

**WINTER
2014**

A Publication of the AACA Publications Committee

**“Your Region’s
Newsletter Resource”**

THE RUMMAGE BOX

IS THE OFFICIAL PUBLICATION
OF THE PUBLICATIONS COMMITTEE OF THE
ANTIQUE AUTOMOBILE CLUB OF AMERICA

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The Inside Story

**By Steve Moskowitz
Executive Director**

tricks available which cannot be done with the print version, like links embedded in ads.

The AACA Forums are another great way to stay in touch with AACA and the hobby. It is a feature that does not seem to be used greatly by our members but is hugely used by members of other clubs as we host many independent clubs. We have numerous sections from Judging to Meets & Tours. Up to date info is easy to find on the web. Please encourage your members to spend a little time on the website and see what features are available. There is a wealth of info and a lot of entertainment at www.aaca.org.

Naturally, we have a national headquarters and Board of Directors, so if you have a question, please feel free to contact the appropriate person to get a quick answer. AACA is unlike any other car club due to our size and we have the people to assist you! Feel free to contact your board (names, addresses and area of responsibility) are in the front of the magazine or call headquarters at 717-534-1910.

The club also puts out a youth magazine and Judges Newsletter so we do communicate! The club is now working on an app for phones and investigating a host of other technologies. Jeff Stumb has introduced more YouTube features and our president, Tom Cox, has been doing yeoman’s work on trying to get us more involved in electronic technologies.

Please help us in spreading the word!

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From time to time I hear from members that they do not feel “connected” to the club and that they do not understand what the club is doing. Given the amount of information available through multiple sources that is rather disappointing. It is also human nature to forget so we need your help in spreading the word!

Our magazine is not the only source of communication. We have over two-thirds of our members who receive our monthly online publication, Speedster, but less than half of our members open the email!! Speedster allows us to get the latest news out in a timely fashion, so please encourage your members to read this publication. Also, encourage your members to give us their email address if they have not already done so. If a member is unsure whether we have it or if their address is changed, they simply need to call national headquarters at 717-534-1910 and we will make the changes.

Our magazine is shipped second class mail, which works well in most cases but certainly not all! Remember, that we always have an old issue available digitally (great way to introduce AACA to friends) and the current issue goes up a couple of weeks after the latest magazine comes out (only available to members). So if your magazine is delayed, remember you can catch up on the latest with a very cool digital version which has a bunch of

**Please consider this message from
Steve Moskowitz the most important
one to share with your members
for 2014.**

**Wayne Burgess
VP-Publications**



Vintage Camping

By Myron Smith
VP-Youth Development



Plan Ahead!

By Read Majors
VP-Judge's Training

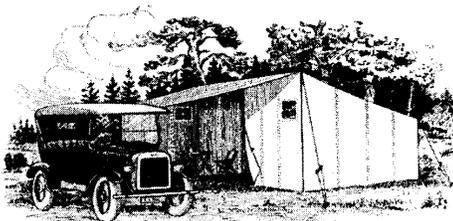
While attending another car club meeting recently an idea surfaced from its president that I had not thought about. The idea was to do a tour with a vintage vehicles and tent camping at night. Some of the elders groaned and he confessed that his idea was that this might be a way to get young people/ young families involved with minimal costs.

This brought back memories of camping with my parents and grandparents as a child. We vacationed in the Ozarks one October, driving my Grandfather's surf green '57 Chevrolet 210 4 door sedan. We camped in tents my Grandmother and Mother had made from heavy canvas, used Coleman lanterns and cooked on double and single burner camping stoves of the same brand.

We next camped in the back of a couple of our pickups with a tonneau covers. First was a '58 Apache 1/2 ton, and next was a '59 EICamino. Since I was small and an only child, there was room for the three of us in the pickup box to sleep. I even recall, pleasantly now, pickup camping in the rain, but it may not have been so much fun at the time.

My first trip to Yellowstone was after I outgrew the pickup box, and we camped with our red '59 EICamino and used the same homemade tent. On this trip to Yellowstone, was where my Dad first mentioned that a good replacement for the EICamino would be a Suburban Carryall as one of our 'camping neighbors' was using one. It was about a '65 GMC. A number of years later we purchased our first of numerous Suburbans. They have fit the bill for many uses, including being used as a camper when needed. My grandparents 'graduated' from their tent camping to about a 15' teardrop shaped trailer; it had a folding couch and dinette, three burner gas stove, ice box (not a refrigerator) and both gas and electric lights, but no bathroom, so it still qualifies as camping to me.

