

Fall
2022

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

THE RUMMAGE BOX

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ANTIQUE AUTOMOBILE CLUB OF AMERICA

Matthew C. Hinson, Editor

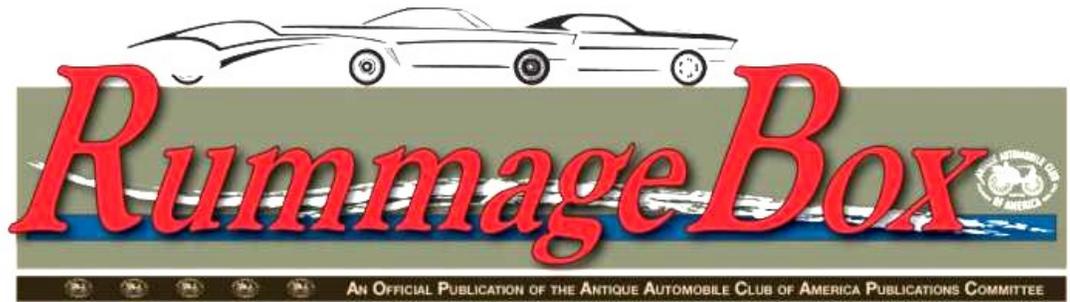
718 Woodlawn Avenue
Wilmington, NC 28401

910-471-0797

matthew.c.hinson@gmail.com

Inside this issue:

| | |
|--|---|
| Hazards of the Hobby By Wayne Tuck | 1 |
| Recruitment is not a Seasonal Job | |
| Editor's Note By Matt Hinson | 2 |
| Everyone Has a Friend... By Phillip Cole | |
| 10 Tips for Buying a Car at Auction By Jeff Broadus | 3 |
| Opportunities By Dave Abspach | 4 |
| It's Annual Convention Time By Jim Elliott | |
| Overheating By Fred Trusty | 5 |
| The Way We Were By Don Barlup | |
| We're All in the Same Boat... By Debbie Nolen | 6 |
| AACA Judging: What's it all about? By Debbie Nolen | 7 |
| Why go to an AACA National Show By John McCarthy | 8 |
| Sad News on the passing of Chris... By Matthew Hocker | |



A Publication of the AACA Publications Committee



Hazards of the Hobby
By Wayne Tuck
2022 AACA National President



**Recruitment is not
a Seasonal Job**
By Paula Ruby
Vice President - Membership

When we head for the garage to work on one of our old cars, most of our spouses know to have the Band-Aids ready. Most of us that enjoy working on our own cars know exactly what I'm talking about. A slip of the wrench, reaching around a tight angle, cutting or stripping wire or just about anything can result in little cuts and scrapes.

A couple of weeks ago I noticed a friend of mine had a nick on his forehead. He credited the corner of the hood on his Packard for the injury. Of course, I had a similar scar from the corner of the hood on my Hudson to share with him. I guess for some of us it is just part of the price we pay for getting out and enjoying our hobby. I'm sure all of us have had bumps, blisters, bruises and scrapes, maybe even scars in the pursuit of our hobby.

Those are things we grow to expect. We do not expect injuries from more serious activities such as jacking, hoisting, burning, cutting and welding. These activities are to be taken seriously and could result in severe injury or death if all correct procedures are not followed.

Remember, there are no shortcuts on safety. We all know the rules and should never ignore them.

So let's all get out there and have some fun... but keep the Band-Aids handy.

As we approach the conclusion of the 2022 year of Meets, Tours and Conventions we need to keep in mind that the job of getting new members never stops. Obtaining new members for AACA is a 365 day effort that falls on everyone's shoulders.

