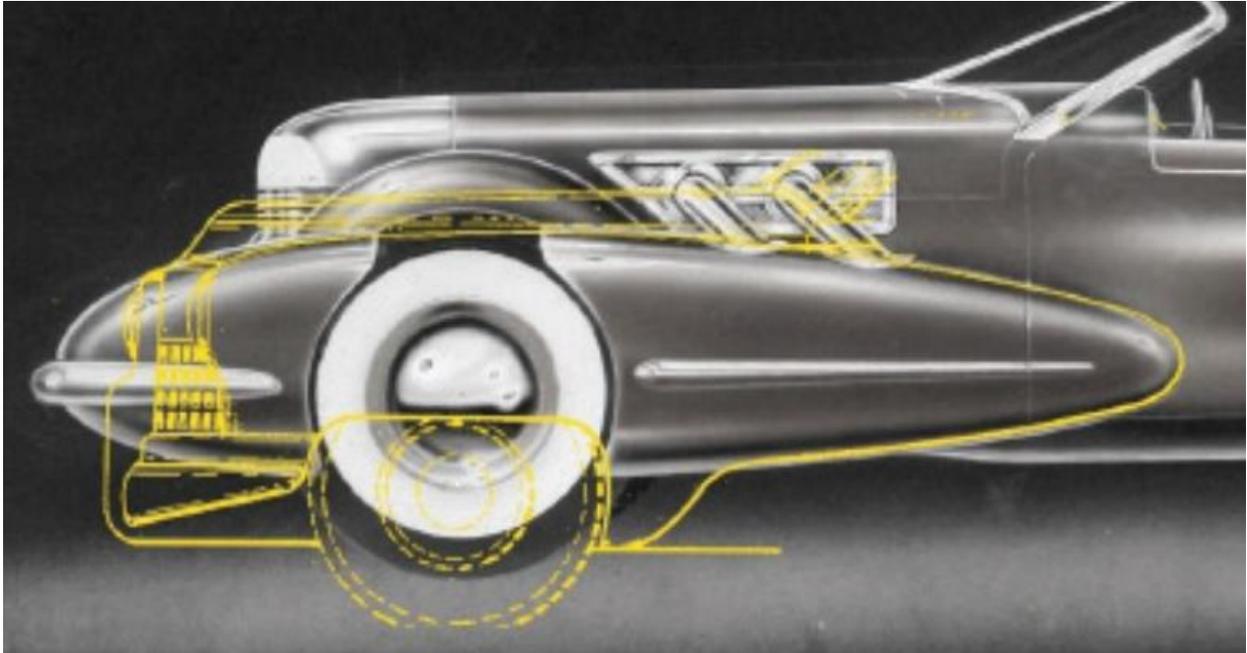
World War II brought a temporary suspension of all automobile manufacturing and a focus towards supporting the war effort. In February of 1942, General Motors, Ford, Chrysler, and all other car manufacturers mothballed their civilian automobile tooling in order to produce aircraft, tanks, jeeps, ships, and the millions of accessories needed to win a war.

It wasn't until 1945 that the resumption of manufacturing cars for the general public would resume, albeit rather slowly. It would take until 1949 for production to equal its pre-war 1941 levels even though the pent-up demand for new cars was considerable. The tooling used to meet the consumers' demand, however, was the same tooling that was placed in storage before the shutdown, meaning that your new car after the war was essentially identical to the car you had before the war. This left a tremendous opportunity for a new car manufacturer to create a new design without having to rely on old tooling to meet the demand created by the shutdown.

Continued

Enter Preston Tucker

Enter Preston Tucker with a futuristic “Car of Tomorrow” that grabbed the attention of every new car buyer. It wasn’t a hard sell: Would you rather buy a new car that still looked like that old broken-down car in your garage, or step into the future with a sleek, new design with novel features not found in most of its contemporaries? The new Tucker would indeed capture the imagination of an entire nation through both advertising and word of mouth. And it would be the new streamlined Tucker, with its rear-engine layout and “a series of spectacular engineering innovations”, that would prompt Alex Tremulis to schedule an appointment with Preston Tucker. Little did Tremulis know at the time, but Preston Tucker’s initial stylist for Tucker’s “Torpedo”, George Lawson, had left the company months earlier, leaving a void within the design department.



