

# Spoke



# Folks

*Antique Automobile Club of America*  *North Alabama Region*



*1935 Orphaned Pedal Car*



# President's Message

Jeff Slagle  
President

Greetings to you all and I hope everyone is healthy and doing well.

First and most important, October brought us some new club members. On behalf of NAR, I would like to welcome our newest members Frank and Kate Larkin with their 1969 Oldsmobile 442 Coupe, and Eddie and Kim Letson with their 1959 Chevy El Camino.

Next, this month has again been a very busy month for NAR. It is humbling to know what a large presence NAR has in the community.

There were numerous events and cruises that our club participated. Some of which included: The Army Survivor Outreach Services (SOS) Fall Festival, the Ardmore car show, the ATO auto Emporium car show, Taco Mama Cruise In, Falkville Fall Festival Car Show, Scottsboro BBQ Festival, the Athens Sportsplex Charity Car Show, the Madison Baptist Church Car Show, Bee Line Cruise In, Athens Lodge Show, the Rocket City Octane Show at the VBC, and the Music City MOPAR show.

Although not everything was listed which NAR participated, as you can see there are numerous activities for any car enthusiast to get out and enjoy the day.

This coming Saturday, October 22, is our annual car show. Rob Colannino has been doing an outstanding job at coordinating and organizing everything. According to the weather forecast, it is going to be a beautiful day. So, let's all get out and enjoy the day with some fun and fellowship.

One last thing. It's hard to believe that the end of the year is approaching. With that being said, it is time to elect the NAR officers for 2023. I am asking for three volunteers, who can form a search committee. The search committee will then contact the current 2022 NAR officers and board to ask each if they are willing to serve in 2023 and, if not, find nominees who are willing to serve. Let me know if you will volunteer for the committee. We need to have a slate of officers/board by November 3, so we can send it out to the members prior to the meeting according to bylaws. We will vote on nominees for 2023 at the November 17th meeting.

I am looking forward to seeing everyone at our show,

Jeff 

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

## Spoke Folks

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

<b>President</b>	<b>Jeff Slagle</b>
<b>Vice-President</b>	<b>Chuck Nickey</b>
<b>Secretary</b>	<b>Claire Catanese</b>
<b>Treasurer</b>	<b>Jim True</b>
<b>Newsletter Editor</b>	<b>Tom Beam</b>
<b>Webmaster</b>	<b>Robert Scites</b>
<b>Board of Directors</b>	<b>Joe Marchelites</b>
	<b>Nell Owen</b>
	<b>Wayne Scites</b>
	<b>Mike Skelly</b>

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North Alabama Region



- The meeting was held at Casa Blanca Mexican Restaurant in Madison, Alabama.
- 39 Members were present.
- Next month is our annual car show. We are still looking for additional Assistance, Door Prizes, etc. Rob Colonnino said the end of September is the deadline to get your Sponsor Packets turned in. Rob said he still has Sponsor Packets available.
- It was voted and passed to donate \$100.00 on behalf of Luci Bentley to the Antique Automobile Club of America (AACCA) Library.
- Bob Vaughn explained to everyone why they were not more active in NAR, because of his and Lisa's surgeries. He thanked everyone for understanding. He was happy to see Lisa out tonight for the meeting dinner.
- Chuck asked the membership if anyone had any suggestions for the Quarterly Dinner Meetings. Rosanna Caneer volunteered to bring the snacks to the next meeting. Chuck told us about a Veterans Car Show on Saturday at the old Burlington Coat Factory on University Drive.
- Congratulations go to the Door prize winners Claire Catanese, Frank Tatom, and Jerry Carignan.
- NAR business activities was kept at a minimum, because this was a dinner meeting, allowing more time for socializing.
- Meeting adjourned at 7:20 pm.