With the temperatures being so HOT this summer we will all be looking forward to the cooler Fall weather. There are still opportunities for regions and chapters to have many fun activities. Let's think about doing a driving tour to a pumpkin patch or apple festival. Usually at these festivals there will be other vendors set up so check and see if it would be possible for your region to set up a table. Be prepared to have with you some regular applications as well as Military Sponsorship Program applications. If you have some past issues of *Antique Automobile* magazine that you can part with, have them available as well. Also look into participating in local Halloween and Christmas parades. We have discovered that the Cars and Coffee events on the weekends have been very well received. It gets people together in the morning for a couple of hours and they still have the rest of their day for family and friends.

Keeping our organization's name in the limelight will give us the opportunity to answer questions all about WHO we are and WHAT we have to offer.

If you have any ideas that have worked for your regions, please share them with me so that we can help other regions that are struggling to keep their membership growing.



Editor's Note

By Matt Hinson
Rummage Box Editor

Welcome to my 27th issue as Editor of the *Rummage Box*. Recently, I traveled from my home in Southeastern North Carolina to the Toledo, Ohio area for the 36-38 Buick Club's Annual Tour. Our previous two year's tours ended up being cancelled due to Covid. It was nice to see old friends from all over the US and Canada that I had not seen in the past few years. We had a great tour and I enjoyed learning a bit about the history of that area of the country. We toured Fort Meigs in Perrysburg, Ohio where I learned quite a bit more about the War of 1812 than I knew previously. I also enjoyed learning a bit about the Great Lakes as we toured the National Museum of the Great Lakes. There is a lot more to the Great Lakes than the wreck of the Edmund Fitzgerald, although there is quite a bit of information about the Edmund Fitzgerald in the museum. We had lunch one day at Tony Packos' Restaurant, which was made famous by Jamie Farr's character, "Klinger" on the TV show MASH.

After an enjoyable tour, I traveled home to North Carolina. As I got near home, I started having what initially appeared to be allergy issues. The day after I arrived home, I developed a fever. I soon found out that I had caught Covid 19 on what was supposed to be our first "post covid" tour. I called my doctor's office and the doctor on call prescribed an antiviral medicine. I took the medicine as directed for 3 days and just got sicker and sicker each day. After three days on the medicine, I visited my doctor's office and was sent from there to the hospital Emergency Department for emergency airway support. It turns out that my worsening condition was the result of being allergic to the prescribed antiviral medicine rather than the Covid. After the emergency department doctor's treatment, I was much better.

My wife and I spent a couple of weeks at home isolating due to the Covid, but I am happy to say that we have both now recovered with the exception of some slight remaining congestion and a little bit of a nagging cough.

While I was sick, it was wonderful to have good friends, including local AACA folks, who checked on me daily, delivered food, medicine, and other necessary supplies while I was sick and unable to leave home.

I am happy to now be able to get back involved in local antique car events. After a couple of weeks of being the sickest that I have ever been in my life, I think that I have a bit more appreciation for the simple joys of life, and perhaps a bit less patience for people arguing about minor issues that are not really important. I am happy to be healthy enough to spend time enjoying time with my local car club friends and driving my 1937 Buick Roadmaster Convertible Phaeton to local car shows and other events!



Everyone Has a Friend (Or a Friend of a Friend)

By Phillip Cole
Vice President - Publications

There was an outreach model in the latter days of the 20th century, which was used by many volunteer organizations to promote growth. It was (and still is) called the FRAN Model. FRAN stands for friends, relatives, acquaintances and neighbors. The basic premise of FRAN is virtually everyone can look around and find someone who might be interested in their volunteer organization and its purpose. Obviously, AACA membership brings us into contact with many people who are interested in old cars. Let's use the FRAN Model to think about how you and I can promote AACA.

Friends. Car shows, tours, cruise-ins, swap meets, monthly meetings, etc. are all ways we enjoy our hobby. Take a moment to think about your friends who might enjoy all these activities, as well. Consider inviting them to any and all of them. I do realize what some of you are thinking right now, "All my friends are already members of our chapter or region!" Okay, but when I came home from my first AACA Board meeting, I had four free membership applications in my hand. I sat down with my wife and within three minutes we were calling four families that we had known for years. They happily joined AACA.