A comparison of the Cord fender with the March 1947 patent illustration (yellow overlay) for the Tucker automobile showing identical contour and dimensions.

Indeed, Tucker was behind in showing progress on his new car. In September 1946, Preston Tucker had promised a prototype car by Christmas. In October, he again promised a prototype demonstrator would be ready by the first of the new year. So, when Tremulis met with Tucker in December, the timing was perfect to bring in his fresh ideas, and he wasted no time in creating the first prototype, the “Tin Goose”. But first, a new design had to be created, roughly based on images and a 1:4 scale model that Lawson had provided. As Alex Tremulis recalled, “One of the first problems I had to overcome was to convince Tucker that the movable front fenders had to go.” Time was of the essence and the engineering difficulties in sorting out Lawson’s cycle fenders did not support Preston Tucker’s desire to have a prototype built within 60 days. So Tremulis re-designed the car with conventional fixed fenders and made the center headlight turn with the wheels instead of the movable fenders. Tremulis’ elegantly simple solution retained the safety factor of being able to see where you’re turning, yet significantly shortened the timeline to completion of the first prototype.

Continued

Tremulis Leads To Prototype Design

Along with the deletion of the steerable fenders, he also eliminated the flowing pontoons from his first initial series of drawings as he felt they were already dated. Preston Tucker, however, liked the first fenders and felt first impressions were usually correct, so the unique pontoons stayed. A great decision, as these characteristic fenders would forever be identified with Tucker cars. With these design changes also came a new name: The Tucker 48. Gone was the Torpedo name as it was decided that the explosive reference was too reminiscent of the horrors of the war just ended.

That brings us back to those unique “half-folded wing” fenders where a glimpse into Tremulis’ design studio completes the story. A vintage photo of Tremulis in the Tucker automotive styling studio shows a wall of renderings that not only illustrate new Tucker concepts but also include a few drawings from Tremulis’ past. One such drawing, in particular, harkens back to his days at Auburn-Cord-Duesenberg. He had conceptualized what he thought would have been a natural progression for the supercharged line of Cord automobiles had the company survived.



1948: Alex Tremulis in his Tucker styling studio with the Cord rendering seen to his right.
“A room hung with pictures is a room hung with thoughts” – Sir Joshua Reynolds, 1723-1792

The beautiful rendering not only includes Tremulis’ original contributions to the supercharged Cord 812 with the external exhausts but also includes a sweeping pontoon front fender much lower in profile and more streamlined than on the original Cord. But a closer look reveals significant insight into the mind of the stylist: When compared to the March 1947 illustration used for the Tucker patent application, the fender has precisely the same contour and dimensions as those on the Tucker 48. Throughout the following months of development, the curves were slightly refined, but the basic shape from the Cord remained.

The unique Tucker fenders, so readily identified with the “Car of Tomorrow”, ended up being inspired by the Briggs bubble top and, for all practical purposes, came straight off a supercharged Cord.

A Final Thought

And that completes the story of how the winged fenders came to be. But, as with all “new” designs, the development of each of the other notable features of the Tucker also tells similar stories of how they came about. As the master portrait artist from the 18th century, Sir Joshua Reynolds, so astutely noted: “Invention, strictly speaking, is little more than a new combination of those images which have been previously gathered and deposited in the memory. Nothing can be made of nothing; he who has laid up no materials can produce no combinations.”

