



NUTS, BOLTS & SPARKPLUGS

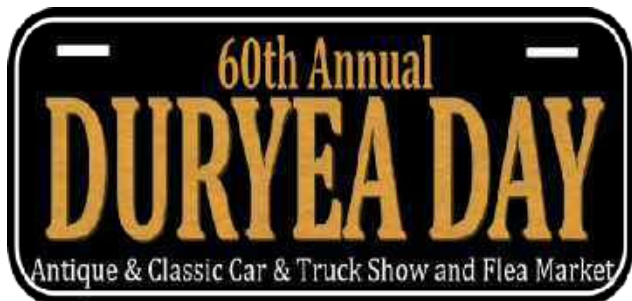


The newsletter of the Pottstown Region AACA

AACA's LIVE WIRE REGION

ESTABLISHED IN 1952

JULY-AUGUST-SEPTEMBER 2026 NEWSLETTER



IN THIS ISSUE:

- My Truck
- Donovan
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PRESIDENT'S MESSAGE

By Tom Wright

Hello Fellow Members

In thinking about writing this President's Message I started to think about the up coming car/truck show season and what it means to us all as we prepare for summer. The show season in the Spring is always exciting after a long winter we look forward to shows, driving our cars, fixing and cleaning our cars, looking at the calendar and figuring out where we want to go to spent our time.

After thinking about this I realized that the most critical aspect of the car culture are the people we meet along the way. After our winter shut in, I and hopefully you, think about the folks you share this amazing hobby with. Many we don't see until the Spring and show season begin and we can't wait to catch up and tell our stories of the past winter and where we attend to spent this summer season.

I ask you all to enjoy your vehicles the show venues and many causes supported by the hobby. Don't let squabbles, disagreements, trophies and the politics that inevitably come into gatherings ruin your fun or the hobby. Even though disappointments and disagreements cause your acquaintances/friends to turn don't allow this to be your remembrances of the hobby. Yes, folks disappoint, but the hobby is strong and remember to cherish the time we got and put the disappointments behind you. It's the cars that bring us together in this terrific hobby.

Have a great summer car/truck season and we will get back together in the early fall. Please don't forget our club picnic in August (more info coming) and of course Duryea Day is coming and we need all the help we can get. So if you have not already please volunteer by contacting me

See ya down the road.....

Tom Wright
610-587-3468
tommyjw22@yahoo.com

Welcome New Members

David Myers
Lina Myers
Brett Troutman

Welcome Back Members

George Wolfgang

2026 CALENDAR OF EVENTS
GET EVENT INFO AND FLYERS ON THE CLUB WEBSITE
<https://pottstown.aaca.com/>

- Aug 13- Duryea Day meeting - 1:30PM at Boyertown Museum
- Aug 22- Club picnic - Hickory Park - Start time 11AM. Will be catered by Bowtied Catering-Big Phils
- Sept 4- Set up Duryea Day - 9AM at Boyertown Community Park
- Sept 5- 60th Annual Duryea Day - Boyertown Community Park - For more information [Click here](#)
- Sept 9- Club meeting at Pizza Como, Pennsburg PA. Dinner at 6:00PM with a meeting to follow at 6:45PM
- Oct Club meeting at the Pizza Como, Pennsburg PA. Dinner at 6:00PM with a meeting to follow at 6:45PM
- Nov Club meeting at Pizza Como, Pennsburg PA. Dinner at 6:00PM with a meeting to follow at 6:45PM
- Dec 6- Christmas Party at Brookside. More details to follow.

