

# Spoke



# Folks

Antique Automobile Club of America  North Alabama Region



*Brrr...*



# President's Message

Jeff Slagle *President*

Happy New Years!

Let me start by saying thank you to the members who have volunteered to serve for 2023. Thank you for stepping up, and it is very exciting to see where 2023 takes the club.

For those of us who may not know, below is the slate of officers for 2023.

<i>President</i>	Jeff Slagle
<i>Vice-President</i>	Chuck Nickey
<i>Secretary</i>	Angie Henslee
<i>Treasurer</i>	Jim True
<i>Newsletter Editor</i>	Tom Beam
<i>Webmaster</i>	Vacant
<i>Board of Directors</i>	Joe Marchelites
	Wayne Scites
	Bob Ferenc
	Harry Trumball

Next, if you haven't paid your NAR and AACA dues for 2023, now is the time to do it. The NAR dues are \$20 per year per family. Please mail a check to:

Jim True  
16651 East Limestone Rd  
Harvest, AL 35749

The 2023 AACA membership is due as well. The cost is \$45 and can be renewed either online at <https://www.aaca.org/About-AACA/membership.html> or by phone at (717) 534-1910.

Next, our first meeting will be Jan 26th at 7:00 PM at 1806 University Drive Huntsville 35801.

Last, it is very hard to believe that another year has flown by. I believe that 2023 will be the best year yet and we will have numerous opportunities to get out and drive!

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

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North Alabama Region



# NAR Club Information

## Member Milestones

### Birthdays

Jan 4 Russell King  
Jan 6 Keith Haney  
Jan 16 David Hoha  
Jan 23 Peter Catanese  
Jan 25 John Adams  
Jan 26 Lisa Vaughan  
Jan 27 Peggy Richard  
Jan 31 Natalie Hoha

### Anniversaries

Jan 9 Robbie and Angie Henslee / 36 in 2023  
Jan 9 Jerry and Annette Carignan / 52 in 2023  
Jan 9 Marcia Snellen/Danny Barger  
Jan 23 Jeff and Drea Slagle



## Burton Marsh's 98<sup>th</sup> Birthday Celebration

Great weather for Burton Marsh's birthday celebration. He was 98 yesterday and his brother Gordon who was there today who is 94. The chicken stew was heavenly as usual as were the desserts everyone brought. It was good to see our NAR friends Ed Hanish, Chuck Nickey and Lynn Nickey, David Miller, Doug Cooper and Nancy Cooper with Cynthia and Justin and Stella and Franklin. Randall Doc Owen took photos as usual. Ed drove his 1931 Willys Roadster and Randy and I drove our 1966 AMC DPL.



Maybe it was five old cars, maybe ten or more. It was the mid-1960s and I was still very young. The cars sat randomly scattered on a lawn of suburban prairie in our Minneapolis neighborhood. A fence kept the curious away. Were they all black, all Ford Model T's, or were there Chevrolets and other brands mixed in? That memory, with all the others that remain, have sifted and faded over time. From today's vantage point, I can see that the autos were immovable and unique beacons of the Jazz Age left to molder in the Space Age.

The curve of the swooping external fenders, rusting radiator snouts and outsized chrome-rimmed headlights made me stop, admire and wonder. Mustangs, Cougars, Impalas—and station wagons prowled our neighborhood; these old cars were only seen on TV and in movies. Mr. Magoo drove one, as did The Beverly Hillbillies; Fred MacMurray drove a flying one in The Absent-Minded Professor. Not to be outdone, Jerry Van Dyke had a talking auto from the early 1900s in the obscure TV show, My Mother, The Car.



*“Flapper” for sale in Central Minnesota*

In the mid-1970s, our family stopped at a lonely two-pump gas station in southern Georgia. Nine ruffled and wind-blown people, on their way to Florida, disgorged from a '68 VW bus. There were two 1920's era cars there, imprisoned in a tight chain-link enclosure, exposed to the blowing red dust and sauna of a deep south summer. They reminded me of the cars from our former Minnesota neighborhood. Once again, I stopped to gawk.

