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“Your Region’s Newsletter Resource”

THE RUMMAGE BOX

IS THE OFFICIAL PUBLICATION
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ANTIQUE AUTOMOBILE CLUB OF AMERICA

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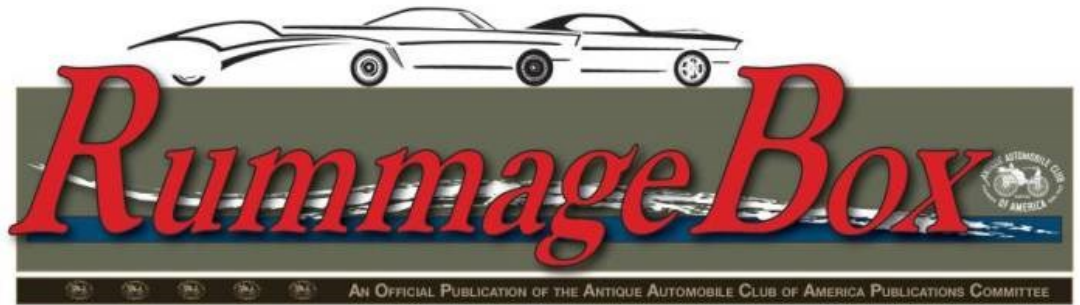
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A Publication of the AACA Publications Committee



Why AACA?

By Don Barlup
President

Growing up in the mid 40's and 50's, my first recollection of an automobile was my parents 1939 Chevy Business Coupe. My younger brother and I sat on the two jump seats in the rear. In 1950 a new Plymouth graced the driveway. My mother insisted on a 2-door sedan so that her boys would not accidentally fall out of the rear doors. To my parents a car was a necessary form of transportation. Nothing more. Nothing less. They would have been 100 years old this year.

Fast forward to 1971. Carol and I purchased our first old car, a 1940 Pontiac 4-door Sedan for the grand sum of \$300.00, a lot of money for a young couple with a son born a year earlier. We still have that car and enjoy an occasional drive for ice cream in it.

It was black and the original owner had a problem backing in and out of his garage, hence four NOS fenders and chrome were in order. It needed new tires so, four 600x16 truck tires were purchased – I had no idea that vintage car tires were available.

I polished it up and we heard about an antique car show at a now long closed amusement park called Williams Grove, near where we used to live close to Mechanicsburg, PA.

We were apprehensive to say the least! The car was original and far from shiny (this was prior to fender and chrome replacement). We unceremoniously arrived to see about 50 gorgeous and shiny cars. We almost turned around and left, as we felt that our car was not going to be welcomed.

Turns out, that we were welcomed by the other car owners, who were much older than we were. Back then they were looking for younger members, as we are today.

We had a great time and joined AACA and Gettysburg Region (who was hosting the show) that day and never looked back!

Why AACA? Because we were welcomed and encouraged to get involved. Incidentally, the National dues were \$10.00/year and the Region dues were \$2.00/year. That was over 10% of my weekly income in 1971, but the best investment I ever made!

The only changes since 1971 are the dues and the eligible vehicles. It is our job to continue to encourage membership and involvement in AACA – it starts at the local level. Have you signed up a new member recently? Who knows, that person could be your Region or National President some day.

The future of AACA is in your hands!

Membership



We are the Gateway to the Future – What are you Doing?

By Tabetha Hammer,
VP - Youth Development

In future editions of the Rummage Box, I will be sharing some of these efforts and ideas of easy ways to get kids involved. To kick it off, if you weren't already aware, through AACA National, we have the Hagerty Youth Judging program to offer anyone who is hosting an event and looking for resources to engage youth. All of the materials necessary (hats, t-shirts, name cards, scorecards) are available in a kit for 15 kids... totally free! If you are interested in this program, please contact me at youthprograms@hagerty.com for more information.

One of the most common topics when it comes to discussing the future of the collector community is youth involvement. We've all said or heard numerous statements like 'kids today are only interested in their iPhones and video games' and 'what's going to happen to our cars if there's no one who cares about them in the future?'

