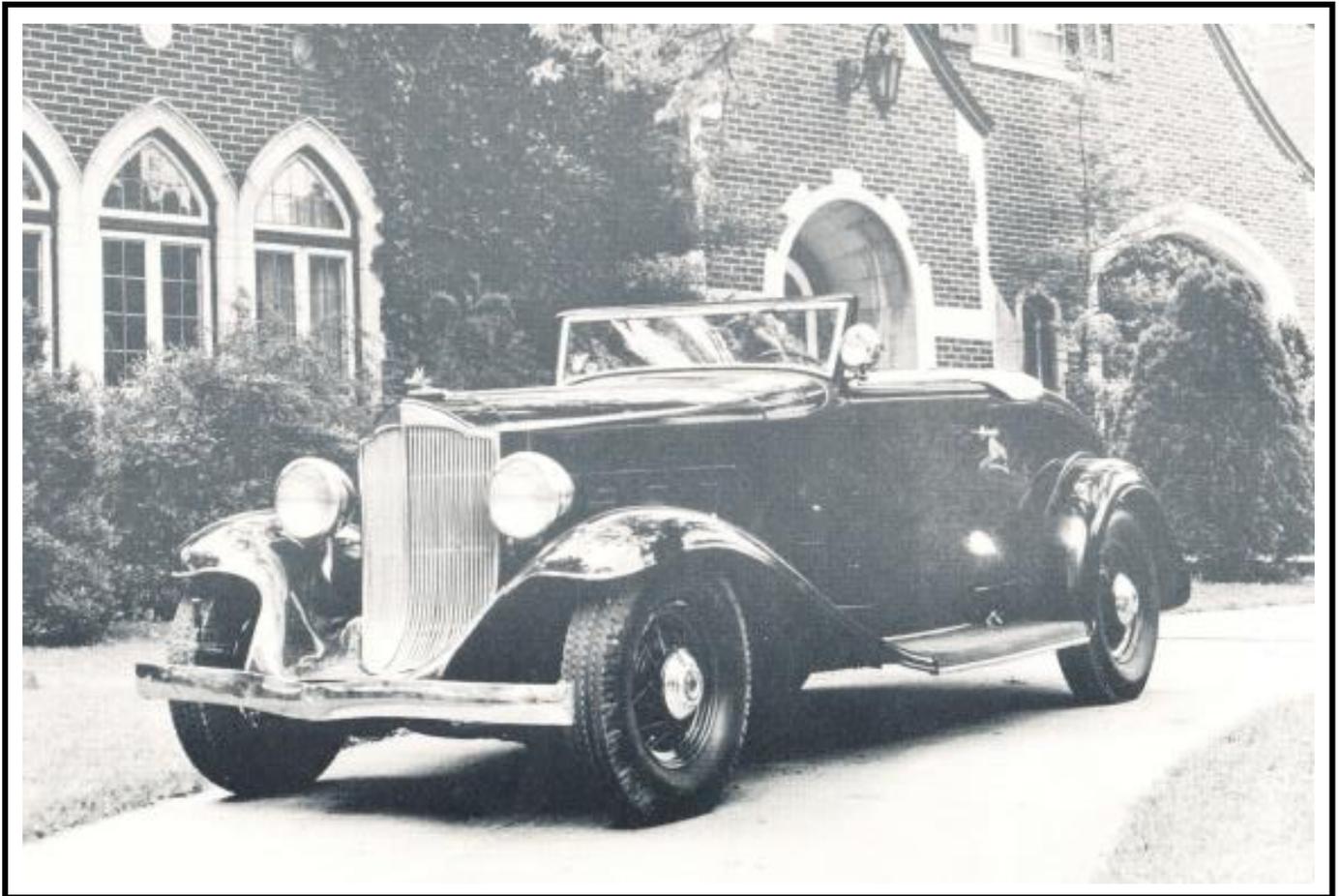


Spoke



Folks

Antique Automobile Club of America  North Alabama Region



1933 Ninth Series Packard / Model 900 / Coupe Roadster / Page 4 Article



President's Message

Bob Ferenc *President*

Greetings to all!

And welcome to the start of the 2026 car show and cruise season. Now that the cold weather is almost behind us, it's time to dust off our rides, polish the paint, fill the tank and get ready to rock and roll!

For automotive enthusiasts, summer not only brings sunshine and warm weather but also an abundance of car shows and the opportunity to "ooh" and "ahh" as well as bond over beautiful, well-cared-for automobiles from the past to the present.

In the beginning, the first big, recorded US car show was on November 3, 1900, at Madison Square Gardens in NYC where 31 cars were on display and 10,000 people attended the event. Back then a handmade car cost \$1000.00, a high price back then.

I would like to thank everyone who attended February's meeting. Once again, we had a great turnout, and everyone enjoyed the snacks, drinks and spirited discussions. The November car show presentation was by Dave Robertson and is already shaping up to be a huge success. We DO need volunteers. So, get with an officer or board member and let them know you're available. With over 34 members present, our meeting was a true success.

March is already becoming a busy and exciting month. Let's start with the St Patrick's Parade on March 14. This is a NAR tradition, and we need to show up in full force. We still need a few cars especially convertibles so email Ana or me as soon as you can.