Relatives. Yes, a decade ago, I would have said no one in my family is interested. In the last several years, however, two of my cousins have bought beautiful classic cars, both of my daughters currently drive AACA eligible cars, and my grand daughter is a student member of AACA. Who knew!?!?

Acquaintances. Think about people at work, people you see at social events or people who are friends of your close friends. Two of those four families that have joined AACA, which I mentioned above, were actually acquaintances at first. I got to know both families because they owned storage facilities, where I have stored our cars. As we became friends, I came to realize that both families owned AACA eligible cars. Next month one of those families is planning on showing their car at our regional event and the other plans to attend. It was only a matter of time and encouragement.

Neighbors. Earlier this year a lady from another region told me about a neighbor's little girl who ran up to look at her pre-war car. This lady took the time to talk with the girl about cars and let her sit in the driver's seat. A few minutes later both of the girl's parents came over to see what was going on. After a brief conversation the whole family was taking a ride around the neighborhood and wanted to know if they could go to her chapter's next cruise-in.

The purpose of the AACA is to promote the old car hobby. According to the FRAN Model you just need to look around!



10 Tips for Buying a Car at Auction

By Jeff Broadus
Vice President - Marketing

Sold! Sold! Sold! It's easy to get carried away when bidding at an auction and wind-up spending thousands more than you budgeted or possibly exceeding the cars value. An auction is a fast paced, busy, and an exciting room, and the most basic principle here is to "know your limits" and not get carried away in the moment. Sometimes this is easier said than done. It also helps to be flexible and pick out several cars that interest you. Don't pin all your hopes on one vehicle and most importantly, be ready to walk away if the bidding becomes too frantic. Take time to inspect your chosen vehicle as the auctions open well before bidding commences to allow for this, so make the most of it.

Remember, do your homework, or invest in hiring an appraiser if you're not sure how to properly inspect the vehicle you wish to purchase. This may be the best money you ever spent. Don't be concerned about the one that got away, it's better than being upside down in a purchase or worse, winding up with a clunker.

Are you ready? Here's 10 Tips to remember when bidding for a collector car:

1. Rule number one, take time to inspect your chosen car. Remember that all bids are Final. If you are the highest bid when the gavel drops, then there's no chance to change your mind later, "You Own It".
2. Take your time and watch the action closely on all the cars up for auction. Look for suspicious actions such as bidders who seem to be active on every lot; they may just be trying to pump up the prices. Go to a few auctions before participating in one yourself. Get to know the players.
3. If you're not sure about the providence of the car, I suggest you hire an appraiser, this could save you from making a very costly mistake.
4. Most importantly, stick to a budget. In the excitement of bidding, it's easy to get carried away. While you might pick up a bargain, you also could end up paying well over the market value of the vehicle.
5. Listen to what the auctioneer has to say when they introduce the car. It could be that you'll hear something that will make you change your mind or make the car even more attractive. Caution – "As Is" Means "As Is"

6. Attendance not mandatory to bid. Most classic car auction houses accept telephone bidding, online bids or by leaving a commission bid beforehand.
7. To bid you need to register prior to the event. Most auctions houses require a "Bank Letter of Guarantee" proving your ability to pay for your purchase.
8. Keep in mind, auctioneers are tasked with selling up to 30 vehicles an hour, so if you've chosen a Lot, come to the stage area an hour before your car is schedule to cross the block, follow the action and be ready or you might miss out!
9. Many auction houses charge a buyers' premium which is added on to the hammer price. Be sure to verify what percentage is charged so that you can add it to the total cost of the car. Ask if there are any other charges that might be added to the final settlement in order to complete the sale.
10. Successful bidders need to arrange Insurance, your new purchase is covered up to \$50K and for 15 days allowing you time to add the car to your policy during normal business hours.