We certainly are up against a lot of distractions considering the amount of technology readily at their disposal. However, in my day-to-day work leading youth initiatives, I see strong potential – not 'doom and gloom' – so long as we continue to put forth the effort to get younger people involved. We all have it in our own power to make a difference and influence what the landscape of the classic car community will be in the future. There is no doubt that the 'playing field' will somewhat change from what we all know it to be today – but each of us holds the steering wheel for helping guide what that future scene will be.

Efforts need not to be complicated, but the effort must be there – from all of us. It can be as simple as inviting a young person to sit in your car or even taking them and their parent(s) for a quick ride (if comfortable doing so), teaching them the proper way to get in and out of a classic car instead of just assuming they will know, pointing out unique characteristics that they may not have any idea about otherwise, and connecting aspects of old cars to something that they can relate to today.

I would love to hear from you about what you and/or your region is doing to get youth involved! Do your members take their cars to a local school? Is there a 'sparkplug' in your club who always invites kids to sit in their car? What fun and unique ideas are you doing that another Region/Chapter might be able to implement? Send me a quick note at thammer@hagerty.com to let me know what you're up to!



AACA National Elections - Why Vote?

By Chuck Crane
VP - Publications

Remember the typing class ditty "Now is the time for all good men to come to the aid of their party"? If you do, you're older than dirt like me! The time has come. The Sept/October issue of *Antique Automobile* contains the resumes of candidates for the 2016 National Board. These are the people who are willing to spend the time and money to serve you every day and they do this without compensation. Their reward is giving back to AACA for the fun they've had over many years, for the camaraderie of fellow collectors, the meets and tours, and many other reasons. The least you can do is spend a few minutes to review their resumes and **VOTE**. Only about 10% of our members do that each year. The most common excuse for not voting is "I don't know the people who are running, so why bother". That's true if you never attend a National Meet or Tour. If you do, you'll find Board Members leading or working at the various jobs, judging the cars etc. That's the easily seen stuff. Behind the scenes we're running a major business and leading the collector car hobby into the future. So help us do that by taking the time this year to fill out the card enclosed with your magazine and **Sending it in on Time as Soon as you receive it!**



Fundamentals of Tires in Judging

By Herb Oakes,
VP Class Judging

As I mentioned in the last Rummage Box, some of us are falling short on the issue of tires. I have asked our Tire Consultant who also serves as our CJE Instructor on tires to draft an article for our Antique Automobile Magazine.

Below is a copy of the article that was published in the magazine. I am asking the editors of each Region and Chapter to reprint this article in their newsletters. By this type of saturation, I am hopeful that this will support our members on the issue of tires. I would like to thank Rick Marsh for his dedication to this issue of tires.

The Antique Automobile Club of America can trace its history back to 1935 when Ted Fiala and Frank Abramson were interested in finding others who were also motivated to find and preserve early antique automobiles. These early participants would locate vintage vehicles, get them running, drive them and occasionally participate in Derbies.

This evolved into annual Spring and Fall meets and the first classifications for display came about in 1947. The AACA Judging program, with expanded classifications and rules for judging, came into being in the early 1960's.

At each of our meets today, our members have the opportunity to place their vehicles on the field in either Drivers Participation Class (DPC) or Historic Preservation of Original Features (HPOF) or AACA Class Judging for restored vehicles. The AACA General policy is our cornerstone for how we present our vehicles on a field at all AACA National Meets. It states "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 or highways". So the shorthand version for the owner of restored vehicles is factory built, intended for highway use and supported by factory documentation. This is the foundation for every AACA Judging School at each Meet and at every owners briefing at every AACA National Meet.

It is of paramount importance that each AACA vehicle owner understand this and do their level best to get their vehicle in compliance supported by factory documentation. Most owners take this task very seriously and research their vehicles extensively during the restoration process. Ask them a question about their vehicle and then get ready for a history lesson. In AACA, it is up to the owner to restore the vehicle correctly, not the judge.