Upcoming AACA Events



July 23-25, 2026 – Central Spring Nationals – Green Bay, WI

August 5-8, 2026 – Southeastern Divisional Tour – Flat Rock, NC

August 19-22, 2026 – Annual Grand Nationals / Zenith Awards – Allentown, PA

September 9-14, 2026 – Founders Tour (1932-2001) – Williamsburg, VA

September 20-26, 2026 – Revival AAA Glidden Tour (Pre-1943) – Dover, DE

October 6-9, 2026 – Eastern Fall Nationals – Hershey, PA

Upcoming Local Events

- July 3 -** First Friday Cruise-in at Boyertown Museum - 4PM
July 11 - Oley German Car Show – Deutsche Classic - Oley Fairgrounds
July 18 - Car Show at Nazareth Community Park sponsored by Thunderbird Club open to all models
July 24 - Car Show at St Philip Neri Pennsburg Friday from 4p-9p
July 31-Aug 2 - Das Awkscht Fescht - Macungie Memorial Park
Aug 6 - Cars & Cones - 4:30p - This is a low-key cruise-in is located in the Boyertown Museum parking lot. Ice cream is available for purchase.
Aug 20 - Club cars on display at Boyertown Farmers Market at the Boyertown Museum parking lot from 4p - 8p. Come out and help us promote Duryea Day
Aug 28-30 - Wheels of Time Street Rod Show at Macungie Memorial Park
Sept 5 - 60th Annual Duryea Day - Boyertown Community Park
Sept 12 - Gasket Goons Car Show - Springtown
Oct 1-3 - Fall Carlisle. Flea market and Car Corral

FROM YOUR NEWSLETTER EDITOR

July is the heart of summer—and the perfect time to get our antique and classic cars out on the road where they belong. Whether it's a short evening cruise, a weekend show, or simply a drive through the countryside, this is the season that reminds us why we fell in love with the hobby in the first place.

Our club continues to thrive thanks to the enthusiasm and dedication of our members. We count on our members to help us run Duryea Day and in return the money brought in not only helps the Boyertown Museum but it helps fund our club for the year. In the past we have used the profits to give free Christmas dinners if you helped. If you haven't been able to join us lately, we encourage you to come out to an upcoming meet—you'll always find a warm welcome and plenty of great conversation.

July is also a great time to introduce a friend or neighbor to the club. Sharing our passion helps keep the history of these vehicles alive for future generations. Every new member brings fresh stories, knowledge, and energy.

As always, take time to enjoy your car, stay safe on the roads, and don't forget to wave to a fellow enthusiast along the way.

See you down the road,

Karen Britton



My Truck

by Dan Olson

Quite often, visitors at the museum (Boyertown Museum of Historic Vehicles) ask me what kind of car I have. THEY are thinking I have a collector car of some sort. I don't. I am a volunteer at the museum. I do quite a lot of research about the vehicles we have in the museum. I do quite a bit of research about vehicles outside of our museum. Quite often that research prompts me to write articles about whatever interesting stuff I want to share to the public. I thoroughly enjoy all of that, so instead of actually owning a collector vehicle, I am immersed in these other ways within the hobby. HOWEVER, at one time I did have one of those collector vehicles.

You're looking at it in the picture. Believe me, the photo being a bit out of focus is hiding a lot of its faults. Let me tell you about it.

It started about 40 years ago by my brother-in-law telling me that he knew of a '53 Chevy panel truck near him that was for sale. It only cost \$100! What a deal! I needed it! So, I made arrangements to get it to my home.

Now, imagine the condition of a \$100 truck. You're right! The thing was a mess! Nothing worked on it. Nothing was even in average shape. The motor was partially dis-assembled. The wiring was in shambles. What glass was in it, was either (very) de-laminated or broken. Before continuing, I need to tell you that I bought the truck within three blocks of the Atlantic Ocean – a very good generator of salt air. Needless to say, the paint was shot or non-existent. Rust? Everywhere! Major rust. I could put my hand through the sides of the truck due to the rust holes.



