

# Spoke



# Folks

Antique Automobile Club of America  North Alabama Region



*Moonpie John's Mercantile*



# President's Message

Jeff Slagle *President*

Greetings all,

It's already April, and the season is kicking into high gear, making it an exciting time for automotive enthusiasts. April is also notable for its significant historical events and milestones in automotive history, from the establishment of the United States Department of Transportation on April 1, 1967, to the closure of General Motors' iconic Pontiac brand on April 27, 2009. This month holds a distinctive place in the annals of automotive history.

I sincerely hope you enjoy discovering these nuggets of automotive trivia as much as I do in researching them. There's a certain joy in reminiscing about our rich American love affair with automobiles.

This month, our club has become more active as the auto season gains momentum, with our participation in various events demonstrating our commitment to our community and cars.

Among the events NAR participated in was our first NAR (post-COVID) cruise, which was a resounding success thanks to the fantastic weather and the enthusiastic turnout of our members. Further, let me extend my heartfelt gratitude to both Al Emmi and Ana Maria Clare-Emmi for beautifully capturing the essence of this event with their photography. With more than 16 members cruising to Moonpie John's Mercantile for lunch, it was a day filled with fellowship and joy.

In addition to our cruise, NAR was actively involved in supporting several local events such as the Giles County High School Band Car Show, the Hartselle 2nd Saturday Cruise In, and the Swearingin Volunteer Fire Department Car Show. Your participation in these events not only strengthens our club but also promotes the preservation and appreciation of automotive history in our community.

Looking ahead to the coming months, let's make the most of every opportunity to gather, share our passion, and build lasting memories. With weekends quickly filling up with activities for enthusiasts of all kinds, there are plenty of chances for us to come together and enjoy our love for antique automobiles. Your dedication to NAR is what keeps our club thriving, and I'm genuinely thankful for each one of you.

Thank you for your continued support, and I look forward to seeing you all at our next meeting at 1806 University Dr NW, Huntsville, AL 35801, on April 25, 2024, at 7:00 p.m. for the NAR Monthly Meeting.

Stay in the fast lane and enjoy the ride,

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>Angie Henslee</b>
<b>Treasurer</b>	<b>Dave Robertson</b>
<b>Newsletter Editor</b>	<b>Tom Beam</b>
<b>Webmaster</b>	<b>Dave Dunlap</b>
<b>Board of Directors</b>	<b>Joe Marchelites</b>
	<b>Wayne Scites</b>
	<b>Bob Ferenc</b>
	<b>Harry Trumball</b>

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North Alabama Region



# NAR Club Information

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## Member Milestones

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### Birthdays

Apr 4	Danny Barger
Apr 5	John Kleyer
Apr 6	Shannon Johnson
Apr 7	Jim Stutts
Apr 14	Chris Hartman
Apr 19	Roger Mays
Apr 25	Doug Swartz

### Anniversaries

Apr 1	Harry and Debi Trumball / 46 in 2024
Apr 20	Julia & Dave Newberry / 51 in 2024
Apr 25	Bob and Linda Weidman / 60 in 2024

## NAR Monthly Meeting Refreshments

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25 <sup>th</sup> April	Dave Robertson
23 <sup>rd</sup> May	Ana Marie Clare-Emmi
27 <sup>th</sup> June	6:00 p.m. / Greenbrier BBQ / Dinner-Out
25 <sup>th</sup> July	
22 <sup>nd</sup> August	
26 <sup>th</sup> September	6:00 p.m. / Las Trojas / Dinner-Out
24 <sup>th</sup> October	Jerry and Annette Carignan
21 <sup>st</sup> November	
TBD December	Christmas Party



NAR members are encourage to volunteer to bring refreshments to our monthly meetings. To volunteer, please email Chuck Nickey at [cnickey55@att.net](mailto:cnickey55@att.net).

## NAR Monthly Meeting Programs

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NAR would love to have its members share their personal antique car stories of interest at its monthly meetings. Presentation time should be between 20 to 30 minutes. If you have one you to share, please volunteer. If you have an idea for one, but need help to track it down, please contact Chuck Nickey at [cnickey55@att.net](mailto:cnickey55@att.net).

25 <sup>th</sup> April	Kyle Owen
23 <sup>rd</sup> May	
25 <sup>th</sup> July	
22 <sup>nd</sup> August	
24 <sup>th</sup> October	
21 <sup>st</sup> November	

Peter Catanese is presented the I. C. Kirkham National Award on February 11, 2017 at the AACA banquet in Philadelphia, PA. The award honors clubs that have significantly increased membership.

