

SUMMER  
2016

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

**THE RUMMAGE BOX**

IS THE OFFICIAL PUBLICATION  
OF THE PUBLICATIONS COMMITTEE OF THE  
ANTIQUE AUTOMOBILE CLUB OF AMERICA

**Matthew C. Hinson, Editor**

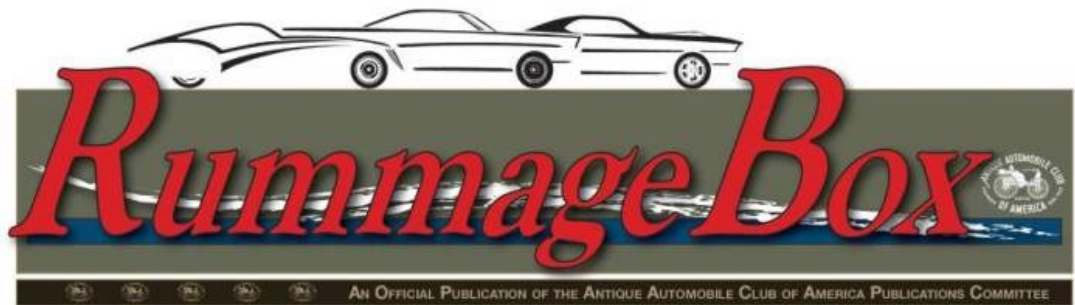
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A Publication of the AACAA Publications Committee



**Touring  
and a Tribute to  
Martin Milner**  
  
By Myron Smith

Many of the television programs of the 50’s and 60’s were westerns. Drifters and cowboys were often the plot. Shows such as “Have Gun Will Travel,” “The Lone Ranger” and my favorite western “Cheyenne” are three examples. However, one of these drifter shows set in the current time of the ‘60’s was “Route 66” which aired from 1960-1964. It starred Martin Milner and for most of the series George Maharis. Two guys and a new Corvette traveling across the country working odd jobs and usually finding a problem to fix or a damsel in distress. I do not know how much the show actually influenced my young mind, but I thought enough of the show to keep the TV Guide magazine which featured the duo on the cover for all these years. The show’s allure for this youth had a lot going for it: seeing different parts of the country (even if it was in black and white) a Corvette, a Chevrolet sponsor for much of the series, and a snappy Nelson Riddle theme which I can still hear in my head. I even had a 1/25 scale luggage rack, suit case and bed roll on the back of my model Corvettes as I traveled in my make believe world around the living room floor.

What I remember of the writings about the show from when it was aired, the filming was a grueling process with most scenes being shot on location. I also recall that in reality, Milner traveled with his family in a station wagon while the show was being filmed with his wife and 5 children. Milner was the one who remained on the series for its entire duration. For a while after Maharis left, Milner traveled alone before Glen Corbett was added as a new traveling companion near the end of the series.

Although the show was called “Route 66,” the duo were rarely on the US Highway 66. The highway nicknamed ‘the mother road’ was the most direct route between Chicago and Los Angeles. It has been a famous road and one about which much lore still exists. Much of the road can no longer be found as it was replaced by Interstates. Tourists do travel as much as possible the original route just for nostalgia sake (where it can still be found). Many signs have been erected to advertise ‘Historic Route 66’.

I noted with sadness last September the death of Milner, but was not aware that the show might have affected others in the same way until I read the excellent essay in “Hemmings Classic Car” by Jim Donnelly (December 2015). He also enjoys cars and traveling by car.

I wonder how many of us who ‘tour’ were influenced by this TV program and are now ‘touring’ in our antique vehicle - even if we don’t have a Corvette.

Thank you Mr. Milner – A man I never met.



## Editor's Note

**Matt Hinson**  
Rummage Box Editor

This is my third edition as the editor of the Rummage Box. I am learning more and more about the technical challenges of combining articles from different sources and different software formats into a document in Microsoft Publisher and then converting the final publication into a pdf document. Probably many of the readers of this publication are more experienced editors than I am. I understand that at least one of you has had some problems with some formatting issues with some articles when attempting to copy and paste text from the previous issue. I will do my best to solve these problems. If you see a problem, please let me know so I can do my best to improve this publication so it can better serve you.

