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**"Your Region's  
Newsletter Resource"**

**THE RUMMAGE BOX**

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**Matthew C. Hinson, Editor**

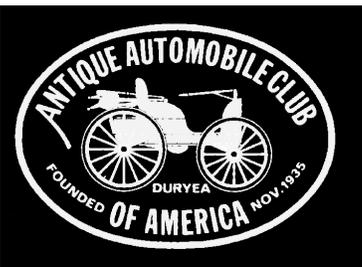
718 Woodlawn Avenue  
Wilmington, NC 28401

910-471-0797

matthew.c.hinson@gmail.com

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**Where Have All The  
Junkyards Gone?**  
By Don Barlup  
VP - National HQ & Library



**AACA Membership  
Must Grow!**  
By Mel Carson  
VP - Strategic Planning

When I first got involved in the hobby in 1971, (I still have my first antique car, a 1940 Pontiac 50 years later.) junkyards were everywhere. I spent many an afternoon visiting my favorite yards, looking for treasures for that car. It was a plain Jane 4-door sedan with the only option being an under seat heater. It was sold new by N. E. Black Pontiac/Buick in New Bloomfield, PA to Earl Rempher, a local farmer, who had problems driving in and backing out of his small 1-car garage. All four fenders were a testament to his lack of driving ability.

Hap Gemmel's Salvage Yard, outside of York, PA was a gold mine. It covered both sides of a country road and had many classics and convertibles resting peacefully in the woods. He had no less than a dozen 40 Pontiacs in various stages of decay. A radio from one, a cigar lighter from another, a clock from another, etc. My plain Jane car soon became a well optioned ride!

The barn on the property was full of cars, trucks, and an assorted disarray of parts. You literally walked over parts to get to parts.

Hap, short for Harold, was a character who would rival any junkyard dog with his green and white checkered pants and red and white striped shirt (yes, both worn at the same time) he was a sight to behold. In the upper level of the barn sat a long forgotten early solid tire truck covered with all sorts of car parts. You could easily have walked past it. I didn't! Turns out it was a 1914 Hahn Huckster truck, which I still own. Hap named a price, I countered. Hap liked to flip coins – yes, I lost, but would have paid his price anyway.

Both Hap and the yard are long gone, but my memories of those frequent treks through that yard seem like yesterday. A housing development now sits on that hallowed ground.

That is where all the junkyards have gone!

The Antique Automobile Club of America membership has a commitment to grow! Every current member has the prospect of bringing in a new member to AACA now! One of the best methods to bring in new members is to talk with them in person. When driving your antique car to fill the gas tank, attend cruise-ins or shows - folks at all times want to look at your car and talk with you about it. This is a good opportunity to tell them about AACA and all it offers to the antique car enthusiast. Please let them know, that to be involved, all AACA members do not have to own a pristine show vehicle. This is a message to convey to any prospective new AACA member. A Drivers Participation Class (DPC) vehicle is a vehicle that has a place on the show field but is perfectly suitable for driving and touring at the same time – including air conditioning and radial tires. The AACA organization includes a great antique car magazine, normally (after Covid-19 is under control) about six to eight car show Nationals spread around the country, a Grand Nationals event each year, and usually about four Touring events each year. Library resources are offered to members who can obtain research and restoration information on possibly any vehicle ever produced. The new AACA headquarters facility in Hershey, relocated in Fall 2020 to 800 West Hersheypark Drive (and soon to open to all Members) includes an enhanced state-of-the art automotive research library to benefit all aspects of the hobby. The famed Philadelphia Automotive Library collection is now part of the AACA Library & Research Center. Describe all these advantages to a car person and they will be a great candidate for membership in the Antique Automobile Club of America and keep alive our superb organization!



## Editor's Note

**Matt Hinson**  
*Rummage Box Editor*

Welcome to my 21st issue as Editor of the *Rummage Box*. As I mentioned in the last issue, I recently purchased a 1937 Buick Roadmaster Model 80C Convertible Phaeton. This model is rare enough that I had never seen another in person previously. Over the past several months, I have driven the car about 150 miles. I was looking forward to even more driving since Spring weather is more appropriate for top down cruising in a convertible. As soon as the weather warmed up, I decided to put the convertible top down. After having read everything I could find about the convertible top mechanism, I attempted to put the top down. It only took a few minutes to have me totally stumped. I am fairly sure that the top had not been down since the fabric was replaced, which I think was in 1971.