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SATURDAY, FEBRUARY 18, 2017

NEWS COURIER

# North Alabama antique car club awarded

The News Courier

The North Alabama Region of the Antique Automobile Club of America recently received the I.C. Kirkham National Award for its 25 percent membership growth in 2016.

NAR board member Peter Catanese accepted the award on behalf of the club Feb. 11 at the annual Antique Automobile Club of America banquet in Philadelphia.

The I.C. Kirkham Award is presented to regions with the greatest gain of membership in the 60,000-member national club. Those numbers are based on a weighted formula that considers the number of new members acquired and the percentage of increase in membership.

"NAR is very active and participates in several local events where the public can enjoy and learn about antique automobiles," said James True, president of the NAR-AACA. "Receiving this award is an honor and the club's growth shows how important the Antique Automotive hobby is to the community."

NAR hosts an annual car, truck, motorcycle show and flea market. The show features something for everyone and spec-

tators are always welcome free of charge. This year's show will be May 20 at the Huntsville/Madison County Senior Center on Drake Avenue. The show is a judged event for vehicles 25 years and older with separate classes for modified and production vehicles.

NAR members love driving their cars and the club participates in many community events, such as the Huntsville Veterans Day parade, Maple Hill Cemetery Stroll, and automobile displays at various Assisted Living Facilities.

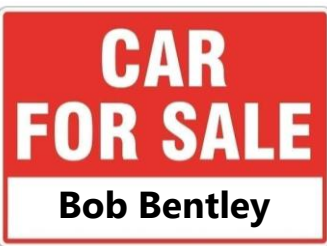
"NAR members are dedicated to the preservation and enjoyment of the antique automobile," said a press release about the group. "The club's vision is to encourage membership participation in antique automobile related activities including displaying, touring, technical sessions and supporting other antique car group activities. The club strives to offer innovative, interesting and rewarding antique car programs to the entire membership. Ownership of an antique automobile is not a prerequisite for membership."

To learn more about NAR, visit [NARAACA.org](http://NARAACA.org) and AACA website at [aaca.org](http://aaca.org).



COURTESY PHOTO

Bob Parrish, left, president of the Antique Automobile Club of America, presents the I.C. Kirkham National Award to Peter Catanese, member of the North Alabama Region of the club, Feb. 11, at the AACA banquet in Philadelphia. The award honors clubs that have significantly increased membership.



Dan Wachtel is selling his 1927 Ford model T roadster. The car has great sheet metal, great leather interior, and the top is in great shape. Dan enjoyed the car, but needs to make space, Asking \$17,000.

**Contact:** Dan Wachtel  
256 777-4530  
Imnvrdu1@aol.com



Just when you thought church was all about sermons and hymns, Washington Park Baptist Church proves that they know how to throw a sick car show! Congrats to Al Emmi for winning Best Car and Harry Trumbull for getting the Pastor's Choice award. NAR repping hard as always!



Just another day at the office for NAR members Al Emmi, Harry Trumbull, and James Charette as they burn rubber at the Swearingen Fire Department Car Show in Scottsboro, AL! Jim took 2nd Place in the '60 to '72 category. I mean who needs first place when you're driving a beauty like that?



Randy and Nell Owen made it to the car Show at Alabama A&M Crews Stadium. A few cars that entered were a gorgeous Pontiac Bonneville, a beautiful 1932 Oldsmobile, some Corvettes, a Beatle, and a Chevrolet. It was a good day to get the 1941 Packard out for a drive. On our way home we stopped by Dallas Mill for a sandwich and dessert.



**1932 OLDS MODEL F2**  
IN SIDEMOUNTED FORM THE SIX CYLINDER FOUR DOOR SEDAN WAS A HANDSOME CAR. ITS BASE PRICE WAS A EVEN \$1000 AND IT WEIGHED 3285 POUNDS. PRODUCTION TOTALLED 1295. ALL 1932 OLDSMOBILES USED A THREE SPEED MANUAL TRANSMISSION. BOTH MODELS OF THE 1932 OLDS ALSO USED A FREE-WHEELING FEATURE WHICH WAS OF THE ROLLER TYPE DESIGN.  
  
THIS MODEL FEATURES A FACTORY HEATER IN GRILL SHUTTER CONTROL FOR FASTER WARM UPS. A THREE POSITION RIDE CONTROL AND REAR SEAT CURTAINS WHICH PROVIDED MANY COMFORTS FOR ITS ERA.  
  
