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

THE RUMMAGE BOX

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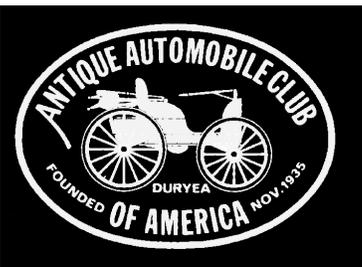
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**Why talk about Wills in
a car publication?**

**By Jim Elliott
AACA President**

Like it or not, someday, someone else will own your cars, as well as your tools, your memorabilia and even your jewelry, clothes and home. So, it's not too early to establish a plan for your estate, but it can quickly become too late.

If you don't have a Will, your estate will pass according to the laws governing succession. This means that you will lose all control over where your assets will go. It's possible your least favorite son-in-law will receive a large portion of your estate.

Wills are an inexpensive tool to make sure your wishes are followed. A visit to your local attorney can resolve this issue in a matter of days. You can write your own Will or even purchase a Will kit online or at a stationary store. However, it will be impossible to correct any mistakes you make after you pass away.

If you have a Will, make sure you review it annually. It is important to update it to incorporate any changes in circumstances.

Also, make sure your beneficiaries are clearly named. If you leave a bequest to your "nephew", be sure to include his name. Likewise, a gift to the "AACA" can be confusing as it could include the dental group, American Academy of Clear Aligners, or the Asian American Civil Association.

Gifts to the AACA Museum, are just that, gifts to the museum. As the AACA and the museum are separate entities and are no longer affiliated with each other, no gift to the museum supports the AACA or the AACA Library. And while the AACA does not have a museum, gifts and bequests of your cars, car related items and financial contributions are always welcomed and always are used for the support of the Club and our Library.



**Family, Friends, COVID
and Cars!**

**By Kelly Adams
VP - Publications**

It has been quite a year (and more)! We have been forced to reassess what is important in our lives. My family was able to have a weekly ZOOM call to keep in touch. It has been great! I hope you were all able to stay in touch with family. Family can consist of many who are related and not related by blood. I have been around this hobby and AACA all of my life and have made many, many friends over the years. Many of you are my "family" and I thank you all for those friendships. AACA was able to do last year what no other club (to my knowledge) was able to accomplish. We were able to hold 4 events last year and rather successfully. Antique cars are a part of all of our lives and they have a way of bringing us all together during good times and even during a pandemic. Because of all of you, our club has proven that we are the best in the hobby. If you have not been to a National activity, please make it a point to take the time and bring your family to a show or a tour, you will be glad you did!



Kelly Adams receiving DPC board for her 1996 Celica GT Convertible at 2021 Southeastern Spring Nationals



Editor's Note

Matt Hinson
Rummage Box Editor

Welcome to my 22nd issue as Editor of the *Rummage Box*. I have been enjoying my recently purchased 1937 Buick Roadmaster Convertible Phaeton. I have been driving it quite a bit and enjoying the "top down" motoring experience for the first time in many years. In addition to regular drives to lunch or dinner, I was happy that I was able to drive it to our local Cars and Coffee in June. That was our first official Cars and Coffee event in many months. There were lots of people in attendance and I was able to sign up a new AACA member while there. A few days later, that new member also signed up one of his friends as a new AACA member. One other potential new member that I had spoken with at Cars and Coffee attended our local AACA Chapter's June meeting at my invitation and also joined the club. While this might be an unusual example of membership growth, it is an example of how easy it is to sign up new members with just a little bit of effort. Driving an antique car, being willing to talk enthusiastically about AACA membership, and having a few copies of a local chapter or region membership packet available with you to hand out to other folks who are interested in antique automobiles is all it takes to add new members.

Our local Chapter membership packet includes a "thank you for your interest" letter, a local chapter application form, a region membership form, a National AACA membership form, a region tri-fold information page, an AACA national brochure, and a local chapter information sheet. If your region or chapter does not have similar membership packets prepared, I recommend that you put some together. Having an organized packet to hand out to potential new members makes recruiting much more organized and easy to do.

I also offer to let any young people who express an interest in my antique cars have a seat behind the wheel and encourage their parent(s) to take a photo. Planting a seed that is likely to help grow membership many years down the road always results in smiles.