This club president's idea I guess is not new as we did do some "vintage camping" ourselves as I recall. Dad, Mom and I drove our Model A to an old car get together with our luggage



First of the year articles always start with seasonal platitudes and forecasts of new and different successes. Consider that done. What I want from each of us AACA members is a plan. Carefully study our calendar of events and begin to reconcile your personal schedule with that of our events. Whether you are a judge, a contestant, a tourer or any combination of the above, decide what you can attend and register early. Last minute submissions are sometimes unavoidable, but most of the time it's because we are lazy or failed to plan ahead. Let's put cars on the road, cars on the field and judges aplenty to validate our owner's hard work!

Rummage Box Training Point #1

Some of the language changed last year in our Judging General Policy (Official Judging Guidelines, pg.1.) The new wording, "**the same state as the dealer could have prepared the vehicle for delivery...**" has brought some comments and questions to my attention. We have always permitted changes when they fall under the giant **factory authorized** umbrella. Dealers are primarily responsible for these approved installations. Tweaking our General Policy to clearly state this fact is simply an effort to strengthen our guidelines and to make them easier to understand and apply. The review committee is ever alert to improve our system.

See you on the field!

and tent in the back of a coupe and camping in a city park. More recently author Curt McConnell has described his camping experiences in series of magazine articles. He drove across the continent on as many gravel roads as he could find in his '39 Plymouth.

For those not willing to rough it in a tent there are KOA cabins in various locations that we have found very nice.

I see at least several good things about camping with your antique car. It provides an excuse to get out in your car, you see interesting places, spend time with your children or grandchildren, build some good memories for them of the old cars and doing things, and it need not be cost prohibitive. Has anyone else tried it?



A Message from Wayne

By Wayne Burgess
VP-Publications

Board members generally change their positions/duties every two years. Naturally, this is my last year as Publications VP, so I'd like to review a little of my history that may be of interest to you.

As a new local AACA region member back in 1995 I was always wondering what was going on with the AACA. I would read our editor's, Earl D Beauchamp Jr's, newsletter each month learning how things worked in the AACA, on the local level anyway. I had no intentions of it ever going National on my part. Eventually I got interested in helping with our region's newsletter. Then Earl and Judy decided to buy a Florida home and I inherited the editorship all by myself. Boy, what a mess those first few newsletters of mine were. The pictures were so bad that I HAD to write descriptions (making changes) on each one just so you may have some idea of what you were looking at. Eventually, I started winning a few AACA editor awards. As Earl became the VP of Publications later on, he decided that maybe I could help him with the Annual Meeting seminar in Philadelphia, by becoming a publications committee member. After a couple years of that I was asked by Earl to help rewrite the AACA Editor's Manual as a continuing publications committee member. Boy, that was labor intensive. Earl, myself, Judy Edwards, and June Peterson Crane worked late into the night for more than 3 weeks, sharing ideas about where to make changes to improve what was in play at the time. Eventually, we polished and finished a product that we were all happy with, the one you can find on the AACA Web Site today.

A year or so later I was asked by the Board to be nominated for the ballot to be voted in as a Board member. I did not win, but was honored to be considered.

I then remember the day a few years later, after being on the ballot again, when a AACA Executive called and told me to "be careful what you wish for". That was the day I became a Board Member.

I'm sure all you guys are now wondering what I am drinking considering all of the underlined words in this story? It is Saturday but, no, I'm not drinking anything that may confuse my one little brain cell. The underlined words above are the way AACA editors, and regular AACA members can become more active with the AACA. As you can tell from what I experienced, you first have to have an interest, then (as an editor anyway) start making



Restoring a Vehicle?

By Fred Young
VP-Library &
Research Center

Are you restoring a vehicle ? Do you have a vehicle that you need information about ? Are you planning to buy a vehicle but are not sure about its authenticity ? Do you have a vehicle in mind as a future purchase but need more specifics—engine(s) available, type of upholstery, etc.—to screen for junkers or clunkers ?

In other words, are you a member of AACA? Of course, you are, and of course you need to know that the Library and Research Center—although physically located in Hershey, Pennsylvania—is as close as your computer or any computer that you can get access to. (Think of your friend's computer or the computers available in your local library!)

Take three easy steps to get on your way:

1. Go to www.aacalibrary.org on the computer.
2. Click on the box for Search Our Online Catalog.
3. Click on the box for the Online Research Request Form.