*Owners: Martha K. and Robert H. Huntsville, AL*





Great weather and great turnout today for our first post-COVID NAR cruise! More than 16 members caravanned to Bob Bentley's house to look at his cars that are for sale. Then, we proceeded to Moonpie John's Mercantile for a delicious lunch. Those who enjoyed the cruise included Lynn and Chuck Nickey and Duncan, of course, Angie and Jim True, Annette and Jerry Carignan, Linda and Bob Weidman, Ron and Martha Dion, Linda and Keith Haney, Ken Riddle, Harry Trumbull, Tom Beam, Kyle and Savannah Owen, Teri and Gerald Moore, Claire Cantanese, Michael Coleman, Linda and Bob Ferenc, Clem Greek, Robbie Henslee, and Robert Scites. Wayne Scites was handling activities at Bob Bentley's. Lastly, thanks to Ana Maria Clare-Emmi and Al Emmi for being our photographers!



## Plymouth Roadrunner: History of a time tested muscle car

*Question:* Greg, I just read one of your articles showing a newspaper advertisement for used cars. I had so much fun looking at all those great muscle cars in that ad and the low prices we paid back then.

I've always been a big Plymouth Roadrunner fan, so can you give me more on the Roadrunner? Also, which year is your favorite Roadrunner?

- Harry Brown, Pennsylvania.

*Answer:* Harry, thanks for your letter and I will say up front that I liked all the Roadrunners built from 1968 through 1970.

But let's start with the history of the Plymouth Roadrunner, and how Chrysler Corporation started the "Beep Beep" craze in model year 1968.

Fully aware it offered only a few cars to Muscle Car fans compared to what GM and Ford/Mercury were rolling out, (although the 1965 to 1967 Hemi Plymouths and Dodges were the main boulevard terrors along with the Plymouth GTX and Dodge R/T) Chrysler wanted a low cost intermediate that would hopefully catch the attention of the muscle car consumer.

So, Chrysler paid Warner Brothers \$50,000 for the naming rights of its famous ultra-fast cartoon bird Roadrunner, while predator Coyote also came with the deal. They then applied powerful V8 engines and Roadrunner decals to 1968 stripped down Plymouth Satellites, and the Roadrunner was born. Plymouth hoped that a sub \$3,000 muscle car would increase sales and combat the GM and Ford muscle car superiority.

Specifically, Plymouth took the 383 inch block, 440 cylinder heads, cam and kit from the GTX line and then bolted it all together. The result was Roadrunner's standard V8 engine, notably a 335-horse 383 that produced 425 lb-ft. of torque. Unlike the higher priced "Gentleman's Muscle Car" GTX, also built on the Satellite platform, the Roadrunner was an all business muscle car low on conveniences but high on performance.

The Roadrunner also came with its now famous "beep-beep" horn, rubber floor mats, a bench seat, non-roll down rear windows that flip opened to the side and buyer's choice of either automatic or 4-speed transmission. Following corporate guidance on price, the 1968 Roadrunner 383 came in at a base of about \$2,900. However, there was one engine option, and it was the real deal, "Elephant" 426 Hemi. For just \$714 more, you received a 425-horse 426 Hemi, the all-out king of the street and strip.

All of the early 1968 Roadrunners were post coupes, while a hardtop and a "Coyote Duster Air Grabber" ram air arriving at mid-year. For those who bought a Hemi Roadrunner and held on to it, regardless of year, they bring hundreds of thousands of dollars at auctions in pristine condition.

As for showroom activity, Plymouth hoped to sell 2,500 Roadrunners in 1968. However, by year's end nearly 45,000 Roadrunners were sold, making it one of the most successful muscle car introductions of all time. Actual production numbers were 29,240 post coupes and 15,359 hardtops that initial 1968 year.

*Continued*

Now 100-percent happy with the Roadrunner's popularity, Plymouth enhanced choices in 1969, adding a convertible along with optional bucket seats. Under the hood, Chrysler added a triple-two barrel 440 V8 option, known as the "440 Six Pack" in mid-year 1969. This option produced 390 conservative horsepower and was nearly as fast as the Hemi in stock trim. The important note here is that consumers took home 82,109 Roadrunners, of which only 2,218 were convertibles.

This Roadrunner popularity goes on one more year when a redesigned 1970 Roadrunner arrived at dealer showrooms. Of the 41,484 1970 Roadrunners built, only 824 were convertibles. This is also the year the slipstream NASCAR-ready Superbird joined the Roadrunner group, available with either 440 V8, 440 Six Pack or 426 Hemi. You could buy one right off the showroom floor as per NASCAR rules, and just 1,935 were ever sold. (This is a separate story in itself.)

My favorite Roadrunner? It would be a bright blue 1968 Hemi or a 1969 or 1970 440 Six Pack, with either a four speed or an automatic. In reality, however, you can park any 1968 to 1970 Roadrunner in my garage and I'd be happy.