Keep Smiling,  
Claire Catanese

# NAR Club Information

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## Member Milestones

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### Birthdays

Oct 1 Joe Marchelites  
Oct 7 Ana Maria Clare-Emmi  
Oct 8 Ron Dion  
Oct 11 Jim Mullins / 93 in 2022  
Oct 29 Bob Bently / 90 in 2022



## Welcome to Our Newest NAR Members

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Frank and Kate Larkin / 1969 Oldsmobile 442 Coupe  
Eddie and Kim Letson / 1959 Chevy El Camino

## NAR Member Health Reports

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Joe Marchelites has been diagnosed with early prostate cancer and will soon begin undergoing radiation treatment.

Lisa Vaughan has been in and out of Crestwood Hospital since our dinner meeting last month. She continues on antibiotics through an IV even when home.

Annette Carignan is having her gall bladder removed Friday, 14 October 2022.

## Request for NAR Merchandise Lead Replacement

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Jacqui Moore would like another NAR member to take over the handling of NAR merchandise (shirts, jackets, hats, etc.). Jacqui plans to handle the NAR merchandise next week at the October 22 NAR car show. She will be happy to help initiate the next NAR merchandise volunteer to learn the sales techniques at the NAR car show.

Please contact Jacqui Moore at (256) 603-0529.

## 2022 NAR Car Show / Saturday, October 22 / 8:30 a.m. to 2:00 p.m.

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This years car show will be in October at Village of Providence. In addition to the usual automotive vendors, NAR will be sharing the field with a Farmer's Market. Rob Colaninno has provided the NAR car show flyer, seen on page 11.

## Sept 20, 2022 / 6<sup>th</sup> Annual Rocket City Fall Cruise-In / Huntsville, AL

There were over 100 cars, just shy of \$3,000 was raised for Still Serving Veterans. NAR cars took home 7 of the 20 Top Twenty trophies, and both the "special awards" from sponsors Johnny Gryll's favorite and Woody Anderson Ford favorite.



## Oct 1, 2022 / VFW POST 2702 Car Show / Huntsville, AL



## Oct 1, 2022 / Athens Lodge #16 Annual Car Show / Athens, AL

Jerry M. Carignan and Jim True went to the Athens Lodge show. Both won a little hardware too! It was the first show for the 1931 Chevrolet Sports Coupe.



## Oct 8, 2022 / Bee Line Cruise-In / Hartselle, AL

Michael Darnell, Margaret Darnell and Lynn Nickey advertised for the upcoming NAR show at the Bee line cruise in Hartselle.



## Oct 8, 2022 / Athens Sportsplex / Athens, AL

Great show at Athens Sportsplex today benefitting Childhood Brain Cancer. Lots of cars and car friends. Rob Colannino and Enrica handed out NAR flyers. And several of us handed out NAR applications, business cards, or NAR tri-fold pamphlets and met potential members throughout the day.



## Oct 15, 2022 / Fall Festival for the Survivor's Outreach Program / RSA

Awesome day to honor the folks who's loved one's gave the ultimate sacrifice for our Nation. The Survivor's Outreach Fall Festival was held on Redstone Arsenal's concert field, and it was a beautiful day.



## Oct 15, 2022 / 22<sup>nd</sup> Annual Ardmore Car & Truck Show / Ardmore, AL



## Oct 16, 2022 / ATO Auto Emporium Car Show / Trash Panda Field

NAR participated in the ATO Auto Emporium car show at Trash Panda Field benefitting Alzheimer research. Lynn and Chuck Nickey, Randall Doc Owen and Nell, Robbie Henslee, Harry Trumbull, Al Emmi, and new members Ed and Kim Letson.

Randall Owen found the video link provided by WAFF, Channel 48. Randall and Nell's Packard was featured as well as the Letson's Chevy El Camino and the Nickey's Ford Mustang.

<https://www.vuit.com/publishers/316/waff#vod:21287462>





## Unknown Cars Makes and Models

Does anyone recognize the make and model of both cars shown below? The car to the right appears to have a 1935 tag on its front bumper.

Could the car on the left be a 1935 Plymouth?