Know the Bidder rules and regulations. These differ from one auction house to another. Most auction houses post these rules online or present them to the bidder during the registration process. General Bidder Terms; the following terms are defined as standard terms throughout the industry:

"Lot" means any item identified and made available for sale at an auction event

"Bidder" means a person or entity bidding upon any Lot at any auction event

"Consignor" means a person or entity consigning a Lot for auction presentation and sale. The terms "Bidder" and "Consignor" are understood as including his/her/its respective heirs, successors and assigns.

"Reserve" means the car has a minimum dollar bid the consigner set on the lot prior to the car being auctioned.

"No Reserve" means the car sells to the highest bidder regardless of price bid.

Good Luck.



Opportunities

By Dave Anspach

Vice President - National Activities

Well that's what we have... opportunities. There are openings for shows and tours in our schedule and NOW is the time to fill them. For those that don't understand, our Regions and Chapters are the hosts for our events. Without a Region or Chapter stepping up to be the host, EVENTS DO NOT HAPPEN! Please understand, if your Region or Chapter steps up... you are not in this alone. The National club will help you wherever you need help. There are volunteers to step in for judging, registration, site selection, hotel negotiation, activities selection, whatever you need!

So where and what events are needed? Let's start with 2023. No it's not too late. With some effort, we can still get everything planned in time for an event next year. What is needed is a willingness and "boots on the ground"! First and foremost, we have NO shows in the Western Division for 2023. After numerous requests, letters, e-mails, etc. no one has stepped up! Western Regions and Chapters, PLEASE Reconsider. We need Western shows! There is also a space for a Fall Southeastern show so we could use some help there! The Central Division has stepped up and we should have some news for everyone on some activities there real soon! The other major hole in 2023 is the Vintage Tour. The group that was planning it has stepped back so we have a hole there. Many of you do a lot of local tours... it isn't a giant step for you to do a National one!

For 2024, we again have some of the same problems... We do have a Western Meet in Tucson and a group working on a Western Tour but there are still a lot of openings. A second Western Meet for the Fall would be welcomed! We start the year without a Winter Meet so far. There are a couple of possibilities but no one has locked it in yet. We also lack a Southeastern Fall show again that it would be real nice to fill! Again we have several Central possibilities that look like they will step up, but still no Central Tour. In Fact Tours are the area where we are really hurting in 2024!

We need hosts for our biggest tour event, the Glidden Tour. We share this event with the VMCCA in alternate years, so this event is a MUST fill! In addition we need a Southeastern Division Tour, a Sentimental Tour and a Reliability Tour! If we are to have these activities, it is time for Regions and Chapters to step up!

I know that it is early to talk about 2025, but as of now there are only 3 events on the schedule and 2 of them are in October! There is a space for everyone here!

Everywhere I go, I hear that we need to do more events. Well, to do them, we need YOU. It takes only one sparkplug to get things started. There are no excuses. Too old...horse hockey... your group is EXPERIENCED!! They know how to get things done. Use that

experience! Not enough people... BAH! It only takes a few... and nothing boosts membership more than a group that does something. The younger folks are out there and want to be part of something that is moving forward. If you think you are going to keep your group alive by sitting around eating, you are mistaken. Activity generates activity! Don't know how? I can and will help! All you have to do is say "Dave, we want to do an event" and I'll help you get the ball rolling! Call me at 484-769-7856, e-mail AACADave1054@yahoo.com, Mail at 676 Lambs Church Road, Altavista, Va. 24517, Carrier pigeon probably won't make it... dove season opens soon! You get it... just say YES!



It's Annual Convention Time

By Jim Elliot

Vice President - National Awards

The Bylaws of the AACA require that an annual meeting of the members be scheduled in the first quarter of the calendar year. The next annual meeting has been set for February 10, 2023 in conjunction with the Annual Convention to be held in Williamsburg, Virginia, which will run from February 9 through February 11, 2023.