Sadly, beginning in 1971, the "muscle car" engines started arriving with lower compression pistons, gas prices were rising and cleaner burning engine rules lowered horsepower. By 1972, the heyday of the true muscle car era was over.

You say you want to know what our new bird, the Road Runner, is all about? Take a look at the standard equipment and you'll get the idea:

- Special 383 Wedge, exclusive to the Road Runner, turning out 335 hp at 5200 rpm and 425 lbs.-ft. at 3400 rpm.
- A high-lift stick (.450 in. intake and .460 in. exhaust) with 54 degrees of overlap and duration of 276 degrees (intake) and 292 degrees (exhaust).
- A tremendous brake/weight ratio, with 11 in. x 3 in. drums in front and 11 in. x 2 1/2 in. at the rear, stopping a new two-door coupe configuration.
- F 70 x 14 Wide floos.
- 4-speed fully synchronized gearbox.
- Heavy-duty torsion bars, springs, shock absorbers, ball joints and a 34 in. stabilizer bar.
- A special identity all its own, with Road Runner birds at the back, sides, and instrument panel, plus a horn that goes "Beep Beep!" Just like in the cartoons.
- A price way below what you would pay for a Supercar.

... the Plymouth win-you-over beat goes on

• A total lack of unnecessary doodads, gimmicks, and falderal. That's the standard stuff. Optional are things like a 426 Hemi. A special package including 3.55 rear end with Suno-Grip, vacuum fan drive and heavy-duty shrouded radiator. And like that.

It's all put together for the guy who really digs cars, knows about facts and styling lights and how to use 'em. Knows how to use his car in traffic, too, by following the rules and keeping his cool. Our kind of guy.

**"Beep-Beep!"**

**Plymouth** **CHRYSLER**  
WORLD CORPORATION

# AACA Article

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## A Concise History of AACA in the Beginning

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The AACA was formed from among a small group of men who attended Antique Automobile Derbies that had began, in 1931, in connection with the Automobile Show in Philadelphia. After the fourth such Derby, Mr. Frank Abramson and Mr. Theodore Fiala conceived of the idea to form an antique automobile club from among the previous year's Derby participants. They approached Mr. Jack Dlugash, promoter of the Derbies, for the participant's names and addresses, which he gladly provided. Their letter, dated September 20, 1935, successfully interested these people in forming such an organization. A meeting was held on November 4, 1935, in the auditorium of the Automobile Club of Philadelphia. Attendance included the fourteen founder members, plus the wife of one. Thus was born America's first historical automotive society, the Antique Automobile Club of America.

The Club's first President, Mr. Frank Abramson, served the first three years. At a March 16, 1936 meeting, automotive pioneer, and AACA honorary member, Mr. Charles E. Duryea was scheduled to speak, but had to withdraw due to illness. Mr. Duryea and his brother, J. Frank Duryea, had created America's first commercially successful automobile. This same year a constitution was drawn up and submitted to the membership for approval. Unfortunately, Charles Duryea passed away September 28, 1938. Mr. George M. Hughes was elected President in the fall of 1938 and did much to keep our small club and magazine going, while serving five of the next six years, with 1942 being the exception, when Hyde W. Ballard served as President. During these years, beginning January 10, 1938, various AACA members had meetings in their homes. It was also in 1938 that club member George Green and his wife called attention to the club by making an 8834 mile cross country trip from their home in Lambertville, N.J. to California, touching on Canada and Mexico. The over three month journey in their 1904 Oldsmobile was made with virtually no problems. The first published drawing of the club emblem, as we know it today, was designed in 1939 by Mr. Herbert van Haagen of Upper Darby, Pa. Using a power engraver attachment, many months of labor were required for Mr. van Haagen to produce the original master pattern.

Volume 1, Number 1 of the magazine was first published in 1937 and called the Bulletin of the Antique Automobile with the first elected editor being Theodore Fiala. Beginning with the January, 1943 issue, it was renamed ANTIQUE AUTOMOBILE. Through 1944, there had been a number of editors and club membership had reached 400. One of the leading personalities of our Club during this period was Mr. M.J. Duryea, the son of Charles E. Duryea. During the years following, he became Editor of ANTIQUE AUTOMOBILE, and, as such, his influence was felt far and wide.

The first annual banquet was held on March 1, 1941, with 78 members attending. Speakers were James Melton and Ralph De Palma. During the years prior to 1942 the Club held an Annual Outing at the homes of various members. On October 18, 1942 the Annual Outing was moved to the Lamb Tavern in Springfield, Pa., with eighteen cars participating in spite of gasoline rationing! It was already a tradition. As the Club grew, the Spring Meet was held in different locales and farther afield. In 1944 there was an Annual Spring Outing at the Lamb Tavern, with an annual fall outing at the Oak Terrace Country Club, in Ambler, Pa. on October 7, 1944. The year 1943 had seen Mr. Thomas McKean, Jr. become the first AACA life member. On December 15, 1944 a general meeting of the club was held at the Robert Morris Hotel in Philadelphia, where a new code of by-laws was discussed. Though not finalized at this meeting, the resulting by-laws would establish, among other things, the board of directors concept by which AACA would be governed in the future.