I recall small, elegant vases of colored glass hanging from the door jambs and cloth roll-up window shades with pull-down tassels. I like to think I imagined the bobbed hair of a trendy Flapper brushing against freshly-cut flowers held by a vase as her raccoon-coated Sheik shielded her from the glaring Georgia sun by smoothly yanking on a tassel. The reality of being an engineer's son is that I probably thought of the car getting sideswiped and the dainty vase shattering into shrapnel—plus the dubious wisdom of mounting Grand-mom's window treatments in a car.

The Ford Motor Company built more than 15 million Model T's between 1908 and 1927. If just one percent survive, that's 150,000 Model T's. A century later, they are still not rare, just uncommon. The four-cylinder, 20 horsepower engine maxes out at 45 miles per hour. It's not safe to routinely drive that slow in today's traffic; safety glass, seat belts and airbags were unknown. Switching from acetylene gas and kerosene powered lamps to electric bulbs was considered a major safety enhancement a hundred years ago.

Most of today's remaining Model T's are kept hidden in garages and transported to vintage auto events on or inside of trailers. The earlier the car was built, the more collectable and valuable it will be. Rare and pristine early cars trade for \$50,000 to \$100,000. Restored and drivable Model T's from near the end of the production run can be bought today for under \$8,000. Henry Ford's vision of a quality (antique) car at an affordable price is still 20/20.

As my memories above attest, I rarely saw Model T era cars in the various suburban oases of my parent's professional migrations. Typically, the distinctive headlights would peak longingly from a cluttered garage as modern-day traffic rolled by. Usually the cars were a "round-to-it" project awaiting the time, funds and motivation required for restoration. A losing hand in life's game of poker. The cars would occupy valuable garage real estate and function as a podium or storage pod for other forgotten must-have-its of the moment, out-of-season decorations and for lawn care detritus.

Luckily, in the late 70's, a friend's father stored a serviceable Model T in his garage, apparently only long enough to relive his rural Kentucky boyhood and resell it to another dreamer. I believe it was a two-door car, aka "The Doctor's Coupe" and almost too tall to fit in the garage of their French Provincial rancher. A firm twist of the nickel-plated door handle, a hop onto a real running board and I was finally inside an old, old car. My friend and I sat on the worn cloth seat (bench or buckets, I don't recall) noting the three cast metal pedals poking from the wooden floorboards. We concurred they must be clutch, gas and brake, but the requisite stick shift was missing.

There was, however, a spring-loaded lever next to the driver's door that would be more at home on a tractor or drawbridge. Looking closely, we wondered what the "MAG" (magneto) and "BAT" (battery) positions were on the firewall-mounted ignition switch. Then there were the two metal levers at nine and three o'clock poking out from the steering column under the oversized steering wheel. Why did you need a turn signal switch on a car without turn signals? What was the second lever for? We moved it up and down, but it remained a mystery.

When you're seventeen and monkeying with your Dad's antique auto without permission, you waive the right to ask Mr. Grumpy technical questions. Plus, any kid knows there were only two possible outcomes. Either we would be ejected from the garage with a curse and a threat, or worse, Mr. Grumpy would launch into a long and boring soliloquy about Henry Ford, The Great Depression and hand-pumping water to take a bath on Saturday night.

Five new U.S. presidents would be elected before I touched a Model T again in 2016. Actually, it was Model T parts—grimy, heavy and rusty 90-year-old metal, wood and rubber parts. They are still advertised for sale in on-line classifieds, but you have to be willing to do the driving, sorting, lifting and haggling to buy them. At this point you could be wondering, "how do you know what you're buying and what it's worth?" The answer is, at first, you don't. You also don't know if the part can still be used or should be scrapped. You learn that over time by studying current day parts catalogs, the Ford Model T Service Manual from the 1920s, reference books like Model T Ford, The Car That Changed The World by Bruce McCalley, and by trolling on-line forums. The best way to learn is from an enthusiast that wants to share his/her knowledge of the hobby, but first you have to find and befriend him/her, which I did over time.

