



Exhaust Whistle



November 2024 - Official publication of the AACA Great Southern Region - Serving Central Alabama Vol. 36 No. 11

Christmas Gathering Saturday, December 14 11-1 Gardner's Home Columbiana, AL



AACA 2024 Southeastern Fall Nationals

With the 2024 Southeastern Fall Nationals in our backyard the Great Southern Region made a great showing! The show was hosted by the North Alabama Region and was very well put together.

For those that wanted to arrive early, a Wednesday Night Social was provided. A nice array of food was available for participants and a great time to see

everyone. Thursday evening was the Social event held at an arcade. The photos revealed a fun time was had by all in attendance. What a great idea- an arcade where you could act like a kid again. You could also participate in a tour to Lake Guntersville and follow an old wood boat pulled by a beautiful

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A Note From The

PRESIDENT

As we stroll (drive) toward the end of 2024, I am excited that we have recently added 7 new members and intend to keep growing. This is the part where we all talk about our passion of cars/motorcycles and our club to others and invite them to be a part of it, and for all of us to be an active participant in planning events and activities that we each are interested in.

I also want to invite everyone to attend our Christmas gathering at the Gardner's residence in Columbiana on December 14th. A forthcoming email will give all the details. We will take a little time to vote on officers so if you are interested in bringing your energy as one of our officers, please let us know.

I look forward to seeing you soon.
Live to Drive

Ken McClellan



Check out our website!

This is your club!

greatsouthern.aaca.com

Show off your vehicle(s) under members vehicles

Find an event under calendar, National or local

Email realracegril1@gmail.com with links you would like on our page under links.



AACA National Headquarters
P.O. Box 417 Hershey, PA 17033
Founded 1935 717.534.1910
www.aaca.org

**Dedicated to the preservation,
restoration and maintenance of
automobiles and automotive history**

Membership in the AACA is required to be a
member of the Great Southern Region
Ownership of an antique car is optional

The Exhaust Whistle

Great Southern Region, Birmingham, AL
Email stories and photos to Charlotte at
Realracegirl1@yahoo.com

The Exhaust Whistle is a monthly publication of the AACA Great Southern Region, view expressed in the Exhaust Whistle are not necessarily those of the Region officers of AACA. Original material may be reprinted if credit is given.

2024 Officers

President: Ken McClellan
Vice President: Bill Gardner
Treasurer: Vicki Bolton
Secretary: Vicki Bolton
Editor/Webmaster: Charlotte Dahlenburg
Activities: Bill Gardner





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blue GMC truck to see the boats on the lake.

We woke up early to leave Mobile on Friday morning and hopped in our truck with the 55 in tow. We arrived in the afternoon at trailer parking. Catching up with members of the North Alabama Region (NAR) was exciting. Our journey with AACA started with NAR.

After accomplishing all the normal activities of arriving at an event: stretching our legs, check-in, unloading a vehicle and such we headed to the Round Table. It was interesting to hear about the new things happening in AACA. The \$5000 grant incentive to host Tours and Nationals is a great idea and I hope

that many regions take this offer up! Judging School run by Dain and Stan not only is required each year for judges it was a great review for anyone judging or show vehicles.

The Friday night social was held on the stage at the Orion, and as par for the course we left our tickets at the hotel. The taco bar was so good and so was the band.

Saturday morning was early! I headed to judges breakfast and Darrin and Barrett got the car on the show field. Friends and family stopped by all day to see us.

The Great Southern Region had 13 vehicles on the show field and all received the awards they were hoping for! A few also received nominations for National Awards.

The banquet under the Saturn V was amazing. The speaker was very motivating, food was great! This Nationals will be hard to beat!

