



# ANTIQUE AUTOMOBILE CLUB of AMERICA

*“Philadelphia’s Cavalcade of Fine Motorcars”*

2025 Philadelphia Auto Show • Vintage & Classic Automobile Display  
Pennsylvania Convention Center • January 11-20



# 2025 Antique Automobile Club of America National Activities Calendar

Annual Convention • February 6-8 • Charlotte, NC

Southeastern Spring Nationals • April 3-5 • Charlotte, NC

Western Spring Nationals/Grand Nationals • May 1-3 • Tucson, AZ

Vintage Tour • June 1-7 • Southern/Eastern PA

Eastern Spring Nationals • June 19-21 • Beckley, WV

Central Spring Nationals • July 2-5 • Auburn, IN

Grand Nationals/Zenith • July 24-26 • Dayton, OH

Eastern Divisional Tour • August 12-15 • Aroostook County, ME

79th Revival AAA Glidden Tour® (VMCCA) • September 7-12 • Owensboro, KY

Eastern Fall Nationals • October 7-10 • Hershey, PA

Central Divisional Tour • October 18-22 • San Antonio to Galveston, TX

Central Fall Nationals • October 23-25 • Galveston, TX



*On the cover:  
1948 Chrysler Town & Country*

## **About the Antique Automobile Club of America**

*America's Premiere Resource for the Collectible Vehicle Community  
& America's Automotive Library*

Since its inception there has been something about the sight, sound and feel of the automobile that stirs the imagination and the desire to experience the freedom of the open road. Whether it's the clatter of the single cylinder brass era car or the heavy thumping of big block Detroit muscle cars that fuels the addiction, we are all kindred spirits. Vintage cars, trucks, buses, and motorcycles are our bond.

Since 1935, the AACA has had one goal: The preservation and enjoyment of automotive history of all types. From National car shows and tours to regional events, AACA is here to bring enthusiasts together through club membership, activities, friendship, and *Antique Automobile*... our award winning 100-page full-color magazine.

We have something for everyone. You don't have to own a vehicle or know how to turn a wrench. You can be involved at any level you wish. Whether it's joining our judging teams, doing research in our vast library or taking the family through the excitement of a National car show or tour, the possibilities are endless.

So, spend some time with us and others sharing your passion. Join us. It's less than the price of a tank of gas and lasts all year. Then check out our Regions and Chapters to find one near you. Get behind the wheel of AACA. We know you're going to love the ride.

**Visit [AACAOrg.org](http://AACAOrg.org) for more information.**

*AACA would like to extend a very sincere THANK YOU  
to all of our volunteers who make it possible each year for us  
to put on this fabulous exhibit of automotive history!*

*Vehicle Showcase by Michael Jones, David Hutchison & Robert Dare*

*Vehicle Descriptions Written by Sam Fiorani*

*Program Layout by Stacy Zimmerman, AACA Communications & Marketing Dir.*

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***"Philadelphia Cavalcade of Fine Motorcars"***

**Thank You to the Following Exhibitors:**

**1885 Overman Victor Velocipede  
Boyertown Museum of Historic Vehicles, Boyertown, PA**

**1886 Benz Patent-Motorwagen (Replica)  
Bruce Meier, Lambertville, NJ**

**1917 Pullman Panel Delivery  
Boyertown Museum of Historic Vehicles, Boyertown, PA**

**1926/27 Model A Ford Roadster Prototype  
Bob Martino, Skippack, PA**

**1929 Pierce-Arrow Model 133  
A. Ross Myers, Boyertown, PA**

**1930 Duesenberg Model J  
Steve and Susan Babinsky, Lebanon, NJ**

**1930 Ford Model A Deluxe Roadster  
Michael Etling, Aston, PA**

**1930 Harley-Davidson VL  
Barry Algeo, Royersford, PA**

**1932 DeSoto Custom SC Roadster De Luxe  
Calvin & Janet High, Willow Street, PA**

**1932 Duesenberg Dual Cowl Phaeton Restomod  
Deco Rides, Chester, NJ**

**1935 Nash Ambassador Eight  
Nicola Bulgari, Allentown, PA**

**1939 MG TB  
Bill and Sandy Goble, Ottsville, PA**

**1940 Harley-Davidson EL  
Will Walker, Schwenksville, PA**

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American WW II Museum, Gettysburg, PA**