In addition to serving as the Rummage Box editor, I am also an evaluator for the Newsletter Achievement Awards Program. This year's evaluation process has been changed slightly. In the past, a copyright violation cost a significant number of points. This year, a copyright violation results in that entire issue being disqualified. The most common copyright infringements that I have seen have been with publishing jokes and recipes. If you are going to publish jokes and/or recipes in your newsletters, please make sure that you obtained permission from the original source of the material and properly attribute the source of the material. I really hate to see any newsletter disqualified due to copyright issues.



Some of the cars parked at the North Carolina Transportation Museum on the 2016 Sentimental Tour



## Marque, Mark, Marquee, or Marquis?

**By Lars Anderson**  
VP Membership

I recently used the word *marque* in a survey questionnaire. I had a person experienced in the Ford hobby review the survey. He asked me what the word *marque* meant. It was used in the question "how many *marque* clubs do you belong to?" It reminded me of the experiences I've had with this word. It's pronounced 'mark' and when I first encountered it, it was verbal. At that time in history there was a Lincoln Mark II automobile and the owner, knowing I was interested in cars asked me what *marque* club I belonged to. It was made even more perplexing because I was driving a Mercury Marquis. Did that have something to do with the term? How do the dots connect between all these spellings and pronunciations?

There are new comers and old timers who may not know that the word spelled *marque* is pronounced mark, not "mar-key". It means brand, such as Chevrolet, Harley Davidson, Chris Craft. At times *marque* is confused with other word spellings such as *marquis* which is an important French society term and sometimes used as an actual title, *marquee*, which is the bill board sign advertising an event such as a movie, and *marquise* which is a woman of rank.

It would be remiss to not also report that the word *marque* is used in the US Constitution Article 1 section 8 wherein the congress is empowered to "declare war, grant letters of *Marque* and Reprisal". As such it was "a license granted to a private party to fit out an armed ship to plunder the enemy".



1981 Mercury Marquis photo posted in AACA Photo Gallery by Lawrence Evans.

Used with permission of Mr. Evans.



## Oh No! Strategic Planning!!

By Bernie Golias, VP of Strategic Planning and Special Projects

Why are some people afraid of the term “Strategic Planning” and why do many people have a hard time sitting down and writing out a plan, or better yet a strategy? Maybe it’s because they do not understand the basic definition and think “Strategic Planning” is a highly complex intellectual process that only our military or some large organization can implement. However, we all use it to some degree everyday by setting a goal. According to Merriam-Webster, a strategy “is the skill of making or carrying out plans to achieve a goal.” And what is a goal? A goal is “something that you are trying to achieve.” The goal of the Antique Automobile Club of America is **“To be America’s Premier Resource for the Collector Vehicle Community.”**

On a national scale, the strategic planning committee set up three main objectives that are important to help us achieve our goal. The first is to increase membership, second expose the club through marketing efforts and third develop regions and chapters. We have several strategies in play to develop these objectives.

So how can you structure a strategy to achieve your goal? The first step is for your chapter or region to define its purpose or goal; the “why” your group exists. Then start by writing out your group’s specific strategy or strategies (there can be many to work from) to help achieve the goal. And keep in mind there is “only one goal” your reason why your organization exists or its purpose. Start with one sentence, e.g. “Strategy number one is to increase membership by two percent by January 2017”. To simply state “to increase membership” is not a strategy, it is a concept. Then list the tasks, specific “actions” that will help accomplish the strategy, determine who in your organization will be held accountable to make sure the group works toward getting the job done and by a specific date. I use a grid chart to develop an action plan. It helps breakdown and summarizes all aspects of the strategy, i.e. the goal, the objective, the tasks (what) accountability (who) and time frame (when) it will be accomplished.