Our judges are instructed to review the vehicles for authenticity first and workmanship second. These individuals are all volunteers who study their craft at their own expense in an attempt to build a personal knowledge base and experience. This is no small task as at any AACA Meet, we can be judging a vehicle which came from any one of over 2800 different manufacturers. The Continuing Judge's Education (CJE) program offers nearly 25 subjects to assist in this exercise. One of those courses is on tires and is available at most of the AACA National Meets .

Many of our AACA judges and the occasional owner attend these classes at each AACA National Meet and will often comment that they feel the subject of tires to be complex and even somewhat overwhelming. They'll refer to the multiple page ads in Hemming's Magazine and question how anyone can be on top of it all.

This is when it is suggested that everyone take a breath and attempt to focus on the fundamentals. We are looking first for size / type and tire condition second. We seldom see any issues with size as most deductions will be the result of incorrect type and occasionally deductions for condition (wear, cracked side walls, yellowing of whitewalls, etc.)

Tire timeline:

1895-1918 basically wagon wheels
1900-early 1970's Bias construction - tubes /tubeless
1945-present - radial tires
1979-present - P Metric radials

Continued on Page 4

A brief review of history (1895 – 1989) is helpful when looking at the type of tire for the vehicle. Look at the above timeline from left to right starting with 1895. We basically had wagon wheels with iron bands followed by rubber over the iron bands, followed by solid rubber and then pneumatic tires. We stayed with these bias type (with inner tubes) pneumatic tires from then on, through WWII and into the 1950's. Tubeless type bias plies then became the norm in 1955 (1954 on Packards) and we continued on into the 1970s.

Now radial ply tires had been developed and offered up to Detroit since 1945 but were not utilized due to higher cost. They were identified with a standard numbering identification and are still available today. We now call them Eurometric. General Motors started their utilization in 1967 followed by Ford in 1969 and Chrysler in 1973. In all three manufacturers, this conversion of bias ply to radial type was a multi-year process.

Along came the 1970's and it was determined that the USA should convert from standard to metric scale measurements. This exercise lasted about three years and was eventually abandoned. What did happen during this time was the introduction of P-Metric radials in 1979. We have been running on both Eurometrics and P-Metrics ever since.

So, our vehicle owners utilize factory documentation and our judges verify by reviewing factory documentation. Finding or rebuilding an original part to support our restoration efforts can often be an exercise. The popularity of our hobby caught the eye of American Business and following WWII prompted Firestone Rubber to make tires for our vehicles. Some aftermarket companies came on board later and our members found that with a little hunting, tires could be procured. Supply was driven by popularity and demand. For many years we were able to buy what we needed exactly or within one size up or down. The one size up or down situation was to primarily accommodate those members who had vehicles with bias ply tires. As we got into the 60's and 70's, bias ply tires were on the way out and automobile manufacturers were offering their customers a choice of tires.

The 1967 Buick Skylark, for example, had almost a full page in the owner's manual with various size and types to choose from. Now, years later, some of those tires are not popular enough to justify frequent production. If you are into the early 70's vehicles and yours came with HR78-15 radials, you probably cannot find new tires. So we have to rely on a conversion chart to get something close and of the era. The chart says 225/75R15 and P235/70R15. Refer to the earlier timeline and you see that the P-Metric P235/70R15 came about in 1979 and is therefore not of the era. The 225/75R15 radial is of the era and available. In this example, the 225/75R15 would qualify as an acceptable conversion from the HR78-15 radials.

There has recently been an unfortunate disruption to the restoration process from our tire supply chain. Two things have started to take place. First of all, our members are often being sold what is in inventory rather than what they need for an authentic restoration.

Secondly, some radial type tires are now being manufactured to look like bias ply tires. These tires are not authentic and are therefore non-compliant with either our AACA General Policy or with the factory documentation of the vehicle. Some of our members have restored their vehicles using these tires and earned appropriate point deductions. In some cases this was a lack of due diligence on the part of the vehicle owner. In other cases, it was a conscious act on the part of the supplier rep to knowingly have sold our members the wrong tires.

Our members, for years, would drill down to the part number or accessory code to complete an authentic restoration and then call an 800 number with confidence that the sales rep would sell them the correct tires. Our members are learning, often the hard way, that some effort must now be put forth to locate the correct or very similar tires if they wish to show a correctly restored vehicle.

