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Newsletter Resource”**

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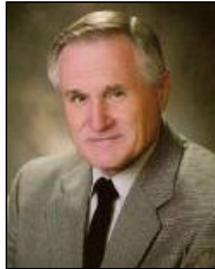
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**You Be the
Judge!**

By Hulon C. McCraw
VP Class Judging

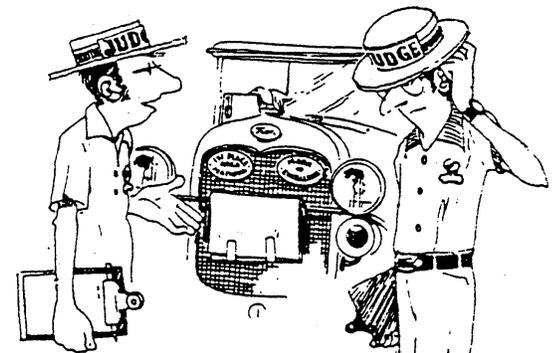
success of the judging program. Judging Schools are taught and attended well at each National Meet. We are fortunate that each of these meets generally produced a few participants interested in becoming more knowledgeable about AACA’s judging program. They are known as “Apprentices.” Apprentices receive special hands-on training from the Chairman Judges Training staff after attending judge’s breakfast on Saturday morning the day of the meet. Judges wishing to expand their knowledge have the opportunity at each meet to attend Continued Judges Education (CJE) courses taught by knowledgeable instructors on specific topics. Judges earn judging credits by attending judging school, apprentice judging and CJE courses.

The secret, if there was one, is out; becoming an AACA judge is simple and easy, so “YOU BE THE JUDGE”. The judging fraternity is not a closed fraternity. It wants and needs YOU!

It is a pleasure for me to take this opportunity to welcome and thank each of you that have joined the AACA judging program this year. You are the future caretakers of the AACA judging program.

When a new program is introduced, it comes with some apprehension to say the least. This year, special efforts are being taken to increase our judging fraternity. A new tri-fold flyer titled “You Be The Judge” is being mailed to each new member in the new member introductory packet. Think about it...when you became a new member of AACA, how long did it take you to find out who could be and how to become a judge? A new member now knows the answer and has the choice from day one. The results are paying huge dividends. The Winter Meet in Lakeland, FL produced 18 new potential judges and the Spring Meet in Charlotte, NC produced 22. At this rate we have the opportunity of adding 140 new judges to our judging fraternity this year.

AACA has always been and continues to be recognized for having the best judging program within the antique automobile hobby. Clubs continue to format their judging program using the footprint AACA has established. One might think it doesn’t get any better than that, but it does. Having well established guidelines within the judging program is only the first step in the long journey. As the journey begins, training our judges becomes vital to the



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Time to Stop E15 Ethanol

By Herb Oakes, AACA
Director of Legislation

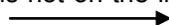
A lot has changed in recent years regarding government mandates that renewable fuel be blended into gasoline. That's not good news for owners of vintage or high-performance vehicles because ethanol increases water formation, which can corrode metals. Ethanol can also dissolve plastics and rubber. Both types of reactions damage engines and fuel systems, and intensify over a period of time when the vehicle is not used. Many pre-2001 cars and parts were not constructed with materials that resist ethanol's chemical properties. Higher concentrations of ethanol may also burn hotter, placing current high-performance specialty parts at risk.

More than 90 percent of all gasoline in the U.S. now contains up to 10% ethanol (E10). In fact, the amount of ethanol to be blended is increasing every year and the only way to meet the current mandate is to use 15% ethanol (E15). Soon it will be E20 and E30 unless the mandates are changed.

The E15 formulation is even worse, as it damages marine engines and lawn and garden equipment in addition to historic vehicles. Frankly, ethanol is not a good solution to anything as it creates more pollution, lowers horsepower, and reduces fuel economy. It points out the failure of government to properly do its research before making this stuff available. In fact, most automakers have not certified their vehicles to E15, and they will void new-car warranties if there is E15 damage.

The life span of a vehicle and equipment can be dramatically reduced with the wrong fuel, and vintage car owners could be confronted with breakdowns because of it. Anti-corrosion additives are available for each purchase of gasoline, but they are not only expensive, burdensome and require consumer education, they may not work well, either. They increase the chance of vapor lock, which is a huge problem when old cars are run on gas with ethanol.