Still sounding complex and over the top? Believe me it’s not. However, if you need some additional insight into helping your group achieve its goal, write me at [berniegolias@aol.com](mailto:berniegolias@aol.com).

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## Information Needed Regarding Deceased AACA Judges

By: Don Bohne  
Judges Honor Society Liaison  
to the Judging Committee

A plaque will be displayed at National Headquarters in Hershey PA listing all deceased National Judges that accumulated 100 credits or more during their judging career. The AACA National Judging community, which has existed since 1968, has accumulated several thousand members. National Headquarters is not always notified when a member passes away and so we would like to enlist the help of every AACA Region and Chapter to send us the names of any of your deceased Region and Chapter members that were National Judges.

The plaque honoring these deceased members will carry the AACA logo and the following statement:

*“AACA Judging standards today are what they are because of the dedication and commitment to judging excellence provided by those National Judges listed below.”*

Each judging chip on the plaque will list the judge’s name, city, state and number of credits.

Please forward the information to:

Don Bohne  
PO Box 1567  
Crosby TX 77532  
Or email: [dmbohne@aol.com](mailto:dmbohne@aol.com)

Thank you.





## Revised Military Sponsorship Program

By Bob Parrish  
AACA 2016 President

The number of memberships are limited by the funding available. Applications should be mailed to, and questions regarding this program can be directed to:

Holly Forester LTC (ret.)

1225 Smokey Mountain Trail

Chesapeake, Virginia 23320

foresterh@yahoo.com

I would like to inform our members that the Military Sponsorship Program has been revised by your AACA Board of Directors to include ALL Military Veterans regardless of years of service as previously stated.

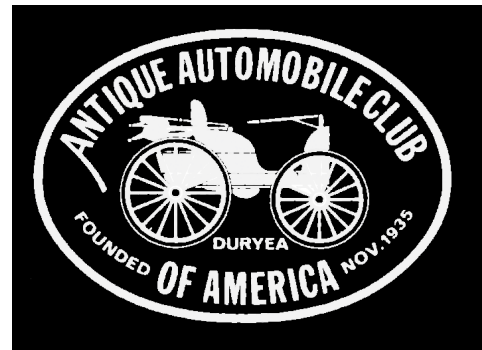
The Board is pleased to recognize the Military veterans that have proudly served to protect our homeland and freedoms.

More information on this program and an application can be found on the AACA home page under member information, and drop down to Military.

These complimentary current year memberships are for first time AACA applicants and are limited by the funds available for this program. These complimentary applications for membership are intended for individuals who have a genuine interest in the antique Car hobby.

**For More Information Check it out at:**

[http://www.aaca.org/images/pdf/AACAMilitarySponsorshipApplication\\_2016.pdf](http://www.aaca.org/images/pdf/AACAMilitarySponsorshipApplication_2016.pdf)



## AACA Military Sponsorship Program



Bob Parrish poses with Norfolk & Western Steam Engine 611 on the Sentimental Tour at the NC Transportation Museum in Spencer, NC





## Stop the Presses

By Mary Bartemeyer,  
VP Publications

As VP of Publications, I have the privilege of reading more than a hundred newsletters each month. Your Editors put forth a lot of effort to keep your club informed with news from the National, local auto shows, a calendar of current events, and great articles and pictures from your clubs activities plus up close and personal articles about your members. It is a big job and many of the Editors are struggling to come up with input for your publications. One of acceptance speeches that I remember quite vividly is from our Past President Tom Cox. He asked the audience at the National Banquet how many had taken held office in their local region. He also asked how many of us had helped with a National Meet. Well now I am asking for your help with our publications.