*Continued*

The Fall Meet was moved to the Devon Horse Show Grounds in 1946 and this became the site of the annual fall meet. Also in 1946, an invitation to the Golden Jubilee of the automobile industry in Detroit came to AACA and it was decided to drive there with antique cars in a tour group. The name "Glidden Tour" was proposed and this became the first of the Revival Glidden Tours. It was this event that prompted Firestone to make up new tires for these historic vehicles. One of the Detroit highlights came when George Green received a gold-colored Hudson for the performance of his venerable Cross Country 1904 Oldsmobile. This first tour proved so popular that with tires at last available, the Glidden Tour once again became a national institution. As these tours entered new areas, greater interest in antique cars spread and grew, as did AACA itself.

By 1951, the increasing numbers of competing cars necessitated developing a more comprehensive classification system. A committee was formed, which came up with the Junior/Senior system, used first at the Oct. 13, 1951 Devon Show. In time for the 1952 show season, a new eighteen category classification system was put into place that remains the basis for our present evolving vehicle classification system today. The new 1952 classifications included classic cars, "less than 25 years old and pre-1940".

In 1953, the 200 participating cars literally overflowed the Devon Horse Show grounds. The next year our Fall Meet was invited to the Hershey Stadium. During the next 40+ years AACA experienced exciting growth and expansion. The Hershey Show has since assembled over 2,000 vehicles at one time, and the Flea Market has since become world renowned.

The demonstrated flexibility of the classification system, tuned to the times, has been complimentary to achieving this growth. In 1953 early Model A Ford cars were included in a new class 18, "Antique Cars w/four-wheel brakes." No major changes occurred until February, 1957, when a new automotive definition and class was introduced, "Class 20 - Production Cars, 1930 to 25 years of age. In 1959 the 1928-1931 Model A's were pulled from classes 18 and 20, and placed into their own class. In 1960, production car and truck classes were frozen, with a 1935 cutoff date. A 1948 cutoff date was established for classic cars. These rules remained basically unchanged until 1968, when a new rule was introduced, which allowed expansion by one year every other year. Then, the July-August, 1974 issue of ANTIQUE AUTOMOBILE announced the inclusion of vehicles 25 years old and older into the classifications, effective February 1, 1975. This rule continues in effect today. During ensuing years, separate classes were implemented to separate Ford V-8 cars, Chevrolet Corvettes, Ford Thunderbirds, Ford Mustangs, 1955-57 Chevrolets, and others. New categories were developed for "specifically named prestige cars" and "limited production and prototype vehicles". In 1988 the Historical Preservation of Original Features (HPOF) class was implemented, and has proven to be very popular.

In the early years, the Club's financial business was handled by the Provident Tradesmen's Bank of Philadelphia. In 1959, at the invitation of the Hershey Estates, the financial operation of all Club business was moved to office space in the building occupied by the Hershey Museum. Mr. William E. Bomgardner became the first Business Manager, later Executive Director and Editor of the magazine. During this period, AACA purchased a building in Hershey, which is now National Headquarters. In 1986 Mr. Bomgardner retired and was succeeded by Mr. William H. Smith.

*Continued*

During the 1960's, divisions were created to achieve placement of national spring and fall meets in all parts of the country. A cadre of volunteer national judges was formed, and national judging schools began. An annual grand national meet was established at which only senior vehicles would compete, and held for the first time in 1980, on the grounds of the International Salt Co. in Clarks Summit, Pa. In 1988, a trade show was added to the agenda of the annual meeting, and the Premier Founders Tour (1936 and later) was held in Huntsville, Alabama. In 1991 roundtable discussions at various national meets and tours were started, and in 1992 national meet seminars were first held in conjunction with a national meet. In 1994 a new AACA vintage tour (1927 and earlier) was approved to augment the Reliability Tour (1914 and earlier) on odd years, beginning in 1997. divisional tours, shorter in duration than the previously established tours, have been initiated, with the first being held in Manassas, Virginia during 1995.