While there is no mandate that motorists put E10 in their collector vehicles, off-road vehicles, motorcycles or small engines, unblended gasoline is disappearing from the marketplace. You may not even be aware of it since some states like California don't require an E10 gas-pump label. There is at least one website that lists by state and city gas stations that sell unblended ethanol-free gasoline: pure-gas.org. I'll note that this is a volunteer effort and the station where I buy my ethanol-free gas is not on the list.



Burning Food for Fuel: The Case Against Ethanol

By Colby Martin
SEMA Action Network

On a steady diet of corn, a staggering number of vintage vehicles in the U.S. are now suffering from clogged arteries. The culprit? Ethanol. The issue is straightforward. Countries around the world are supplementing their gasoline with biofuels, primarily ethanol. In the U.S., ethanol is distilled from corn, but cellulosic ethanol can also be distilled from switchgrass, sugarcane, wood chips and other agricultural by-products. Supplementing the petroleum-based fuel supply in this manner may be a well-intentioned effort to reduce oil dependency, but it is not cost-effective and results in severe consequences to your collector vehicle's engine.

Most new vehicles are constructed with materials that resist ethanol's potentially harmful properties when small concentrations of the biofuel are used, such as 10 percent ethanol by volume (E10). However, that is not the case with older cars and current high-performance specialty parts. Condensation created by this gasoline can damage engines and result in corrosion, rust, clogging and deterioration of fuel system components.

The U.S. Congress enacted the "Renewable Fuel Standard (RFS)" in 2005 and set ambitious mandates for the amount of ethanol to be blended into gasoline each year, going from nine billion gallons in 2008 to 36 billion gallons by 2022. In order to meet the ever-growing RFS

Burning Food for Fuel—continued on page 3

If you find a station that is not listed, provide the website contact with the name and address.

There are new bills in congress that may bring us relief. I am asking AACA members to get involved and support those bills. If we each contact elected officials about our concerns, I believe it will get some attention. Also, pay attention to what Colby Martin has to say in the adjoining article. The SEMA Action Network (SAN) is uniting automobile enthusiasts, keeping them informed on this and related topics free of charge. Their website (semaSAN.com) lists the bills that are moving through congress and ways that you can contact your elected representatives to ask for their help.

With AACA's 60,000-plus members, I believe we can be a driving force in this important issue. GET THE CORN OUT OF GASOLINE.

Burning Food for Fuel—continued from page 2

biofuel mandate, the U.S. Environmental Protection Agency recently permitted the sale of 15% ethanol (E15) in gasoline. In the process, the EPA acknowledged that E15 poses a risk to older cars and therefore made it illegal to fuel pre-2001 vehicles. However, the agency is only requiring a gasoline pump warning label to alert motorists that E15 could potentially cause equipment failure in older vehicles.

The EPA's decision has spawned a huge battle across America. A coalition of unlikely partners have come together to fight E15. They include organizations like SEMA Action Network (SAN), which represents collector cars and their owners, along with the boating industry, lawn equipment manufacturers and the oil industry. It also includes the food industry (corn prices are increasing) and environmentalists (the land, transportation and energy costs to produce ethanol undermine the benefits).

The battle's outcome is still unknown. The EPA's decision is being challenged before the U.S. Supreme Court. In congress, lawmakers are considering legislation to ban E15 and also reduce the RFS mandates, the driving force behind E15. Both HR 875 in the U.S. House of Representatives and S. 344 in the U.S. Senate are supported by SAN. A time-frame for resolving the debate is unclear but the issue has become very contentious.

While it is now legal to sell E15 in America, there are only a handful of stations currently marketing the product. The infrastructure for most stations has not yet been certified for the fuel. More importantly, most automakers have not certified their vehicles for E15. Therefore, they may void the warranty for any E15-related damage.

This year, states like Florida, Maine, Oregon and West Virginia have taken the lead in dealing with the ethanol issue. In fact, in Florida there is legislation to repeal the requirement that all gasoline offered for sale in the state contain a percentage of ethanol. As this article went to print, the bill had been approved by the Florida House of Representatives by an overwhelming 77-39 vote and sent to the senate for consideration. Currently, Florida requires that all gasoline sold by a supplier, importer, blender or wholesaler contain 9-10 percent ethanol, or other alternative fuel, by volume.