2025 Calendar of Events

For event detail see: nar-aaca.org/shows.php

May

- 17 [HPT Cars & Coffee](#) / Stovehouse / Huntsville, AL / 7:30 am to 10:00 am
- 17 [3rd Saturday Cruise In Rick's BBQ](#) / Rick's Barbecue / Ardmore, TN / 5:00 pm to 8:00 pm
- 17 [Chapman Pool Open House and Car Show](#) / Pettus Drive / Huntsville, AL / 12:00 pm to 3:00 pm
- 17 [Chadwick Foundation Inaugural Benefit Car Show](#) / McFarland Park / Florence, AL / 8:00 am
- 17 [Legends Showcase](#) / Ditto Landing / Huntsville, AL / 12:30 pm
- 17 [4th Annual Patriot Car Show](#) / Bob Jones High School North Lot / Madison, AL / 12:00 pm to 3:00 pm
- 17 [Fraternal Order of Eagles Car Show](#) / Eagles Lodge / 2500 10th Street / Huntsville, AL / 10:00 am to 3:00 pm
- 18 [RCMC Sonic Cruise-In](#) / Sonic Drive-In County Line Road / Madison, AL / 2:00 pm to 4:00 pm
- 22 [NAR / AACA Meeting](#) / SIGNAL Museum of Information Explosion / Huntsville, AL / 7:00 pm
- 24 [14th Semi-Annual Pack the Park Car/Truck/Bike Show](#) / Winchester, TN / 10:00 am to 4:00 pm
- 24 [Point Mallard Auto Expo](#) / Point Mallard / Decatur, AL / 8:00 am to 2:00 pm
- 26 [NAR Memorial Day Picnic](#) / 1277 Ready Section Road / Hazel Green, AL / 12:00 pm to 4:00 pm
- 31 [22nd Annual Eurobrit AL Auto and Bike Expo 2025](#) / Dublin Park/ Madison, AL / 9:00 pm to 2:00 pm
- 31 [Cullman County Relay for Life Benefit Car Show](#) / Depot Park / Cullman, AL / 5:00 pm to 10:00 pm