**1948 Chrysler Town & Country Sedan  
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**1950 Morgan +4  
Chris Rode, Downingtown, PA**

**1951 Chevrolet Styleline Deluxe  
Jerry and Mary Parnes, Collegeville, PA**

**1954 Kaiser Darrin Model KF-161  
Louis J. Mascaro, Audubon, PA**

**1955 Cadillac Eldorado Convertible  
Gene and Marlene Epstein, Wrightstown, PA**

**1955 Jaguar XK140  
Michael Lucas, Midland Park, NJ**

**1955 Swallow Doretti  
Matt Sullivan, Briarcliff Manor, NY**

**1957 Chevrolet Corvette  
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**1962 Ford Thunderbird M-Code  
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**1967 Chevrolet Camaro SS396  
RB Collections, Allentown, PA**

**1968 Triumph TR-250  
Dave Hutchison, Quakertown, PA**

**1995 Acura NSX-T  
Raphel & Jill Gabay, Merion, PA**

## 1885 Overman Victor Velocipede

*Boyertown Museum of Historic Vehicles, Boyertown, PA*

- The high-wheeled “penny-farthing” replaced the earlier and uncomfortable “boneshaker” starting around 1870
- The Overman Wheel Company was opened in Chicopee Falls, Massachusetts, in 1882 by Albert Overman
- Overman “safety” bicycles were high quality and (relatively) lightweight
- Employing 1,400 workers, the factory produced as many as 80,000 bicycles a year
- Overman started production of the Victor models in 1885, and this represents one of the earliest examples
- Unique features of the Victor include the two-bolt “Andrews head” attachment for the handlebars, the fixed mounting step, and tangent spokes where one wire makes two spokes in the wheel

## 1886 Benz Patent-Motorwagen (Replica)

*Bruce Meier, Lambertville, NJ*

- Developed by Karl Benz, the Patent-Motorwagen is generally acknowledged as the first practical modern automobile
- The name represents Karl Benz' 1886 patent (#37435) for this vehicle
- Demonstrated by Benz in July 1886, the three-wheeler is powered by a four-stroke 58cid/954cc engine producing about 2/3hp giving the car a top speed of 16 km/h (10 mph)
- Improvements on the design included Motorwagen number 2 with 1.5hp and number 3 with 2hp
- Karl Benz' wife and financier, Berta Benz, made the first long-distance drive in 1888 from Mannheim to Pforzheim, a total distance of 121 miles round trip
- Benz' company merged with Gottlieb Daimler's company in 1926 and the resultant company has been producing Mercedes-Benz vehicles for nearly a century
- This one, built in 2002, is part of a limited run of replicas produced by Mercedes-Benz

## 1917 Pullman Panel Delivery *Boyertown Museum of Historic Vehicles, Boyertown, PA*

- The Pullman Motor Car Company was founded by Arthur Broomall in York, Pennsylvania
- It began as a luxury automobile manufacturer
- The “Pullman” name was used because of peoples’ association with the Pullman train cars, known for their quality and opulence; the two are not related in any way
- The first Pullman was built in 1903 and featured a unique, but disastrous, six-wheel design
- Broomall redesigned and in 1905 started manufacturing the Pullman cars for which the company became famous
- Production ceased in late 1917, soon after this truck was built
- This 1917 Panel Truck sold at a base price of \$775 and is equipped with a 4-cylinder L-head 32 horsepower engine
- As the previous owners of this truck, the Laugerman Family had this truck extensively restored
- The Laugermans were York’s Harley-Davidson dealer and had the truck lettered in period-appropriate Harley-Davidson logos

## 1926/27 Model A Ford Roadster Prototype *Bob Martino, Skippack, PA*

- Henry Ford developed the Model A as an all-new successor to his wildly popular and long-running Model T
- Introduced December 2, 1927, the Model A improved on the Model T by adding, among other things, a three-speed transmission, four-wheel brakes, and a gas gauge
- Thanks to lack of bodywork and features, the Roadster was the least-expensive model
- More than 4.8 million Model As were produced between 1927 and 1932
- This car is the only known complete prototype of the Ford Model A Roadster
- Never intended to be sold to the public, this car was found in western Canada in the 1960s, restored in the 1970s, and again in 2024