-Charlotte



Not Judged
1927 Marmon E75 Wilson Bodied Speedster
Sam Barnett, Birmingham, AL

Class HPOF
 Historic Preservation
 1951 Cadillac Fleetwood
 Eddie Bibb, Birmingham,
 AL



Class HPOF
 Repeat Historic
 Preservation
 1975 Chevrolet Caprice
 Eddie Bibb, Birmingham,
 AL



Class DPC
 1955 Chevrolet Bel Air
 Darrin R. Dahlenburg,
 Theodore, AL



Class 04B
 First Preservation
 1948 Crosley
 Vicki H. Bolton,
 Birmingham, AL





Class 05E
Repeat Preservation
1958 Cushman Eagle
Vicki H. Bolton,
Birmingham, AL



Class 19A
First Junior
1928 Rolls-Royce
Springfield Ascott
Ronald J. Moore, Sr.,
Birmingham, AL



Class 25A
Repeat Preservation
1959 Triumph TR3A
Anton C. Bogaty,
Birmingham, AL



Class 25E
Repeat Preservation
1970 Triumph GT6
Ken McClellan,
Leeds, AL



Class 27B
 Repeat Preservation
 1957 Cadillac Series 62
 James Wagnon,
 Pelham, AL



Class 27D
 First Preservation
 1960 Buick Invicta
 Joe M. Alfano,
 Vestavia Hills, AL



Class 27H
 First Junior
 1968 Cadillac Deville
 Eddie Bibb, Birmingham,
 AL



Class 36F
 First Junior
 1977 Pontiac Trans Am
 Jeff Loebler
 Leeds AL



November Meeting Minutes

Minutes of meeting on 11/21/2024

We met at Dale's Grill for our monthly meeting.

We had 10 in attendance.

As part of our meeting, we discussed the Christmas party at the Gardner's on Dec 14th, 11-1

An email will be sent out with directions and RSVP requested by the 9th. The Club will be providing the meal.

Treasurer's report was presented

Ken asked if there was any interest in hosting a National Meet and there was discussion about what it takes to host a meet and how long it takes to plan a meet.

Officers for 2025 was discussed and whether the current officers would consider serving another year.

We had a discussion about what kind of activities for 2025 we want to have. The response was overwhelming in favor of tours. Some of the possible destinations or activities included ice cream tours, Hot Dog ride, covered bridge tour, Tannehill, Cheaha Park, Noccalula Falls when their improvements are completed, tour of the areas dams.

We had a review of the Pepper Place car show. Although we did not have a large turn out, the day was a success with a lot of interest. We signed up new members. The Farmers Market was very happy and invited us back next year. They like the idea of having a show on the Veteran's Day weekend.

Respectfully submitted: Vicki Bolton

What Have You Been Up To?



Pepper Place Car Show

It was a beautiful day, and we had some very nice cars on display. There were a lot of people looking the cars over and they asked lots of questions. We signed up new members which is very exciting. The Farmer's Market was very pleased with all of the interest and has invited us back for next year. They like the idea of having a show for Veteran's Day weekend. - Vicki Bolton



Welcome New Members

Bill Corn

Garrett and Judy Jenkins
Mike and Tiffany Brewer,
and their son Miles

Greg Erwin

David and Valerie Howell
Joe and Joanie Alfano
Jim and Sharon Black
John and Kathryn Fain

If you know of someone that is interested in old cars, invite them to a meeting or an activity. We want to share our hobby with others so that we can share the fun we have. Membership is everybody's responsibility.



EDITOR

I'm truly grateful for the joy and memories that my old car hobby has brought into my life. There's something special about spending time with vintage vehicles — whether it's cruising in them, showing them off, or simply being surrounded by fellow enthusiasts.

What I love most is how everyone has a unique story to share about the car they're caring for. It's fascinating to hear how each restoration feels like preserving a piece of history. Many people dive deep into research, knowing everything about how their car was made, where it's been, and who's owned it before them.

For me, this hobby goes beyond the cars themselves; it's about the lessons in patience, dedication, and the deep appreciation for craftsmanship. It keeps me grounded and connected to a time when things were built to last. I am also incredibly thankful for all the people I've met over the years, the friendships that have stood the test of time, and the wisdom that gets shared so freely.

I'm truly thankful for the ride.