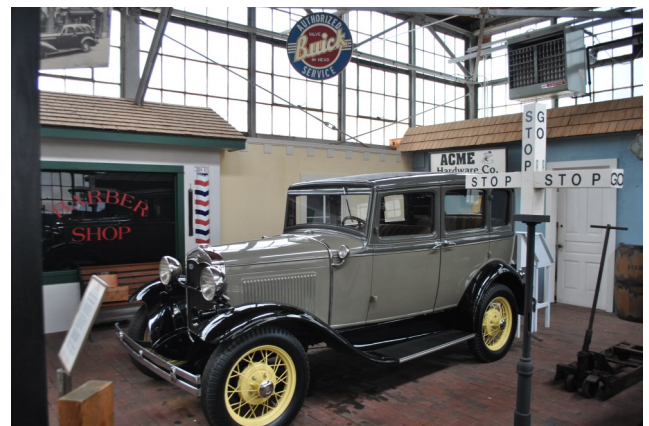
How many of you have submitted an article to your local Editor that was published in your newsletter? Each of us has a story on how we became a member of the AACA and your Region. We each have a story on why we bought that special car that we cherish. Even more important we have those special stories that make us chuckle about our car or local club. One example is when one of our members had a flat, the tour stopped and it was found that the tire had a nail in it. The nail was removed and laid on the running board. After the tire was changed we continued on. As you can guess, the nail fell off the running board and went right into the freshly changed rear tire. Yes it was funny at the time and our Region thought it was funny for a long time. Through our publications we need to put some hilarity in our Regions to entice new members and keep our current membership. The best way to do so is through our publications. Sometimes we put a solemn note to our hobby and fall into thinking that whatever has happened in the past will work in the future. New ideas, having fun, teaching our members and the general public about our hobby provide a basis for our continued success in the future.

Bottom line, have you submitted a story or anecdote to your local Editor? Have you helped with

some facts/specifications about your car that would increase the knowledge of your membership? If your newsletter is mailed, have you offered to help get it ready for mailing? Publications hold a club together. They are the backbone of each Region. Do you have Junior Members that have stories?

As important as this is, we cannot plagiarize information from any source without their permission. If they allow us to use that info we must acknowledge where it came from and who wrote the information. Newsletters that are part of our NAAP (National Achievement Awards Program) are scrutinized for copyright infringements and if that's found that whole submission is disqualified. Just because a member sees something on the internet that others would enjoy does not mean that it can be reprinted in a newsletter. We must make sure that permission is obtained for it to be reprinted in our publications. The internet is full of great stories but we must be very careful not to reprint them without acknowledging who actually wrote them.

Don't let your local newsletters fall by the wayside. Thank your Editors for doing such a great job and for those members who take the time to enhance their publications with submissions.



Photos from NC Transportation Museum from 2016 Sentimental Tour







## The People We Meet Along the Way

By Bob Parrish,  
AACA 2016 President

In my travels this year to AACA functions I continue to meet interesting members. Some are willing to share their stories about life experiences and their cars. While in Naples, FL I met a member that had an extensive background working at GM Styling. He was assigned to check windshield cards and give parking information to members entering the show field. I was handing out the traditional dash plaques, where this story becomes interesting. When certain GM cars were approaching us, he would make comments to me about styling cues and why it was done that way. I found this scenario very interesting for me.

I have met the original owners of show cars and listened to their stories about why the car was ordered that way and even how much they paid. Sometimes there are family vehicles that have been passed down through generations and now have been restored to pristine condition and are seeking one of AACA's coveted awards.

There are members that tell you their reason for collecting the vehicles they own, which is also fascinating. Then, there is name recognition vehicles, such as Al Mercer owning a 1922 Mercer and Bob Little owning three 1912 Littles, (the pre Chevrolet.), Reggie Nash owning several Nash automobiles and then there is Robert Gardner and his 1928 Gardner. I guess if there was ever a Parrish vehicle built, I would have to have one.

One fascinating member I met in Millville, NJ, Mr. Norman Schaut who had driven his 1910 Stanley Steamer to the show site on Friday. He offered me a ride, which I gladly accepted, being my first ride in a steam driven car. He drove this car 45 miles to the show and 45 miles back home. He truly represents the spirit of our rich 80 year heritage. He is a very interesting gentleman, with many hobby related stories to share. I was honored to present him with a 50 year membership pin.