Luckily, through my membership in AACA, I have a couple of out of state friends who also own 1937 Buick Model 80C's. I called Marty Roth in Louisiana. Marty and I discussed the procedure and he explained what I needed to do. After the conversation, I was able to get the top mechanism to move a little bit. I then slightly loosened the nuts at various pivot points of the top mechanism and applied a bit of solvent. The next morning was able to put the top down. Without help from friends that I met through AACA, I would not have been able to get the top down.

Later, I drove the car out to a local park to meet my local chapter newsletter editor so we could get some photos for a newsletter cover photo. We positioned the car in several different locations in the park for photos. Both the editor and I were taking photos. I stepped up onto a short brick wall to get a better photo angle. When I stepped down onto the cobblestone path beside the wall, my right ankle twisted outward and something snapped. We finished the photo shoot and I drove the car home and put it in the garage. To make a long story short, the top is still down on the Roadmaster but I won't be driving it for about 8 weeks while I wear a boot on my broken right foot. I can drive a modern car with an automatic transmission with just my left foot, but I can't handle a clutch, brake, and accelerator pedal safely with just my left foot.



## Toys

**By Fred Trusty**  
*Vice President - Membership*

I grew up in the muscle car era of the 1960's and ever since I can remember I've been fascinated with anything mechanical. I'm not sure where this fascination came from. My father had absolutely no mechanical ability whatsoever and was never interested in cars or anything mechanical.

As a young boy, I had lots of old metal toy trucks. I would park them all neatly in a row by my bed every night before I went to sleep. When I was probably 7 or 8 years old, I got one of those battery operated toys that looked and sounded like a Harley motor and bolted on a bicycle. I was really cool when I rode my bike around the neighborhood. When I was about 9 years old in 1965, a couple moved into the house next door to us and they had a brand new Harley Davidson Electraglide. I used to look at it and dream of the one I would own "when I got big". It wasn't too much longer before some older kids in the neighborhood started building mini bikes out of bicycles. They bolted a horizontal shaft engine just above the pedals and had their dad weld another rim to the back rim and put a long v-belt on it. It didn't have a clutch. To start it you just pedaled until the motor started and to stop you had to kill the motor. As young as I was at the time, I realized that this was not a very good design. I saw kids go through a fence or bushes because they couldn't stop the motor quick enough. Instead, I built my own go cart out of pieces of pipe and scrap plywood. There was nothing welded on it. Everything was bolted together. I designed and built my own steering and clutch and the thing actually worked. The wheels were old solid rubber wheels off of a dolly. It didn't go very fast, maybe 15 mph, but we sure had fun with that contraption.

Here I am 50 plus years later and I have several Harleys and one of them is a 1965 Harley Davidson Electraglide. You know what they say, "The only difference between men and boys is the price of the toys." I hope you enjoyed this article and maybe it brought back some memories of when you were a kid. Remember, just because you get older doesn't mean you have to grow up. Go out and play with your toys, have fun, and make some memories.





## Treasurers to be Found

By Paula Lynn Ruby  
Vice President Regions - Eastern Division

Spring is finally here and Regions and Chapters are anxious to start planning activities. On Friday, March 26th, I attended the Annual Sugarloaf Parts and Swap Meet in Westminster, Maryland. Sugarloaf Mountain Region has been holding this flea market for 51 years. It is a two day event with most of it held indoors. There are still some brave hearts that still want to be outside. In addition to the indoor parts they also had a car corral outside.

This year's chairman was Sugarloaf Mountain Region member Jack Gallagher. Jack had worked very hard to make this event something special for all that attend. With all of the regulations from COVID he was still able to get the approval from the local health department to make it happen. With that said Jack said that there were about 200 vendors. Vendors have had some extra time to accumulate extra items since most things had been cancelled for at least a year.

It was great to see so many people that you haven't seen in a while. The big topic of discussion was "Did you get your shot yet".

Sugarloaf Mountain Region members had a table set up to promote both AACA and their region to hopefully attract some new members. Both the Bethesda Chapter and the Francis Scott Key Chapters of the Sugarloaf Mountain Region were there to lend a hand. The Francis Scott Key Chapter were selling 50/50 tickets for a drawing that will happen in August. The proceeds of their raffle will go to three charities.

Members of the Chesapeake Region were set up to sell. Chesapeake Region normally holds their Annual Flea Market two weeks before Sugarloaf, but with the COVID restrictions still in force they were not able for the second year in a row to hold the flea market.

Hopefully this will be the beginning of a great year, so let's keep busy.