Two young sisters in my 1937 Buick Roadmaster Model 80C at Cars and Coffee in June



Growing up in the 1960's

By Fred Trusty
 Vice President - Membership

When I was about 8 or 9 years old I got my first lawn mower. I think I paid \$5 for it. It was basically a used piece of junk but it worked, sometimes. Do you remember the Briggs and Stratton engines with wind up starters? You folded the handle out and then wound it up several revolutions and when you folded it back it would release the spring that turned the engine to start it. It met its demise when I hit a steel pipe sticking out of the ground and bent the crankshaft but with the money I had made cutting yards I bought a brand new Sears Craftsman mower. I wanted the self-propelled model but it cost more so I had to settle for the push type. I paid for the mower, then we went to the pickup counter outside, gave the clerk the sales ticket, and he went back in the warehouse and brought out the big cardboard box on a dolly and then put it in the trunk of my dad's '56 Buick. What a surprise when we got home and unpacked the mower. The clerk had made a mistake and gave us the self-propelled model. I was thrilled, but only for a moment. My dad said we didn't pay for that mower and to keep it would be stealing. He made me call Sears and tell them what happened. Much to my surprise, they told me to keep the mower. I made a lot of money cutting grass with that mower but unfortunately, it was stolen out of our garage a few years later.

I was now 12 and wanted a paper route delivering newspapers for the Courier Journal but you had to be at least 14. No problem. A kid I knew in the neighborhood was 15 so he got two routes and let me run one of them. I did all the work and he took a cut of the profit. I would get up at 3:30 AM every morning, ride my bike to the corner drop off about two blocks away, pickup my papers and then deliver them. Home by 7:00 in time for breakfast and then off to school. Right after school about 3:30 I would go to the drop off corner, pick up the evening edition, make my deliveries and home by 5:30 for supper. There was only one edition on Sunday but it was much thicker so no bicycle delivery. I had to walk. Back then you had to collect the money from all of your customers so that meant knocking on doors at night. When I turned 14 the kid that got the route for me was 17 so he gave me both of his routes since he got a job at a gas station. With two paper routes, I was really making bank. Good thing, since I had my sights set on something big in two years, a car.

Can you imagine a 12-year-old kid riding his bike alone in the streets at 3:30 AM today? Or how about going door to door collecting money at 9:00 PM? The 1960's were a golden time to be growing up. I wish our world was still like it today.



Fond Memories of AACA Touring

By Wayne Tuck
Executive Vice President



Pontiac Memories

By John McCarthy
VP - Endowments

As I'm dusting off the Model A, checking all the fluid levels, tire pressure, lights, horn, lubrication and getting in that test drive, I can't help but to reflect on all of our past tours.

Remember that stop in front of the U.S. Capitol Building to have our car's photo taken with the building in the background? Who would have thought you could arrange such an event for pre-1932 vehicles in a busy city? That feat was only topped off with an old time silent movie, accompanied by a live organ performance. What a great tour!

The Johnstown Flood Museum, Flight 97 Crash Site, a Mulch processing plant, Horseshoe Railroad, Ferry rides, private car collections boat rides on Raystown Lake, ice cream stops, coffee stops, caverns, museums, historical sites, I could go on endlessly with fantastic events provided by our regions sponsoring National Tours.

All of these events while enjoying the delight of driving an old car. Yes, there is something about double clutching, manual spark advance, open windows, large steering wheel, engine noise and whining gears that is invigorating. A step back in time.

All of this while meeting new friends and enjoying the company of old friends. One of the most enjoyable parts of touring is spending time in the hospitality room. Then there is the time spent walking around the parking lot full of old cars. As soon as someone sees a hood raised there is a gathering to see what the problem might be.

Don't forget the food. Seems every stop includes some sort of goodies. Most tours include at least a couple of "dinner on your own" opportunities that result in more time with your friends. Someone mentioned that they judge the quality of the tour by how many pounds they gain.

Touring is back. If you have never experienced the fun of an AACA National Tour, you don't know what you're missing. If you are already an avid tourer, look around your region for interesting points. Consider having your region step up to host a tour. Fun times are ahead.