Please email to Tom Beam at [tom.beam@knology.net](mailto:tom.beam@knology.net)





1935 Plymouth



The NAR Online Mobile Directory, version (3.0.6), is available online.



**To download the mobile application follow these steps:**

1. Use your Apple or Android mobile application store to download the **Online Member Directory App**.
2. On the welcome screen, select **ADD NEW DIRECTORY**. 
3. Enter your mobile code: **NARAACA** 
4. Touch the name of the organization when it appears. 
5. Log in with your *username* and *password*, and select **Remember Me**.

For a quick application overview click here <https://support.ctrndirectories.com/knowledge-base/app-overview/>

**Note:** If you do not have, or forgot your login *username* and *password*, please contact Jim True at [j.true@mchsi.com](mailto:j.true@mchsi.com) and he can reset them for you.

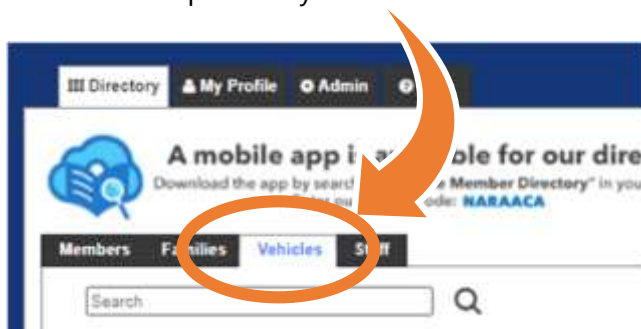
**Online Member Directory details:**

1. Your directory is also available on the web at <https://naraaca.ctrn.co/>

**Note:** All administrator edits are done through the web version.

2. Downloading the new application will not replace the old one. NAR club members can still use the previous version, or they can delete it and then download the latest 3.0.6 version.

3. The app also renamed "Groups" to say "Vehicles".



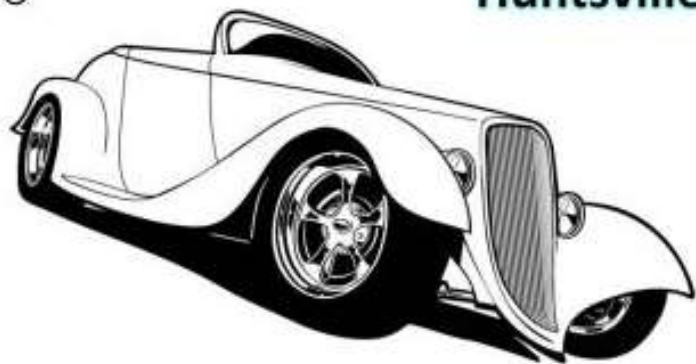


# Annual Antique & Classic Car, Truck, & Motorcycle Show / Swap Meet

## Saturday - Oct 22, 2022

All vehicles  
1997 and Older

Village of Providence  
7 Town Center Dr NW  
Huntsville AL 35806



Located between Hwy 72 and Old Monrovia Rd NW

From Huntsville: Take 72 west to Providence Main St NW. Turn right (north) and continue 1/4 mile

From Athens: Take 72 East to Providence Main St NW. Turn left (north) and continue 1/4 mile.

Registration: 830-11am | Awards ~1pm

### AACA Factory Correct

1. Cars - thru 1948
2. Cars - 1949-1963
3. Cars - 1964-1980
4. Cars - 1981-1997
5. Trucks - thru 1970
6. Trucks - 1971-1997

### Aftermarket Modified

7. Cars - thru 1940
8. Cars - 1941-1955
9. Cars - 1956-1960
10. Cars - 1961-1967
11. Cars - 1968 -1972
12. Cars - 1973-1980
13. Cars - 1981-1990
14. Cars - 1991-1997
15. Trucks - thru 1970
16. Trucks - 1971-1997

### 1<sup>st</sup> 2<sup>nd</sup> and 3<sup>rd</sup> place for All Classes\* and... SPECIAL AWARDS

17. Survivor Cars (unrestored) thru-1997
18. Project Cars - all years
19. Motorcycles thru-1997
20. AACA Seniors- all years

**NAR President's Choice**  
**Show Chairman's Choice**  
**Ron Barnett Memorial (Best of Show Original)**  
**George R. Snellen Memorial (Best MOPAR)**

\* Classes may be modified day of show



### Registration Fees:

\$20 - First vehicle    \$10 - Each additional vehicle    \$10 - Non-Judged

Swap Meet Space\*\* - FREE!!    Spectators - FREE!!