June

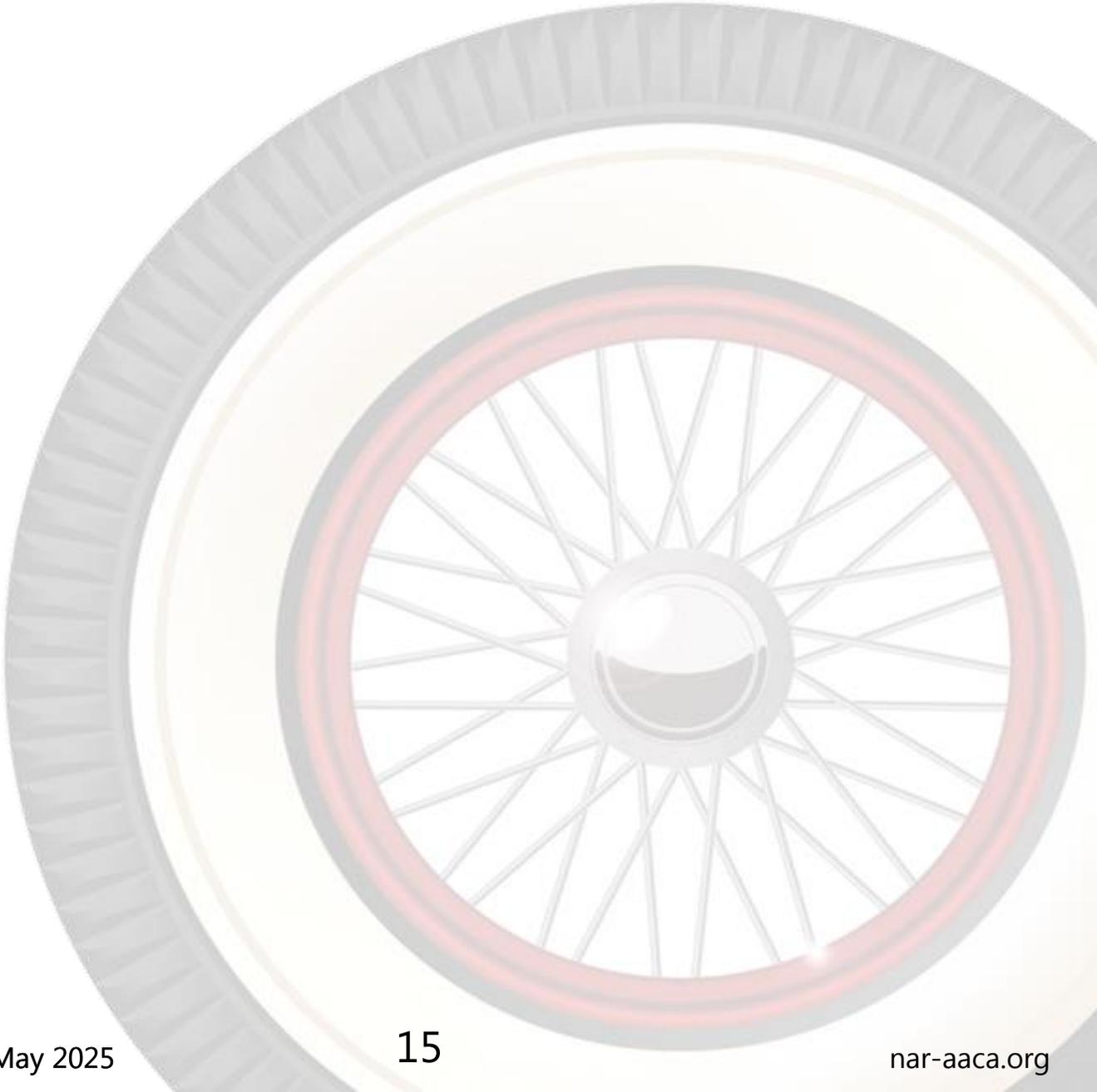
- 1-7 [AACA Vintage Tours](#) / Southern/Eastern Pennsylvania
- 4 [1st Wednesday Car Meet](#) / Village of Providence / Huntsville, AL / 5:00 pm to 9:00 pm
- 7 [Cars & Coffee](#) / MidCity / Huntsville, AL / 8:00 am to 10:00 am
- 7 [54th Annual Street Rod Show](#) / Spring Park / Tuscumbia, AL / 7:00 am to 2:00 pm
- 7 [250th Army Birthday Celebration](#) / Redstone Gateway / Huntsville, AL / 3:00 pm to 9:00 pm
- 7 [Tim's Ford Region AACA 56th Annual Car Show](#) / North Middle School / Winchester, TN / 8:00 am to 12:00 pm
- 7 [20th Annual Charity Car Show](#) / Cabela Drive / Huntsville, AL / 9:00 am to 1:00 pm
- 10 [Charity Classic Cruise-In](#) / Tullahoma, TN / 5:00 pm to 8:00 pm
- 14 [Priceville Cars & Coffee](#) / Morgan County Veterans Memorial / Decatur, AL / 8:00 am to 11:00 am
- 14 [11th Annual Car Show](#) / St. Rebecca P. B. Church / Hazel Green, AL / 9:00 am to 1:00 am
- 14 [2nd Saturday Cars & Coffee](#) / Old Towne Café / Ardmore, AL / 8:00 am to 10:00 am
- 14 [MoPARs by the Lake](#) / Sportsman Lake Road / Cullman, AL / 8:00 am to 3:00 pm
- 14 [Annual Marshall County Sheriff's Reserves Car Show](#) / Marshall County Park #1 / Guntersville, AL / 8:00 am to 1:00 pm
- 14 [21st Annual Calvacade of Antique Cars](#) / From Summertown, TN 10:00 am to St. Joe, TN 3:00 pm