Thankfully, there are many lawmakers who support the automotive pastime. We know that some lawmakers are big fans of collector cars, vehicle exhibitions and auto racing. In congress, many of these representatives and senators have joined the Congressional Automotive Performance and Motor Sports caucus. Likewise, state lawmakers have joined the companion State Automotive Enthusiast Leadership Caucus.

Lawmakers count on voters to help guide many decisions, and it certainly helps when they simultaneously hear from many with the same feelings on a topic at the same time. In short, our only hope to continue advancing our automotive freedoms is to unite our voices. You, your



To the Editors

**By Wayne Burgess
VP Publications**

Editors! A cautionary message from the Publications Committee!

Last year, our Publications Committee heard that some region/chapters were sending color copies of newsletters to the NAAP Committee members, but not to their members. We could never confirm this, so nothing was said about it. A few weeks ago, there was some disagreement within a region/chapter that the club's newsletter was too expensive. Of course the monthly minutes of that club reflected what the editor said: "We only send mailed color copies of our newsletter to the NAAP Committee!"

People! Entering the NAAP should be fun and a source of pride for your region. Not playing by the rules is a poor example to set for other AACA members. We all realize that color printed newsletters can be expensive, but please do not try to impress the committee, while not treating your members with some respect. It's also grounds for disqualification of your newsletter, too, by the way.

friends, family and colleagues can join the good fight by enlisting in the SEMA SAN at semaSAN.com/Join without fee or obligation. SEMA SAN members respond to timely e-mail updates on bills like these as they move through the legislature.

For auto enthusiasts in the U.S., the message to lawmakers and regulators has been clear: "Hit the brakes on E15." On behalf of the entire SEMA SAN, we look forward to counting you among our growing force fighting the good fight for our vehicles.

Ignited We Stand!

Editor's note: Colby Martin is director of SEMA Action Network. For more information, go to semaSAN.com or contact Colby directly:

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You Can Do What?

By Steve Moskowitz
Executive Director



Judging Points

By Read Majors
VP Training and Development

Provocative title? Hopefully so as this message is meant to let you know that we, at national headquarters, only exist to serve you. However, we cannot serve you to the fullest unless you ask or get involved.

First, do you know that your magazine is now online? We always have a previous month's edition available to anyone. Hopefully you can direct potential members to our homepage (under publications) to see what a quality magazine we produce. Once you get using the digital version you will be amazed at the tricks you can do with it! Within 30 days we put the current issue online but only for members. The current edition requires your member number and password.

While on the web please go to the regions drop down box on the homepage. There is a wealth of resources available to you there. Virtually all the forms you need and other information is at your fingertips. Under Publications you will find our Policy & Procedure manual which answers many of your questions.

Don't forget that your club has a strong scholarship program. Please review the various scholarships and requirements for your children or grandchildren. This information is also available under the publications drop down box.

AACA has a pretty extensive merchandise program. Most of the merchandise is available online and you can call our office to order as well. Ask to speak to Karen. Karen can even help you with special orders for your entire region. Wearing our branded items help promote the club and get us new members.

Have a question? Feel free to call, write or email any of us here in Hershey. Last year this office received over 90,000 emails so some people are staying in touch. Our goal is to answer all correspondence in 24 hours and our great staff usually manages to meet that challenge. We are here to help so do not hesitate to contact us.

Also, do not forget the AACA Library & Research Center is located here in our building and they stand equally ready to help you. Each member gets 1½ hours of free research a year. The Library is open 5 days a week including Saturday. You are welcome to visit and we will be glad to assist you in your research. Our library also can be accessed from our home page at www.aaca.org. Please check out the online catalog to see some of our extensive collection of almost 1,000,000 items!

The year is off and running, we are moving into the summer season and our National events have been excellent! I would like to remind all our judges to take some time to review the new Guidelines and prepare themselves for their upcoming judging assignments. Our Judging School makes every effort to emphasize the basics. Whether you are a new judge or a 200 chip master-blaster, we all need to freshen up our fundamentals at this annual class. Judging School is not a CJE! CJE's delve into specifics and technical knowledge that is vital for a good judge to know. Judging School highlights broad topics that are covered more thoroughly in the Official Judging Guidelines.