\*\*limited space: contact show chairman

Show Chairman - Rob Colannino: [showchairman@naraaca.org](mailto:showchairman@naraaca.org)

North Alabama Region of the Antique Automobile Club of America

Website: [www.naraaca.org](http://www.naraaca.org)

Acme, Auburn, Briscoe, Bantam, Cole, and Chandler are just a few of the A B C's of notable cars considered "orphaned" in America's automotive history. Figures differ, but most historians agree that about 2,000 or more makes of cars and trucks flashed onto the scene, only to eclipse and fade into memory. In other words, there are far more makes of cars that had been made than are being made today, even worldwide.

In truth, being an orphaned car is really the norm, not the exception.



***There are different types of orphan cars, and if you asked a novice in the hobby to name an orphan car, many would probably name Studebaker first. Beautiful products from the company, like this 1935 Studebaker Dictator coupe, now remind people that the company once existed.***

What bobs up and down in our old car hobby today are variations of what it means to be an orphaned make. Some longtime hobbyists will stick to the original definition. In general terms, an orphan car was a vehicle that outlived its parent company. Packard and Pierce-Arrow, for example, are considered orphan car makes. The makes were in full production right up to the time each operation was stopped. In Packard's case, an unwise purchase of Studebaker (really a merger more than anything else) resulted in Packard and Clipper cars being manufactured in what became a branch of the new corporation by 1954.

Packards were made in 1955 and 1956 as full luxury cars, with Clippers as the medium-priced entries. In 1957, after Detroit operations ceased and the venerable Packard factory was scrapped, production was consolidated in South Bend, Indiana, resulting in a modest number of 1957 Packard Clippers being made to appease contracts for such a brand to be supplied to dealers. In 1958, officials offered only a Packard range alongside Studebakers, and the Detroit marque was no more after that. Corporate officials believed it was wiser to face legal battles over a modest remainder of broken contracts than to produce a brand that was a shadow of former glory and too costly to make in small numbers.

***The 1957 Nash was the last car to carry the nameplate, though its parent company, American Motors, continued on through 1987, at which time the company was sold to Chrysler. Since Chrysler still sells automobiles, is the Nash considered a true orphan car?***



For Pierce-Arrow, the end was much more gradual. The Buffalo, New York, company peaked in sales in the 1920s and began a jagged, but generally skeptical trend thereafter. Management changes, inability to be flexible to the sales market, a merger with Studebaker, and a declining dealership base finally resulted in a scant handful of cars bearing the Pierce-Arrow tradition in 1938. Here was the end of a luxury car that, by 1930, seemed ingrained into the American psyche.

The whys and hows of such corporate demises aren't of prime importance to our general discussion in this article, except to show how two brands, Packard and Pierce-Arrow, became orphaned makes. Imagine buying a new car today, only to suddenly discover in two weeks that its parent company was gone. Imagine the probing questions: "Where do I take the car for servicing or repairs? What about parts? What about trade-in value?" All logical questions, but not necessarily worrisome in bygone days.

Remaining Packard dealers often switched to Studebaker or some other make by 1957. Most of those dealers wanted to service existing customers and try to swing them toward another brand. After all, business is business. Keeping a stock of new parts for fairly recent Packards meant finding excess space for the obsolete parts, since the future contentment of an old clientele was at stake. Parts were stocked, and dealers maintained a reasonably active business for years thereafter in networking with other former Packard agencies in locating parts. That was good for car hobbyists. By 1970, when most 1956, 1957, or 1958 Packards were no longer used for daily driving, old dealerships occasionally had a forgotten stock of miscellaneous Packard parts and literature squirreled away in a deep, dusty corner of their operations. At times, energetic car collectors scanned old phone books and made stops in off-beat locations to ask if there was any old Packard stuff around. A good number of those old, yet new, parts gained new interest and still appear in original wrappings at automotive swap meets, although the appearances become rarer each year.

