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2018

**“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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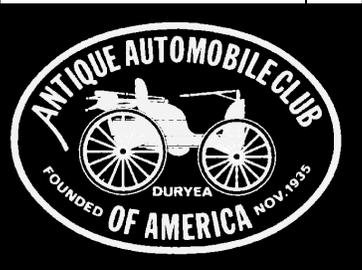
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Inside this issue:

Now is the time for all good men... By Don Barlup	1
Being Invisible By Wayne Tuck	
Editor’s Note By Matt Hinson	2
They’re Only Original Once By Fred Trusty	
Waxing Nostalgic By Myron Smith	3
AACA Capital Campaign By Tom Cox	
The Cars on My Block By John McCarthy	4
Where are All the New Members By Mark McAlpine	5



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Now is the time for all good men/women to come to the aid of their party/country.

**Don Barlup
Vice President
National Headquarters**



Being Invisible

**Wayne Tuck
Vice President
Membership**

Those of us who attended high school prior to the computer age and took typing as a business course probably remember typing the above phrase, for accuracy and speed. Mrs. Foor was her name, and we typed until we got it right! She was a good teacher.

Fast forward from 1963 (when I took typing) to 2018 – 2019. We need to change that familiar long forgotten (until now) phrase to: “Now is the time for all good men/women, Regions/Chapters to come to the aid of AACA!”

Two important words – “Membership” and “Building”

Your Club needs you: Sign up a new member. Our Clubs future depends upon it. Without you there is no us, and without us, there is no AACA. Think about it, it is that important to our future and that of the hobby.

Our new building adjacent to the Hershey Fall Meet show field is a phenomenal location for our new National Headquarters and World Class Library.

Your National Board of Directors has each made a personal financial commitment to support the building fund. Several generous donors and a few Regions and Chapters have stepped up for naming opportunities in the new building. We need to count on each AACA member and Region to support the building fund – It’s that important! Can we count on you? Contact National Headquarters to make your donation.

Thank you and Happy Motoring.

Are you one of our invisible AACA members? Do you only get the car out of the garage for an old car event? Do you get it out in the driveway only to clean it and put it away when you’re finished? Are some of your friends and neighbors not even aware that you are an old car fan?

Yes, many of us are invisible to the public as far as our old car hobby goes. If so, we are missing many opportunities to promote our hobby to others. Try taking your car out to the convenience store to pick up a loaf of bread and see how many folks will come over and ask questions about the car. Drive to work and see if the car doesn’t attract a lot of attention.

We spend a lot of time talking about attracting youth to our hobby. Try picking up one of your children or grandchildren at school with an old car. Don’t just stop at the curb to pick them up. Park the car and see how many young people are attracted to it. Take it to a high school sports event and not only students, but their parents also will ask questions.

Have you ever been asked about your activities with an old car and replied “I belong to AACA” and received the response “What is that”? Maybe we should reply “I belong to the Antique Automobile Club of America, the largest and oldest car club in the world”. Be proud of your club. Do you carry trifold brochures, contact information and membership applications with you in your car? Don’t be caught speechless or unprepared when these opportunities arise.

So get that car out and drive it. Get out in your community. Be proud to be seen in public with your pride and joy. Don’t be invisible!



Editor's Note

Matt Hinson
Rummage Box Editor

Welcome to my eleventh issue as Editor of the *Rummage Box*. Here in Wilmington, North Carolina we have had some interesting weather recently with two tropical systems hitting us. First, Hurricane Florence came ashore in Wrightsville Beach, NC about a week before our local AACA Chapter's scheduled monthly meeting was scheduled to be held at a Wrightsville Beach beachfront facility.

After the storm, I had a local chapter member who, while still waiting for a crane to arrive to remove a downed tree from his roof so the roofers could repair his roof, emailed me asking about the status of our chapter meeting. He was more concerned about not missing the meeting than he was about the condition of his roof. We ended up postponing the meeting for one week and moving it to a restaurant away from the beach, but we had the meeting. The members who attended the meeting each had their own stories about how the storm affected their homes and lives, but it was great to get a chance to get out of the house, enjoy a meal, visit with our AACA friends, and discuss upcoming AACA activities.

I received many phone calls, text messages, messages through the AACA Discussion Forum as well as emails checking on us before, during, and after Hurricane Florence's arrival. Before the storm, while I was actually debating evacuating, I had AACA members from many different states offering me a place to stay to escape the storm. Hurricane Florence's top wind speeds decreased before it made landfall, so I ended up staying home for the storm. The storm ended up with less powerful winds than other storms that have hit us but brought more rain than any other storm had ever brought to our area. The electrical grid in the area took a major hit due to a large number of trees blown down due to the saturated ground. I had about 5 days without electricity after the storm but otherwise we only had minor damage. I know quite a few people who had homes essentially destroyed due to extreme flooding.

