

FALL  
2019

**“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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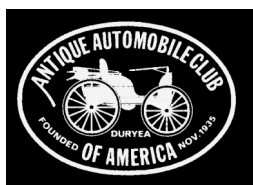
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A Publication of the AACA Publications Committee



**AACA Membership  
Must Grow!**

**Mel Carson  
2019 AACA President**



**Learn Something New**

**Mark McAlpine  
AACA Chairman CJE**

The Antique Automobile Club of America membership must grow! Every current member has the opportunity to bring in a new member to AACA now! One of the best methods to bring in new members is to talk with them in person. When driving your antique car to fill the gas tank, attend cruise-ins or shows - folks at all times want to look at your car and talk with you about it. This is a good opportunity to tell them about AACA and all it offers to the antique car enthusiast. Please let them know, that to be involved, all AACA members do not have to own a pristine show vehicle. (In fact, AACA members don't have to own an antique vehicle at all.) This is a message to convey to any prospective new AACA member. A Drivers Participation Class (DPC) vehicle is a vehicle that has a place on the show field but is perfectly suitable for driving and touring at the same time – including air conditioning and radial tires. The AACA organization includes a great antique car magazine, about six to eight car show Nationals spread around the country, a Grand Nationals event each year, and usually about four Touring events each year. Library resources are offered to members who can obtain research and restoration information on possibly any vehicle every produced. The new AACA headquarters facility now under renovation in Hershey will include an enhanced state-of-the-art automotive research library to benefit all aspects of the hobby. Explain these advantages to a car person and they will be a great candidate for membership in the Antique Automobile Club of America and help keep alive our organization!

Continuing Judges Education (CJE) is designed to expand the knowledge of AACA national judges and to improve and maintain the consistency of judging on AACA show fields. Experienced judges share their subject matter knowledge with other judges through CJE lessons at Nationals. AACA judges receive one judging credit each year by attending a CJE lesson that year and may earn an additional credit by attending a second CJE lesson any year they reach a judging milestone (i.e., 5 credits, 10 credits, 25 credits, etc.).

Members are encouraged to participate in more than one CJE lesson a year. Although no extra credits are earned for attending extra lessons, judges can expand their knowledge in other subject areas by attending extra CJE lessons.

Members are also encouraged to attend different CJE lessons each time. If you've taken the same CJE twenty times, chances are great that there's very little new information you're going to learn by attending the same lesson a twenty-first time. Learn something new by attending different CJE lessons. Start by reviewing the basics and take the "core" Exterior, Interior, Chassis, and Engine CJE lessons. Better understand the judging process by taking the Apprentice, Documentation, Judging Administration, and Professionalism in Judging CJE lessons. Expand your subject matter knowledge by taking one of the 20+ specific CJE lessons offered such as Brass Era Vehicles, C2 Chevrolet Corvettes, First- & Second-Generation Ford Mustangs, Military Vehicles, Motorcycles, Race Cars, Sports Cars, etc.

Help improve and maintain judging consistency on the AACA show field by taking a CJE lesson at every AACA Nationals you attend. Learn something new by taking a different CJE lesson each time.



## Editor's Note

**Matt Hinson**  
Rummage Box Editor



## AACA is...

**Mel Carson**  
2019 AACA President

Welcome to my 15th issue as Editor of the *Rummage Box*.

I still have my 1938 Buick Century project in the garage, but have to admit that it has been sitting basically untouched for months. I have been waiting on an appointment for an experienced metal repair guy to do some door skin repair and rocker panel repair. I am happy that I am scheduled to drop the car off with him in the near future. While I am sure I would prefer to pay a skilled worker to do that work instead of trying to do it myself, the waiting has been difficult. As soon as the metal repair and paint is done, I expect to see the project coming to a conclusion fairly quickly. If you want to see more about this project, please check it out on the AACA Discussion Forum at: <https://forums.aaca.org/topic/297623-1938-buick-century-model-61-four-door-touring-sedan-trunk-back/>.

While the 1938 Buick project will hopefully be getting back on track soon, I am enjoying the slightly cooler weather here in Southeastern North Carolina. It seemed that Summer did not want to end here this year. Now that the temperatures are a bit more Fall like, I am driving my 1937 Buick Century more often. I don't seem to like cooking very much so we go out to lunch and dinner probably more often than we should. It does give me a chance to enjoy driving my 1937 Buick and engaging in conversations with others about the car, the hobby, and AACA on a regular basis. Whenever I park the Buick, people seem to be naturally attracted to it and want to talk. I typically get approached with questions about the car at almost every stop. Between lunch and dinner trips and other local trips, I get to spread the word about AACA to many people each week.



A photo from one of my more unusual local trips with my 1937 Buick to pick up a Christmas Tree a few years ago.

**The Antique Automobile Club of America is: "America's Premier Resource for the Collectible Vehicle Community and America's Automotive Library and Research Center."**

The purpose of the AACA is the perpetuation of the pioneer days of automobiling by furthering interest in, and preservation of antique automobiles, by promoting sportsmanship and good fellowship among all AACA members. The AACA exists to support the mutual interests of its members. It provides a comprehensive activities program that is available to all members and their families. The public is encouraged to take an interest in the organized activities, meets, and tours and become members of the AACA.

AACA membership must continuously grow to maintain a viable organization. Every AACA Director and AACA member is encouraged to constantly seek out new members for AACA. AACA must always publicly promote the organization with every method possible to maintain the position of preserving antique automobiles.