And, you're on your way to find out more about that special vehicle!

changes in your publications, or as a region/chapter member maybe make changes in the way your local club operates. After winning a couple of AACA awards, you really start to become energized and may be asked to be an AACA committee member, which may enable you to help make important changes in the way AACA is run. Soon after that, do not be surprised to get that important phone call to be asked to be nominated to the Board.

Usually, one does not get elected the first time, but try again, and you too, may become a Board member.

The AACA is constantly looking for new talent to help lead us in the right direction. Please think about the unlined words I have just written. You too, can make a difference in the AACA. You do not have to be an editor. These unlined words will work with "judging", "administration", or even "research" in the AACA Library or AACA Museum.

Thank to all editors who have allowed me to experience your regions and chapters in your AACA newsletters. By the way, you took the "first step" like I did, so to all AACA members, keep up the good work and consider making your own "changes"!



Public Relations Update

By Jeff Stumb
VP-Public Relations



Kamholtz Korner

Vern & Jan
Kamholtz
Editors



The New Year promises big things in the Public Relations realm of AACA. In February, I will complete my first full year on the board, and I am excited about a couple of things in particular that will debut in 2014.

The first is the Public Relations booklet for regions who host a meet or tour. The booklet is at the printer now, and there is also an electronic companion version that will be emailed to each region. If you have never hosted a meet or tour it may seem like an easy task. But let me tell you as one who has hosted a number of automobile related events, including the 2013 Glidden Tour, it is a huge task—and this booklet will be a great help to everyone in our regions.

The booklet is a step-by-step outline of what to do and when to do it related to promoting a regional or national AACA event. If you think about it, the folks who put on these events are volunteers and most have a full time job. Putting on a tour or meet is not something they do every day, so this booklet will be a valuable tool I am sure.

We are also only a few weeks away from the debut of an AACA channel on YouTube. If you don't know what YouTube is, ask your kids or grandkids. YouTube allows billions of people to discover, watch and share originally-created videos. YouTube provides a forum for people to connect, inform, and inspire others across the globe and acts as a distribution platform for original content creators and advertisers large and small.

Videos will be loaded onto the AACA channel and will be available for viewing any time. Some of the videos that will be on the site at the launch are the 2013 Glidden Tour, the 75th anniversary AACA meet in Louisville in 2009, the 2008 Reliability Tour and the first installment of my weekly update on what's happening with AACA.

It's hard to believe, especially with someone who is not very technical like myself, that filming a weekly update is as simple as turning on my smart phone, talking for a few minutes, and then uploading it to the internet.

There is a procedure being put in place for regions who host tours and meets—as well as AACA members who attend shows like Hershey—to post videos on the site. So going forward, the AACA YouTube channel will be full of great videos of our antique cars and the meets and tours we love. Of course, to make sure all videos are in good taste, they will be reviewed before going live.

Happy New Year from frozen Wisconsin! After the “frozen tundra” winter we have been having, we are definitely hoping for an early spring.

Editor messages are as unique as the individuals who write them. Some are straightforward and factual. Others may be whimsical or chatty. The lengths vary from a paragraph or two to a full page. Regardless of the form, your editor message offers you a chance to connect with your readers. Through your columns, you can give your readers an insight into your vision for the publication you spend so many hours on. Take the opportunity presented to encourage your members to help you make that vision come true. If you want a content-rich publication, describe the contributions you would welcome from your readers. Offer praise and gratitude to the members who have provided content for the current issue. A simple “thank you” to an author will often result in additional articles from that same source.

Even as many of the newsletters go electronic, there may still be a need to mind the budget. To keep costs down, it can be tempting to stuff as much content as you can on each page, creating a crazy quilt of articles and announcements. Consider breaking up all that text with pictures and white space. Much like a moment of silence contributes to a conversation, white space gives a reader's eyes a chance to pause, to notice, and to linger, while pictures and clipart add another layer of enjoyment to an article. Use your space effectively to call attention to important and time-sensitive content. Make every issue more than a dry, “here is what is happening” memo to the members. Give them something to look forward to each month!

The “Turn It Off and Crank It Up” campaign will take shape during the year as well. It will be an effort to get youngsters to turn off electronics (like their smart phones) and crank up an antique car. A Michigan company has offered to work on the logo and some of the preliminary development items for free, and I am looking forward to working with them.

