

Summer
2015

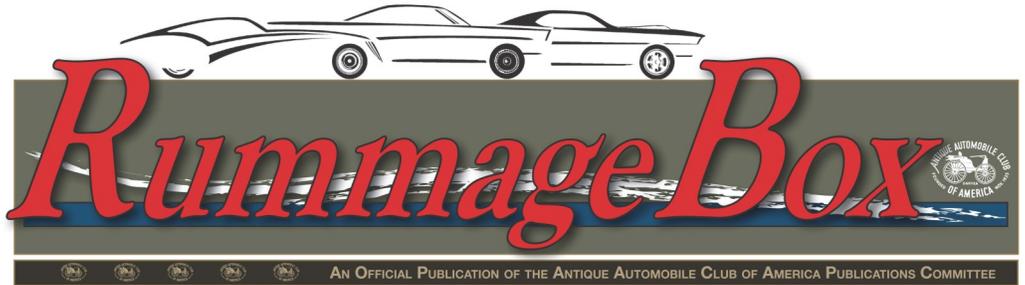
**“Your Region’s
Newsletter Resource”**

THE RUMMAGE BOX

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**ANTIQUE AUTOMOBILE CLUB
OF AMERICA**

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**Were You Ever a
New Member?**

**Don Barlup
AACA President**

Of course you were! We all started somewhere! Be it our religious, social, service or hobby organization. We each took that first step into the unknown. The fact that you are reading this message tells me that your experience with AACA has been, for the most part, a positive one.

But where is that new member that joined us a while back? We haven’t seen him or her recently. Was it something we said? Was it something we didn’t say? Something we didn’t do? Something we did do? Did we welcome them? Did we engage in conversation with them? Did we share our excitement with them? Did we simply thank them for their interest and attendance?

If you haven’t seen them recently maybe you need to call or email them! New members are hard to get and even harder to keep. Make that contact today! Don’t wait for someone else to do it. It could be too late! Show that new member that you really do care!



**AACA Awards
101**

**Chuck Crane
VP Publications**

Are you mystified by the AACA awards program? It is not that complicated. A great seminar on the subject was recently presented at the Central Spring Meet in Independence, MO. The awards follow the life cycle of our vehicles. HPOF or Historic

Preservation of Original Features is an evaluated class for survivor vehicles relatively unchanged from when they were new, first receiving the HPOF badge. After receiving the HPOF certification the vehicle is evaluated for Original status, which receives the Original Tab. Later in the life cycle, the vehicles become drivers with changes along the way such as radial tires instead of bias, newer radios and the like, but with major things like engines still correct but maybe rebuilt or upgraded. These are DPC or Driver Participation Class vehicles which are evaluated, not point judged, and receive a DPC badge. Both of these classes receive participation awards when shown. As the vehicles then age and get thrashed and trashed, they are in need of full restoration to get back to the level of when they were received by the dealer from the factory. These vehicles then come into the point judging classes.

All vehicles must arrive on the judging field under their own power and start out with 400 points. Authenticity is the key, with Condition and Workmanship also part of the deductions from 400 points. Vehicles enter at the Junior level and proceed upwards toward the Senior and Grand National levels. Details are found in the Official Judging Guidelines Manual and are presented also in Judging Schools. Preservation awards are given once the Senior level is attained and the vehicles are shown at National Meets.

There are national awards presented at the Annual Meeting in Philadelphia in various categories each year. Every vehicle shown at a National Meet or Tour is looked at by the National Awards Team (the folks in the yellow shirts with lots of judging credits). Nominations are made by the team during the year, owners are notified later in the year and they decide if they want to be considered. The team meets in Hershey in early December and picks the winners for presentation at the Annual Meeting.

That’s how simple the whole process is. Join the fun at the next National Meet in your area.



What's a Square Car Tour?

By Bob Parrish
Executive Vice President

Every spring my AACA Tidewater Region plans a Square Car Tour over local back roads. A square car is not of the modern types like a Scion Cube or one of the other competing unattractive models. It is defined as a car of the 1920 – 1930s, which is gracefully square in shape. Members with newer antique cars also participate. The cars are placed in age order, frequently a Ford Model T will lead the tour, which makes it easy to keep up. Detailed directions are passed out at a driver's meeting prior to the tour start. By taking all less traveled roads, we do not create traffic problems for everyone else.

This year there were 29 cars participating and some 60 + members and guests. The tour traveled approximately 72 miles, traveling through farm land and protected wetlands, which provided a beautiful spring setting, ending at a nearby restaurant for a late lunch. This has always been a well-attended activity and this year was no exception. We always invite the local Model A Club and have actually had members of this group join AACA and the Tidewater Region.

The next time your Region wants to take a short tour to exercise your cars, and have a great social activity, try a Square Car Tour. You will simply love it.