Charlotte

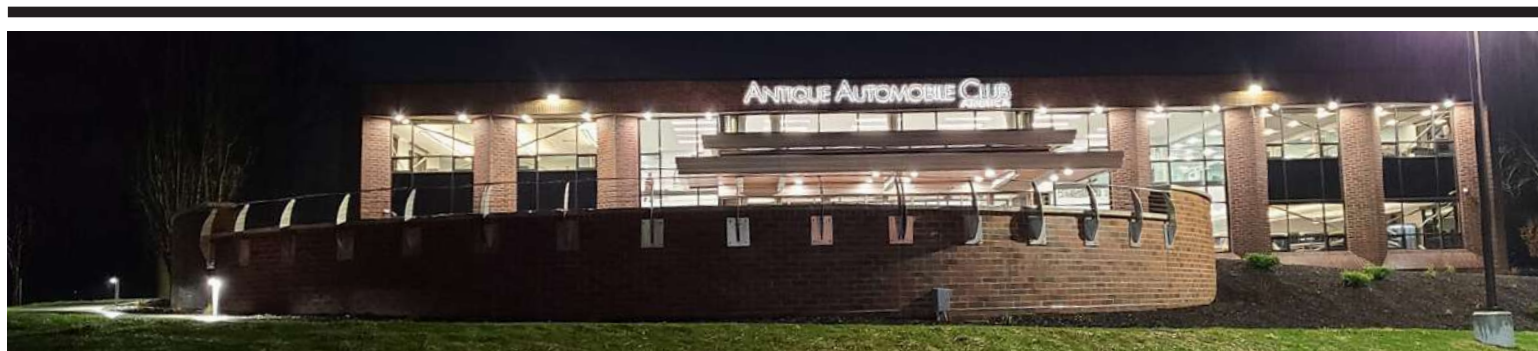
50-year AACA Membership Pin



As a thank you for longtime passion and dedication for the automotive hobby, AACA awards members who have been in the club for 50 years or more with a beautiful 50-year pin.

This stunning award can be bestowed upon a longtime member at an AACA Nationals or a region event, or simply receiving it in the mail.. To obtain this pin, you must be a member for at least 50 years, which do not have to be consecutive. You (or your region/ chapter) must then contact national headquarters. We will research our archives to confirm 50 years of membership.

If you believe you have been a member for 50 years or more, contact AACA headquarters at 717-534-1910 (or email Hon Curtis at jcurtis@aca.org). AACA is proud of the many members who have already received this pin and who wear it equally as proudly.



How can you support AACA?

Send a gift to the
AACA Building Maintenance Fund

For information on how to donate,
just call AACA National HQ at 717-534-1910.



Local Calendar

Cruise Ins

Cruise Ins

- 1st Tuesday - 5-8pm** Petro Bucksville 22526 Highway 216 McCalla
- Thursday Weekly - 6-9pm** VFW Post 6022, 7001 University Blvd E, Cottdale
- 1st Saturday - 8-11am** Hoovers Tactical Firearms Cruise In 1561 Montgomery Hwy. Hoover. Hosted by Dixie Vintage Antique Automobile Club
- First Saturday - 9-2pm.** Cruising on the Square. Downtown Jasper (April – Sept)
- 2nd Saturday - 5-8pm** Apr-Oct Bee Line Highway Classics & Cruisers Railroad St, Hartselle
- 2nd Saturday - 6-9pm** Apr-Oct Alabama Misfits Jack's Exit 267 off I-65 1195 Walker Chapel Rd, Flutondale
- 2nd Saturday - 8-11am** - Magic City Octane. Saks Fifth Plaza 129 Summit Blvd, Birmingham
- 3rd Saturday - 6pm** Tallahassee Shopping Center 400 Gilmer Ave
- 3rd Saturday - 2-5pm** Hooters Hwy 119 & Oak Mountain Park Road, Pelham
- 3rd Saturday - 3:30-8:30pm** Home Depot 41310 US Hwy 280 Sylacauga
- 3rd Saturday - 4:30-7:30pm** Home Depot 3784 US 431 Phoenix City
- 3rd Saturday – 6-9pm** Jack's Drive in Blountsville (May-Aug)
- 4th Saturday - 5-9pm** Pizza Bar 141 2nd St NW Carbon Hill
- 4th Saturday – 8-10:30am** 1110 Sparkman St. NW Hartselle American Legion Post 52
- Saturday Weekly 8:30-10:30** Shops of Colonnade 3418 Colonnade Pkwy, Birmingham
- 3rd Sunday - 1-5pm** Casual Pint, 5541 Grove Blvd, Hoover
- 3rd & 5th Sunday 3pm** 1204 Forestdale Square, Forestdale
- Last Saturday – 5pm-?** 7900 Vaughn Rd at Taylor Rd Montgomery