March 21 is our first road trip of the year to Franklin Tennessee. We will be touring the private collection of Willis Johnson, founder of Copart. This is a magnificent collection of vehicles, signage, and everything automotive. We will be meeting earlier that morning for brunch (details to follow) and then proceed to the museum. This is a DO NOT MISS event.

A club favorite is our March dinner meeting on March 26, at Phil Sandoval's in Madison at 6pm. Last year we had one of the largest turnouts, so get there early.

FYI, cruise-ins and shows have already started. From Mid-City to Priceville to local shows. There is a variety to everyone's likings so pick a show, grab a member or non-member (turn them into a member) and enjoy the day. Don't forget to wear your club gear.

Our club has a rich history, built on the dedication and passion of those who came before us. Their hard work and vision have created a strong foundation. Our success has always been rooted in our shared values and common goals. Whether we are focused on community service, personal development, or simply having fun, it is these core principles that unite us.

So, have fun this season, enjoy the cars, the weather and the many friendships we share, old and new. And as always, be safe out there.

"Life Is Too Short to Drive Boring Cars."

Bob 

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[facebook.com/groups/naraaca](https://www.facebook.com/groups/naraaca)

<https://nar-aaca.org>

Spoke Folks

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

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North Alabama Region



NAR Club Information

Member Milestones

March Birthdays

1 Martha Dion
6 Sally Barnett
13 Wayne Shaw
17 Sherry King
21 Russell Lowery
29 Greg Stefanovic

April Birthdays

4 Danny Barger
5 John Kleyer
8 Shannon Johnson
7 Jim Stutts
19 Roger Mays
25 Doug Swartz

March Anniversaries

16 Kyle and Savannah Owen
24 Russell and Sherry King

April Anniversaries

1 Harry and Debi Trumbull / 48 in 2026
25 Bob and Linda Weidman / 62 in 2026

49th Annual Ellen McAnelly St. Patrick's Day Parade

Date: Saturday, 14 March 2026

Time: 11:00 am

Location: Lot K / Holmes Ave. and Woodson St.

Contact: Jeff Slagle

Phone: (256) 679-9775

Email: jhslagle@me.com

The St. Patrick's Day Parade has traditionally been a fun event and a great way for our club to start the year. NAR has been asked for members with convertibles to escort the parade dignitaries. Please contact Jeff Slagle if you and your convertible and would like to escort a parade dignitary. Also, members without convertibles, please contact Jeff Slagle for NAR vehicle participation coordination.

Willis Johnson Vehicle Collection / Franklin, Tennessee

Date: Saturday, 21 March 2026

Time: 8:30 a.m.

Location: Cracker Barrel / 4210 Common Court, Franklin, TN, I-65 Exit 65, Hwy 96

Note: Wear club gear and Please **NO political apparel**

NAR Quarterly Dinner Meeting

Date: Thursday, 26 March 2026

Time: 6:00 p.m. to 7:30 p.m.

Location: **Phil Sandoval's** / 8217 Hwy 72 West, Madison, AL 35758-9571

Ninth Series Packard, Model 900 Coupe Roadster / NAR 1969

The beautiful Packard exquisitely pictured is the recent purchase of Dr. L. H. Becraft and family, 1705 Wilma Circle SE, Huntsville, Ala.

The roadster, as commonly called, sold new March 1933 in Richmond, VA., and finally to Doc in Lima, Ohio. When the car was on its way to Huntsville, it was involved in a minor accident which resulted in considerable damage to the left rear of the car. If anyone has an old Ninth Series tail light they don't need, give Doc a call. He probably has something to trade for it.

The Ninth Series, Light Eight, was produced from Jan. 9, 1932 through Jan 5, 1933 and resulted in 6,750 cars of four body styles, coupe, coupe roadster, coupe sedan, and sedan. The factory list price of the Light Eight was \$1,795, except the sedan which was \$1750. All the Model 900 Packard's had a 127 inch wheelbase and weight about 4,000 pounds. The engine of the Light Eight is an 8 cylinder, 320 cubic inch, 33/16 bore, 5 inch stroke, producing 110 horsepower.

The January 1932 Automobile Show held in the many Manhattan hotel lobbies was strictly a window shopping affair for most of the motoring public. Cars were bigger and heavier. Packard, Auburn, Lincoln, and Pierce Arrows had new twelve cylinder models. Most had been previously announced. Convertibles with disappearing tops were a new trend. Inside visors began to replace outside shades in an effort to decrease wind resistance. Buick, Cadillac, Chrysler, Desoto, Dodge, LaSalle, and Packard introduced automatic-operated chokes. Ford was again mad at the world and was having his own private show crosstown. This was the year that Ford introduced the famous Ford V-8. This car would start the trend to inexpensive high-Speed transportation. It would also spawn a new speed equipment industry.