My first purchase, or pick, was on a bucolic spring morning in rolling Maryland farm country, just outside of Baltimore. I met the grandson of a mechanic/collector who had passed probably a year before. The family sold his two cars and advertised a 45-pound wooden box of raccoon fouled parts which I bought for \$265. I had no idea then, and neither did the grandson, but that pick was a good score for me due to the quantity, variety and age of the parts. I spread a canvass tarp on my garage floor and organized the bounty by shape and material (wood, rubber or metal). Gasoline soaked rags, rust remover and a wire brush made closer inspection of each item possible. It also unveiled the Ford imprinter on many of the parts. I was excited to be handling parts manufactured or assembled in the historic River Rouge (1920s), Highland Park (1910s) and by other Ford suppliers.

After cleaning, the next step is a triage to sort what's junk, what to keep and what to sell. Age and condition are the big factors. A part from a 1908/1909 car (when 10,660 Model Ts were assembled) is worth a lot more than a similar part made in 1927 (when over 1.5 million cars were built). Neither part is worth much if it is worn out or damaged beyond repair. I made the rookie mistakes of tossing usable parts that I thought were worn out and selling older parts on-line for much less than they were worth. I also unwittingly tried to sell pitted and worn timing, differential and axel gears. On-line feedback from other collectors helped me to learn what's saleable and what's junk in the gear department. It was also bewildering to learn the subtle and multiple changes made to most every part as they were modified over the 19-year Model T production run. Some parts, like door hinges and windows, differ for the same production year depending on the body style they support (Coupe, Roadster, Touring, 2-door, 4-door and others). The first pick was a big success as I more than doubled my money, learned a few things and started a small Model T parts department in my garage.



*First Purchase of Used Model T Parts*

The best picks are when you meet the aging collector who is getting out of the hobby. Be prepared to spend several hours as they share their advice, adventures, mistakes, close calls, pranks, regrets and triumphs. These guys (have not met a lady collector yet) also know exactly what they're selling and what each item is worth. They are usually more interested in passing their stock on to the next caretaker as opposed to making a big, if any profit. I found you are more likely to meet the children or a family friend of a deceased collector who have more of an estate sale frame-of-mind and not much interest in Dad's or Uncle Billy's old car stuff.

I've traveled to Pennsylvania, Ohio, Indiana, Virginia, North Carolina, Tennessee, Alabama and Oklahoma on other picks. Some memorable items I've found were a pristine pressure gauge from a Stanley Steamer automobile, an external fuel hand pump for a Model T "speedster" and a 1920s metal "boot" with locking key for immobilizing the wheel of a parked car. You may find a right-side lantern, headlight or steering spindle at one pick and the matching left side part at a later pick.

Vintage car parts can also be found at local, regional and national level swap meets. The meets offer more inventory to browse but also come with a stronger whiff of caveat emptor (buyer beware) due to price gouging and poor parts quality (as I've leaned over time). If you have the time and mobility, its more rewarding to seek out individual sellers, who usually offer lower prices. Finally, if you're wondering, antique stores are not a good place to source vintage car parts because on the rare occasions when you do stumble across a part it tends to be of low quality and overpriced.

After several years of swapping, cleaning, identifying, storing and recycling parts, I had the confidence (and garage space) to actually buy my own Model T. I thought a mid-1920's car would be good for the relatively lower purchase and repair costs (if I crashed). The rule-of-thumb seemed to be \$4,000 for a rough unrestored car, \$8,000 for an original and restored "daily driver" car and \$12,000+ for a special or show quality car. On a February Monday I saw an on-line ad for a good-looking car in the rule-of-thumb middle category. On Tuesday, I mailed a bank check to the seller's broker for a slightly

discounted purchase price. By Wednesday, I was thinking about internet scams and Nigerian Prince letters. On Thursday, I bought airline tickets (Washington, D.C. to Minneapolis) and on Saturday I had an enjoyable two-hour kitchen table visit with the broker and the sellers at their central Minnesota farmhouse.