Many more items are being worked on, including promoting AACA at other automotive events like the Great Race, and I will keep you posted on that in the coming months.



Tucker #1002 Seen Driving on a Downtown Street

By Mark Regnier, Editor, *The Running Board*
Newsletter of the Florida Region AACA

On August 14, 2013, Wayne Bostak and I were in Monterey, California to attend the many Pebble Beach Concours d'Elegance car related activities and functions. Monterey is located east of Pebble Beach and is about 2 hours south of San Francisco near the Pacific coast. The Pebble Beach week of car events was a definite "bucket list" item we both wanted to experience and for two car guys, truly worth the expense involved.

We arrived at 7 a.m. Wednesday morning to "get the lay of the land". Monterey is normally a small waterfront community, but this week it hosted three major car auction companies that planned to auction numerous collector cars over the weekend. There was a lot of car exploring, photography and walking to get done in one day!

After an hour of car spotting, we went for breakfast. That's when we saw the first of the three sightings of this gold Tucker Model 48 four door sedan. Of the 51 factory Tuckers manufactured¹ there are 47 known to exist and this one was being driven on a downtown public street!

While eating breakfast outside on the patio, I heard a very distinctive, unrecognizable engine sound coming from behind me. I swung around and saw my first sighting of the gold Tucker! It briskly drove by just thirty feet from us. It stopped briefly at the traffic stop sign and then disappeared around the next corner. I only got one photograph of the car before it was out of sight. We thought this was the last time we would see this car.

Unsure if I had seen mention of a Tucker listed for auction this weekend, we picked up the three Monterey car auction catalogs and looked for but could not find a Tucker for auction that weekend. This Tucker must have been driven by a private collector out for a casual weekday drive!

The second sighting of the Tucker happened at midday as we left the inside of the posh hotel where we spent several hours admiring some gorgeous vintage cars, including Duesenbergs, Hispano-Suizas and Ferraris, on display and up for auction later that weekend.

Again, the Tucker was just driving on the street like a normal street car, unremarkable and oblivious to the general public. This time it drove on a different street from the morning sighting and had stopped for the traffic light. This time I got better photos of the Tucker on the street. We saw it drive into a nearby parking garage.

Intrigued, we decided to see if we could locate the car

for a closer look and maybe even talk to the owner/driver.

We explored the nearby four story parking garage and came upon the same gold Tucker (our third sighting) parked in a regular parking spot. The car's owner/driver was nowhere in sight. WHAAT? The car's front doors were left unlocked! We didn't open the car doors, I swear.

I've read that three fiberglass Tucker replicas² were made for the Francis Ford Coppola's 1988 movie, **Tucker, The Man and His Dreams**, but this car was definitely all metal. The rear engine metal cover was still warm from being driven. The interior and trim looked period correct and appeared 65 years old. There was definitely no "newly restored" smell or fiberglass feel with this car. Under the rear bumper, we saw the car's 335 cubic inch, 166 bhp flat six cylinder, water cooled engine. We waited for 15 minutes but the car's owner/driver never returned to his unlocked car.

This was my unforgettable opportunity to see, hear, touch and smell a historic Tucker automobile in its natural environment—on a downtown street and in a parking garage. I appreciate that the Tucker owner drove his irreplaceable car on the street for all us car guys to enjoy. This Tucker encounter was one of the highlights of my week in California.

Later that night, after some internet research³, I found there's a gold Tucker #1002 in private hands. The website states "(Vehicle) Location: California". The front black California license plate on the website photo matches the car we saw in Monterey. So, I can say I saw the real gold Tucker #1002 being driven on the street. Just awesome.

The last publicly sold Tucker was in January 2012. That blue Tucker #1043 sold at the car auction for \$2,915,000.⁴

SOURCES:

¹ http://en.wikipedia.org/wiki/Tucker_48

² http://www.kustomrama.com/index.php?title=Tucker_48

³ http://www.tuckerclub.org/html/display_car.php?car_number=1002&

⁴ <http://www.barrett-jackson.com/application/onlineSubmission/lotdetails.aspx?ln=5008&aid=443&pop=0>

PHOTOS ON PAGE SIX

*This Tucker story ties in well
with the announcement from
Mark Lizewskie, the AACA Museum
Executive Director, which can be
found on page 7.*



All photos by Mark Regnier

Tucker01 (top left): *My first Tucker sighting on the street. The car drove around the corner so quickly, I dropped my breakfast muffin and barely got this photograph taken.*