## 1929 Pierce-Arrow Model 133

*A. Ross Myers, Boyertown, PA*

- Pierce-Arrow started automobile production in 1901 in Buffalo, New York
- Known for its luxury cars, Pierce-Arrow also made other vehicles such as fire trucks
- Studebaker acquired Pierce-Arrow in 1928 and this was one of the first models introduced under the new ownership
- Named after the length of its wheelbase, the Model 133 and the Model 143 were new for 1929
- Pierce-Arrow introduced a new 366cid straight-eight engine with the 1929 models
- The last Pierce-Arrow car was assembled in 1938

## 1930 Duesenberg Model J

*Steve and Susan Babinsky, Lebanon, NJ*

- Having raced at the Indianapolis 500 as early as 1914, Duesenberg started making street cars in 1920
- Fred and August Duesenberg sold the company to E.L. Cord in 1926, who revived the company
- Introduced in 1928, the Duesenberg Model J became a status symbol for royalty and the Hollywood elite
- The chassis in 1928 was priced at \$8,500 (\$157,000 today) and didn't include the custom bodywork
- Planned to build 500 Model Js per year, the car was introduced just prior to the stock market crash of 1929
- Between 1928 and 1937, only 481 were produced including 36 supercharged cars known as the Model SJ

## 1930 Ford Model A Deluxe Roadster

*Michael Etling, Aston, PA*

- Ford's Model A replaced the long-running Model T in 1927
- More than 4.8 million Model As were produced with about 1,160,000 sold in 1930
- Power comes from a 40hp 201cid four-cylinder with a three-speed transmission
- The Model A was the first Ford with four-wheel brakes
- Opting for the Deluxe added cowl lights, dome lights, woodgrain dash, carpeted floor mat, nicer upholstery, and interior trim
- New, the Model A Deluxe Roadster sold for \$520 (\$9,594 in 2025)

## 1930 Harley-Davidson VL

*Barry Algeo, Royersford, PA*

- William Harley and brothers Arthur and Walter Davidson completed their first motorcycle in 1903 and in early 1905 were advertising their engines for sale
- The trio opened their first factory in 1906 and produced 50 motorcycles that year
- In 1930, Harley-Davidson introduced the VL model
- Longer and lower than the earlier models, the VL offered better wheels, tires, and ground clearance
- The new side-valve 74cid engine replaced the earlier design that was introduced in 1911 and claimed 15% more power
- VL engines had higher compression than the standard V models
- Because of the Great Depression, relatively few VLs were produced and production ended in 1936

## 1932 DeSoto Custom SC Roadster De Luxe *Calvin & Janet High, Willow Street, PA*

- Created by Walter Chrysler in 1928, DeSoto was between Dodge and above Plymouth in the Chrysler lineup
- In 1932, eight models of DeSoto were offered including two coupes, the Brougham, two convertibles, two sedans, and the Roadster
- Custom models of the Roadster included six wire wheels (including the side-mount spares), chrome bumpers, and body-colored fenders
- A 218cid flat-head straight-six was rated at 75hp
- Only 894 DeSoto Roadsters were produced in 1932
- The brand moved above Dodge in the lineup in 1933 where it stayed until the last DeSoto car was produced in 1961
- The Desoto remained on trucks in international markets until 1978

## 1932 Duesenberg Dual Cowl Phaeton Restomod *Deco Rides, Chester, NJ*

- Duesenberg operated alongside the Auburn and Cord brands as part of E.L Cord's empire
- A total of 445 Duesenberg Model J chassis were produced between 1928 and 1937
- Coveted among collectors, fully restored Duesenbergs have sold for as much as \$22 million
- This replica is based on the chassis of a 1935 Lincoln and powered by a modern Ford 4.6L V8
- More than a year went into completing this tribute with experts from across the country
- Many of the parts, including headlights, cowl lights, taillights, bumpers, windshield posts, and the grille are authentic Duesenberg parts