Shows

December

16 Shirley Deason Benefit Car, Truck and Motorcycle Show. 11-3pm. 22526 Hwy 21, McCalla, AL \$25 entry Fee, Trophies and more. Info alabamashownshine@yahoo.com

April

19 Benefit Car Show. 10 am Central Alabama Community College, 1675 Cherokee Rd, Alexander City. Entry \$30. Contact Luke Kidwille 256-307-5924

GSR Calendar

December 14 11-1 Christmas Party at Gardner's

- January 23 Dinner Meeting
- February 27 Dinner Meeting
- March 27 Dinner Meeting
- April 24 Dinner Meeting
- May 22 Dinner Meeting
- June 26 Dinner Meeting
- July 24 Dinner Meeting
- August 28 Dinner Meeting
- September 25 Dinner Meeting
- October 23 Dinner Meeting
- November 20 Dinner Meeting
- December 18 Dinner Meeting

AACA Calendar

February 6-8

Annual Convention

Location: Charlotte, North Carolina Sponsor: National Headquarters

April 3-5

Southeastern Spring Nationals

Location: Charlotte, North Carolina Sponsor: Hornets Nest Region

May 1-3

Western Spring Nationals/Grand Nationals

Location: Tuscon, Arizona Sponsor: Tucson Region

June 1-7

Vintage Tour (1931 and earlier)

Location: Pennsylvania Sponsor: Buzzard Breath Touring Region

June 19-21

Eastern Spring National

Sponsor: Whitewater Region AACA

July 2-5

Central Spring Nationals

Location: Auburn, Indiana Sponsor: Crossroads of America Region



KEEP CALM AND RENEW YOUR MEMBERSHIP

Dues are \$20.00 per family. You must be a member of AACA to be a member of the Great Southern Region. AACA Annual dues are \$45.00. All club dues will be collected at the next meeting or mail to: Vicki Bolton, Secretary/Treasurer 2056 Shebia Dr, Hoover AL 35216. Register online with AACA.org for 2025.





1968 Daimler Princess Classic Limousine

By Keith Adams

Source: www.aronline.co.uk: Source: classiccatalogue.com

The Daimler DS420 remained in production for 25 years and become a national institution, favored by Royalty and local government alike. However, under the skin, there's a fair amount of Jaguar MkX/420G – here's its story.



The Daimler DS420 Mk1

The conception of Daimler DS420 was – like so many British cars of its era – affected and influenced by mergers

and acquisitions. When BMC and Jaguar joined forces to create the short-lived British Motor Holdings in December 1966, it became clear that both companies' forward model plans each contained eight-seater limousines.

BMC's plan was to replace the Vanden Plas Princess, while Daimler's was to supersede the DR450. Obviously, it would have been madness to continue with both projects. The politics of Jaguar at the time were simple and, after much discussion – involving Sir William Lyons himself – the Daimler design was chosen, at a stroke diminishing Vanden Plas' importance, and reducing it to the creator of posh versions of mainstream saloons...

At the time of its launch, the PR spin was that the DS420 was the result of a joint effort, drawing on both marque's expertise – but the underpinnings were pure Jaguar. It used the engine, automatic transmission and all-independent suspension from the Jaguar 420G, and the styling was by Browns Lane, with final sign-off by Sir William Lyons. However, the new car's interior was largely the responsibility of Vanden Plas. And no trace of any Daimler DNA...