ALERT ALERT ALERT

Herb Oakes
VP Judging

It is important that each AACA vehicle owner must do their level best to get their vehicle ready for an AACA meet. Owners take this task very seriously. In AACA, it is the owner's responsibility to restore the vehicle correctly. This is done by using factory documentation, owner's manuals and AACA's judging standards. AACA's statement is that we, as judges, are looking for a vehicle as it was delivered from the factory to the dealer.

The above is fairly simple, but where some of us are falling short is the issue of tires. I have asked our Tire Consultant, who also serves as a CJE Instructor on tires, to draft an article for the next issue of *Antique Automobile* that will give valuable information to our members who do not understand the basic tire situation. Many of them have been led astray and have purchased the wrong tires because they have been told that

these are the replacement tires for their vehicle. With the publishing of this article we can do justice to our members in preparing their vehicle to be judged at a National Meet.

Each of you please read and pay attention to the upcoming article in *Antique Automobile* magazine. The right tires are available for your vehicle. I am asking each editor to publish this article in their region or chapter newsletter, suggesting that every member read this tire article. Once this article is published, the plan is to reprint it in the Rummage Box so that it can be used in Regions' and Chapters' Newsletters. We've got to get the right message out!



Never Give Up

Myron Smith
VP Regions Development & Support
Central Division

Fiction writer Clive Cussler started a new series of books recently set in the early 1900s. The plot follows the adventures of a private detective named Isaac Bell. He is an agent for a detective agency called "The Van Dorn Detective Agency" and their motto is: "We never ever, ever give up."

These would also seem to be good words to live by in auto restoration projects. I don't think I have ever done a project where I haven't thought "why did I ever start this in the first place." My next question is usually "why do I keep doing these things." From the number of unfinished car projects I see at swap meets or for sale, it would seem that a lot of people ask the first question and their answer is it's not worth it and give up. Granted a number may have found a better project, lack the skills, finances or have health problems that make them quit.

I seem to always go through a number of emotional stages on any project I've worked on. There is always the excitement as I start something new. Things come apart much easier than they go back together (usually). As problems start to stack up, I get to thinking "why did I start this in the first place." I normally don't give up at this point, but at times I have to step back, take some time to figure out a different way of doing things than I had originally planned, or in some cases I need some professional car advice (not psychiatric). I do a lot of my own work, but not all of it. I try to know my limitations, and some things I leave to the pros.

Although it may take longer than disassembly, I experience great satisfaction in reassembly. Put one part on and things look so much better I just have to do another and another. That is until I discover something that I put away and cannot find.

Then the frustration starts all over again.

Sometimes my projects have taken a different twist from what I had originally intended. I started out to do a frame-on restoration of a '59 Impala. Over many years, it has been one mechanical aggravation after another. It had become a shelf in my garage more than once. By saying a shelf, I mean that during frustrating "dormant times" it became a convenient place to pile things I did not know what to do with. By the time I got the mechanicals sorted out and took a serious look at the body, I discovered that for its age, the body and interior as original were far too good as an original car for restoration so I changed from the restoration route to doing a little touch up and have put the car in the HPOF original class.

The real lasting satisfaction comes though when I can look at the finished results. It answers the question of "why did I start this in the first place," if we don't just give up.

Note: Clive Cussler is a car collector. His cars appear in a number of his books. They are housed at his museum which is "Somewhere southeast of Laramie," in a suburb of Denver, CO.



Magic Number 25

Chester Robertson
VP Legislation

Twenty-five years is to collectible automobiles as one hundred years is to old collectible items outside the auto industry. They are both called antiques at that age. The AACA as a leading authority in our collector car community, has recognized 25 year old vehicles as antiques. We allow all vehicles 25 years old and older to be judged at national events across the country. In most states, vehicles 25 years old and older receive benefits, such as special license plates, reduced taxes, no inspections, etc. Most insurance companies recognize the 25 year rule that gives special rates to our vehicles. At the federal level, legislation gives vehicles 25 years old the protection to be spared from the scrap pile.

If you have read the legislative news this year, you are aware Nevada and Maryland are two states that have introduced bills to change the magic number 25. In Nevada, a bill has been sent to the governor to be signed that will have all vehicles 1996 and newer to be tested for life. This means these vehicles will be tested after they become 25 years old. The Maryland bill was to increase the age of an antique to 30 years. This bill died as the legislature adjourned.

As the leader in the antique car world, AACA and all its members need to let our voices be heard across the country.



Where are the New AACA Members?

Mel Carson
AACA Secretary-Treasurer

The Antique Automobile Club of America is "America's premiere resource for the collectible vehicle community!" We know there are countless folks in the country that grew up loving cars as much as we do – and they are not all AACA members. Many have at least one collectible car stashed away so they can get it running again "some day." They probably are attracted to the cruise-in gatherings that seem to be very widespread. These cruise-ins bring together individuals who enjoy, and probably have a collectible vehicle, but do not belong to AACA. Create a personal goal to find these individuals and bring them into AACA now!