This year's Annual Convention will include a welcome reception on Thursday evening; a vendor display and trade show on Friday and Saturday; a luncheon with "surprise" entertainment hosted by First Lady Denise Tuck on Friday; as well as a pinewood derby competition scheduled for Friday evening. In addition, numerous seminars are planned for Friday and Saturday involving many aspects of car maintenance, repair and history.

Judging schools will be conducted on Saturday with classes for beginners and advanced classes along with the Team Captains' School.

Saturday evening concludes the convention with a formal awards banquet to recognize the 2022 winners of National Awards for newsletters, websites, club service, judging, touring and car display.

Williamsburg is a unique location offering many interesting venues including the Colonial Williamsburg restoration, the Yorktown Battlefield, the Jamestown Colony, Busch Gardens Amusement Park, the NASA Air and Space Museum and tours of colonial plantations.

Additional information will be coming soon, so plan now to attend. You won't want to miss it!





Overheating By Fred Trusty AACA Executive Vice President

Ever since I bought my 1935 Packard 120 it had an intermittent overheating issue but if I keep the car moving and it's no problem. Last year on the day of our local region picnic the temperature was in the low 90's but I decided to drive the Packard anyway. I thought, it's only 25 miles to the clubhouse so what could happen? Why is it that in situations like this what could happen always does? We got caught in stop and go traffic and the car overheated, died, and wouldn't restart. Sitting in a 1935 Packard at the side of the road on a humid 90-degree day is not fun but at least I could say, "my wife is hot." We got to ride home in a new chauffer driven Ford F-450 tow truck. Needless to say we were very late for the picnic, but the good news is there was still food left.

Early this summer, I finally found time to start work on the overheating problem. Even after sitting in the garage all those months it fired right up. The first thing I checked was the thermostat. Using my cordless infrared thermometer, I heated a pan of water on the stove to 150 degrees and then put the thermostat in the water and then turned up the heat. Right at 160 degrees it opened. I let the water cool and it closed.

The second thing I did was pull the radiator out and have it pressure and flow tested. It tested fine plus the local shop didn't charge me anything. He said he liked old Packards. Next, I plugged the lower block coolant fitting and filled the block with water through the thermostat neck. Then I opened the block draincock and clean water came out with no rust or debris.

Hmm! What to do next? I got on the AACA Forum. One of the posts said to check the coolant distribution tube that runs the length of the block behind the water pump. Off came the water pump and out came the tube. Both were in good shape. By now I'm thinking, "What the heck is going on here?" I called several friends to see if they could think of anything, but they suggested what I had already done.

I must have read the cooling section in the Packard shop manual a dozen times. Then I looked at the parts diagram. The thermostat is held in the neck by a sleeve which is basically an open-ended cylinder with a flare on one end which is used to hold the thermostat in the neck. Someone who had worked on the car in the past had put the sleeve in backwards preventing the thermostat from opening.

To be sure the sleeve was the problem, on a very hot day I drove the car slowly at a stop and go pace for about 30 minutes. The temperature stayed in the 160-180 degree range. Then I let it sit in the sun idling. After about 15 minutes the temperature started to go past the 180 degree mark but when I drove it the temperature went back down. At some point I might install an electric fan but for the time being I'm just going to drive and enjoy the car.



The Way We Were By Don Barlup, Vice President National Headquarters & Library

I am a fan of "Turner Classic Movies". The history of transportation fills the streets in each early movie I watch. From Model T's to classics and the luxury chrome laden rides of the 50's and 60's. Early trucks as in they "Drive By Night" is one of my favorites. It's great to relive these memories of early motoring at the click of the remote.

Speaking of reliving memories:

I remember 1500 plus cars at Hershey.

I remember 300 plus cars on the AAA Glidden Tour.

I remember the National Events Calendar filling up fast with meets and tours 2 to 3 years in advance.