Okay, so there is no doubt that Packard, Pierce-Arrow, Studebaker, Moon, plus Marmon, Tucker, and a multitude of other makes are orphans. But what about LaSalle?

It depends on the person you ask. Longtime hobbyists who are sticklers for accuracy will say, "LaSalle's parent company was Cadillac, a branch of General Motors. The parent company still exists. Therefore, LaSalle isn't an orphan."

Hmmm.

That definition, in its strictest form, seems true. If an orphan is "a child whose parents are dead," as my dictionary defines it, then LaSalle isn't an orphan. If anything, it was abandoned.

Another "Hmmm."

By this definition, Plymouth and Oldsmobile are among the most current "abandoned" makes. Their planned discontinuation was due to corporate decisions based on sales and strategies. Add to those names a host of other brands, including Oakland, Little, Edsel, DeSoto, and, in the context of early car history, perhaps even the Autocar automobile line, abandoned for a corporate series of trucks.

Yet, the term "orphan" is regularly applied to these abandoned makes almost as freely as what some would call the true orphans. In a sense, both are in a similar state. Production ended, parts were no longer being made, and the names were dropped. In most cases, the quality of a car was not the major criteria for ceasing production.

If cessation of production is the main gauge of "orphanism," then let's look at the subject from yet another perspective. If you bought a new car more than a year ago, in all likelihood it became an orphan when new models were recently introduced. The old version stopped production; new parts were no longer made (at least unique trim pieces), and perhaps a new name was subsequently applied to the updated model.

By this simplistic definition, after each year a new series of orphans joins the fold.

Yet another “Hmmm.”

Now consider Studebaker, Crosley, Kaiser, and Frazer. All had a good measure of success. Studebaker had its ups and down over the decades. Its wagon and carriage business switched to electric cars, ending eventually with gasoline-burning vehicles. The 1950s and 1960s became times of merger and self-examination. When corporate officials determined diversification was superior to car manufacturing, assembly plant lines were halted. The company continued in new directions. Does this make Studebakers orphans or abandoned cars and trucks?

With Crosley, as I recall, a line of appliances and radio-related products outlasted its cars. Is orphan status justified? As for Frazer, it bit the corporate dust with the 1951 version. It was hardly more than a gussied-up Kaiser, anyway, an example of good, creative badge and trim engineering more than anything (except for the 1951 offering which carried a few unique body parts). Was Frazer, by definition, an orphan? Then consider Kaiser, also discontinued due to diminished sales, corporate adjustment, and hunger for profits. It continued in an overseas form in South America for years after 1955, but eventually the Kaiser Aluminum interests and other holdings seemed to dictate the future. Orphaned or abandoned?

In a certain respect, any make that was once under Chrysler control still has its parent company in operation, albeit in a merged status with Daimler these days. Would you then consider any brand that had been discontinued under Chrysler Corporation operations (or its predecessors such as Maxwell) to be abandoned rather than orphaned?

Add another “Hmmm.”

Confused? Then add to this yet another concept: Are Nash and Hudson really orphans? Generally, they are accepted as such and have been for years. Yet, each brand was abandoned by its parent company. It's not the same as Packard, which was meant to continue on its own in its Detroit facilities as a major segment of merged corporate planning. Early plans for Nash saw the brand give way to the American Motors nameplate, but carry some old-time monikers such as Rambler. Hudson, brought under the wing of Nash to form American Motors, might be considered a stronger candidate for true orphan status since the old and unique Hudson “stepdown” styling was scrapped in favor of shared bodies with Nash and even some engines from Packard until the new organization gained a better grip on its future. Nevertheless, the truth of the matter is that both Hudson and Nash were discontinued, rather than AMC going out of business while each brand was selling new.