What the papers said about the DS420

According to Autocar magazine's 1968 launch coverage, the Daimler DS420 was destined to be a big player in a surprisingly successful market segment in the UK. 'Vanden Plas and Daimler together have sold around 4500 of their



big limousines in the past 15 years. Roughly 50-60 per cent of Vanden Plas output goes to car hire firms — the bigger ones buying new cars which, even after 80,000 miles, enjoy high second-hand value, being bought by the smaller companies. Another 20 per cent become company cars. The remainder are sold to corporations, governments, armed forces and royalty.'

Despite the market's health, relatively small production volumes meant an inevitable dipping into of the BMH corporate parts bin. Only by using tooling and parts already available could the new Daimler's relatively low price be achieved — it cost less than half the price of a Rolls-Royce Phantom V or Mercedes-Benz 600 Pullman and, unlike the latter especially, its underpinnings were relatively unsophisticated.

Autocar again: 'Taking the 420G main structure as a basis brings in a fully-tooled production assembly and, with it, a first-class modern suspension design with superlative ride and handling characteristics. Because the car weighs roughly 6cwt more, spring rates have been increased from 100 to 130lb/in in front and 150-178lb/in behind. Otherwise, the suspension and its track remain the same — wishbones, coil springs, telescopic dampers and an anti-roll bar, and lower tubular links, fixed length drive shafts, radius arms, twin coil springs and telescopic dampers respectively.'

How to stretch a Jaguar MkX even further

To obtain the necessary extra space behind the driving compartment, the wheelbase was increased from 10ft to 11ft 5in. Pressed Steel-Fisher made the 420G platform chassis, which was sent to Motor Panels Ltd, which cut and welded-in a 21in long additional section behind the front seat. The front end used as many as possible of its panels as stressed members — behind the scuttle, large box section sills which were braced within by a diagonal diaphragm running the entire length of each member carry main bending and torsional loads.

As with the MkX, the Daimler Limousine owed very little to the upper parts of the body for its strength — it was this which allowed Daimler to offer a 'drive-away chassis' consisting of

all running gear, floor structure, front end and roof cant rails as a basis for specialized bodies such as hearses.



Daimler DS420 interior was focused on rear-seat passengers

Rear door openings were generous, with the sills lowered by about 11in. An unusual feature was a very large boot of conventional design with low floor, upward-opening lid and covered spare wheel mounted vertically at the side, instead of flat under a high floor with a bottom-hinged lid as was the case with the old Daimlers. The rear compartment was very roomy indeed.

Distance from the division to rear seat squab was about 55in. Use of the fold-back occasional seats reduced this to just under 30in, so that an average-sized six-footer sitting in the back seat had the clearance in front of his knees brought down from 32in to about 5in. In effect, the Daimler DS420 was — and is — a commodious beast, with room for six in the rear compartment alone.

A well-appointed interior

The interior was the last word in luxury. All cabinet work was carried out in traditional burr walnut, including the big wooden instrument panel — which was topped by a leather padded crash roll. The front seat, liable to receive the most wear, was upholstered in leather supplied by Connolly. Rear seat upholstery is available either in leather or West of England cloth.

A broad armrest could be pulled down to divide it into two generous places, and the outer armrests incorporated an ashtray, cigar lighter, courtesy light switch and — on the left-hand side only — a rheostat for the variable speed rear compartment heater fan.

Power was by the legendary 4235cc dohc Jaguar XK



engine delivering 245bhp at 5500rpm, and 282lb ft at 3750rpm. In reality, it was rather a sporting power unit – not many limousines could boast a Le Mans-winning engine under the bonnet. Comparisons with the predecessors is interesting – Daimler DR450: 220bhp at 5500rpm; Vanden Plas Princess: 120bhp at 4000rpm.