We are a club but we are also educators. We are committed to help the public understand the history of our vehicles with the proper presentation of our work efforts. Completing a correct restoration can often be an arduous task. When it comes to tires, we now, unfortunately, have to work just a little harder.

Eric C. Marsh - Tire CJE instructor

Editor's Note

Matt Hinson
Rummage Box Editor



This is my first edition as the new editor of the Rummage Box. Hopefully, I will be able to help editors by providing useful content to help improve their region and chapter newsletters. Feel free to contact me with any input to help improve the Rummage Box.

1937 Buick Century



Your First Car

Bob Parrish
Executive VP



Did anyone ever think that their first car would become a collectible or better yet, a classic, probably not. I bought my first car in the summer of 1957 from a man that worked for the Virginian Railroad coal piers in Norfolk, VA. The \$700.00 I paid for this car had been saved from my paper route earnings and various grass cutting jobs. The car was a sporty 1951 Ford Victoria, which was Ford's first year for a 2 door hardtop. It was painted a yucky two-tone green with a flathead V8 engine and 3 speed transmission and plenty of coal dust. The cost of the car was not the only expense; my dad would not let me purchase a car until I could pay for the liability insurance attached to his policy. Can anyone relate to this?

Where and When was the last National AACA Meet you attended?

By **Mel Carson**

AACA Secretary-Treasurer



The Regions of AACA produce many outstanding and impressive National Meets and Tours each year. The Meets and Tours Calendar is published in each issue of your 'Antique Automobile' magazine and is also located on the AACA website. These Meets and Tours take place in areas that are easily accessible to the majority of AACA Members, and yet only a small proportion of AACA Members attend. We are missing something important to our club and heritage of preserving automotive history by not attending these Meets and Tours on a regular basis. Make it a point to check the calendar well in advance and plan to attend one or more National Meets and Tours in 2016 – with your antique automobile!

This car was my first attempt at car restoration. My dad had a beautiful 1953 Olds 98 Holiday Coupe painted dark blue roof and light blue bottom. I liked it so much that I painted the Ford the exact same colors. I also added the usual custom items of the day, fender skirts, spinner hub caps, the all essential dual exhaust with glass pack mufflers, new seat covers and something special. A new 1954 Pontiac grill bar would fit perfectly in the Ford grill area, so I had to have one on this now modified car. Who said modified cars were a new trend? The car to have when I was in high school was a 1949 – 1951 Ford or Mercury and now I was in the groove in my senior year at Maury High School.

How about telling your own story to your Region or Chapter? Your Editor will love you for it and maybe help with your next restoration!



The Mystery of HPOF

Roger Irland
Chairman of HPOF

The HPOF (Historic Preservation of Original Features) class has been around for a number of years now. Long enough that we have used our experience and feedback to bring out our third major revision several years ago. It's popular enough that I count over 180 cars registered for HPOF at Hershey this year. Our team really has our work cut out for us!

So, what's the mystery? Over these last few years, I've had a number of members ask me about HPOF - how are the cars judged? What are the criteria? First off, we evaluate the cars on a score sheet that's very different from the class judging sheet. Anyone can look at an example of the sheet that's printed in the AACA Judging Guidelines. You can buy one at the AACA merchandise table, pick one up as you enter your next Judging School or view it online at www.aaca.org. Look it over and you can score your own car. Keep in mind that we don't count off for normal wear items that are replaced with period correct items, such as belts, hoses, clamps, battery and tires. That's the same as the guidelines for class judging.

Also, I encourage any owner to come by my HPOF CJE (Continuing Judges Education) presentation that I give at any meet following the Judges Breakfast. At the Hershey meet, the CJE's are presented immediately following the school on Friday afternoon. I'm always happy to clear up the mystery...

If you're not sure if your car will "make it", I encourage you to bring it to a meet and let us have a look at it. If we're unable to certify your car, we'll point you toward DPC (Drivers Participation Class) or class judging.

See you out on the road.