Yes, I know! We were all younger in the I remember days! Well, we need to make those I remember days the days of tomorrow! As active AACA Regions and Chapters we need to up our thinking and get back to those days of increased participation and a full National Activities Calendar.

We started as a single cylinder club and progressed to 16 cylinders. We are now at 8 cylinders. Your club needs to get back to 12 cylinders. Let's get it done! Together we can!





We're All in the Same Boat - So Let's Row Together!

By Debbie Nolen, Vice President
Youth Development & Awards

Too many times we say that we as individuals, regions and chapters can't reach/attract/retain new members/youth/supporters/sponsors, etc., to build up recognition/participation/support for our passion in automobiles. Usually, the commiseration follows any combination of the previous words. We want to do all these things, but just don't know how, or where to start. Thank goodness, though - an answer might be right under our noses!

During these turbulent times, the best strategy may simply be how collaboration and working together can create results that are greater than the sum of individual efforts or capabilities. Here is a simple example with tips and guidelines on how to apply this successful model in your community - you already have the resources at hand!

Keep in mind that there are many approaches or strategies to offer automotive educational and historical programming in your community - people see our cars as we drive or in a cruise in, but formal ways to learn or expose often are sporadic at best. In most cases, it's an untapped market! So, join forces with like-minded AACA groups, local government and non-AACA marquee clubs to collaborate in the education of the public and develop relationships while creating unique opportunities to team up, share history and appreciation for what we all have in common - our love of automobiles!

How can we accomplish all this? First look within your region or chapter for support and approval. Second - to gain this, a passionate point person is needed to lead/brainstorm a shared vision, and a team of club members willing to share their cars, time, and talents. Moving forward, set the idea, vision, or program goal - such as preserve the history of a vehicle before it is lost or promote why we love our cars. Then narrow down your first or new effort to an achievable positive result, maybe as simple as a joint program with another car club, then identify potential resources and logistics.

Pick a format such as a Sunday afternoon specific topic presentation, visiting youth camp of programs, or a specialty event. Say you want to highlight Orphan cars with a historical presentation and a display of cars that are orphans. Identify vehicle types that are available within your club, and other marquee clubs that may want to participate and sell the idea as you reach out to them! If its British Cars, Corvettes, reach out and get the local clubs involved - Make it happen! Give feature opportunities to other local car clubs in your car show and don't forget specialty organizations: Tractors, Fire Apparatus, Military!

For a potential automotive educational and historical program, we need a venue that has indoor access for the educational/historical portion and an outdoor area for the display. Reach out to local resources, both internal and external, such as churches, Recreation and Parks, Libraries, Adult Education, and children's organizations and

cross collaborate to widen your exposure. You may need to present a written proposal to the agency, so set an appointment and meet face to face to share your enthusiasm! Include a budget and propose in-kind services such as special parade assistance, visiting summer camps, etc.

Once all details are secured, then marketing and publicity is essential! Get the word out! Use newsletters, local magazine, television and newspaper calendars, community sponsor mailing lists, agency publications, other marquee resources, even flyers to schools, social media: email blasts/ Facebook /Twitter - and specially word of mouth at other car aficionado events - share highlights!

On the day of the event, offer a 30-60-minute PowerPoint educational piece, focus on the theme, model generational differences, celebrate manufacturer anniversaries, why is a car an orphan? Make it Real! Encourage everyone who speaks to share their love and personal history with the vehicle and your club! Then put something in their hand as a takeaway, a handout, info sheet on your club to take home! Have the display open both before and after the program, a mini cruise-in if you will.

In the long run, every effort made has tangible results-club involvement, visibility resulting in new members, volunteer service to the agency you partner with potential in-kind-services such as media advertisement, meeting space, waived rental fees, use of tents, tables, and chairs, etc. The potential is endless - but every amazing event has at its core in an idea and a desire to work together for the betterment of future generations and to secure that we are ALL working together towards the preservation our old car hobby!