At least the tires held air, to make bringing the truck home easier. Looking back, I should have
(continued)

replaced them, because those tires were probably in the same shape as the rest of the truck. A friend of mine volunteered himself and his pickup to bring my truck home. We rented a tow bar – that’s right – we flat-towed it over 100 miles! I recruited a couple more friends (they sat in the pickup bed under the truck cap, in beach chairs) and the adventure began. Surprisingly, everything went well. Except for the accident we almost got into, causing our driver to quickly swerve and miss the other car. Couldn’t the other driver see two trucks, nose-to-tail cruising down the two lane?

We got home and delivered the truck to its new residence – a friend’s garage in his back yard that he wasn’t using. No heat. No electric. Dirt floor. I took some parts off the truck brought them home and fiddled around with “restoring” them, and sort of lost interest. Thankfully, the garage owner approached me a few months later and told me he was moving and I needed to get the truck out of the garage. Through another friend, I found out that someone locally had an early ‘50s Chevy truck that needed parts. I gave him the truck!

So, when visitors ask me what kind of car I have, instead of telling them about a collector car, I tell them about my regular, run-of-the-mill street car. Which, by the way, is quite nice. Then I go on to tell them about the ways I am enjoying my involvement in the old car (or truck) hobby.

July in Automotive History

- **July 3, 1886:** Karl Benz officially unveiled his Benz Patent-Motorwagen, the first, in Mannheim, Germany.
- **July 30, 1898:** The first printed automobile advertisement appeared in *Scientific American* for the [Winton Motor Car Company](#).
- **July 23, 1903:** Ford Motor Company sold its first car, a Model A, to Dr. Ernst Pfenning
- **July 21, 1904:** Louis Rigolly became the first person to drive a car over 100 mph, hitting nearly 104 mph in Belgium
- **July 29, 1909:** Buick acquired Cadillac for General Motors for nearly \$5 million
- **July 31, 1928:** Chrysler Corporation acquired the Dodge Brothers
- **July 16, 1935:** The world's first parking meter was installed in Oklahoma City

Donovan

by Gary Faircloth

I went out for a drive 1 day, ' . . . with no particular place to go'. Just drive, we all do it, semi-warm spring day, with the windows and moonroof open and the radio off. Hmmm, maybe I will get some ice cream. I passed a used car dealer at the corner of Rts. 663 and 73 (Charlotte Road and Big Road) in Gilbertsville (very close to where we have the picnic). They have dozens, probably over 100, used vehicles in inventory. A lot of high-line vehicles, BMW, MB, Audi, etc., but they all have fairly high mileage too. Right at the corner of the lot, facing both roads, like an arrowhead, sat this old Thunderbird. It dwarfed all of the other vehicles around it, and out blinged them with its color. Turning around, I headed back to the lot. I walked over to it a beautiful, 2-tone yellow Thunderbird. On the windshield was its year, 1976, and a price hung from the mirror. Walking around the car a couple of times, I was amazed at the condition of the vehicle, and I also thought, for the price, it would have high mileage. Looking through the tinted glass, it had about 93k on it; that is about 1900 miles a year. No way. Wait, it is 48 years old, so the clock must have turned over. All of the other vehicles around it had high mileage. The salesman came over (oh no) to talk to me about it. He said it was a recent purchase, bought at an auction. He opened the '6-foot' long door and started the engine. It started a bit rough but as it warmed up, it sounded pretty good. The interior was 2-tone leather, with colors similar to the exterior. "Want to take it for a ride?" he asked. "No thanks, I was just looking and dreaming." I have a garage in my townhouse, but I can't fit my daily driver in it, let alone this behemoth. I thanked him very much for his time, and walking back to my car, I slid my hand down the driver's front fender. It felt good. Walking away, I turned to look at it again. Dreaming.

I came home and started to look through my books on Fords.

It was a limited edition, 2-tone color combo that was only offered in '76. '76 was the last year of the 'Big Birds' (shared size with the Mark VI) before they downsized the T-Bird to mid-size in 1977.

That evening, after they closed, I went back to look at it again. With my rose-colored glasses off, I looked it over a little closer. It had some paint touch-up.