Automatic for the people

The DS420 was offered as an automatic only – it used the Borg-Warner Model 8 three-speed epicyclic gearbox with dual drive range and a torque converter driving through a 3.54-to-1 Salisbury 4HA final drive. Twin 10-gallon fuel tanks in each rear wing have their electric SU pumps controlled by a selector switch on the dashboard.

Tire size was increased from the 420G's 205-14 tubed Dunlop SP41 to 225-1 8in tubeless versions of the same make, slightly increasing overall gearing. The manufacturer's performance figures were interesting: 0-50mph in 9.2sec, 0-100 in 43.5sec, a standing quarter-mile in 19.5sec and a top speed of 110mph.

The "Sunday Express" Robert Glenton road tested the DS420 in 1970. He waxed lyrical about the six-seater rear compartment – but it was his impressions of driving the beast that were really interesting: 'There comes a moment when even the most idle owner wishes to have a go. Once he had got used to the length, he would find this an easy car to drive. Certainly, he could contemplate taking it on a touring holiday. With the glass partition retracted, all that space and a cavernous boot it would be a boon for the family although I hate to think how high hotel prices would rise the moment, they saw him and his Limousine coming. Because the front scat is not adjustable (that's class distinction for you), the steering wheel is. This is a remarkable car. Daimlers once held the crown in the carriage trade. Now they are trying to regain it.'

Assembled in London

Final assembly and furnishing of the Daimler were initially carried out by Vanden Plas (1923) Ltd at its



Kingsbury works in North West London. It received body shells in bare metal which were then phosphate-coated, bituminous-sealed, baked, primed and finish-painted to a very high standard.

The body shells were made by Park Sheet Metals Company, assembling panels supplied by Motor Panels of Coventry and by Pressed Steel-Fisher. This convoluted process was rationalized with the closure of Kingsbury in 1979 – and it moved to Jaguar at Browns Lane in Coventry in 1979, where it continued until the car's death in 1992.

The DS420's first facelift came in 1974. The main changes were centred on a revised window arrangement for the rear passengers, which saw a one-piece rear glass replaced the old two-piece opera window. Beefed-up anti-corrosion measures were introduced and, to observers, the uprated model could be spotted by its revised grille and less woody interior.



Daimler DS420 Executive interior complete with Epson HX-20 computer

The joy of a DS420 was that you could buy and trim



it to match your budget and personal (or professional) requirements. So, you could have a cloth-trimmed example with manual windows – or spec it up to boardroom-on-wheels levels, with on-board TV, Epson HX20 computer and car-telephone. And it was this adaptability that made the DS420 a darling to the specialist industry.

From London to Coventry

In 1979, the move to Coventry also ushered in the third and final facelift in the DS420's life, when larger impact bumpers and a revised rear number-plate surround were fitted. It was in this form that the by-then iconic car would see out its days. And surprisingly, given the tough times it endured, the DS420 elegantly glided through the 1980s, all the way to 1992. By production's end, the DS420 was the only model in the Jaguar range still using the XK engine, and it shared nothing else with the then current Jaguar range.

No direct replacement was produced by Jaguar and,



to this day, no bespoke coach built alternative has been produced by the UK. Clearly, the DS420 was the last of a very exclusive line – and yet, its achievements should never be under-estimated. It brought a taste of the bespoke to more those with more straitened budgets – after all, the similar grandiose Rolls-Royce Phantom VI cost three times as much by the time it went out of production in 1991...



The Vanden Plas range of 1975

The Queen's Daimler DS420 Limousines

The British Royal Mews is in possession of three Daimler DS420s. The Queen Mother had four DS420 over the years (all registered NLT1 or NLT2), including one of the last three models to be produced in 1992. All of the cars delivered for royal use featured certain special features including cloth seats, removal of chrome around the doors, a bullet-shaped blue light and a mount on the roof for the Royal Standard and Coat of Arms.

One of the Queen Mother's Daimler DS420s, painted in Royal Claret, is now in the Royal Mews, along with two other models already owned by HM The Queen. These are classed as state cars although, unlike the Royal Rolls-Royce and Bentley models in the royal fleet, they do have number plates.