Growing with the hobby has become a tradition with AACA as times have changed. From 850 members in 1948; 1,400 in 1949; 5,000 in 1954; 8,700 in 1959; 23,000 in 1969; 37,000 in 1976; to over 50,000 in AACA's Golden Jubilee year, 1985, growth has remained steady. Much of this growth can be credited to the outstanding dedication and achievement of the officers and directors, as well as the efforts and activities of the regions and chapters. Beginning with founding of the Illinois Region, the number of regions and chapters has grown to more than 400 today. Innovative approaches to enhance enjoyment by its members, has helped AACA achieve the enviable position of being the largest club in the world dedicated to furthering interest in, and preservation of, antique automobiles and their history.

# 2024 Calendar of Events

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

## May

- 4 **Cars & Coffee** / MidCity / 5909 University Dr., Huntsville, AL 35806 / 8:00 a.m. to 10:00 a.m.
- 4 **Marching Indians Annual Car Show** / East Limestone High School / 15641 East Limestone Road, Athens, AL / Entry Fee \$20 / 10:00 a.m. to 2:00 p.m.
- 11 **Priceville Cars N' Coffee** / Morgan County Veteran's Memorial / 600 Hwy 67 S, Priceville, AL / 2<sup>nd</sup> Saturday every month / \$5 buys all the coffee, hot chocolate, and cider you can drink
- 18 **Horse Power Therapy Cars and Coffee** / Stovehouse / 3414 Governors Dr., Huntsville, AL 35805 / 3<sup>rd</sup> Saturday every month / 8:30 a.m. to 10:30 a.m.
- 23 **North Alabama Region of the AACA Monthly Meeting** / Museum of Information Explosion / 1806 University Drive, Huntsville, AL / 7:00 p.m.

## June

- 1 **Cars & Coffee** / MidCity / 5909 University Dr., Huntsville, AL 35806 / 8:00 a.m. to 10:00 a.m.
- 8 **Priceville Cars N' Coffee** / Morgan County Veteran's Memorial / 600 Hwy 67 S, Priceville, AL / 2<sup>nd</sup> Saturday every month / \$5 buys all the coffee, hot chocolate, and cider you can drink
- 15 **Horse Power Therapy Cars and Coffee** / Stovehouse / 3414 Governors Dr., Huntsville, AL 35805 / 3<sup>rd</sup> Saturday every month / 8:30 a.m. to 10:30 a.m.
- 27 **North Alabama Region** / Quarterly Dinner-Out / Greenbrier BBQ / 6:00 p.m.

## July

- 6 **Cars & Coffee** / MidCity / 5909 University Dr., Huntsville, AL 35806 / 8:00 a.m. to 10:00 a.m.
- 13 **Priceville Cars N' Coffee** / Morgan County Veteran's Memorial / 600 Hwy 67 S, Priceville, AL / 2<sup>nd</sup> Saturday every month / \$5 buys all the coffee, hot chocolate, and cider you can drink
- 20 **Horse Power Therapy Cars and Coffee** / Stovehouse / 3414 Governors Dr., Huntsville, AL 35805 / 3<sup>rd</sup> Saturday every month / 8:30 a.m. to 10:30 a.m.
- 25 **North Alabama Region of the AACA Monthly Meeting** / Museum of Information Explosion / 1806 University Drive, Huntsville, AL / 7:00 p.m.

## August

- 3 **Cars & Coffee** / MidCity / 5909 University Dr., Huntsville, AL 35806 / 8:00 a.m. to 10:00 a.m.
- 10 **Priceville Cars N' Coffee** / Morgan County Veteran's Memorial / 600 Hwy 67 S, Priceville, AL / 2<sup>nd</sup> Saturday every month / \$5 buys all the coffee, hot chocolate, and cider you can drink
- 17 **Horse Power Therapy Cars and Coffee** / Stovehouse / 3414 Governors Dr., Huntsville, AL 35805 / 3<sup>rd</sup> Saturday every month / 8:30 a.m. to 10:30 a.m.
- 22 **North Alabama Region of the AACA Monthly Meeting** / Museum of Information Explosion / 1806 University Drive, Huntsville, AL / 7:00 p.m.
- 24 **3<sup>rd</sup> Annual Autism Awareness Car Show** / Rogersville Park / Hwy 207, Rogersville, AL 35652 / 9:00 a.m. to 6:00 p.m.

# 2024 Calendar of Events

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

## September

- 7 **Cars & Coffee** / MidCity / 5909 University Dr., Huntsville, AL 35806 / 8:00 a.m. to 10:00 a.m.
- 14 **Priceville Cars N' Coffee** / Morgan County Veteran's Memorial / 600 Hwy 67 S, Priceville, AL / 2<sup>nd</sup> Saturday every month / \$5 buys all the coffee, hot chocolate, and cider you can drink
- 21 **Horse Power Therapy Cars and Coffee** / Stovehouse / 3414 Governors Dr., Huntsville, AL 35805 / 3<sup>rd</sup> Saturday every month / 8:30 a.m. to 10:30 a.m.
- 26 **North Alabama Region** / Quarterly Dinner-Out / Las Trojas / 6:00 p.m.