The rear bumper had rust bleeding through because the exhaust pipe was right in front of it. A couple of rust spots in the wheel wells. One of the opera windows had a crack in it. There was nothing that was horrible, like a blown engine or transmission. I am not a mechanic, but it seemed to be good. I went back the next night and looked it over again. The following day, I took a long lunch and asked to take it for a ride. (Continued)

He started it up, put a dealer tag on it, and off I went. I drove it about 5 or 6 miles, and everything seemed good; trans shifted like it should, heater/defroster worked, power seat worked, as did the power windows, door locks, and antenna. The previous owner had replaced the 8-track radio/tape player (Quadrasonic!) with a cassette radio. That



didn't work so good (I have to replace it). "Thank You, I appreciate your time. Let me think about it some more." Called him that evening and I still had a few questions. 'If you could make a decision soon, I will keep it here. It was scheduled to go to Manheim Auction tomorrow with some other cars here that haven't sold.' That sounded like a sales pitch if I ever heard one, old, but a sales pitch. Going home, I looked through the books again, and dug into the deep, dark recesses of the boxes and file cabinet in the family room of old brochures

and found the 1 on the '76 T-bird. I didn't realize I have sooooo many brochures still here (The AACA Library is probably going to get them this spring.) Calling him back, we negotiated a price, and I gave him a deposit over the phone. Now I have to figure out how I am going to juggle the funds to pay for it.

The dealer told me that this had been an estate sale. The family sold it to a dealer, who sold it to the dealer I bought it from. I discovered all kinds of things as I dug into the car, its glovebox, its trunk, and its history. The car was built in September 1975, and it was sold to a doctor at York hospital in York, PA, in October 1975. It had been ordered as a Demo for the dealership, but the doctor bought it before it could go into demo service. That doctor owned it up to his death. Apparently, there was a pact in the family, that the car does not go until the doctor passes. He died in January of 2023, it went through 2 dealers, and I bought it April 2023. I have repair orders back to 2013. Only 3000 miles were put on the car in those 10 years. Every June, it was taken to the Ford dealership in



York, for an oil change and state inspection, oil change and state inspection. The dealer I bought it from, mistakenly hadn't check a box on the title application, so Harrisburg returned it to me instead of the dealer. I copied all the documents they sent me, including the original title. The car had a state inspection that was expiring in August 2023. I took it to Sawchuk's Garage in Pottstown and asked them to rotate the tires and give it an oil change. With fingers crossed, I asked them to see what it would need for state inspection (also thinking if I had a CC with a low balance). They called me 3 days later, said they changed the oil, rotated the tires (which should be replaced as they were old), and it did not need anything for state inspection. I drove it around that summer and when the inspection was due in 2024, and 2025, it (Continued)

passed both times with no issue. Everything worked including the a/c, cruise control, and rear defogger. I have collector car insurance on it, but it still has standard license plates on it. I had a vanity plate from a car I had sold years ago and was able to transfer my 'GSF-2' to the T-Bird. Mike Melnyk helped me in summer 2023 with the carburetor. If the weather was cold, it did not want to start.

The A/C died last summer, and I must get that working this year. For safety reasons, I had the tires replaced last summer. I was bored at a show and looked at the date on the tires. There was 1 tire at 5 years old, 2 at 9 years old, and one of them was 15 years old.



It has the limited 2-tone Crème and Gold Luxury Group, only available in 1976, that makes the car especially stand out. Not only was the exterior painted 2-tone, but the leather interior is also 2-tone. I was going to call him 'Mellow Yellow' but Stefan Phifer said that Donovan sang *Mellow Yellow*, so the car's name became Donovan. I ordered the Marti Report, and the information on it is amazing. With the options it has, it is one of only 85 cars built the same way. The Report also came with a copy of the window label. The

Crème and Gold Luxury Group was a \$700 option, where the base car started around \$7500.