Judging Etiquette is a subject that apparently needs constant review. As adults we should be able to understand and follow the few simple rules on this topic. However, based upon the comments and complaints which arise after each Meet, some judges just don't get it or perhaps don't care. Each of us represents the whole AACA when we step out onto the showfield. I know we love our club and our hobby so let's put our best foot forward. Common sense and respect for owners and vehicles is the starting point for a successful day. We are "hands-off" judges. We don't crawl under vehicles to inspect chassis. We don't point and we conduct ourselves in a professional manner. Don't give our system a black eye! Be sure and register early for upcoming meets, talk to your friends about joining our judging ranks and I'll look for you on the show field.

We all look forward to working with you to make your region or chapter stronger or to helping you in some way. Looking forward to hearing from you.





Maintaining Regions' and Chapters' Vitality

By William Gardner
VP Central Division
Development and Support



Somewhere Southeast of Laramie

By Myron Smith
VP Youth Development

During recent years, many AACA Regions and Chapters have been faced with challenges of maintaining and growing their respective membership rolls. These challenges are, in part, based upon: a) an inactive or aging membership; b) a lack of good leadership within the organization; or c) attracting new AACA members to join their Region or Chapter.

The following suggestions are provided for Regions and Chapters to consider in addressing these challenges.

Regarding the inactive or aging membership challenge, Region and Chapters should consider examining the date/time and type of their activities. Typical dinner meetings could possibly be altered to luncheons or members could plan to arrange transportation for members with transportation needs. Sometimes just altering the meeting time or date could affect attendance. Addressing the transportation needs of individuals can express to them that their presence is still appreciated and welcomed. Finally, changing the types of activities could enhance attendance of inactive members. A personal phone call to an inactive member may initiate their participation in future activities.

Good leadership is essential for Regions and Chapters to remain vital. The elected officers should understand their respective responsibilities and duties and be willing to serve and abide by the adopted By-laws, in addition to the principles and purposes of AACA. One aspect of a good leader is the ability to request feedback from fellow members regarding the types and associated costs of activities and be open to suggestions. Another leadership aspect is getting members involved and feeling a part of the group. This could be accomplished by each member, on a rotating basis, being responsible for a monthly meeting or outing. Inviting group participation is vital for the continued success of the Region or Chapter. A third aspect is keeping the membership informed of future activities for planning purposes. This can be accomplished by having an active newsletter and/or website. Selection of a good and dependable newsletter editor and webmaster is vital.

The third challenge of attracting new AACA members can be addressed by fellow Region or Chapter members looking for opportunities for membership growth when attending local antique car shows or cruise-ins. An AACA application and local contact information can be placed on

Somewhere southeast of Laramie....This is an unabashed take off on Ned Jordan's famous 1920's advertisement for his Jordan Playboy roadster—SOMEWHERE WEST OF LARAMIE. I first learned of this slogan as feature writer Tim Howley wrote articles for a publication called "Spoke Wheels" in the early 70's or late 1960's. I believe this was a predecessor publication to "Old Cars Weekly."

Deferred Gratification. In the summer when I was 10, we went on a wonderful summer vacation to Yellowstone in a not very new '59 El Camino. Along the way we stopped at my mother's cousins and I learned there were many more interesting places in Wyoming besides Yellowstone. From the majestic mountains to serene desolation grew the thought that I was one day going to own at least one square inch of land in...Wyoming.

Well, time passes, there were high school and college graduations, car restorations, some funerals, a wedding, a house remodel and a son to raise. The desire for Wyoming land was dormant but never died. It was not until I was in my 40's that things lined up and we bought a little place to camp—a place where I go to relax.....somewhere southeast of Laramie.

What does my childhood musing have to do with now? We may never know what ride we might give, who we let sit in our car, or just engaging in conversation with a youth that will plant in them an idea that may not develop for many years. If we want our hobby to grow, it's up to all of us to work on it.

Last year at one of the youth programs, there was a girl that was totally enamored with a Mercedes Benz roadster. She said, "Someday I'm going to own one like that," and who knows, maybe someday she will.

the windshield of an antique vehicle at these events. Discussion of the benefits of an AACA membership with the vehicle owner is highly encouraged. After joining AACA, the new member can then be recruited by the respective Region or Chapter to join the local club. Also, an AACA membership table could be established at these types of events.

I encourage each Region and Chapter to consider these suggestions and develop other solutions in meeting the challenge of maintaining their vitality.