## 1935 Nash Ambassador Eight *Nicola Bulgari, Allentown, PA*

- Nash Motors was created out of the Thomas B. Jeffery Company in 1916, merging with appliance maker Kelvinator in 1937, eventually merging with Hudson in 1954 to become American Motors
- The Ambassador was introduced in 1927 as the top trim level until becoming a stand-alone model in 1932
- Ambassador models were known for their quality and features
- For 1935, the Ambassador was completely restyled with new “Aeroform Design” and was advertised as “the finest car Nash has ever built”
- Powered by a 102hp 261cid straight eight-cylinder engine, the new Ambassador was a dramatic leap forward for Nash

## 1939 MG TB *Bill and Sandy Goble, Ottsville, PA*

- In 1936, MG replaced its PB roadster with the all-new T-Series
- At just under 12 feet in length, the car was known as the “Midget”
- In May 1939, the first-generation TA was updated as the TB
- Slightly smaller than the TA engine, the TB features a 1,250cc four-cylinder producing 54hp
- Built for just over a year, World War II ended production of the TB with only 379 built
- The TB was replaced by the TC in 1945, which started the post-war sports car craze in the U.S.

## 1940 Harley-Davidson EL *Will Walker, Schwenksville, PA*

- Introduced in 1936, the Harley-Davidson EL sported the company's first overhead valve V-twin engine, nicknamed the "Knucklehead"
- The engine gained this nickname from the shape of the valve covers at the top of each cylinder
- Positioned above the base "E", the EL model featured a 61cid two-cylinder rated at 37hp
- With its 4-speed transmission, the EL had a claimed top speed of 100 mph
- Between 1936 and 1947, Harley-Davidson produced a total of 28,958 E, EL, and ES "Knucklehead" bikes

## 1943 American Bantam BRC-40 *American WW II Museum, Gettysburg, PA*

- The U.S. Army solicited bids for a ¼ ton "light reconnaissance vehicle" of very detailed specifications
- While three companies submitted bids (American Bantam, Willys-Overland, and Ford), the American Bantam BRC (Bantam Reconnaissance Car) was the accepted design, however the tiny company wasn't financially secure enough to supply the Army, so production was provided by Willys-Overland as the Willys MB
- Only 2,675 were built by American Bantam
- Ford and Willys-Overland handled production for the war effort
- Ford produced about 230,000 and Willys-Overland built nearly 363,000 during the war
- Willys-Overland trademarked "Jeep" in 1943 and started making civilian versions ("CJ") starting in 1945
- Lineage of today's Jeep Wrangler can be traced directly back to the Bantam design

## 1948 Chrysler Town & Country Sedan *Antique Automobile Club of America, Hershey, PA*

- Following a brief run as a wagon before World War II, the post-war Town & Country lineup included convertible and sedan
- Like nearly all automakers, the early post-war models were lightly restyled versions of the 1942 models as they all rushed to get new vehicles into dealerships
- Town & Country models featured real wood body panels on the doors and rear in 1946 and 1947, but the lower maintenance “DI-NOC” vinyl was used in 1948
- The sedan ended production after the 1948 model year
- Chrysler used the Town & Country name on various wagons, coupes, convertibles, and minivans models through the 2016 model year, but sedans were only offered 1946 through 1948

## 1950 Morgan +4 *Chris Rode, Downingtown, PA*

- H.F.S. Morgan opened a garage in 1906 in Malvern Link, Worcestershire, England
- He began building his own three-wheeled cars in 1910, introducing the 4/4, his first four-wheeler, in 1935
- Introduced in 1950, the +4 was based on the Morgan 4/4 but wider and longer and featuring four-wheel hydraulic brakes
- Between 4,584 and 4,754 were built before production ended in 1969
- The +4 was offered with various four-cylinder engines starting with the 2,088cc Standard Vanguard engine in this model
- Morgan cars are well-known for the continued use in wood in the construction of the bodies

## 1951 Chevrolet Styleline Deluxe

*Jerry and Mary Parnes, Collegeville, PA*

- For 1951, the Chevrolet lineup was offered in Styleline and Fleetline models in Special and Deluxe trims
- The wagon was only offered in the Styleline model and featured Di-Noc wood trim around the side windows, on the tops of the doors and rear fenders, and on the tailgate
- Wood look continues along the inside of the roof and framing the windows
- Real wood was used in early “woody” wagons, but by the end of World War II, all-steel wagons were less expensive to build and maintain; 3M developed “Di-Noc” vinyl for wood-look applications
- Chevrolet’s main engine for 1951 was the “Stovebolt” six-cylinder displacing 216 cubic inches and rated at 92hp, 105hp with the “Powerglide” automatic
- This model had an original starting price of \$2,191, or \$27,214 in 2025