Tucker02 (top right): *My second Tucker sighting on the street. This time the Tucker was at a stop light, so I was able to get a better photograph.*

Tucker03 (bottom left): *My third Tucker sighting in the parking garage. The front black California license plate indicates it has been in California for a very long time.*

Tucker04 (bottom right): *The interior of the Tucker. At the bottom right of the photo you can barely see that the door is unlocked!*





AACA Museum Unveils New Tucker Exhibit Design

The Antique Automobile Club of America (AACA) Museum announced its approved design for the new permanent Tucker collection on November 25, 2013. Well known as the world's largest collection of Tucker automobiles and related items, the AACA Museum relocated to Hershey the well-known grouping from the estate of Museum supporter David Cammack after his passing in April 2013.

"Losing our dear friend David Cammack earlier this year was a very sad occasion," noted Mark Lizewskie, Executive Director of the AACA Museum, "but we are honored to be able properly display his passion for the Tucker automobiles in this very compelling exhibit."

The Cammack collection includes three (3) 1948 Tucker '48 vehicles, the factory Tucker test chassis, thousands of engineering drawings and blueprints, original Tucker parts, several engines as well as many other artifacts and displays. The vehicles include Tucker #1001 - the first 'production' prototype, Tucker #1022, and Tucker #1026 - the only Tucker built with an automatic transmission. A total of 51 Tuckers were built by hand in Chicago, of which 47 are known to still exist. Preston Tucker and his story was detailed in Francis Ford Coppola's 1988 film, "Tucker: The Man and His Dream" and certainly helped bolster the public's intense fascination with the "Car of Tomorrow".

The AACA Museum's future exhibit will be housed permanently in a dedicated 5,200 square foot gallery. Rather than merely displaying the collection in an ordinary fashion, the exhibit will not only showcase the cars themselves, but will chronicle Preston Tucker's life and history before and after the fabled Tucker '48. "We intended from the very start of the design discussion that we would educate our guests about Tucker's process and determination to create something special", stated Lizewskie. "We listened carefully to input David Cammack and his family provided us, and we were quite pleased to learn that it mirrored our vision. The end result needed to

be something that would complement our stunning displays that are already throughout the Museum. Being a permanent display, we knew the Cammack Tucker Gallery had to be fantastic right from the start. Once the Tuckers are in, they're in!"

The job of transforming ideas and concepts into reality was given to Museum volunteer Jim Booth of Jim Booth Designs. Lizewskie was proud to say, "We are extremely lucky to have Jim as one of our many dedicated volunteers. We sat down with him and explained what we wanted, and what he delivered to us far exceeded our goals! ". He added, "Jim's proposal was easily approved by the design committee and the entire Museum Board. Not only will it be visually stimulating, but fully interactive and very educational".

Mr. Booth commented, "I am excited to be a part of the AACA Museum's team and design the new Tucker Exhibit. It was something I didn't have to think twice about, as it combined both my love for museums and my interest in antique automobiles. Exploring Mr. Cammack's amazing Tucker Automobile collection reveals the passion and dedication he had for the Tucker, much like the passion and dedication Preston Tucker himself had for the car he created."

Bringing Booth's design to fruition won't be inexpensive. "Obviously to build this gallery properly it will take a great deal of capital", stated Lizewskie. "We will be kicking off a capital campaign using traditional methods as well as web-based crowdfunding programs. We intend to not only reach out to individuals but also corporate sponsors. Even though much of the construction can be performed in-house, some of the materials used will still be costly". An example given was the architectural glass that will allow visitors to walk above the Tucker factory test chassis within the Engine and Chassis Platform of the exhibit. Lizewskie noted, "The glass portion alone could cost \$70,000. The Platform is the centerpiece of the Gallery, and will be the most expensive aspect of the design".

While the Cammack Gallery will still be used for rotating exhibits until late April, construction of various components will be created off-site during the early stages. After April, the Gallery will be closed for construction until the Grand Opening in late 2014. Lizewskie commented, "We are targeting the AACA Fall Meet in October for our Grand Opening. The opening reception will be a spectacular addition to an already festive week!" Following cues from Preston Tucker himself, the three Tucker 48s will not be displayed until the opening of the gallery. "We want to keep everyone in suspense until the big day!"

The AACA Museum encourages the public to monitor progress through its website, http://www.aacamuseum.org/exhibitions/Cammack_Tucker_Collection.aspx and social media pages.