The car was a 1926 Roadster model with a single bench seat, wood wheels, black fenders, a green body and a black convertible top. The seller had personally done a good quality restoration a decade earlier including a rebuilt engine, new radiator and new paint. The car was beautiful and my wife and I named her, "Flapper" after the Jazz Age trendsetters (think Zelda Fitzgerald or The Great Gatsby). The owners signed the car title and prepared a bill of sale, which made re-registration in Virginia easy.

Many months later, I realized one small factor was out-of-order. Persnickety Model T collectors want the engine in the car to be the exact same engine originally installed at the Ford factory. You can figure this out by comparing the serial number stamped on the car's frame to the one embossed on the engine. Flapper's engine number is 13,544,527, which the company assigned sequentially, from first engine built to the last. According to McCalley's Model T Ford book, this engine was one of 7,506 engines built on Monday, April 16, 1926. The car could have been assembled on or close to that day at the River Rouge plant, or later at another regional location. The serial number stamped on Flapper's frame is from 1927, but does not match the number on the motor. This means the engine has been replaced at least once in the past 93 years.

I mentioned to the seller that I had never started or driven a Model T. He climbed up behind the steering wheel and mumbled back everything I needed to know, in about 90 seconds. There was a key which he inserted in the nickel-plated switch I remembered from the car in my friend's garage in 1979. "Urgh, ahumph and mumba humph" he articulated turning the key. There was a chrome knob sticking out of the dashboard by the right-side door that he yanked, twisted and mentioned the importance of positioning just right. Then he moved the two elusive metal rods sticking out from the steering column, under the steering wheel. "Important to arghmuh 4 o'clock and then 2 o'clock after you gimaeh humhleph" he directed and I dutifully nodded my clear understanding. He said something about that tractor-type lever by the left-side door as he grabbed and thrust it forward. I asked about the starting crank holstered in a leather sheaf in front of the car under the radiator. He looked at me cockeyed declaring that he never used "that thing" and then wiggled his left knee. The car chugged, and chugged and then chugged some more. He kept caressing the small far-right knob on the dash and sliding the two steering column levers. After 30 seconds or so, the concrete garage exploded into the sound of a running Model T—with muffler issues. The engine worked, which was good news, the engine noise, which was obviously excessive, was an easy fix once I got the car home. It was cold and muddy outside, so we did not drive the car. I had not been scammed, the car was in better-than-good shape and the rebuilt engine worked. I was happy.



*Post-Purchase Driving Lesson  
New Trailer and Pick-up Truck in Background*



It's a thousand miles from central Minnesota to northern Virginia where we lived. Driving the Model T home was not an option as the maximum speed is 45 MPH, it has no side windows and, minor point, I'd never driven one. We could rent a flatbed trailer which would expose the car to damage and we'd have to rent a truck to pull the trailer. Commercial car haulers are reasonably priced but make multiple stops and handoffs that increased the likelihood of damage to car and possible theft. There are individuals that specialize in transporting antique cars in large enclosed trailers. I signed up for this expensive option with the shipper's promise that he possibly, maybe, probably in all likelihood could transport Flapper sometime in the future. After 10 weeks he gave me a lecture on how bad the economy was in Wisconsin and Minnesota and therefore there was a dearth of vintage cars to transport "up there." It was time to take the plunge.

When you enter the old car hobby, you begin to accumulate things you had no need for in your previous life. You need a NASCAR-type 3-ton floor jack on wheels, and dollies to place under each tire so you can pirouette the car around the garage with just one hand. You also need to accumulate larger caliber tools along with specialty vintage Ford tools. You'll need a tall, 17-foot long enclosed trailer with four wheels, electric brakes and an internal electric winch. To pull that trailer (with the Model T snugly braced inside) you'll need a full-sized pickup truck. We sold our economy model Toyota, bought the truck and ordered the trailer along with the affiliated bracing, safety, winching and anti-theft equipment. Our \$8000 car was now a much larger investment. In early June, we hitched up our new trailer and pulled it to central Minnesota to bring Flapper to her new home.