## 1954 Kaiser Darrin Model KF-161

*Louis J. Mascaro, Audubon, PA*

- Kaiser-Frazer was formed at the end of World War II, eventually becoming Kaiser Jeep and purchased by American Motors in 1970
- Introduced in 1953, the Kaiser Darrin was designed by Howard “Dutch” Darrin
- Targeting European sports cars of the day, the Kaiser Darrin offered a sleek fiberglass body wrapped over a Henry J economy car chassis
- Under the hood is a Willys “Hurricane” 161cid F-head six-cylinder engine with a three-speed manual transmission
- Among its notable highlights, the Kaiser Darrin features doors that slide into the front fenders instead of swinging out and a three-position roof
- Offered in only four factory colors: yellow satin, cream, red, and light green
- Originally priced at \$3,668 (\$43,020 in 2025), the Kaiser Darrin was more expensive than a Cadillac
- Including six prototypes, only 441 were built when production ended in June 1954

## 1955 Cadillac Eldorado Convertible *Gene and Marlene Epstein, Wrightstown, PA*

- Cadillac introduced the Eldorado for 1953 as a special edition
- For 1955, the Eldorado, offered only as a coupe or convertible, was the top Cadillac model
- Distinct from the rest of the lineup, “The Spectacular Cadillac Eldorado” featured unique pointed tailfins, golden trim pieces, and chrome trim at the base of the side windows
- Cadillac’s 331cid OHV V8 was tuned specifically for the Eldorado with dual four-barrel carburetors to produce 270hp
- Its price of \$6,286 (\$74,277 in 2025) made it the second most expensive Cadillac, behind only the Fleetwood Series 75 limousine
- Production for the 1955 model rose to 3,950

## 1955 Jaguar XK140 *Michael Lucas, Midland Park, NJ*

- Introduced for 1955, the XK140 replaced the XK120 in the Jaguar lineup
- Evolutionary in styling, the XK140 features larger bumpers than the model it replaced
- Three body styles were offered including the two-seat roadster, the four-seat Drophead Coupe, and Fixed Head Coupe
- Under the hood is the XK 3.4-liter DOHC inline-six with two carburetors designed to produce 190hp
- In the United States, the XK140 originally had a price of \$3,745, the equivalent of \$44,252 in 2025
- Production ran from 1954 through 1957 with 8,884 built in total

## 1955 Swallow Doretti

*Matt Sullivan, Briarcliff Manor, NY*

- Many G.I.s returning from World War II wanted the sports cars they saw in Europe
- Along with MG, Jaguar, and Triumph, other companies jumped on the bandwagon to take advantage of this demand
- Swallow Coachbuilding of England, separated from Jaguar in 1946 and developed their own models
- Using mechanical parts from the Triumph TR2, the Swallow Doretti was built on its own wider and longer chassis
- The Standard 121cid four-cylinder from the Triumph produced 90hp and was said to push the little car to 100 mph
- Built in 1954 and 1955, only 276 were produced

## 1957 Chevrolet Corvette

*Scott and Patricia Reichenbach, Mount Gretna, PA*

- Introduced in 1953, the Corvette was redesigned for the 1956 model year
- While styling didn't change much for 1957, "America's Only True Sports Car" continued to grow its appeal
- The V8 engine grew from 265cid to 283cid with 220hp standard
- Also new for '57 were the optional 4-speed manual and 290hp fuel-injected V8
- Pricing for the new model rose to \$3,465, about \$39,608 in 2025
- Demand increased and production rose 83% to 6,339 units

## 1962 Ford Thunderbird M-Code *Connors Motorcar Company, West Chester, PA*

- Introduced in 1955 as a two-seater, the Thunderbird switched to a four-seat design in 1958 and sales took off
- The third generation launched in 1961 and was nicknamed the “Bulletbird” because of its rounded sides and pointed nose
- This example shows off the Sports Roadster fiberglass tonneau over the rear seats to simulate a two-seater
- Even more rare is the “M-Code” option which includes the big 390cid V8 with three Holley carburetors that produces 340hp; only 17 M-Code Thunderbirds convertibles were built in 1962
- The exterior color is “Rangoon Red” while the convertible top is white