## October

- 5 **Cars & Coffee** / MidCity / 5909 University Dr., Huntsville, AL 35806 / 8:00 a.m. to 10:00 a.m.
- 5 **24<sup>th</sup> Annual Car and Truck Show** / Ardmore Quarterback Club / John Barnes Ballpark / 30510 Ardmore Ridge Road, Ardmore, TN / 10:00 a.m. to 3:00 p.m. / (256) 614-5542 / <https://www.facebook.com/ardmorecarshow>
- 12 **Priceville Cars N' Coffee** / Morgan County Veteran's Memorial / 600 Hwy 67 S, Priceville, AL / 2<sup>nd</sup> Saturday every month / \$5 buys all the coffee, hot chocolate, and cider you can drink
- 16 **Horse Power Therapy Cars and Coffee** / Stovehouse / 3414 Governors Dr., Huntsville, AL 35805 / 3<sup>rd</sup> Saturday every month / 8:30 a.m. to 10:30 a.m.
- 24 **North Alabama Region of the AACA Monthly Meeting** / Museum of Information Explosion / 1806 University Drive, Huntsville, AL / 7:00 p.m.

## November

- 2 **Cars & Coffee** / MidCity / 5909 University Dr., Huntsville, AL 35806 / 8:00 a.m. to 10:00 a.m.
- 9 **Priceville Cars N' Coffee** / Morgan County Veteran's Memorial / 600 Hwy 67 S, Priceville, AL / 2<sup>nd</sup> Saturday every month / \$5 buys all the coffee, hot chocolate, and cider you can drink
- 16 **Horse Power Therapy Cars and Coffee** / Stovehouse / 3414 Governors Dr., Huntsville, AL 35805 / 3<sup>rd</sup> Saturday every month / 8:30 a.m. to 10:30 a.m.
- 28 **North Alabama Region of the AACA Monthly Meeting** / Museum of Information Explosion / 1806 University Drive, Huntsville, AL / 7:00 p.m.

## December

- 7 **Cars & Coffee** / MidCity / 5909 University Dr., Huntsville, AL 35806 / 8:00 a.m. to 10:00 a.m.
- 14 **Priceville Cars N' Coffee** / Morgan County Veteran's Memorial / 600 Hwy 67 S, Priceville, AL / 2<sup>nd</sup> Saturday every month / \$5 buys all the coffee, hot chocolate, and cider you can drink
- 21 **Horse Power Therapy Cars and Coffee** / Stovehouse / 3414 Governors Dr., Huntsville, AL 35805 / 3<sup>rd</sup> Saturday every month / 8:30 a.m. to 10:30 a.m.
- TBD **North Alabama Region of the AACA Monthly Meeting** / Quarterly Dinner-Out Meeting / Location TBD / 6:00 p.m.