I had him out very little last year (only 3 shows, and some local driving). At the New Hope Show, a man approached me and asked if he could film the car. (Continued)

It was unusual and the followers of his You Tube channel would be interested. He took about 15 minutes, walked around the car, 'filming' and asking questions the entire time.

My plan is to get him on the road more this spring. As far as storage is concerned, across High Street from my development is Moove In, a storage facility. Donovan barely fits in a 10x20 garage; only about 4" for him to hit the rear wall. The storage location is expensive, but it is close enough to walk to get to him, so I can semi-accept the expensive rent. The 460 V8 is not thrifty at all, and with a 26-gallon fuel tank, it can put a massive dent in a \$100 bill.



We love our toys, don't we? He is not as amazing as some of the vehicles, or multiple vehicles, others have, but he is mine. I took him to the Pottstown picnic last summer, but he was parked so far away, no one saw him. I hope to meet up with other members of the club this summer and go to some more shows. Maybe I will even get to the Pottstown Cruise Nights.

Our 1912 SGV Roadster – The Car That Broke a Crime Ring

By Matt Loizeaux

In 1912, a very special vehicle was created in Reading Pennsylvania – an SGV Model D 3-passenger Roadster. Over a hundred years later, that vehicle is the mascot of the Boyertown Museum of Historic Vehicles; being a museum representative at car events and concours and it is featured on signage, the museum website, and even on tee shirts sold in the museum gift shop.

From the 1930s until 1952, the Roadster was a treasured part of the car collection of Mr. William Miller, a former; Polish pharmacist, New Jersey cabaret owner, and eventually a Los Angeles hotel owner. Mr. Miller was an avid automobile enthusiast, collecting many cars during his years in California and even becoming an early member of the Horseless Carriage Club of America.



Upon Mr. Miller's death in 1952, the SGV and an "Immaculate 1932 Auburn four door sedan purchased from the estate of a banker before World War II", were to become the property of his best friend, Mr. Gustav L.H. Richter, a retired welding teacher at Polytechnic High School in Los Angeles. A young friend –James Kokalj - who was twelve years old when he first met Mr. Miller in 1946, was to receive a 1912 Renault Laundalet limousine.



In exchange for keeping an eye on Mr. Miller's unoccupied property while it was in probate, Mr. Tony Joyce, the executor of Mr. Miller's estate allowed James to work on the Renault in the garage using tools from the shop. As Mr. Kokalj

related in a 1997 letter to former BMHV Director Ken Wells: "Late one afternoon, I went over to check on the place, and as soon as I entered the shop door, the hair on the back of my neck stood up! Something was wrong, So I switched on the lights and started slowly toward the darkened rear of the garage. I stopped dead in my tracks when I saw the linen cover on the SGV had been pulled back to expose the front end. After summoning the courage to look, I saw that someone had removed the brass radiator and magneto." The police were summoned, an investigation was undertaken, but the mystery remained, until about a year and a half after the robbery. From the 1997 letter: "The perpetrator had waited for, what he thought was, a (Continued)

sufficient cooling off time. He then called Mr. Richter, and made him an offer; in exchange for the 1932 Auburn (with title transfer signed), the SGV radiator and magneto would be returned! Mr. Richter informed Tony, who immediately set up a sting with the Pasadena Police. When the thief came to Pasadena (sic) to make the swap, detectives were waiting for him, and nabbed him with the stolen parts. He turned out to be an acquaintance of Mr. Miller by the name of Bob Graham...He was an Auburn enthusiast, and I had talked to him many times before at the Miller house. Investigators later found that he was leading a bunch of teenage thieves out of a Redondo Beach hideout."

So, the next time that you see our very special 1912 SGV Model D 3-passenger Roadster, you can say "That is the car that broke a crime ring".



Note - It was reported that before Mr Hafer purchased the car, that it always ran hot. Was this due to the (once) stolen radiator, or the missing engine compartment pan?