Keeping Your Editor and Club out of Trouble

Chuck Crane
VP Publications

I'll bet most of you have listened to your newsletter editor ask the club for stories. So, you decide it's your turn. You just found something cool on the Internet so you send it to your editor with your name on it – since it's out there, it's in the public domain, so it's got to be OK. Since it's from you, your editor dutifully puts it in your newsletter under your name and your webmaster puts it on your club website for the world to see. **Don't Do It!!** You just gave some firm specializing in copyright infringement a potential lawsuit against your club and maybe AACA as other clubs pick it up from your newsletter as well. Think it doesn't happen? In one day's reading, one of our newsletter evaluators picked up two of these; my own Region used a copyrighted cartoon without permission in our newsletter.

Unless it's 1923 or earlier, most everything out there (especially cartoons) is copyrighted and needs express permission from the author to be used. Even stuff from Wikipedia (copylefted) needs their permission to be quoted. Your stories and articles are really needed, but be sure that it's your work and not someone else's. Don't unwittingly create a problem—write it yourself or get the permissions (and be sure to let your editor know where you got it). Thanks from all of us on the AACA Publications Committee.





A Link to Your Library

Bernie Golias
VP of Library & Research Center

In my last message, I wrote that your AACA Library has nearly one-million pieces of literature — I stand corrected. We have surpassed that one-million mark. I also pointed out in the winter issue of the Rummage Box that your AACA Library is housing the literature collections of thirteen Marque Clubs. See those listings at www.aacalibrary.org. This is an area that every member should be proud of and these specialty collections will continue to grow. They are also accessible if you need to research your vehicle, so please tell others about them.

Speaking about libraries... Have you ever given old books and magazines to your local library? Did you ever give them old copies of your *Antique Automobile* magazine? If so, most libraries will likely sell them for a quarter at their book sales or unfortunately toss them because they don't realize their value.

Here's an idea that you can use to link our club and the AACA Library to local patrons doing automotive research. Simply bring your old issues and suggest that the *Antique Automobile* magazines be logged in or cataloged as a research tool. Even though they are contemporary periodicals, they have historical information in them and can be considered archival sources. I did confirm this with our local library. If your local library catalogs the magazine as automotive history related, then those interested in automotive research could find it, start reading it and more information about your AACA Library and AACA Club can be generated. We might even get someone interested in becoming a new member.

Another link to your AACA Library and Regions and Chapters could be an informative customized CD. This CD would contain all the pertinent information about your Library with additional information about your Region or Chapter. If this is of interest please contact our Librarian, Chris Ritter, for more details.

In order for your AACA Library to continue to grow we need your support. If you have any unique vehicle literature that you want to donate, please contact Chris Ritter at critter@aacalibrary.org or call (717) 534-2082. Monetary donations are always welcome.

If you have any other thoughts or suggestions to help grow your AACA Library so as to make it a world-class resource center, please contact me at berniegolias@aol.com. Don't forget, as a member you have 1.5 hours or 90 minutes of free research time available to you. Remember, this is your Library, for your use in researching your vehicle and we are proud of the resources we can offer to you!

Getting in the Game

“Or why have we not sponsored a national Meet or Tour?”

Our VP of National Activities Wayne Burgess needs you! No, not in the sense of Uncle Sam, but equally important to our club and its' 60,000 members. The 2017 and 2018 meet and tour calendars are not filled! They should be! With 400 regions and chapters we should have groups fighting to win approval to host a National Meet or Tour. We do not.

We have heard all the reasons (excuses) from our members are too old to we are too small. Ladies and gentleman, there is a solution to these problems. No, we cannot instantaneously make your region young with an elixir, but you would be surprised that many regions find that hosting an event is not that difficult and, in fact, by getting involved it can make you feel younger! It is all about attitude. Hosting an event CAN gain you new members! Just ask the Kansas City Region how quickly they grew to a large region! Ask them, despite the hard work, whether they had fun!

If you think your region is too small, why not combine with a nearby region? If you feel that the job of chief judge or registration chairman is something your members can't handle, talk to Wayne. There is a solution!

Ok, hosting an event is not a complete bed of roses. It requires organization and teamwork. The game plan or the “how to” is at your disposal, the support from a nationally appointed liaison is given to you and support from the national headquarters staff is guaranteed! There simply is no major reason not to do a meet or tour.

AACA cannot continue to rely on the same regions all the time to be actively involved. What does your region do for the club? Can you do more? Do you have a unique part of the country that members would like to visit? Do you want to grow your region? Do you want to bring your members closer together? By going in to this with a great attitude and solid leadership, you can be successful! You can even strengthen your club treasury!

So send an email to Wayne Burgess and ask him to call you. Get the details and join in the effort to continue to make AACA the premier car club in the hobby. You won't be sorry, but you might be sorry if you don't at least explore the opportunity.

Thanks for listening!

You can reach Wayne at waynesway29@yahoo.com