My Aunt Mary was the first one in our family to graduate from college in 1927. She was a high school social studies teacher and was always a frugal person. She lived with my Father and Grandfather. In late 1931, when the 1932 models came out, she bought a black 1931 Pontiac 6 two door sedan. In late 1937, she bought another black Pontiac 6 two door sedan but this one had a radio in addition to a heater. She now lived in her own house with a small garage. Like many garages in those days, the doors had been removed as cars were too long to fit inside. In 1941 and 1947 she again bought new Pontiac 6 two door sedans. The 1947 was dark gray, a car I remember well. In 1954 the Pontiac with 89,000 miles was not running well. The dealer only had two leftovers, both Star Chiefs which were too long.

A fellow teacher's husband was a Dodge dealer and in November 1954 he had a large selection of leftovers as 1954 was a slow year for car sales and the 1955 Dodge was an entirely new model. Mary splurged, and got an extremely good deal on a 1954 Dodge Coronet with a 241 cu in Hemi V8, Power Flite, four-door, light gray top, dark metallic blue bottom and wheel covers. The family was surprised to see Mary get such a nice car. In mid-1960 the Dodge, with only 52,000 miles needed a valve job costing \$100 and she wanted another Pontiac, but Pontiac's would not fit in the garage. Ramblers were very popular and Mary visited a dealer who only had a few 1960 leftovers and she bought a four-door dark brown sedan. I thought it was ugly. For the first two years she was happy with the Rambler but then things began to break that didn't normally break on cars---the driver's seat back, a window crank mechanism, and in 1964 the metal that held the front shocks on had metal fatigue with one completely breaking away. She went back to the Pontiac dealer who had a 1964 Tempest four-door sedan, 326 V8, automatic, power steering/brakes, light metallic turquoise. Mary was very happy with the Tempest which was her final car and lasted her more than ten years.



News & Notes from Headquarters

By Steve Moskowitz
AACA CEO

The last year and a half could not be more challenging for all of us. However, our staff, regions & chapters, and members seemed to have pulled together and it looks like we are coming out of the difficult times in good shape. The club actually pulled off two events in Gettysburg last year after the pandemic hit and we have marched forward this year with an entire schedule. It did necessitate foregoing our usual Philadelphia convention and relocating a modified version in Williamsburg. All events through Auburn have been very successful and we are pleased to see our club so active once again.

The long-awaited opening of our new building to the public is due soon. We are held up by the fabrication of a steel railing and wires to be installed at the front of our turnaround circle. This is a safety item so we will not open until this is done. Sadly, the original contractor was not able to fulfill the order. Other than that, we are mostly ready for you! We have opened to a group for a tour already and have a couple more scheduled. Naturally we are looking forward to seeing many of you at "Hershey" this fall.

Once again, speaking of Hershey, the rumors that Hershey has been cancelled or will be cancelled are FALSE. 2021 will see our typical show as we have know it! As it stands now, 2022 will see a slight change with flea market load-in on Monday and the car show on Friday. The fall event is special and hopefully we can make it even more special in the years to come.

My vantage point in this club is pretty unique and as such I see the good, bad and ugly of situations. It is my impression that all these things are a result of humans being humans. The infighting in regions is usually because of personalities and not substance and the lack of new members is also attributed to not enough effort or passion within the region. Virtually every region that seems to grow and find new members has someone in the region who refuses to take no for an answer and pushes the growth. We need more of these people nationwide.

The club has had a tumultuous year with the move and occupancy of this building so several projects got put on the back burner. They have now been moved to the forefront. We are finishing up on our by-laws and are working hard on a new website and upgraded store to make renewals easier. We are also looking at moving forward with new technology to allow for more online transactions for events. The club has been the beneficiary of three new donated cars already this year and probably the fourth will be finalized soon. We now have a 1936 Ford phaeton, 1992 Corvette, 1982 Commuta-Car and should soon have the 1909 Studebaker Electric. We greatly appreciate these donations and the cars will be put to good use. While on this subject, if you have not updated or even looked at your wills please, please make sure the codicil really represents your true wishes. We have seen horror stories once again where a donor simply did not handle his or her estate properly and the government

ended up being the beneficiary. Don't delay as this is too important to your family and beneficiaries.

Finally, another reminder that although our building is done it is not fully paid for so any philanthropic plans you may have this year will hopefully include our building fund. As always, the staff at AACA headquarters is a phone call or email away and will be happy to try and assist you with any problems or questions. Have a great 2021.