2025 Calendar of Events

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June

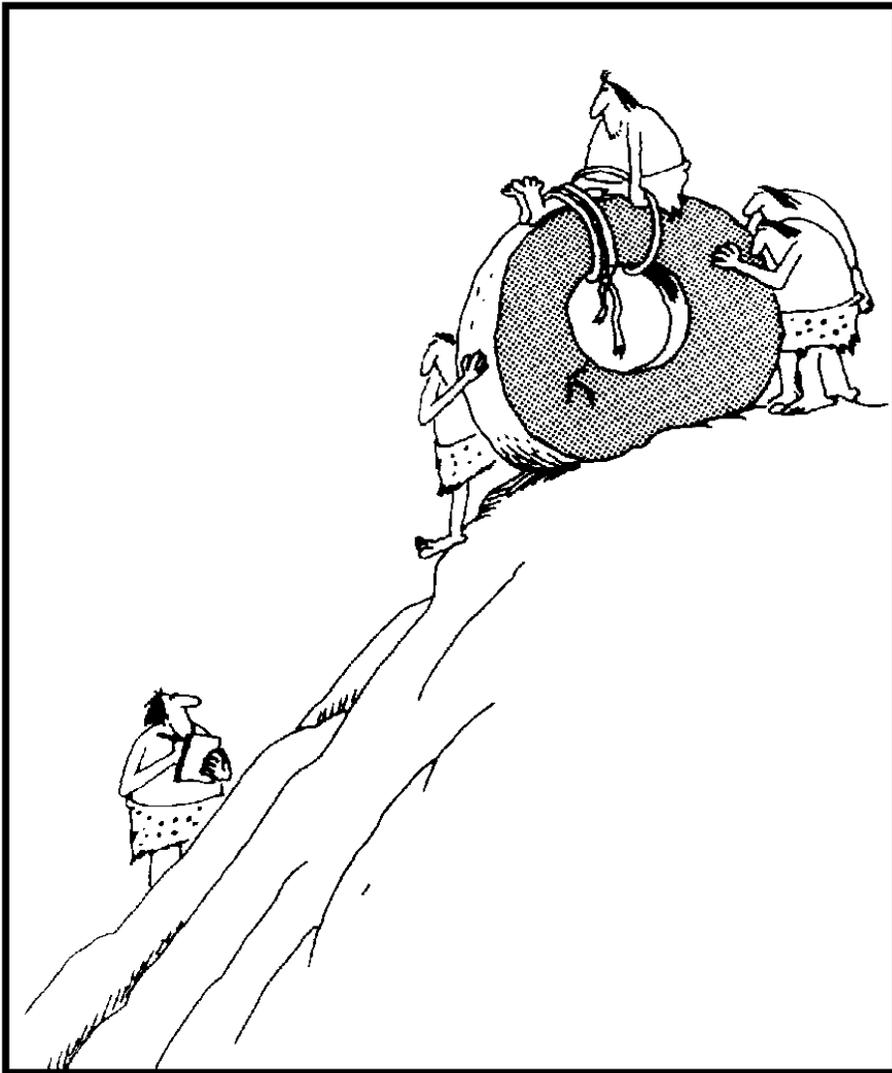
- 21 [HPT Cars & Coffee](#) / Stovehouse / Huntsville, AL / 7:30 am to 10:00 am
- 21 [3rd Saturday Cruise In Rick's BBQ](#) / Rick's Barbecue / Ardmore, TN / 5:00 pm to 8:00 pm
- 21 [18th Annual Car Show & Swap Meet](#) / Huntsville Cave Rescue / Monte Sano State Park Picnic Area / Huntsville, TN / 8:00 am to 12:00 pm
- 21 [Rocky Acres Cruise-In](#) / 2141 Hwy 55W / Hartselle, AL / 4:00 pm to 8:00 pm
- 22 [Legacy Crew Cars 'n Tacos](#) / Chihuahua Mexican Restaurant / Priceville, AL / 6:00 pm to 9:00 pm
- 22 [RCMC Sonic Cruise-In](#) / Sonic Drive-In County Line Road / Madison, AL / 2:00 pm to 4:00 pm
- 26 [NAR / AACA Club Dinner](#) / City Café / Huntsville, AL / 6:00 pm
- 28 [38th Annual Helen Keller Festival Car & Truck Show](#) / Tuscumbia, AL / 8:00 am to 2:00 pm



AACA National Calendar

Upcoming AACA 2025 National Calendar

June 1-7	Vintage Tour – Southern/Eastern Pennsylvania
July 2-5	Central Springs Nationals – Auburn, IN
July 24-26	Grand Nationals / Zenith – Dayton, OH
September 7-12	Revival AAA Glidden Tour® – Owensboro, KY
September 18-20	Southeastern Fall Nationals – Corydon, IN
October 7-10	Eastern Fall Meet – Hershey, PA
October 22-25	Central Fall Nationals – Galveston, TX



Early experiments in transportation





The North Alabama Region of the Antique Automobile Club of America



Membership Application / Renewal

Local dues are \$20 per year (Including monthly newsletter). Please bring this application to a meeting or mail it and a check made out to NAR to:

North Alabama Region - AACA
c/o Dave Robertson, 3503 Rolphmire Lane, Madison, AL 35757

Name/Spouse's Name _____

Child(ren)'s Name(s) _____

Address _____

City / State / Zip Code _____

Phone Number(s) _____

Email Address _____

Birthday / Anniversary (Optional) _____

Member Sponsor (Optional) _____

AACA Number _____

Membership in the Antique Automobile Club of America (AACA) is required. If you are not currently an AACA member, please let us know and we will send you a membership application or go to www.aaca.org to apply online. Dues are \$45/year or \$700/life including bi-monthly newsletter. Student membership is \$12/year.

Signature _____

Antique Vehicles Owned (Optional)

Year	Make	Model	Body Style
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

For more information about the club contact the President, Jeff Slagle (256) 679-9775
or visit the club website at <https://nar-aaca.org>