Weeks after Florence, we also got hit by Tropical Storm Michael. These storms have caused a delay on my 1938 Buick Century restoration project. If you want to see more about this project, please check it out on the AACA Discussion Forum at: <http://forums.aaca.org/topic/297623-1938-buick-century-model-61-four-door-touring-sedan-trunk-back/>.

After our recent storms, I am happy to finally have some cooler weather which has enabled us to get back to enjoying our antique cars again.



They're Only Original Once

Fred Trusty
HPOF Chairman

I have heard some misconceptions lately about the HPOF class so let's take a closer look at the Historical Preservation Original Features Class or as a lot of people call it, The Original Class.

HPOF was created in 1988 to reward and provide incentives to keep vehicles in their original unaltered state and provide a living history of how factories manufactured these vehicles. They also serve as a record of how these vehicles should be restored.

There are two major areas evaluated in HPOF; **maintenance and preservation**. An HPOF vehicle is one that retains its original components and features not restored or altered. It must be an authentic vehicle as the dealer could have prepared for delivery to the customer with any feature, option, or accessory in factory literature or company directives for the model year of the vehicle. *These are the same standards as class judging.*

With HPOF, if a component serves the purpose for which it was intended, it's acceptable in most cases. For example, a bumper with some scratches and dings would be fine but one where all the chrome has flaked off and has holes rusted through would not be acceptable. There must be enough of the original vehicle left to be an example to a restorer.

Maintenance - Maintenance items are parts that will eventually have to be replaced if the vehicle is driven. Examples are batteries, belts, brakes, compressors, fuel pumps, hoses, alternators, tires, water pumps, and many other parts. Maintaining a vehicle is vital to its longevity so replacing maintenance items is not only accepted but it is encouraged and will not have a negative effect on the certification of the vehicle. Note that period correct replacements should be used and installed correctly.

Preservation - Many damaged exterior items can be replaced with NOS parts or better examples from salvage with no effect on the certification of the vehicle. Examples include bumpers, hoods, fenders, running boards, trunk lids, and most trim pieces. The same thing goes for many interior items as well. Searching the local salvage yards, swap meets, eBay, Hemmings, or other sources to find a correct replacement might take a while but part of the fun of the old car hobby is the hunt.

This is the first in a series about HPOF. Next time we'll look at some specific areas of vehicles. Remember, they're only original once.



Waxing Nostalgic

Myron Smith
AACA Secretary/Treasurer

I recently read in the Yankton, SD newspaper that the NECCO candy company is going out of business. NECCO stands for the New England Confectionary Co. They are the makers of the nickel size candy wafers and had been around for 171 years. They also produced the little valentine hearts with the cute sayings printed on them. This got me to thinking about other candies from my childhood that I see no more. Things like Walnut Crush, Chuckles, Butter Brickle. The Walnut crush and Butter Brickle had unique tastes. I know nothing now that tastes like the Walnut Crush. The Butter Brickle is very similar to today's Heath Bar. Most of this candy came from Grandma and Grandpa. I especially remember Chuckles which were about 5 little blocks of candy in one wrapper and resembled larger square gum drops. Grandpa would bring them home from work at Goodyear in his lunch box, and since he had false teeth, I know he couldn't eat them.

This really has no bearing on cars other than that I was getting nostalgic about the fun things I enjoyed and took mostly for granted as a child that I see no more. I remember with fondness the 'Chevrolet Shows' which would occasionally come to town. Sometimes they would be in the city auditorium and sometimes in an inflatable tent bubble at a shopping center. They were fun and exciting to see the new and special offerings from Chevrolet. The traveling trucks were even special. I recall the Chevrolet semi- tractor even had whitewall tires and full wheel covers. Show day for the new cars, whatever the brand, was always close to being like Christmas. Dealers would cover the windows of the dealership the night before 'show day' so no one got a peak of the latest offering until it was show time.

I next got to thinking about what 'special' car things we had for our son, now 28, as he grew up. Gone was the Chevy traveling show and special show day for new cars. Were the swap meets we attended exciting enough as we searched for the next automotive treasure a suitable replacement? Or was there some other 'special event' we attended such as tours and AACA meets that we attended a replacement for the things in my memory. I don't know. He has the car bug. The closest thing I can think of right now is the recent phenomenon, called cars and coffee. In our area it is a 8:00 to 12:00 come and go show at a local auto museum. No trophies no classes just come and have fun. If you have not participated in one of these, check them out, and if possible take a young person with you. You might just be making a memory for their trip down nostalgia lane when they grow up.



AACA Capital Campaign

By Tom Cox

Vice President - Public Relations

Since its founding 83 years ago, the Antique Automobile Club of America (AACA) has served as the bedrock upon which the antique vehicle hobby is built. We have outgrown our present facilities. Our headquarters and library must expand and modernize if we are to maintain our leadership into the future. Our current library and headquarters building, is nearly 100 years old. An evaluation by building professionals determined it cannot be feasibly or economically upgraded to meet our needs.