Building Membership

By Jeff Oaks
VP – Regions Development and
Support - Southeastern Division

One of the concerns that many of us have is recruiting new members for our local regions and chapters. The AACA is a great club and has much to offer, but surprisingly, some of the car folks that I run into know little about us. How can that be? We are the largest antique auto club in the world! Have we failed in advertisement and promotion?

Our local chapter decided some years ago that we needed to come up with ways to get the word out about our club and promote the AACA in general. Some of the ideas we have had was to get our old cars out of the garage more often and out in public. We have all had several in the parking lot admiring our car when stopping at a business somewhere. It is prime time to promote the club and the hobby! You can tell them about the local club and the AACA but nothing beats having some sort of an info flyer handy in the glove box to pass along to them. Be prepared! Include an event calendar in there too! Business cards with contact and website info has also been a success. You can invite them to the next meeting and write the time and location on the back of the card. This has worked well at shows and displays like cars & coffee, cruise-ins, and most any event where old car folks are gathered. Local news articles promoting an upcoming event will spark big interest. At our annual chapter show, we have a designated space at the registration area for "Club Information & Membership" with someone assigned to answer any questions and promote the club. We have old issues of the AACA *Antique Automobile*, along with our Region magazine, and other items club related, recycled from our membership, and available at the show. Potential membership packets and recycled magazines are passed to those that show an interest in the club.

These are just a few of the ideas that have worked for us and there are many other options as well. Advertising and getting the word out is the key to a growing membership. Be active! By spreading the word and being public, our local chapter membership and car show attendance has tripled in recent years. All car guys and gals have a bit of salesmanship in their blood somewhere, so get out and promote the club and the hobby that we all love!



Planning A National Event - Part 3

By Dave Anspach
Vice President - National Activities

By this time, you will have probably gotten approval from the National Board to go ahead with your event. Sometimes, you will be asked to make a couple changes. Conflicts with other events is the most frequent reason. Because of this, it is a good idea to discuss your event with the VP of National Activities before you submit it. He or she will tell you of potential conflicts that exist and help you steer around them. But, for now, let's assume all has gone smoothly and you have received interim approval for your event.

WAIT A MINUTE, Interim approval? ... What does that mean?? Does that mean that my event will get "bumped" sometime in the future?? What interim approval means is that you have cemented a place in the calendar. You may need to make a change in the future (provided it doesn't conflict with someone else that has gotten interim approval) but your place is solid. So now we need to get some more work done.

There are a number of documents out there that you will find valuable. All of these are available either on line on the club website or from National Headquarters. They will make your planning foolproof and smooth out the path to your event. The "AACA Nationals Contract and Checklist" details all the parts of your event and who is responsible within your organization. That brings up the question of who will be doing things within your organization.

The time is now to determine who within your organization (or in neighboring ones who are helping) will be doing what. You (as meet chair) will have already selected a registration chair and a chief judge for your application. If you have problems with those two, talk to the VP of National activities about people who may be able to help you. Next are people like your field marshal (who handles the show field and details of it), awards banquet chair (if you are having one), Flea market chair (if you are having one), Trophy chair, and merchandise chair (if you are selling merchandise). These people will help organize your event and provide the other people needed to make your event go smoothly. Very often ALL of these well trained people already exist within your organization. How, you ask? Almost every club already holds their own individual events and there are people who already do all of these jobs for your event.

It is usually just a matter of expansion of their duties to do this for a national show. Often there has been a previous event done by your region. Are those people who did the job before available and interested in doing the job again? Now, just get these people together for a meeting to discuss what and when you are going to do them. There are a pair of documents, Important Dates (one for a National and one for a tour) that give you a timetable for when things are suggested to be ready, it is up to you as to what you want to do. It is also good to look at the AACA Policies and Procedures manual to detail what you need to do.

What side tours and events are you doing? Are you having an ever popular ice cream social? Do you have museums and attractions that are unique to your area that are opportunities to show your attendees what a fascinating area you live in. Contact those places and see what can be done. Also just as a side note, it is a good time to talk with your host hotel and your secondary hotels to lock down rates for your event.

You are well on your way. In the next chapter we will discuss getting the things complete for final approval!!