It was finally time for my first Model T driving lesson. The seller had the car warmed up and in a field next to the concrete garage I had visited in February. I clambered into the confined passenger side of the bench seat and he drove a few bumpy, slow speed laps around the field. He was working the three floor pedals but not commenting on them. Again, I mentioned that I'd never driven a Model T and that got me another cockeyed look from him. He was working the right-side lever poking from the steering column beneath the steering wheel. I inquired about the gearshift-type lever and knob rising from between our adjacent knees. "Urgh, ahumph Ruckstell transgimaeh" he uttered as he grabbed the lever knob with a death grip and forced the accessory two-speed rear axle into its other gear. After our three-minute ride, he rolled the car up to the trailer's loading ramp and the driving lesson was over.

Ford provided a Model T Instruction Book to its new car buyers that may have been written by Shakespeare based on its readability. Among other sage guidance, the book advises, "Always strain gasoline through chamois skin to prevent water and other foreign matter getting into the carburetor." As the instruction book explains, the right-side rod protruding from the steering column is the engine's throttle—slide it up and down to go faster or slower. The left-side rod advances and retards (fine tunes) the firing of the spark plugs. The right floor pedal is for braking, the middle pedal is for reverse and the left one is a combination clutch and slow speed pedal. Pulling back on the hand lever by the left-side door engages the parking/emergency brakes. The car is in neutral when this lever is in the mid-arc position and throwing it all the way forward engages the rear differential. Turning the small chrome-plated knob on



*Throttle and Spark Advance Levers at 3 and 9 O'clock*

the dashboard by the passenger door adjusts the carburetor air/fuel mix and is best left alone or only slightly tweaked. Pulling on this knob will "choke" the carburetor which is needed when the engine is cold. The electric starter is engaged via a switch beneath the drivers left heel. This switch looks like the high/low beam floor switch from 1970's autos. Finally, the ignition instrument cluster has a keyed lock, an ammeter, a lights on/off switch and also allows the driver to choose between battery and magneto electric power (for the lights, starter, spark plugs and horn).

We brought Flapper home three years ago. I installed a new water pump, muffler and steering gearbox. My driving is still rough and shifting the Ruckstell rear transmission is tricky. Now the left front wheel is wobbly and I'm working on reducing the free play in the steering wheel. All normal maintenance items for a car almost 100 years old. We have not participated in parades or Model T tours yet, but when the time comes we will be ready. Home renovations, job changes, and interstate moves have limited my old car picking and driving playtime. Now we have an open carport and Flapper and her tools/parts are in storage. I've become one of the round-to-it owners I chided earlier. We do have open yard space and a new garage with storage area is in our near future plans. We bought Flapper, now we need to bring her to her new Alabama home. 🚗

# AACA Article / Winter Driving Stories

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**John S. in Pennsylvania** / Posted December 12, 2017

Snow is a natural and normal part of northern winters. About 10 years ago, I was driving back on the Interstate highway after visiting my parents. It was dark and between 6 to 8 inches of snow had already fallen on the uncleared roads. Since so much of Pennsylvania is rural, there were no other cars to be seen at that late hour!

It's great to drive in clean, fresh, virgin snow when there's no salt or slush. The falling snowflakes were large, reflecting off the headlights, so I actually turned OFF my headlights on the dark, empty, one-way road, and could actually see better! The moon glimmering over the bright white landscape provided plenty of safe light. I did that just for a few miles, a few minutes, enjoying the tranquility, and then resumed driving with the headlights.

**Joe H. in Canada** / Posted December 13, 2017

I had taken my mothers new 66 Oldsmobile out with the boys on a Saturday night and the drive to Toronto was about 60 miles. We had heavy snow on the way home and I did a spin in the median, but I regained control and was able to get back on the road. I parked Mom's car in the garage when I got home, but was woken up early in the morning by an upset father. I didn't recall leaving the cars exhaust in the median.