Apart from supporting our nearly 400 Regions and Chapters, National Meets and Tours, and supporting *Antique Automobile* magazine, AACA hosts more than 80 online forums supporting other car clubs and vehicle brands. Our library curates more than two million historical documents of its own, and nine significantly sized collections owned by other major clubs and associations. It has become the leading support center for historical vehicle information, and its responsibilities to our members and the hobby increase daily. Many recently donated literature collections will soon be arriving, including the one highly significant collection — to be soon announced — that will rock the automotive community. Our responsibility to step-up and continue our leadership is essential to the survival of all that we value within the hobby we enjoy so much. We have no choice but to meet this challenge.

The AACA Board of Directors has entered into an agreement to purchase the property owned by Pennsylvania American Water, which fronts Hershey Park Drive and is contiguous with the Hershey Fall National show field. The building will support all aspects of the event. It which contains a two-story 32,000-square-foot office building served by 187 parking spaces, a generously sized loading dock, and an accessory six-car garage. The existing building is in excellent condition and because of its robust original design and current systems, re-purposing will cost less than new construction. It will provide the space necessary for AACA to service the automobile hobby worldwide well into the foreseeable future.

On behalf of the AACA Board of Directors, our Capital Campaign Committee, and the hundreds of thousands who utilize AACA's essential resources, I am asking for your financial support of AACA's new headquarters through donations. With your support, we will succeed. It has been heartwarming to experience the tremendous support for this project thus far, but we still have a long way to go to reach the finish line. Please consider making a donation of cash, securities, or saleable vehicles. The time is now to step-up to secure the future of our hobby, and to give back to the club that has given so much to all of us. Time is of the essence, and we look forward to hearing from you.



The Cars on My Block

John McCarthy

Vice President-Endowments

The Block was the 600 block of 74th Street in Bay Ridge Brooklyn near Fort Hamilton and the Verrazano Bridge. The Block was very middle-class, fireman, policeman, teachers, government and factory workers, with about forty houses on each side of the street. The houses were one-family and two-family, most attached on both sides, and built around 1910. There were only twelve shared driveways on the block with two car garages in the back. Being built in 1910, the garages were too small to fit the cars of the 1950s.

About one-third of the families had cars in the 1950's. Often it was the tenant that owned a car and not the homeowner. Whenever anyone got a new or "new" used car it was a big event, especially for me who knew all the makes and models. Neighbors would come out to see the car - they were exciting times. People kept cars a long time. In 1954 half the cars were pre-war and mostly black.

The first new cars on the block after WWII were two 1948 Fords and two Studebakers. 1949 brought a Ford, 1950 another Ford, two Chevrolets, a Pontiac, a Buick, and a Dodge. There was never a Cadillac or Chrysler, only one Packard, a used 1947 Clipper Limo owned by a chauffeur who replaced his 1942 Chrysler Limo, and a 1941 Lincoln Zephyr that badly needed a clutch - the whole car would shake when releasing the clutch pedal. There was one other Lincoln, a 1956 Capri purchased in 1960 for \$1500, many thought it was a new car as Lincolns were rare in our neighborhood, and that Mr. A had gotten rich - it was long. People began to upgrade in 1952 to 1954 with Mercurys replacing Fords. In 1953 a two-tone green Buick Super Rivera arrived which was one of the best-looking cars in the neighborhood. In 1954 a Pontiac Chieftain Stick Six two-door replaced a 1937 Pontiac, and a Dodge Coronet Six Stick replaced a like-new 1937 Dodge. All were black.

1955 was a record year for the auto industry with all new models, V-8's and bright colors, and many new cars on the block. Mr. M who was a conservative school teacher traded in his 1950 Pontiac for an orange and white Oldsmobile Super 88 hard-

top that was the fastest car on the block and every time he used the car, he had to show the neighbors how fast it accelerated.

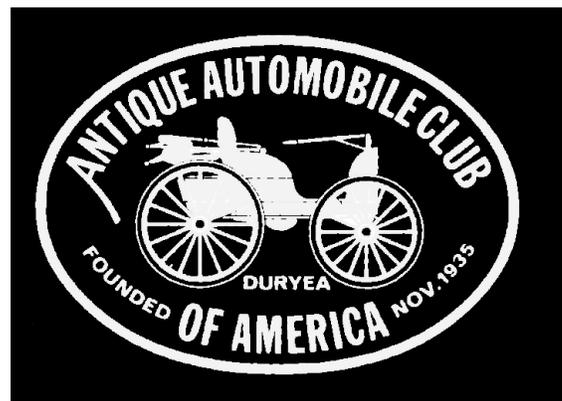
Mr. F bought a new Buick Roadmaster every three years and wanting to relive his youth bought a 1960 maroon Thunderbird and later a 1966 Thunderbird.