AACA Judging: What's it all about?

By Debbie Nolen, Vice President
Youth Development & Awards

So here you are! It may be your first ever AACA car show! Congratulations! You may find that knowing a bit more about the AACA Judging system will make your day even more exciting AND cut back some of the nervousness at the same time!

The History: The Antique Automobile Club of America was founded in 1935 by a small group of people with a common interest, the love of old cars. Their initial purpose was to gather together and plan outings and driving contests. These contests were based on driving skill rather than races, and the winners were awarded useful items, such as a quart of oil or a gallon of gasoline. Soon some of the members began restoring their vehicles, attempting to win the favor and attract the largest crowds at their gatherings. As years passed, the driving contests gave way to contests of skill and workmanship in the restoration of their vehicles. In Pottstown, Pennsylvania, at a National Spring Meet in 1952, AACA judging began. From that day forward, the AACA judging system has evolved through constant improvement and change.

The Judging Process: The objective of AACA judging is to evaluate an antique vehicle, which has been restored to the same state as the dealer could have prepared the vehicle for delivery to the customer. This includes any feature, option or accessory shown in the original factory catalog, parts book, sales literature, or company directives for the model year of the vehicle. **AACA accepts motorized vehicles 25 years old or older, which were built in factories and specifically designed and manufactured for transportation use on public roadways and highways.** The end result of the accurate and honest evaluation of a vehicle by a judging team will be the proper determination of the deserved award for the owner's efforts. **AACA judging of a vehicle is based on two major components: Authenticity and condition.** It is critical that the vehicle be **100% authentic** in reference to the conditions listed in the AACA General Policy below. Then, and only then, is the condition of the vehicle considered. **Condition is based on two items: first, the workmanship of the original condition OR the restoration to that condition and second, the Maintenance of a vehicle.**

What does this mean? In AACA competition, vehicles are **NOT** comparatively judged. **Each vehicle stands on its own merit and begins the judging process as a "400 point car"** or practically perfect car! Deductions are taken as appropriate by hands-off, visual examination of the engine, chassis, interior and exterior of the vehicle by a team of up to 5 judges. Vehicles registered in a competition

class and displayed on the show field are "point" judged or evaluated unless the owner requests that the vehicle not be judged. **AACA judging is NOT marquee judging of a single car type but an umbrella judging system for a wide variety of vehicles,** therefore the stringent standards of concours judging does not apply; however, vehicles are thoroughly judged or evaluated based on a specific set of universal standards and point deductions. All vehicles must have an operational UL approved fire extinguisher displayed.

Judges will always display the utmost respect for every vehicle and extend common courtesy to the owner at all times. Judges evaluate what they can see; for instance an owner may have radial tires on the car that were not available on that model year – there will be a deduction for the four tires you can see, but if you cannot see the spare, there is no deduction. No judge or team of judges are allowed to enter a vehicle unless it is a bus, motorhome, or large commercial vehicle. All interior judging will be done through open doors. Chassis judging is done with one knee down and observing beneath. Modifications required to conform to Federal law do not cause a point deduction. There are no penalties or premium for over-restoration. Over-restoration and non-authentic restoration are not the same. Paint with a finer finish and higher gloss than original paint would be considered overrestoration. A modern battery would be considered non-authentic, and the vehicle would receive an appropriate point deduction. Judging is on the side of the owner whenever possible. If there is a question about any aspect of the vehicle's restoration, the team asks for documentations to back up what is seen. This may include sales brochures, paint chip cards, bill of sale, magazine articles, advertisements, etc. **Judges are asked to essentially judge by the "Golden Rule" – judge unto others as you would have your vehicle judged!**

Share your vehicle and that excitement with everyone you see that day! Your positivity and resulting experience will set you and perhaps others you influence on the preservation paths the spirit of competition! Most of all – have a great time!!!!