Hobby Night



On May 13th, at our monthly meeting, the Pottstown Region celebrated its annual Hobby and Craft Night! Seven of our members came together to share their collections and creations. John kicked things off by telling us about his incredible find at a York PA Studebaker Meet. He showed us a model of a Schuco Packard car and shared how he got it. Then, Mary shared her kitchen towel collection, and Barb brought a beautiful hand-made quilt to show off. Jim then talked about his collection of highly detailed toy 1/64 scale cars. He also mentioned that he has other scale models at home. Our next member, Dan, shared how he started his Matchbox collection with his father when he was a kid and how Tom inspired him to start his flashlight collection. Tim then showed us his framed album covers, all themed around hot rods. Finally, Bob shared one of his many collections, this time bringing hand-fans that businesses gave out as promotions—some old and some new.



Union Pacific Big Boy 4014

The Union Pacific RR made 25 Big Boy Steam locomotives starting in 1941 and all were retired in 1959---they were the largest steam locomotives ever built. Eight were put on static display at train museums throughout the US. Several years ago number 4014 was taken from a museum and completely restored to operating condition.

4014 will stop in Pottstown July 2nd, between 3:30 and 3:45pm for a fifteen minute stop to take on water. This will be the first time it is east of the Mississippi. This event will probably never happen again.

It will leave Phila on July 7th heading west but will not stop in Pottstown.

See the video below---start it from the beginning.

[Pacing World's Largest Steam Engine On Home Rails! UP Big Boy 4014 Climbing Echo Canyon Unassisted!](#)



“What Is It?” Night

The Pottstown Region “What is it?” Night was again a very enjoyable and interesting evening with club members. We had a variety of items to guess. Paul Reinford brought a valve spring checker and a cylinder leak down checker. Mike Melnyk brought a small hidden bottle opener and a Chrysler tool which was an in-tank electric fuel pump tightner. We then looked at the item Mike Yannessa brought. Everyone guessed an 8-track tape player but it was actually a 4-track tape player from the 50’s and 60’s. And then Bob Dare shared his 4 items, a whistler for a Bobby, a hat spreader, a box opener and our only unidentified item of the evening.



Car Catcher Museum

On Saturday March, 14th, members of our club took a trip out to Willow Grove, PA to check out a private collection known as the Car Catcher Museum. This collection is owned by Peter and Susan Licari. This collection featured all different types of transportation from all different eras.

One of the most notable vehicles I saw was a 1957 Chevrolet El Morocco. This vehicle was a combination of a Chevy and a Cadillac. The Cadillac portion was most notably in the rear of the car. I believe there was only a few of these were built. Portions of the building looked like a little town with storefronts like a barbershop and a hardware store. The layout was really fantastic and spread out over three buildings. The first building had little airplanes hanging overhead. There was also other artifacts like neon signs and vintage tin signs.

My other favorite vehicle I believe was a 1940's Dodge truck. This truck had an air conditioning unit that you would hang from the windows. You don't see many of those and from what I learned, they weren't very effective.

Overall, I thought the collection was great and I hope to return again someday. I have already put this collection in as a suggestion for a volunteer trip for Boyertown Museum of Historic Vehicles.

Thank you to the Licaris for having us. A good time was had by all and I hope we can all visit again soon.

By Jim Xander



Pottstown Region Sunshine

By Sandy Kemp

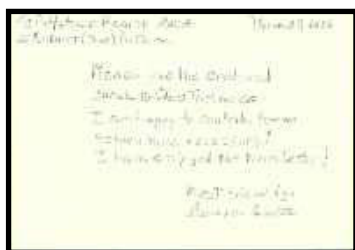
Please inform Sandy Kemp, Sunshine Committee, of any sick or hospitalized members. Also, if you know of a member, spouse, or immediate family passing away, Sandy can be reached at 610-780-5480 or sandrakemp5480@gmail.com.

The Pottstown Region AACA wants to congratulate member, John McCarthy for being awarded the "Charles E. Duryea Cup" for outstanding contributions to AACA's welfare. John oversees the Club's endowments, which are a huge amount of work and responsibility. Thank you John!