## Does Anybody Know Our Name?

By Mary Bartemeyer  
VP - Regions/Chapter Websites

Being from the Midwest, it has occurred to me that the acronym AACA has little or no meaning to the average car collector in our part of the country. My Region is starting to work on our 2022 National Fall Show and talking to those who might assist with our costs or participate in such an important event, they don't know who we are or what we stand for. Yes every 4 or 5 years, we host a National Show, to bring into our community that piece of history that is sometimes forgotten. There are car clubs in our area that cater to modified vehicles and those for low riders etc. but those who wish to preserve the history of the automotive industry are getting fewer and fewer. Looking at my own Region, we lost 6 very supportive members of our club just over a 2 month period. Our condolences go out to those families, but what can we do to honor those who have staunchly supported our hobby?

The answer is quite easy actually. Get the word out about the Antique Automobile Club of America, (AACA). Shout it from the roof tops, promote it at local events with membership tables, and most importantly get your Region on social media. Look at your children, grandchildren, or any youngster around you, they are glued to social media. We need a heavy presence out there to get our organization recognized. WE MUST make AACA the first name that is thought of when it comes to automobiles 25 years old or older. What a history we have in our vehicles and that needs to be taught to new generations. Talk to them about your vehicle, they are interested. Let them know how AACA can help them if they choose to restore, preserve, and most importantly, help them have fun with an older vehicle. Welcome the changes they can bring to get those younger folks into our hobby. Don't expect them to do things the way they have been done for the last 50 years. Let their new ideas flow. If we don't, we will die, and I don't think any of those we lost would be very happy if we allowed that to happen.





## Bring an Extra Pair of Pants

By Fred Trusty  
Vice President – Membership

I want to tell you about an adventure I had while on the 2019 AACA Founders Tour in Seward, Nebraska. The Founders Tour is for vehicles from 1932 all the way up to vehicles 25 years old. This was a hub tour which means each day you travel from the motel to different attractions and back to the same motel each night. The tour would be covering about 150 miles per day so I decided to drive my 1966 Chevy Bel Air since it has air conditioning.

A couple of weeks before I left, I checked the mechanicals on the Bel Air and found the a/c compressor that was replaced 7 years ago was leaking and all the bushings in the front suspension were just plain worn out. Normally, I would have done the suspension work myself but I found myself really pressed for time so I took it to the auto repair shop that I have done business with for many years. They replaced the a/c compressor, inner and outer tie rod ends, idler arm, and center link.

The tour started on a Monday but the AACA National at Auburn, Indiana was the Saturday before the tour. Pretty tight schedule but doable. My plan was to leave Auburn right after the awards dinner and drive part of the way to Seward. I already had a motel room reserved about 5 hours from Auburn so I would have a leisurely drive to Seward on Sunday with plenty of time to unload the car from the trailer and relax on Sunday evening.

I slipped out of the awards dinner early and walked to my truck and trailer and what a shock. Someone had hit the trailer fender on the driver side and I had a flat on the other side of the trailer. On top of that the right side of the trailer was in very soft grass so the small floor jack I had would just sink into the ground. Fortunately, a man parked around the corner from me asked if I needed help. He had one of those little portable air compressors so we put air in the tire and I was able to pull it onto the asphalt where I changed the tire. Now I had no trailer spare for my long trip to Seward. Worse though was the fender would rub the tire if you hit a hole or uneven pavement. What to do? Fortunately, my trailer has removable fenders so I took it off and armed with a hammer and a piece of 2 x 4, I performed some metal bumping on the tailgate of my truck. It looked pretty good so off I went. I made it to my motel about 2:00 AM that night and had no problem falling asleep.

The tour was great. One day I rode with Dave Kontor in his 1967 Camaro and another day Dave and I rode with Marty Roth in his 1954 Cadillac convertible. We're lucky that we didn't end up in jail that day. One morning it was raining so Marty rode with me in the front