There's another issue, too. Is the term “orphan” applied to makes or models? Good case in point is Falcon. It really was promoted in the 1960s as the Ford Falcon. Ford, thankfully, still exists. But Falcon was discontinued. As an abandoned car, it was really a model and not a make. The same may be said of Imperial, which at most times was considered a Chrysler-Imperial rather than a marque. The designation “Continental” was supposed to stand on its own four wheels in the mid-1950s as a “Mark II,” not carrying the Lincoln name, but for most of the corporation's application, it has been a model of Lincoln. Some might say the Continental Mark II is an abandoned make, and some would argue the Mark I or III should be seen as discontinued models, not orphans or abandoned cars.

If you have run out of “Hmmms” by this time, don't be concerned. This whole idea of orphaned makes doesn't need to bog you down. Car events bannered as orphan meets often seem to use a simple application. If the make or model had been a mainstay in the car industry and was stopped, it is welcomed as an orphan. That pretty well includes Packard, Pierce-Arrow, Studebaker, Nash, Hudson, and sometimes even Falcon.

An open mind in the old car hobby is good for our common growth and enjoyment. Event organizers who want to make friends for themselves and the hobby often show a good sense degree of flexibility in accommodating vintage car owners with similar likes.

Some may call all discontinued cars of their particular choosing to be orphans. Others may divide classifications into orphaned, abandoned, or even "recently homeless," my own term offered for consideration. Still other organizers simply hold their meet by inviting owners of certain makes to attend, makes defined as orphaned in general collector-car circles or in their locality.

You don't have to have an orphaned or abandoned car to maximize your hobby enjoyment, although it adds a special luster to your attendance. Onlookers who stumble their way toward your 1930 Pierce-Arrow, 1924 Moon, 1919 Overland, 1948 Hudson, 1950 Packard, or 1958 Edsel usually react in several diverse manners. "Haven't seen one of those in a l-o-n-g time," or "What's that, Daddy?" or "I grew up in the back seat of a car like that."

Plainly put, it enhances your enjoyment, makes you feel special, and helps you stand a bit taller in your own hobby eyes. You are giving people something bordering on the unique. You are preserving and enjoying a memorable manifestation of American individualism that stretches beyond the "big three" auto makers, as they had been called, and is far from mirroring anything offered overseas.

Hmmm.

If that's what turns your wheels, go for it.



# NAR Classified

## 1955 MGTF

Ed and Connie Grund have been owners for 38 years. The car has always been kept in the garage.

The car has wire wheels, new brakes, two new carburetors, full canvas including tonneau, runs well.

Located in Hampton Cove, Alabama.

Asking: **\$23,000**

Please Contact Ed and Connie Grund at (205) 492-3336,





# NAR Classified

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## 2003 Ford Thunderbird Convertible

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Dan and Jacqui Moore are selling their 2003 Ford Thunderbird convertible.

The car has 49,000 miles on it, both hard top and soft top, and has recently been serviced.

Located in Huntsville, Alabama.

Asking: **\$15,000**

Please Contact Dan Moore at (256) 604-9823.