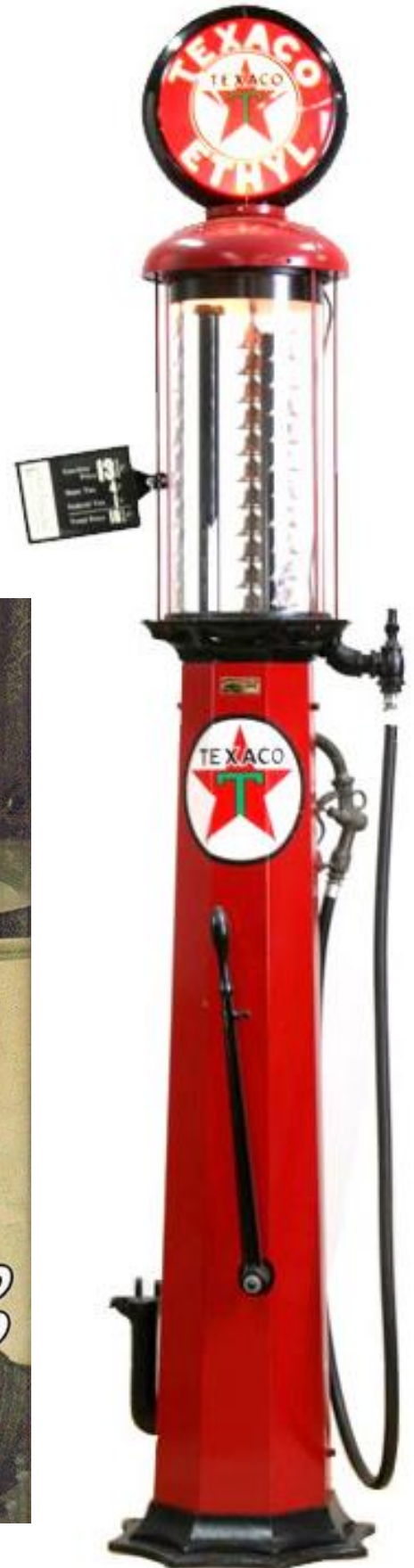
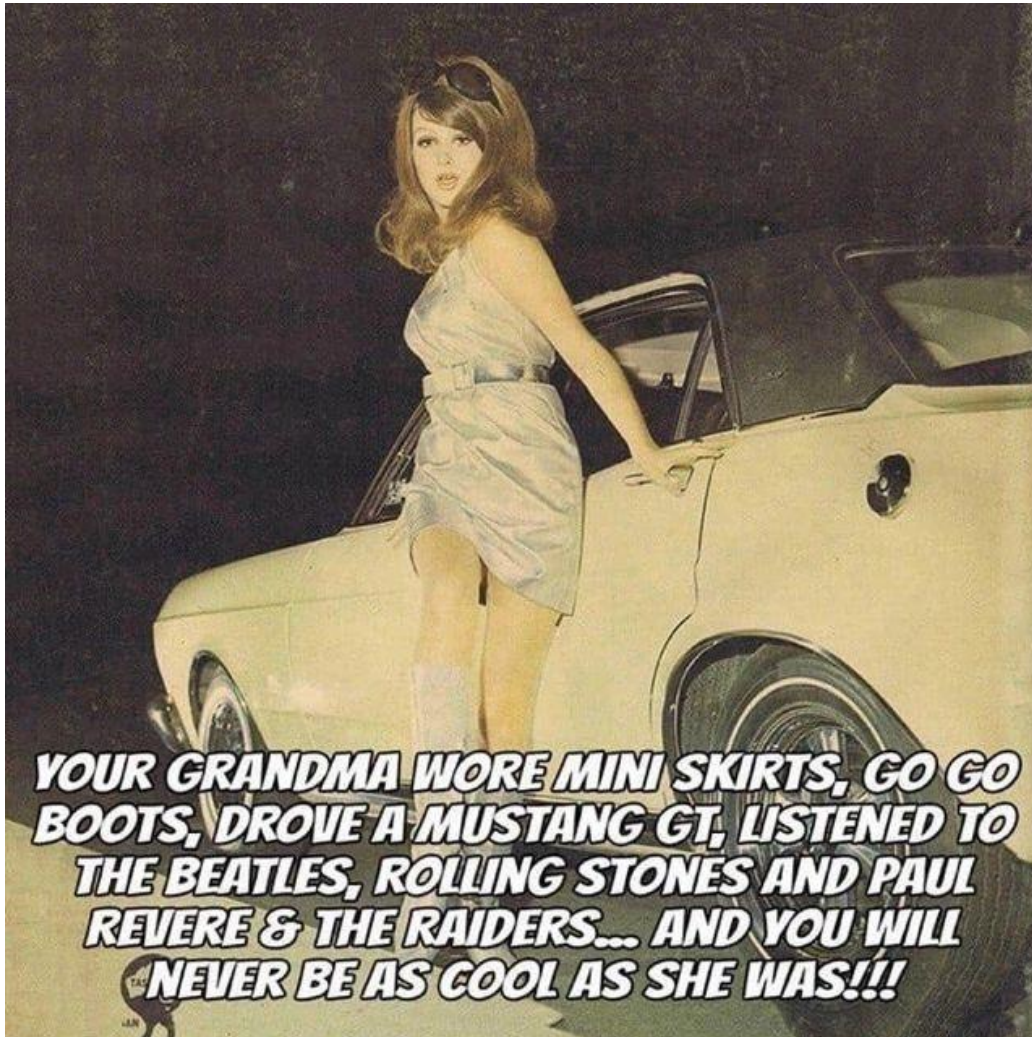


# AACA 2024 National Shows and Tours Calendar

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

<https://aaca.org/aacanationalshowsandtourscaendar/>

- June 9-13 Eastern Divisional Tour / Fredericksburg, Virginia
- June 20-22 Eastern Spring Nationals / Saratoga, New York
- July 10-13 Western Divisional Tour / Big Horn Mountain, Wyoming
- September 12-14 Western Fall Nationals / Loveland, Colorado
- September 22-27 Revival AAA Glidden Tour® / Fairfield, Pennsylvania
- October 8-11 Eastern Fall Nationals / Hershey, Pennsylvania
- October 23-26 Southeastern Fall Nationals / Huntsville, Alabama





# 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](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>