seat and John and Paulette LaBarr rode in the back seat of the Bel Air. In Nebraska, the roads are mostly laid out in large grids and it's always windy. I had been complaining that morning that the wind was so strong it was causing the car to drift side to side. Right after lunch we were driving down a two lane road and came to a T intersection with a four lane highway. Not long after we turned right we heard a loud pop. Keep in mind that we're travelling about 60 mph down a flat perfectly straight four lane undivided highway. The car seemed to be drifting to the right so I turned the steering wheel to the left but nothing happened. I kept turning until it stopped. Then I turned it all the way to the right and nothing happened. I looked over at Marty and said, "We have no steering." Talk about that deer in the headlight look from my 3 passengers! A 1966 Bel Air has drum brakes front and rear and my car has no power brakes. If not adjusted correctly, drum brakes can pull to one side or the other so I decided to let the car coast as far as it could before I applied the brakes. Did I mention that there had been flooding in Nebraska and the drainage ditch on the right side of the road was full? We had semi-trucks whizzing by on the left which left us in the proverbial "stuck between a rock and a hard place" scenario. The car was slowing down but then it started to drift to the right. The right wheels were already at the edge of the emergency lane and the grass. Since I already had a shower that morning, there was no need for a bath. Time to gently apply the brakes. By this time the right side tires were already in the grass so when I hit the brakes they locked up and slid straight until we were stopped. And then came that big sigh of relief from everyone, ah.....ah.

Crawling under the car revealed that the nut on the pitman arm was gone and the pop we heard was the stud coming out of the socket. Obviously, the cotter pin was never installed, the nut was not tight, so it backed off. Several other drivers on the tour stopped to lend a hand with a jack and some tools. John Nikodym went to the next little town and bought a nut and cotter pin assortment at Napa Auto Parts. Less than an hour later the roadside repair was finished and I was on the way again. I can't understand why my passengers rode back with someone else. Rumor has it that Marty had to get back to the motel to change his pants. We laugh about it now but this was an adventure that we will never forget. Part of the fun of the old car hobby are the friends and the memories you make.

And yes, two mechanics lost their jobs because of this negligence. In the next issue we will cover what not to do and say if you're driving a 1954 Cadillac convertible and get pulled over by the sheriff in a small Nebraska town.



## Planning A National Event - Part 2

By Dave Anspach  
Vice President - National Activities

Well if you have gotten this far, first of all, congratulations!! You have a forward thinking and committed membership. But now it gets serious. It's time to start putting names and ideas down on paper... in other words, it's about to get real. Fortunately, the AACA has done this a few times before and provides a policy and procedures manual that outlines everything that needs to be done. If you follow the checklist provided, you can't go wrong.

The first thing to do is to fill out the application to host and submit it to the VP of National Activities. The application requires you to have planned out WHEN, WHO, WHERE and WHO of your National. That's not a misprint, as you will see in a minute.

First is when. In many places throughout the Nation, the when is primarily determined by the weather. For example, in my region in Florida, you would not want to try to schedule a National during hurricane season or when the weather is hot or rainy. That leaves us with, what in the rest of the country is the dead of winter or very early Spring. Since other events such as Holidays and other pre scheduled major events Like Philadelphia and Charlotte take up part of that time a Winter event after one and before the other is ideal. For other areas, such as the North, a Summer event fits, while the West may be conducive for a late Fall one. It is up to you where your event may fit best in the National calendar.

The next is the first WHO, and that is the meet Chairman. If you have read this far, it is a pretty good chance it is you. If it is not, selecting a meet chairman is probably the most critical job in the entire process. Your meet chairman will put everything together, run it, and close it down when it is over. He or she must be dynamic, persuasive, knowledgeable about his area and membership and willing to work with a wide variety of people. A good meet chairman will make your meet go smoothly, a bad one will kill it.

By now, I am sure you have selected WHERE, and by that I mean your show venue. The grounds where you have your show must be large enough for the show you anticipate. Check what sort of success shows in your general area have had in the past. Historically here in Florida shows over the years have attracted between 200 and 300 cars. Our venue was easy as our location for our annual show, The American Muscle Car Museum is a natural for a National. It's time to think about a host hotel, awards location, trailer parking, RV parking, campgrounds etc. All of the physical locations that are important for a successful meet need to be carefully considered.

Finally, for the application, is the next who. That is or are, the next 2 most important people to make your meet run. The registration chair will need to be one of your most computer literate people. He or she will be responsible for handling all of the paperwork for people coming to your meet. He or she will need to be trained either at the National convention or at a previous show. Often a registration chair will coordinate with a chair at another show and help there in order to learn everything that needs to be done. It is a large, time consuming job. The other person in the last who is your Chief judge. If you have an experienced one in your Region, you are blessed... if not, you will need to find one or find a judge in the ranks willing to be trained and take on the responsibilities of chief.

Congratulations... you have completed the application. If you have done everything properly, the VP of National Activities will submit it for preliminary approval at the next board meeting and you will be on your way. Once approved, the real work begins. It's time to roll up your sleeves. But we will cover that in the next issue!