# 2022 Calendar of Events

For event detail see: <http://www.naraaca.org/calendar.html>

## October

- 22 **44<sup>th</sup> Annual Car/Truck Show** / Lawrence County Classic Cars / Rotary Park 927 North Military Ave, / Lawrenceburg, TN / Entry \$20 / 10:00 a.m. to 3:00 p.m. (931) 242-2491 / <https://www.facebook.com/lawcocclub>
- 22 **2<sup>nd</sup> Annual The Big Chill Car Show** / Bridge Street Town Center / Huntsville, AL / 10:00 a.m. to 2:00 p.m. / Entry \$25 / Limited to 300 / [www.tracksupport.net/big-chill-car-show](http://www.tracksupport.net/big-chill-car-show)
- 22 **Car Show & Vendor Event** / Smith Lake Park / 10:00 a.m. to 2:00 p.m. / Entry \$20
- 22 **Annual NAR Car Show** / North Alabama Region AACA / Village of Providence / Entry \$20 / Show Chairman Rob Colannino / [showchairman@naraaca.org](mailto:showchairman@naraaca.org) / [www.naraaca.org/show.html](http://www.naraaca.org/show.html)
- 27 **AACA NAR Meeting** / 1806 University Dr / Huntsville, AL / 7:00 p.m.
- 29 **River Rats Hot Rod and Motorcycle Show** / 332 Brownsboro Drive / Brownsboro, AL / All day event with trunk or treat, mini bike races, car and bike show, and Balls of Steel / (256) 693-3693
- 29 **Anderson Founders Day Car, Truck, and Tractor Show** / Hwy 207 / Anderson, AL / Noon to 2:30 p.m. / No Entry Fee
- 29 **Elite Car Club Car Show** / Deidra's Inspiration Hair Design / 6221 Mastin Lake Road / Huntsville, AL / 9:00 a.m. to 1:00 p.m. / Entry \$25
- 30 **Randy and Nell Owen Garage Crawl** / 153 Brentwood Lane / Madison, AL 35758 / 2:30 p.m.

## November

- 5 **Cars and Coffee** / MidCity / 5909 University Dr, Huntsville, AL 35806 / 8:00 a.m. to 10:30 a.m.
- 5 **7<sup>th</sup> Annual Rods and Wheels Cruise-In** / Near Kingston Pavilion Ditto Landing / Huntsville, AL / 8:30 a.m. to 2:00 p.m. / Awards 1:30 p.m. / Entry \$20 / Live music begins 10:00 a.m. / (256) 882-1057
- 5 **Madison County High School Tennis Team Car Show** / 174 Brock Road / Gurley, AL / 10:00 a.m. to 3:00 p.m. / Entry \$25 / (256) 933-0237
- 12 **Bob Jones Band Car Show** / Madison City Stadium, Madison, AL / 2:00 p.m. to 5:00 p.m. / Entry \$20
- 12 **36<sup>th</sup> Annual HO! Ho! Ho! Christmas Show** / Cullman Caring for Kids / 402 Arnold St NE / Cullman, AL / 8:00 a.m. to 2:00 p.m. / Entry \$20 or new toy valued at \$20 / (256) 200-4548 / <https://www.facebook.com/hohohochristmasshow>
- 17 **AACA NAR Meeting** / 1806 University Dr, Huntsville, AL / 7:00 p.m.
- 19 **Inaugural 256 Hot Rod Cruise in and Toy/Bike Run** / Johnny Gryll's II / 6125 University Dr, Huntsville, AL / 11:00 a.m. to 1:00 p.m. / (256) 469-0466