**Andrew in Livonia, New York** / Posted December 13, 2017

This was the week before Christmas 2013 in a Packard touring. A few people in town thought I lost my mind, but I have the pictures and the memories. It was a real storm when I went to town. By the time I got home, the interior was full of snow.



**Steve in New York** / Posted December 16, 2017

I was getting my drivers license this particular year. With my birthday being in January I wanted to be free to drive alone that summer. Having heard on the radio that peoples cottages on the north shore of Lake Erie had been blown in the day before by a heavy snowfall off the Lake, I asked mom if we should take a drive out and see for ourselves.

That's me digging out the road side door to get some of the pressure off the storm door glass.

Two years later I purchased a cheap \$50 Dodge and again heard on the news that another bad winter storm had closed off the cottages again. Naturally I had to cut class to go and see that the next day.

It's a little further up the road of ours but what a pile of snow!



# 2023 Calendar of Events

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

## January 2023

- 1 **NAR Dues Due**
- 7 **Cars & Coffee** / MidCity / 5909 University Dr, Huntsville, AL 35806 / 8:00 a.m. to 10:30 a.m.
- 21 **Stateline C&C** / Stovehouse / 3414 Governors Dr, Huntsville, AL 35805 / 8:30 a.m. to 10:30 a.m.
- 26 **AACA NAR Meeting** / 1806 University Dr, Huntsville, AL / 7:00 p.m.
- 28 **Madison Count Motorheads Car Meet** / 6125 University Dr, Huntsville, AL / 7:00 p.m.

## February 2023

- 4 **Cars & Coffee** / MidCity / 5909 University Dr, Huntsville, AL 35806 / 8:00 a.m. to 10:30 a.m.
- 18 **Stateline C&C** / Stovehouse / 3414 Governors Dr, Huntsville, AL 35805 / 8:30 a.m. to 10:30 a.m.
- 23 **AACA NAR Meeting** / 1806 University Dr, Huntsville, AL / 7:00 p.m.

## March 2023

- 4 **Cars & Coffee** / MidCity / 5909 University Dr, Huntsville, AL 35806 / 8:00 a.m. to 10:30 a.m.
- 11 **St. Patrick's Day Parade** / Huntsville, AL
- 18 **Stateline C&C** / Stovehouse / 3414 Governors Dr, Huntsville, AL 35805 / 8:30 a.m. to 10:30 a.m.
- 23 **AACA NAR Meeting** / 1806 University Dr, Huntsville, AL / 7:00 p.m.

## April 2023

- 1 **Cars & Coffee** / MidCity / 5909 University Dr, Huntsville, AL 35806 / 8:00 a.m. to 10:30 a.m.
- 15 **Stateline C&C** / Stovehouse / 3414 Governors Dr, Huntsville, AL 35805 / 8:30 a.m. to 10:30 a.m.
- 27 **AACA NAR Meeting** / 1806 University Dr, Huntsville, AL / 7:00 p.m.

## May 2023

- 6 **Cars & Coffee** / MidCity / 5909 University Dr, Huntsville, AL 35806 / 8:00 a.m. to 10:30 a.m.
- 20 **Stateline C&C** / Stovehouse / 3414 Governors Dr, Huntsville, AL 35805 / 8:30 a.m. to 10:30 a.m.
- 25 **AACA NAR Meeting** / 1806 University Dr, Huntsville, AL / 7:00 p.m.

## June 2023

- 3 **Cars & Coffee** / MidCity / 5909 University Dr, Huntsville, AL 35806 / 8:00 a.m. to 10:30 a.m.
- 17 **Stateline C&C** / Stovehouse / 3414 Governors Dr, Huntsville, AL 35805 / 8:30 a.m. to 10:30 a.m.
- 22 **AACA NAR Meeting** / 1806 University Dr, Huntsville, AL / 7:00 p.m.
- ? **Helen Keller Festival Car Show** / (Address) Tuscumbia, AL / (Time)