AACA Youth Scholarships

By Earl Mowrey

If you have children or grandchildren nearing college age and need money to make this happen, this article is for you! AACA has three programs with the full details and forms under the Young Members tab on the AACA website; www.aaca.org. These cash awards are available to any AACA member, child or grandchild of an active AACA member in good standing for at least five years. Applicants must be no more than 25 years old.

The AACA Automotive Technology Scholarship is a cash award to a student currently enrolled in an institution of higher learning leading to a degree in antique automotive technology and/or restoration.

The AACA Young People's Award. The applicant must be nominated by a Region or Chapter of AACA. This is for a child or grandchild who has been accepted or is enrolled into an accredited institution of higher learning- either a four year college leading to a bachelor's degree or a two year vocational program leading to a degree.

The AACA Scholarship is an award to any AACA member, child or grandchild who has been accepted or is enrolled into an accredited institution of higher learning- either a four year college leading to a bachelor's degree or a two year vocational program leading to a degree. Applicant must be no more than 25 years old.

Apply now

Applications are due by
December 1st!



**Here's an Opportunity to
Promote your AACA
Region or Chapter!**

**By Wayne Burgess
VP National Activities**

As National Activity Chairman, it is my duty to make sure that our members have plenty of AACA national meets and tours to attend each calendar year. I'm happy to announce that 2016 is complete and members will have plenty to do. We are working on 2017, and I thought the Winter Meet was locked in, but that region is now considering a tour instead of a meet, which is fine. The good part of this is that you southern regions now have a chance to host a Winter Meet in your area. (Sorry Minnesota and Michigan, we will save yours for the summer months)

So, please consider having an event in your area. It will bring your club closer together and have other AACA members talking about what your region, chapter, or even state, has to offer for years to come.

Try it, you'll like it!



**Some of the cars at the 2008
Annual Grand National Meet**



**Somewhere Southeast
of Laramie**

By Myron Smith

**VP Regions Development -
Central Division**

My favorite brand used to use the slogan "See the USA in a". I am most fond of the American West and I like advertising slogans. Thus the 1923 Jordan ad "Somewhere West of Laramie" has struck a cord with me since I was a child. Or, maybe I'm still a victim of slick advertisers. Phil Roberts of the University of Wyoming history department states that image advertising sells merchandise.

Ned Jordan is considered the first to use image advertising to sell his Jordan Playboy. Jordan wasn't just selling an image of wild and free. The ad was born while he was on a railroad trip to the west coast and saw a girl on a galloping horse acting like she was racing the train. When he asked where they were he was told "Somewhere West of Laramie" This became a magazine ad and it did sell cars.

Even now the West congers up images. You don't see a Dodge Pittsburg, but you do see a Dakota, a Laramie, and a Durango. OK there are a few exceptions as the Chrysler New Yorker and a Kaiser Manhattan do come to mind. But Chevrolet has used Cheyenne, Colorado, Silverado, Scottsdale, and Malibu. Chrysler has used Aspen and GMC the Yukon, Denali, and Sierra. There's even a Tacoma, Tucson, and Santa Fe. All of these conger up the images of the great American West.

Barb and I like going to different places for AACA Meets and enjoy the places that only the members of local Regions and Chapters who host those events know of. We have seen a lot of the USA (in our Chevrolet), thanks to AACA!



AACA - Who? What?

By Mary Bartemeyer
VP Public Relations

If you stroll down the street in your town and ask someone “What is AACA?” would they have the slightest idea what you are talking about. I doubt it. We are the premiere Antique Automobile Club in the nation and many people and prospective members don’t know who we are or that we even exist.

Through the years we have enjoyed the benefits of AACA through our meets, our tours, and the true friendships that have endured. But now it’s time for new generations to discover that joy. We must get our message out that there is a national Antique Automobile Club of America with regions that support the restoration and preservation of our motoring history.

Every year at the National Meeting, the balconies are filled with banners from many of our regions. When you go to local car shows are those banners going with you to be displayed? Do you have literature with you to promote your Region and AACA? When you drive through parades do the spectators know that you are a region of the AACA?