# 2022 Calendar of Events

For event detail see: <http://www.naraaca.org/calendar.html>

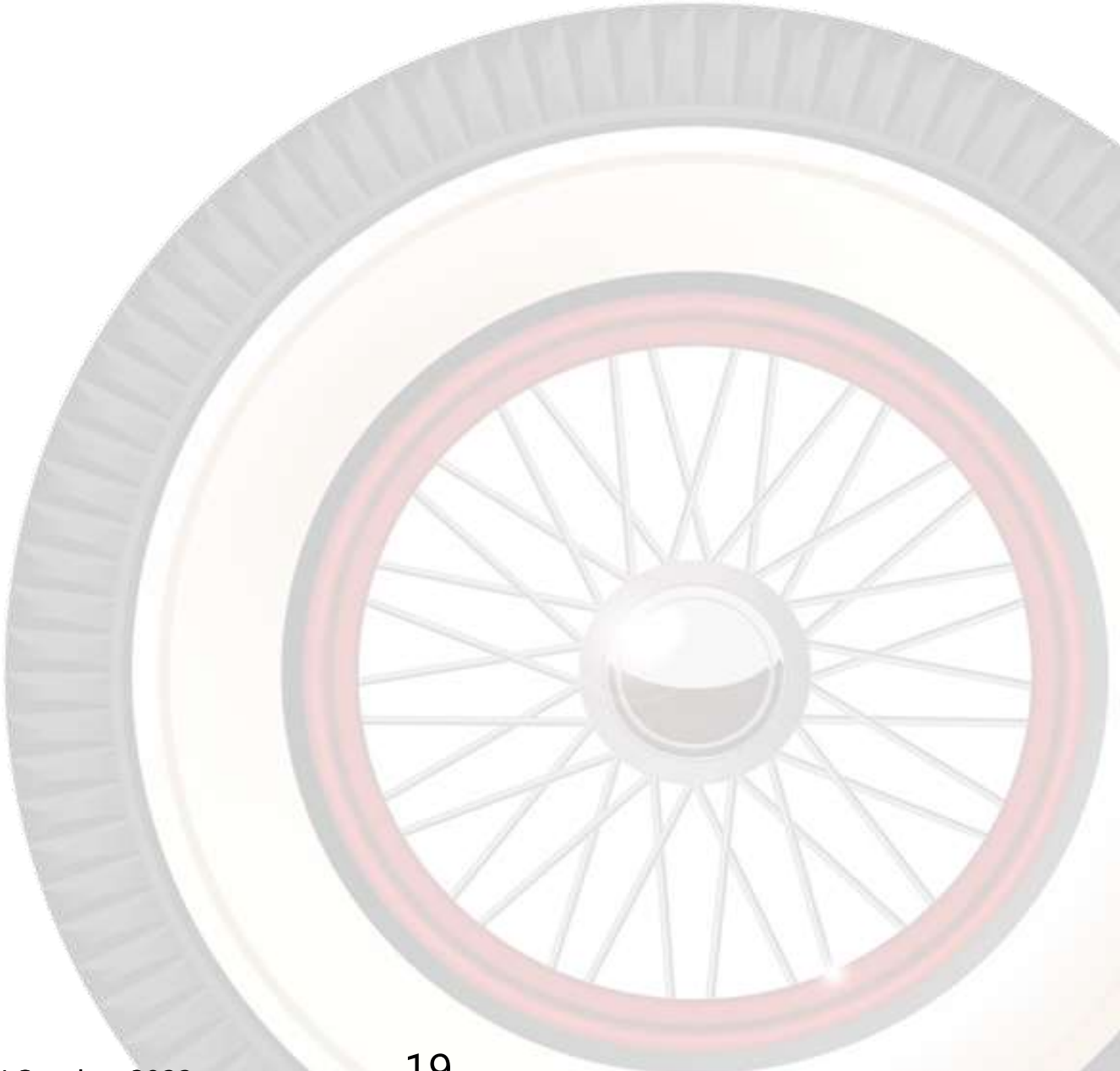
## December

3 **Cars and Coffee** / MidCity / 5909 University Dr, Huntsville, AL 35806 / 8:00 a.m. to 10:30 a.m.

TBD **AACA NAR Meeting** / Location TBD / Time TBD



*North Alabama Region*



# Membership Application

After completing this form, please send a check or money order payable to NAR in the amount of \$20.00 US dollars to:

Jim True / **NAR Treasurer**  
16651 East Limestone Road  
Harvest, Alabama 35749

or bring it to our next meeting. See our Upcoming Events calendar for meeting times and locations.

Name/Spouse's Name: \_\_\_\_\_

Child(ren)'s Name(s): \_\_\_\_\_

Email (required for confirmation) \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Phone: \_\_\_\_\_ AACA Number: \_\_\_\_\_

Member Sponsor (optional): \_\_\_\_\_

## Vehicle Information (optional)

Year	Make	Model	Body Style
_____	_____	_____	_____

Membership in the Antique Automobile Club of America (AACA) is required. If you are not currently an AACA member, please visit the National AACA Membership site at <https://aaca.org/about-membership/>



*North Alabama Region*