Recently while touring in North Carolina, we had the opportunity to ride with participating tour members such as Charlie Steffy in a 1941 Studebaker, Richard & Judy Holmes in a 1956 Ford and Bill and Libby Adams in their 1952 Pontiac, all willing to give a couple of hitchhikers a ride. Where else would I have met these fine people other than at an AACA activity?

The cars bring us together, but it is the people you meet along the way that makes our organization the greatest of its kind in the world.

2016

## Sentimental Tour

By Matt Hinson, Rummage Box Editor



Matt Hinson's 1937 Century and Chip Rohr's 1938 Special at the NC Transportation Museum on the AACA 2016 Sentimental Tour.

At about 10 a.m. on Sunday, June 12th, my wife and I left our home in Wilmington NC, headed to Salisbury NC, for the 2016 AACA Sentimental Tour. The average high temperature for Salisbury for this week of June is 86 degrees. It was not an average week. As we drove the 200+ miles to Salisbury, the temperature climbed until it reached 95 degrees, certainly the hottest temperatures in which I have ever driven my 1937 Century.

The Sentimental Tour is open to cars manufactured between 1928 and 1958. I was driving our 1937 Buick Century. Prior to this tour, The longest distance that I had driven the Century was about 100 miles on a local tour. The weather was also unseasonably warm. The trip was made on major highways at speeds averaging a little bit over 60 miles per hour. The car performed well on the drive up, in spite of the hot weather. The temperature gauge stayed just slightly over 180 degree mark as we drove up. This was slightly higher than it normally shows, as it typically runs consistently at 180 degrees. I started the trip, without a full tank of gas as I expected we would be happy to have a reason to stop for a short break during the trip. A little over half way to Salisbury, we stopped for fuel. While stopped for fuel, the temperature gauge climbed up to nearly 200 degrees, which is not surprising after the engine is shut down after a long hot drive. The coolant in the engine block can become "heat-soaked" when it is no longer being circulated through the engine by the water pump. The coolant can boil, and the steam can pressurize the system, forcing coolant out of the overflow tube on the top of the radiator. The temperature gauge did not get to boiling, and no coolant was ejected. I checked the oil and discovered that I needed to add a quart since the push rod cover gasket had developed a slight oil leak. I cleaned up the oil in the engine compartment and added a quart of oil. While I generally run non-ethanol fuel locally, it was not an option at this location.

After a short stop, we resumed our trip. A short distance from the fuel stop, I noticed the engine starting to lose power. I quickly surmised that the heat soaked engine combined with gasoline containing ethanol was leading to vapor lock. I switched on my auxiliary electric fuel pump and within seconds, the car returned to normal. Without the electric fuel pump, I would have had to stop for the car to cool down. Buicks of this era are notorious for vapor lock, especially with ethanol containing fuels, due to the routing of the fuel line next to the engine. I used the electric fuel pump for much of the remaining trip to Salisbury.

We arrived at the Host Hotel without any further problems. For the rest of the week, I found non-ethanol fuel near the Host Hotel and never needed the electric fuel pump again.

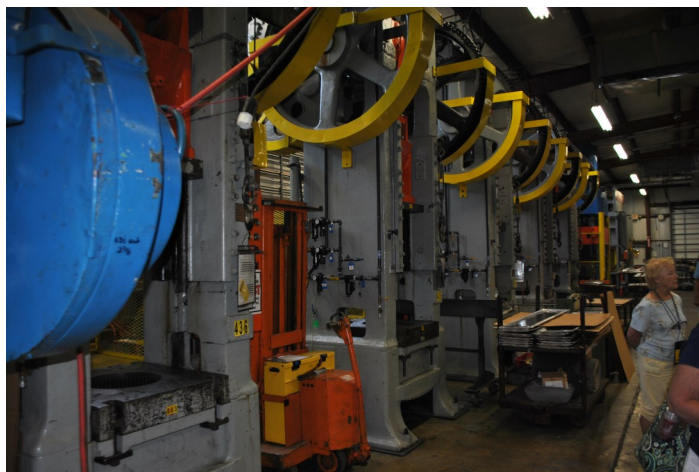
The tour began with an opening orientation dinner in the Historic Salisbury Train Depot. Like all the food on the tour, the Caterers did a fine job on this meal. On Monday, another hot day, we toured the Dennis Carpenter Ford Museum and Production facility. It was interesting to see how Dennis Carpenter started with one small table top press making knobs for his own car and now runs a huge facility employing 150 employees making all sorts of reproduction parts for Ford products of many years.