Replacing a car didn't always mean buying a newer one. Mrs. G who did most of the driving in their 1940 Ford until it gave out about 1951 was given \$50 by Mr. G to buy another car and came back from the local used car lot with a 1933 Dodge and had money left over- it was only \$15. The Dodge had a huge back seat area and lasted several years. Another step-backwards was a 1942 DeSoto with hidden headlights being replaced by a late 1930's Pontiac.

A new cream and green 1954 Willys Aero hardtop arrived which was a nice-looking car. It was replaced by a 1960 Ford Falcon which the owner didn't like as it never really warmed up and would not run smoothly in cold weather. It was replaced after a year by a Studebaker Lark which was still around in 1970. There was one Crosley, a blue station wagon. The first foreign car was a 1952 or so green VW, and in 1960 the first Japanese car, a tiny Datsun. It was kind of laughed at and was kept only a few years.

Two cars were around for a very long time--- both garaged and well cared for---a 1938 black Oldsmobile until at least 1965 and a 1939 gray Ford until the late 1960s. I don't know what ever happened to them.

In May 1967 the best car ever arrived on the block, a 1967 Pontiac Bonneville hardtop. I had just gotten out of the Army and it was my first new car. I wish I still had it.





Where are All the New Members?

By Mark McAlpine

Vice President
Region Development & Support
Central Division

A common challenge confronting almost all AACA regions and chapters is finding new members. (This isn't just an AACA problem—clubs of every size and form are confronting the same problem. Many people today, especially younger generations, don't seem to be interested in joining clubs.) I don't have an easy solution, but, as we all grapple with how to attract new members, I can offer a few suggestions:

- **Use the four free 1-year new memberships provided each year to every AACA region and chapter president and the free 1-year new memberships offered to military veterans through the Military Sponsorship Program.** (AACA Headquarters mailed the four free memberships in late September. If you didn't receive them, contact headquarters. You can find the Military Sponsorship Program membership applications on the AACA website— www.aaca.org— under "Military" in the "Member Info" drop-down menu at the top of the homepage. You can also request military sponsorship program applications from headquarters.) These are great tools that are under utilized — only 52% of the AACA regions and chapters used any of their four free memberships in 2018. Use yours! I also encourage you to match the free national memberships you give out with 1-year free memberships in your region or chapter. Roughly two-thirds of the people who receive a free membership renew the next year — that's a pretty good rate of return of people who bring new ideas and enthusiasm (and cars!) to our clubs.

- **Talk to people you meet who are interested in old cars and educate them about the AACA.** Surprisingly, there are a lot of people who love, and even own, antique vehicles who have never heard of the AACA. Even many people who have heard of the AACA think you have to own an antique vehicle to join the club or that the club is only about showing expensive "trailer queens." Educate them about our club, its Library & Research Center, and its website & online forum. (Use the trifold information brochures the AACA produced for regions & chapters to use. If you've run out, contact AACA HQ and ask for more.) Inform potential new members that they don't have to own an antique vehicle to join the AACA, they just have to like old cars, trucks, and/or motorcycles. They don't have to be rich—most of our members aren't. Our national shows aren't just for concours-level, professionally restored cars—most vehicles on our

show fields are restored by the owners. Also, explain about our Historic Preservation of Original Features (HPOF) class and Driver Participation Class (DPC). We are an all-encompassing club offering something for everyone.

- **Ask people to join the club.** Recruitment of new members is a personal thing. People don't usually join a club because they see an ad, flyer, or membership tent. They join because they speak with someone, find they have a common interest, and learn more about the club. Ask these new potential members to come to one of your region's/chapter's meetings or activities to meet other members and find out more about your region/chapter and the AACA. **(And when they show up, make sure someone welcomes them, introduces them to other members, and talks to them.** We all know how uncomfortable it can be to show up at an activity and not know anyone. If you don't welcome these new members and ensure they have fun, how likely do you think it is that they'll return and join your club?) Then ask them to join—the direct approach works. (And don't forget about those free memberships you can offer!)

Attracting new members to the AACA and our regions & chapters is a contact sport—it takes personal engagement. It won't happen because the AACA takes out ads in magazines, has membership tents at our national shows, or distributes flyers at car shows or auctions. Those efforts may attract a few new members, but the real success comes in individual personal effort. Every member — not just your region's/chapter's Membership Chairperson — is a recruiter for our national club and your region/chapter. When you talk to someone at a local car show, someone you see with an antique vehicle in a parking lot or at the gas station, or even a neighbor or friend at work who's interested in old cars, talk to them about the AACA and ask them to join our club. We have room for everyone who loves antique vehicles.