Our sympathies to Chris Schuck and family on the passing of husband Gary. Gary was a long time member of the Region who volunteered each year at Duryea Day. He was proud of his collection of cars which included a 1936 Pontiac convertible, a 1961 Bonneville convertible purchased new by his parents, and several other beautiful cars. Gary will be missed.

Condolences to Don Fiorillo on the recent passing of his oldest brother Maurice.

Congratulations to all our Region members who received awards at the Boyertown Museum Volunteer dinner! Sandy Kemp received the Duryea Day Excellence Award, Dan Olson received the museum Volunteer of the Year Award and John McCarthy also received the award for his work on the Museum's Board of Directors.



Pottstown Region would like to send a special thank you to Deanna Smith a long time member of our club. Deanna has sent us a donation and a note.

Club Birthday Wishes

July

6th - Mary Wilson
18th - Barbara Gormley
18th - Kelly Yannesssa
21st - Michael Yarnall
23rd - Joe Frattone
28th - Kenneth Bennett

August

2nd - Barbara Hunsberger
6th - J. Richard Herilla
8th - Catherine Wright
15th - Gary Faircloth
15th - Suzanne Frattone
31st - Betty Dare

September

4th - James Lanza
8th - James Spiece
10th - Lois Dries
24th - Robert Smith
25th - Tom Wright
30th - Mike Melnyk

CLUB BUSINESS

Officers 2026

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Vice President Cliff Wilson 610-948-5922 wilsondad2@msn.com
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Secretary Patricia Strunk 610-367-8252 P1125b@gmail.com
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Robert H. Dare 610-948-9350 bdarecars@aol.com
Stefan Phifer stefanphifer@verizon.net
Brian Fox 484-792-1238. witney5523@gmail.com
Honorary Director 2026 - Robert Strunk

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Membership & Website - Pat Strunk 610-367-8252 p1125b@gmail.com
Duryea Day Car Show - Tom Wright 484-624-2198 tommyjw22@yahoo.com
Property - Keith Hunsberger 610-987-0293 khunsberger@dejazzd.com
Activities - Tom Wright 484-624-2198 tommyjw22@yahoo.com
Sunshine - Sandy Kemp 610-367-6664 sandrakemp5480@gmail.com
Audit - John McCarthy 610-689-0713 packardmotors@aol.com

CLUB MEETINGS

Our club meetings are generally the 2nd Wednesday of each month at Pizza Como in Pennsburg. Dinner is at 6:00PM and the meeting starts at 6:45PM during Spring/Summer/Fall. During Winter (Jan./Feb) we will meet for lunch at 1:00PM followed by the meeting at 1:45PM. Remember we don't have our monthly meetings in July and August.

MONTHLY MEETING NOTES

The Monthly Meeting notes are emailed by our Secretary, Pat Strunk. If you do not have email and would like a physical paper copy, please leave a message for Pat and she will see that you get a copy.

DEADLINE FOR NEWSLETTER ARTICLES

All articles for the newsletter will be due by the 20th of the month prior to publication. Publication will be quarterly.



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Deborah Byerly-McFarlin
Event and Marketing Coordinator

484-300-1186
Deborah.PottstownCarousel@gmail.com

SPONSORS

Please don't forget to patronize our sponsors and if you know anyone who would like to help support our club, please contact them and ask if they would consider placing a business card ad for \$25.00 for 2026. If you would like a copy of the letter on the following page to take to your local business, contact me at 267-374-2799 or email at britton231@comcast.net. Thanks!

Pottstown Region AACA

Karen Britton

2191 County Line Rd

East Greenville PA 18041



NU S B LTS & SPARKP UGS

*The Newsletter of the
Pottstown Region AACA
April - May - June 2026*

AACA's LIVE WIRE REGION
ESTABLISHED IN 1952