Antique Automobile Magazine Honored with Richard and Grace Brigham Award

The Brigham Award is presented to the periodical which exhibits the best overall treatment of automotive history over all issues published during the previous calendar year. A publication may receive the Brigham Award only once in a five-year period. Mrs. Brigham and her late husband, both founding members of the Society of Automotive Historians (SAH), started the Society's newsletter, now SAH Journal, and magazine, Automotive History Review. The Brigham Award was first presented in 1990.

Antique Automobile's Editor-In-Chief West Peterson graciously accepted the Brigham Award for the publication with the most exemplary editorial, graphic,

and historical content published in 2023. Presenting the award and pictured here with West are SAH President Kevin Kirbitz (left) and Andrew Beckman (right), head of SAH's committee to consider and determine the Richard and Grace Brigham Award winner (and who is also the head archivist of the Studebaker National Museum).

Congratulations to West and all of the contributors who work so hard to continue to bring you the best publication in our hobby!



Speedster articles courtesy of AACCA





Let's Get Social! By Steve Rossi VP-Public Relations & Event Planning

For those who can't just get enough of the AACA experience, it might be a long haul between the bi-monthly arrival of the hardcopy Antique Automobile magazine and even the monthly frequency of our electronic Speedster newsletter. But that doesn't mean members can't communicate to their heart's content because in this day and age of cyberspace, online is yet another answer.

AACA.org includes a comprehensive Forum platform that allows members to interact and chat on a myriad of antique auto subjects. There's everything from General Discussion, Technical and What is It? areas to topics that include Museums, Legislation and expansive Buy/Sell listings. Photo's and Videos are featured as well, along with specific dialogue on the Library, Shows, Tours, Judging and Regional activity. To say that you could while away many an hour on our AACA Forums would be an understatement. CAUTION...it could become addictive!

AACA also hosts a huge assortment of dedicated Club subgroups on the Forum such as Classics and the Horseless Carriage era. Then there are a myriad of Domestic make and international marque pages that run the gamut from Auburn to Volvo. And motorcycles, too. The Forum includes 56,756 total members. But wait, there's more...

As an outgrowth of a special strategy session that was held just before the February Chantilly, VA Annual Convention, the AACA Board of Directors and Headquarters Staff embarked on a new Digital/Social Media offensive to not only promote awareness and build rapport within the old car community, but to likewise drive membership growth. AACA's new Digital/Social agenda began by further leveraging existing Facebook and Instagram resources

with dedicated and defined cadence.

To give you an idea of the immediate effectiveness of the effort, an unsolicited member just commented; "I have no idea who the new social media content creator is, but I want to say as a marketing person for 30 plus years I say bravo! Great messages are going out that are clean and attractive!

Please pass my excitement on to whomever it is!" Obviously, we've gained some immediate traction.

Antique Automobile Club of America is our official, national Facebook page (<https://www.facebook.com/AntiqueAutomobileClubOfAmerica>). There's also an AACA Antique Automobile Club of America private group page that was started by a member that we monitor. In addition, you can also find us on [instagram.com/antiqueautomobileclubofamerica/](https://www.instagram.com/antiqueautomobileclubofamerica/) Meanwhile, we will now start a further Digital initiative to target AACA advertising to the antique automobile universe at large in the interest of recruiting new members and promoting our events. The younger demographics of the target audience are in our favor! with past members who haven't renewed. Plus...we will go after "lookalike audiences," which means those with antique automobiles,

We will also pursue those who have independently visited our website (remarketing) and will further follow-up with past members who haven't renewed. Plus...we will go after "lookalike audiences," which means those with antique automobiles, classic cars, etc. online tendencies. With definitive calls to action TO JOIN.

We look for the Regions to help spread the word that AACA has now aggressively entered the Digital arena in a meaningful way. And invite you to enjoy such new and dynamic old car camaraderie.

So...let's get Social!

Rummage Box articles courtesy of AACA