At the official auto show, Packard presented the new Model 900 Light Eight. It was the first truly fine car ever produced to sell below \$2,000. It was Packard's attempt at invading the medium-price field. It was a Standard Eight engine, the angle set rear, which first appeared in tis model, two shoe brakes with a starwheel adjustment, 700x17 wheels, an electric gas gauge, and solenoid-operated starter switch. It in not considered a classic in CCCA, but it is in AACA. With the exception of the engine, it had little in common even with the Standard Eight. Unfortunately, from a factory cost standpoint, it was a failure. It cost almost as much to build as a Standard Eight Sedan and sold for \$690 less. Since there was a \$500 markup on manufacturer's cost to the dealer, the factory, in order to protect the dealer's markup, had to sell the cars at just about factory cost.

Since manufacturers are not in business for their health, management decided it just didn't have the know-how and the techniques of the bucket shop to accomplish low-cost volume production. The new plan was to cease production on the 900, institute an executive recruitment program to spirit away from General Motors and Ford a few brains who knew the bucket mill techniques, and have a new medium-priced car on the market in two years. It was a tall order needed to survive. The 120 which was introduced in 1935 was the medium-priced car in reference.

Full credit is given to Mr. Robert E. Turnquist, Author of "The Packard Story", for the information contained in this article. Anyone that has not read this truly fine book should certainly do so.

Fire Extinguishers – What’s the Dig Deal?

So, when’s the last time you saw flames erupt at a car show, right? Other than ones painted on a rod.

Well, in my experience, I’m happy to have had an extinguisher handy when I needed it. A number of years ago, I set out for a local cruise night in my 1963 Imperial. As I maneuvered into a parking space, a soft bang and a loss of much-needed steering boost resulted from the high pressure hose bursting. Hot steering fluid sprayed on a hot exhaust manifold meant flames and not the painted kind. I suppose I could have run over to the Home Depot and bought an extinguisher and I might have beat the Fire Department to the scene.

As I had an extinguisher on the floor by the passenger seat, I was able to quickly douse the flames with minimal collateral damage. I drove the car home and did not make the 10 o’clock news.

At a meet in Nebraska, while a steam car was being fired up, some leaking gas caught fire. Not a big conflagration, but nearby extinguishers kept a disaster at bay. So another good reason to have a fully charged fire extinguisher at the ready is to keep someone else’s problem from spreading to your car.

I know some like to keep their extinguisher in the trunk, even held in by a bracket. I have a challenge for you. Have a friend time you as you start from the drivers seat, grab the keys, run around back, open the trunk and free the fire extinguisher from its’ bracket and then head back up front to where the problem is. Compare that to reaching under the seat to grab the extinguisher. The cost of a five pound fire extinguisher is nothing compared to the damage that can be prevented when it’s available to put to use immediately.

So, you have one for the kitchen, on the way to the basement and one or more hanging in the garage, right?

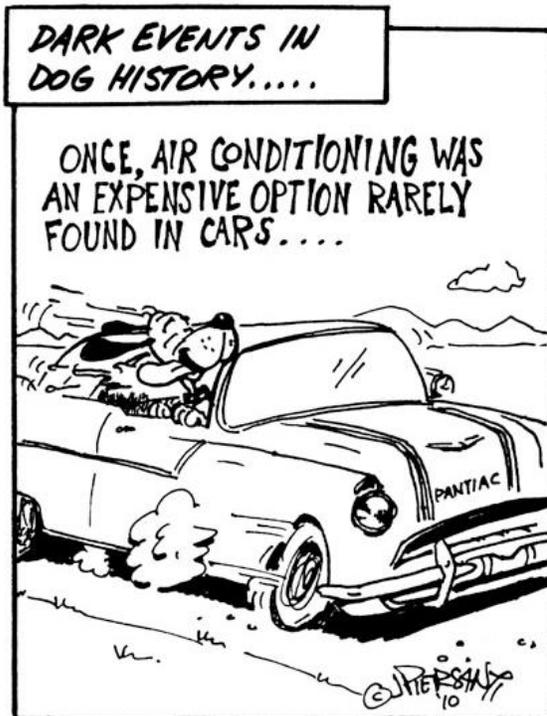


AACA 2026 National Calendar

Please verify prior to making plans to attend any event listed.

<https://aaca.org/events/category/aaca-national-calendar/>

Mar 19-21	Special Nationals – Puerto Rico
Mar 26-28	Winter Nationals – Cartersville, GA
Apr 9-11	Southeastern Spring Nationals – Charlotte, NC
Apr 23-25	Annual Grand Nationals / Western Spring Nationals – Las Vegas, NV
May 28-30	Eastern Spring Nationals – Indiana, PA
Jun 11-13	Southeastern Fall Nationals – Oak Ridge, TN
Jun 15-19	Sentimental Tour – Mechanicsburg, PA
Jul 23-25	Central Spring Nationals – Green Bay, WI
Aug 5-8	Southeastern Divisional Tour – Flat Rock, NC
Aug 19-22	Annual Grand Nationals / Zenith Awards – Allentown, PA
Sept 9-14	Founders Tour (1932-2001) – Williamsburg, VA
Sept 20-26	Revival AAA Glidden Tour (Pre-1943) – Dover, DE
Oct 6-9	Eastern Fall Nationals – Hershey, PA





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, Bob Ferenc (716) 380-0795
or visit the club website at <https://nar-aaca.org>