# 2023 Calendar of Events

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

## July 2023

- 1 **Cars and Coffee** / MidCity / 5909 University Dr, Huntsville, AL 35806 / 8:00 a.m. to 10:30 a.m.
- 15 **Stateline C&C** / Stovehouse / 3414 Governors Dr, Huntsville, AL 35805 / 8:30 a.m. to 10:30 a.m.
- 27 **AACA NAR Meeting** / 1806 University Dr, Huntsville, AL / 7:00 p.m.
- ? **W. C. Handy Festival Car Show** / Wilson Park Florence, AL / 8:00 a.m. to Noon /  
Information: Ronnie James (256) 381-3536 or Terry Mashburn (256) 366-0564

## August 2023

- 5 **Cars and Coffee** / MidCity / 5909 University Dr, Huntsville, AL 35806 / 8:00 a.m. to 10:30 a.m.
- 19 **Stateline C&C** / Stovehouse / 3414 Governors Dr, Huntsville, AL 35805 / 8:30 a.m. to 10:30 a.m.
- 24 **AACA NAR Meeting** / 1806 University Dr, Huntsville, AL / 7:00 p.m.
- 26 **14th Annual Shoals Area Mustang & All Ford Show & Shine** / McFarland Park Florence, AL

## September 2023

- 2 **Cars and Coffee** / MidCity / 5909 University Dr, Huntsville, AL 35806 / 8:00 a.m. to 10:30 a.m.
- 16 **Stateline C&C** / Stovehouse / 3414 Governors Dr, Huntsville, AL 35805 / 8:30 a.m. to 10:30 a.m.
- 26 **AACA NAR Meeting** / 1806 University Dr, Huntsville, AL / 7:00 p.m.

## October 2023

- 7 **Cars and Coffee** / MidCity / 5909 University Dr, Huntsville, AL 35806 / 8:00 a.m. to 10:30 a.m.
- 21 **Stateline C&C** / Stovehouse / 3414 Governors Dr, Huntsville, AL 35805 / 8:30 a.m. to 10:30 a.m.
- 26 **AACA NAR Meeting** / 1806 University Dr, Huntsville, AL / 7:00 p.m.

## November 2023

- 4 **Cars and Coffee** / MidCity / 5909 University Dr, Huntsville, AL 35806 / 8:00 a.m. to 10:30 a.m.
- 18 **Stateline C&C** / Stovehouse / 3414 Governors Dr, Huntsville, AL 35805 / 8:30 a.m. to 10:30 a.m.
- 23 **AACA NAR Meeting** / 1806 University Dr, Huntsville, AL / 7:00 p.m.

## December 2023

- 2 **Cars and Coffee** / MidCity / 5909 University Dr, Huntsville, AL 35806 / 8:00 a.m. to 10:30 a.m.
- 16 **Stateline C&C** / Stovehouse / 3414 Governors Dr, Huntsville, AL 35805 / 8:30 a.m. to 10:30 a.m.
- 28 **AACA NAR Meeting** / 1806 University Dr, Huntsville, AL / 7:00 p.m.



*North Alabama Region*

# AACA 2023 National Calendar

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

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

January 26-28	Winter Nationals / Miami, FL
February 9-11	Annual Convention / Williamsburg, VA
April 13-15	Southeastern Spring Nationals / Charlotte, NC
May 1-3	Southeastern Divisional Tour / Oak Ridge, TN
May 18-20	Eastern Spring Nationals / Gettysburg, PA
June 25-28	Eastern Divisional Tour / Denver, PA
July 16-22	Founders Tour / Ontario, Canada
July 26-29	Special Eastern Summer Nationals / Norwich, NY
August 10-12	Grand Nationals / Bettendorf, IA
August 16-19	Vintage Tour / Aroostook County, Maine
September 25-29	Western Divisional Tour / California Central Coast
October 3-6	Eastern Fall Nationals / Hershey, PA
October 22-27	Revival AAA Glidden Tour (VMCCA) / Thomasville, GA





# 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 Jim True, 16651 E. Limestone Rd., Harvest, AL 35749

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](http://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 <http://naraaca.org>