We had another great catered meal at the Dennis Carpenter facility. After lunch, we stopped and toured Autobarn Classic Cars and enjoyed dessert and drinks. Adjacent to this facility is the Depot at Gibson Mill Antiques Mall. Beverly and I skipped this venue and headed back to the Hotel to enjoy the air conditioning. Later that evening, we joined some old friends and some new ones for dinner at the Outback. Earl and Judy Beauchamp rode with us. On the way back to the Hotel, we decided to make a stop at a local ice cream parlor for dessert. We ran into AACA President Bob Parrish and his wife Dot at the ice cream parlor and had a nice visit with them.

Tuesday, a day with high temperatures of about 90 degrees, we drove over to Lake Norman and had a buffet lunch cruise on the "Lady of the Lake" cruise boat. After the cruise, we stopped and enjoyed an ice cream stop before returning to the Host Hotel.



Our Tour Guide shows us Dennis Carpenter's First Table Top Press



Some of Dennis Carpenter's Presses that are used to stamp hubcaps

Wednesday, another hot day, saw us visiting the NC Transportation Museum in Spencer NC. We enjoyed the various exhibits at the Museum and had a picnic lunch on the museum grounds. After lunch, we enjoyed a train ride around the facility.





The weather forecast called for scattered thunderstorms in the evening, but every time I checked the forecast, the expected time for storms seemed to change. We headed to Historic Downtown Salisbury for a display of our cars from 5 pm to 8 pm, with plans to walk to a downtown restaurant for dinner. Shortly after parking the car, the rains arrived. We got caught in the rain about half way to a restaurant and got soaked. When we got to the restaurant, there was a sign indicating that they were "closed due to a family emergency". Since we were soaking wet and nobody was going to be looking at the car display we decided to leave. We found a good barbecue restaurant about a mile from downtown and enjoyed our dinner while we were drying out.

Thursday evening we went back downtown and enjoyed dinner and ice cream at Spanky's Homemade Ice Cream & Deli.

Friday, the weather was even better than Thursday. The day started with the Historic Salisbury Trolley Ride. The trolley picked us up at the Host Hotel and we learned more about Historic Downtown Salisbury. After the Trolley Tour, there was an optional tour to Mocksville, NC. Beverly was not feeling well, so we skipped the Optional Tour. Friday evening, we returned to the NC Transportation Museum for a casual catered closing banquet held in the Roundhouse of the NC Transportation Museum. As we arrived at the Museum, we were treated to 1950 Streamlined Steam Engine J611 being operated on the rails at the Museum. I was able to get some good photos of this rare Steam Locomotive.



Thursday was a day with slightly more moderate temperatures and we enjoyed driving to Gold Hill, NC, a restored nineteenth century Gold Mining boomtown.

After touring Gold Hill, we drove over to the Morgan Ridge Vineyards and Brewhouse where we were treated to another wonderful catered meal.

Saturday we got up early and drove home in the best weather of the entire tour. The weather was cooler and I took a more scenic route home on some less traveled highways. The entire trip was great until we ran into our first major traffic congestion of the week... due to construction in the last few miles between Leland and Wilmington.

I am quite pleased with the car's performance on the tour. We covered over 700 miles over 6 days with temperatures between about 80 degrees and 95 degrees, with most days being over 90 degrees. During the week, I had to add some oil from time to time due a push rod cover gasket leak but I never had to add any coolant to the radiator.

More photos from the tour can be viewed at:  
<http://forums.aaca.org/topic/267989-2016-aaca-sentimental-tour-salisbury-nc/?page=3>