Why go to an AACA National Show

By John McCarthy,
Vice President - Endowments

The obvious answers are to show a vehicle, see a wonderful field of vintage vehicles, judge, get away for a long weekend, renew friendships, and make new acquaintances.

For many years we have attended several AACA Nationals each year for all the above reasons. Another reason is to see an area of the country that we have not seen and would probably not have gone to other than for the fact that a National show was taking place. But there is more. In addition to the show there is judging school, a large selection of continuing judges' education courses, and trips to historical sites and antique car collections some of which are not generally open to the public.

At the recent Central Fall Nationals held in East Moline, Illinois hosted by the Mississippi Valley Region there was much to do and see. East Moline is part of the Quad Cities and is on the Mississippi River. The host hotel was a new Hyatt which was a few minute walk to the new Bend XPO Convention Center that housed the show vehicles.

Thursday afternoon there was a guided tour of the Quad Cities and the I-80 Truck Museum followed by a free ice cream sundae social in the evening. The I-80 Truck Museum is one of the finest in the world, and if you have not been there in a few years it is time to go back as it was recently expanded.

Friday began with a short drive to the Dahl Auto Museum. The museum consists of mostly 1930's to 1960's cars that were traded-in at one of the Dahl family's many dealerships. There were many nicely preserved vehicles, including many orphan cars, signs and memorabilia. The Dahl family covers five generations including a Ford dealership that goes back to 1911 and is the seventh oldest family-owned Ford dealership. Friday afternoon was the AACA roundtable, judging school and a team captains school. Friday evening consisted of a boat ride on the Celebration Bell Riverboat including dinner.

Saturday was show day at the Bend XPO Center. It is nice to judge when the vehicles are indoors. The BBQ and Awards banquet followed inside the Center.

If you were not able to make this Quad Cities Nationals, you will have another opportunity in 2023. The AACA Grand National and Zenith competition will take place in Bettendorf Iowa right across the river from East Moline in August 2023. These shows are not to be missed.

Sad News on the Passing of Library Director Chris Ritter

By Matthew Hocker
AACA Librarian, Cataloger & Volunteer Coordinator

Tragedy has hit the AACA Library. This week, Library Director Chris Ritter was tragically killed in an accident while out golfing with his father. We are heartbroken and grieving the sudden loss of Chris and, as much pain as we are in right now, we cannot even begin to imagine what his wife Tam and little boys Pierce and Case are going through right now. They were Chris' life, and he was theirs; please keep them in your thoughts during this difficult time.

We are also incredibly sorry for all of you, as I am sure many of you were helped or touched in some way by Chris over the years. This is hard news to swallow all around, and we know many of you will be grieving with us. The condolences we have received so far have been overwhelming but greatly appreciated. As far as supporting Chris' family right now, we do ask that you please respect the family's privacy during this time until they are ready to hear from you. We promise to keep you updated at the appropriate time.

The library isn't the same without Chris, and he will be greatly missed. It's going to be incredibly difficult without him during Hershey week, both for us and for you. He won't be here to warmly welcome you. He won't be able to banter with you about your latest restoration project. He won't be able to reminisce with you about past events, and he won't be able to share in your exciting discoveries on the fields or in the library's stacks.

Even though Chris will not be here physically, he will be here in spirit. We will do our best to push forward by remaining open next week, offering research services, and running the Tuesday Yard Sale. To say this is the way he would have wanted it is hard to say because it feels like it trivializes the situation. However, given Chris' character and how he tackled challenges over the years, I have no doubt that he would want us to do our best during Hershey week. Please bear with us in the coming weeks and months as we navigate this difficult time, and keep Chris' family, friends, and colleagues in your thoughts.

The November-December issue of Antique Automobile magazine will include a wonderful tribute to Chris. Please watch the AACA website and Facebook pages for updates on how you can support the family and details about the memorial service for Chris.



Chris Ritter