## 1967 Chevrolet Camaro SS396 *RB Collections, Allentown, PA*

- After Ford’s immediate success with the Mustang, Chevrolet put together the Panther project to develop a competitor
- GM’s two-door coupe concept was designated XP-836 within the company
- Introduced to the press on June 28, 1966, as the Camaro, which the media was told was “a small, vicious animal that eats Mustangs”
- Initially offered as a two-door coupe or convertible, more than 220,000 were produced for the 1967 model year
- Super Sport trim was offered as the small-block SS350 or the big-block SS396
- The official pace car for the ’67 Indianapolis 500 was an SS396
- A total of 34,411 Camaro Super Sports were produced in 1967
- Six generations of Camaros were produced through December 2023

## 1968 Triumph TR-250

*Dave Hutchison, Quakertown, PA*

- Triumph Motor Company developed a new engine for its senior sports car, but the new body was not ready in time
- The company placed the new fuel-injected six-cylinder engine in the body of the dated Triumph TR4A starting in August 1967, naming the car TR5
- In the United States, the fuel-injection system did not meet with emissions standards of the time and Americans received a carbureted version of the car named the TR-250
- Brand new, the Triumph TR-250 started at \$3,395, or about \$32,000 today
- By the end of September 1968, just 2,947 TR5s were produced along with 8,484 TR-250s
- Starting with the 1969 model year, the completely restyled Triumph TR6 replaced the short-lived TR5 and TR-250

## 1995 Acura NSX-T

*Raphael & Jill Gabay, Merion, PA*

- Introduced in 1989, the Acura NSX was designed to take on Ferrari
- Originally, the 18mpg car was powered by a 3.0L DOHC V6 producing 270hp when Ferrari's 14mpg 348 put out 296hp from its V8
- At about half the price of the Ferrari, the NSX accelerated quicker and handled better
- The NSX was easier to drive and far less costly to maintain than a Ferrari and caused the Italian automaker to step up its game
- Acura introduced the targa body style in 1995 with its removable roof panel
- The first-generation Acura NSX ended production in 2005

# About the Antique Automobile Club of America

## *What Does HPOF Mean?*

Officially, the Antique Automobile Club of America (AAC) has 141 classes of cars in their judging system. One of the most interesting classes is always the Historic Preservation of Original Features or HPOF class.

This evaluated class of vehicles is based upon the principle that a vehicle is only original once. Vehicles in this class represent the evolution of automotive history and the class stresses originality over restoration. The overarching criterion in this class is a demonstration of what a well-maintained vehicle looks like after a minimum of 25 years of use. Imperfections like dings and dents are therefore acceptable in this class.

Established in 1987, the HPOF class encourages owners of vehicles 25 years or older to maintain significant original features in their original condition as they would have been delivered by the dealer. Unlike other AAC classes, HPOF vehicles are not point judged. Cars undergo a stringent evaluation by the judging team and may earn HPOF certification. Once a vehicle attains this certification, it may continue in the judging process at subsequent AAC shows to earn its "Original" award. An "Original" vehicle becomes the standard against which others of the same make, model and year are measured. They are essentially time capsules that restorers of like models can access to verify the integrity of their restoration.

Since its founding, AAC has been dedicated to the preservation, restoration, and maintenance of automobiles. A cornerstone belief of AAC is based upon originality and this class allows us to see history as it was and establish a program to encourage the saving and display of collector vehicles in their original, as manufactured, condition.



# ANTIQUE AUTOMOBILE CLUB OF AMERICA



## Celebrating Vehicles 25 Years & Older

**AACA is one of the oldest, largest & most inclusive  
car clubs in the world with more than 45,000 members**

- Yearly National Convention, Car Shows & Tours
- 141 Judged Classes including Original, Driver Participation, Race Cars and more!
- Great Program for Judges, plus Awards
- AACA.org – website includes **FREE** forums where you can buy, sell and more!
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