There are great advertising tools available from National Headquarters that you can carry in your glove box to hand out to potential members. In the near future we will be sending each region a “Tool Box” that will give you hints on how to get the word out. But our greatest tool is our membership.

Let’s encourage our members to make AACA a household name. Be proud of its heritage and help it continue well into the future.



Develop relationships with non-AACA clubs and local community

By Bernie Golias

VP Strategic Planning, VP of
Library & Research Center

I am writing to the regions and chapters this time from a strategic planning view. We’re all generally interested in building the club by sharing the benefits, especially with other car enthusiasts, collectors, owners etc. However, there are a lot of other opportunities that pass by daily that we could tap into and grow the club.

One specific strategy would be to improve relationships with non-AACA clubs and local communities through joint activities. The objective would be to enhance and provide collaborative activities for enjoyment with non-AACA members and the general public through close communication with AACA Regions and Chapters.

Has your region or chapter ever thought of collaborative joint events that may satisfy interest in the community, e.g. holding an AACA event/car show with non-AACA clubs, your local museums, hospitals and businesses? These shared marketing opportunities may help develop rapport with the community leaders and professionals and could allow the opportunity for dual marketing processes through periodicals, newsletters and various types of media and mediums. Thus allowing the club and its partner to be more visible and proactive.

It is a well known fact that the general public (community) enjoys participating in events that have a rewarding cause i.e. a car show to raise money for the kidney, cancer or diabetes foundations. Exposure is created and potential memberships too. I would start by selecting your representative within your group to communicate with each non-AACA group and community partner and to coordinate an event. If each region and chapter would select a scheduled event once a year with their community partner the team effort could bring lasting results and additional members.

Please contact me if you’d like to discuss some additional strategies at berniegolias@aol.com . I look forward to hearing about some of your ideas.

AACA's National Headquarters serves as the hub for the operation of AACA. Seven full-time staff members handle the administration of the Club including the publication of ANTIQUE AUTOMOBILE magazine, the country's foremost automobile historical publication.

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Anyone on the staff is ready to help you with a problem or a question. However, the list below identifies some of our staff's primary areas of responsibility:

Pat Buckley: pbuckley@aaca.org accounting, meet program, membership program and internet concerns

Karen White: kwhite@aaca.org membership, meet request forms and merchandise

Lynn Gawel: lgawel@aaca.org vehicle awards, I Got a Member Program, meet request forms and Region and Chapters



EVENT PLANNING – MEET AND TOUR DEVELOPMENT

**By Marty Roth
VP Event Planning & Development**

As a member who enjoys driving tours, as well as attending, showing, and judging at Meets, I can share with you that we have many Regions and Chapters who have repeatedly hosted great National Events. Many of you live in areas where we haven't yet had a chance to discover the advantages, natural beauty, and hospitality which you enjoy. Please consider getting with a few of your local members to say: "We can do that – and probably make it even more interesting!"

As VP-Event Planning, Meet and Tour Development, one of my opportunities is to visit with folks like you, who haven't yet pulled the trigger to step forward and volunteer to show off your area to the membership of AACA. Your area has lots to offer! Why not string together several of the One-Day Tours your club had done to create a National or a Divisional Tour. Plan to host a National Meet. You'll be amazed at how much support is available from us at National Headquarters. Even the newest and smallest clubs can do it. Just ask the folks in Houma, Louisiana who are hosting this year's Central Division Fall Meet (and please consider attending for the fellowship, the great weather, and the fantastic food).

Our calendar covers planning stages for five years in advance, and many events and times are available. Step up and be a part of our future. You'll be amazed how many other old-car folks you'll enjoy along the way. Also consider co-hosting an event with another local or national club. The cross-over can only strengthen both clubs, and many street-rodders also own original type vehicles.

So, please look at hosting an event in your area. As my friend Wayne Burgess says, "It will bring your club closer together and have other AACA members talking about what your region, chapter, or even state, has to offer for years to come".

Also, on the recent Glidden Tour in Oklahoma City, I ran my vapor locking Caddy on 10% diesel and had no more problems, but I did kill a few mosquitos along the way!

AACA Members enjoying a Ferry Ride on the 2011 SE Divisional Tour