A crucial development is the new AACA National Headquarters and AACA Library & Research Center located in Hershey, PA. This facility, when occupied in mid-2020, will provide operational space for the AACA staff, including meeting areas, a loading dock, material storage, and parking. The new Library & Research Center will have the latest technology available for a modern library to support research and restoration efforts. Additional financial support is essential to complete the Capital Campaign Vision for the new facility.

The AACA publishes several different types of periodicals and documents including the **ANTIQUÉ AUTOMOBILE** magazine and the *Rummage Box*, *Wheels*, *Speedster*. A comprehensive AACA website is also accessible for use. The AACA achieves its vision and objectives through the collective resources of its international membership. Regions and Chapters support the interests of the members on a local basis. AACA members, directors, and officers are expected to maintain the highest level of relations with the community at large.

It is the desire of the AACA to do everything possible through the directors, officers, national office, publications and the Library and Research Center to aid individuals, museums, libraries, historians, scholars and collectors dedicated to the preservation of antique automobiles and automotive history.



## Publications Update

By Dave Anspach  
Vice President - Publications

With the end of the car show season in the North, the season in the South is just beginning. Many of the southern regions just begin holding meetings in the Fall and as such, their newsletters become more lively and interesting. For those that don't know, that is taken into account by the Publications committee and they allow for scoring of those newsletters in order to take advantage of the "best" newsletters for those regions.

My pet project, "AACA TRAVELS WITH FRIENDS" has been officially embraced by the board of directors and assigned to me for completion. I am asking all newsletter editors to get the word out that this is something that is coming. The idea is to come up with a person to person method of communication for members that are traveling for whatever reason so that they can plan in advance with local knowledge and have that same local knowledge to use in case of an emergency. It is to be a voluntary "opt in" so anyone who doesn't want to be part of it for whatever reason does not have to sign up. We are still toying with how to get the initial "buy in" by members. That is, how do we get the initial sign up going?

The newsletter judging for 2019 will have ended for the year by the time you read this. There was a vast improvement in the quality of newsletters this year. Although I don't have any results, I am predicting an increase in the number of master editors. Everyone deserves a "pat on the back" for the hard work they have done. As I have said many times before, the newsletter is the glue that holds a region together. It is, in many cases, the only communication that many members get about their region. The hard work done by our editors to keep that communication flowing can not be praised enough!!

That being said, I want to emphasize to every member the importance of contributing to your region's newsletter. Any article you write makes your editor's job easier and the region stronger. Stories about your car, auto history, travels, tours, shows, restorations, etc are of interest to the members of your region and make for a better newsletter. Don't worry if you aren't a good writer! Your editor will, with your permission, fill in the story, correct grammar etc., to make it a thing of beauty. DON'T FORGET PICTURES, they make a story more complete. Please don't hesitate to chip in, your editor and your fellow members will thank you!!



## Why Is the New Building Important?

By Stan Kulikowski  
Vice President - Regions  
Eastern Division

By now, I'm sure that everyone has heard about the new building and the capital campaign. As of Hershey, we are about 70% of the way to reaching our goal.

First, we are the largest resource for preserving our automotive history. Our resources do us no good if they are packed away in a dark corner. Our current building and library does not have the space to have all of our materials accessible for research. For some time, I stored some of the materials from the Vintage Chevrolet Club of America in my garage until some space was made available. These materials need to be made available to all of our members to aid in their restoration projects.

Second, we all know that the internet has become a great source of information. But it is also a great source of Misinformation. I have lost count of how many people have claimed to have owned a 1970 or 1970 Monte Carlo SS454 with a factory 4-speed. There are internet articles that claim that these cars exist, but none of the factory literature supports this claim. Anything can be put on the internet. Also, I'm sure that in your restorations the "experts" have told you "urban legends" of how cars were built and what, in their minds was correct. The only way to truly support the claims is with hard research that our library and its vast collection of factory material can support.

So how can you help? The last 30% is critical to us successfully complete this project. Talk to your regions about making a donation from the region. If every member chipped in, we would be able to quickly achieve our goal. This is YOUR resource ... YOUR pride and joy ... YOUR way to give back to the hobby and preserve it for future generations. Don't let the automotive history be subject to revisionist history. Help us document how our cars were truly built. Please do what you can to support the capital campaign.





## Library Update

**Chris Ritter**  
AACA Library Director

The 2019 Fall Meet was a huge success for the AACA Library. On Tuesday of Nationals week we held our annual Yard Sale and raised more than \$14,000 in just three hours. Items sold were duplicates to the library's existing holdings and included sales literature, shop manuals, antique road maps, reference books and so much more. Hundreds of visitors visited the library during its regular Meet Week hours to request information and visit with old friends. On the flea market field, the AACA Library Bookmobile greeted visitors and ran a continuous-loop video of our future library in 3D rendering. On Friday evening, the library was awarded the Bradley Award from the Society of Automotive Historians. We are the first institution to ever receive the award twice (we first received it in 1992) which honors "the work of libraries and archives whose mission is to preserve motor vehicle resource materials.

From November through March, 2020, the Library Bookmobile will be on display at the Virginia Museum of Transportation in Roanoke, VA. Visitors seeing the Bookmobile will learn about the history and current offerings of the AACA and the importance of protecting our shared automotive heritage.

In the coming months the library will be very busy as we prepare to move to our new home in 2020. In addition, we will be launching a brand new online catalog system that will make searching easier and faster for our users. At our Annual Convention in February we will be hosting a Pinewood Derby challenge to all attendees. Participants will build cars to specification and race them on Friday evening. Look for more details in a future issue of *The Rummage Box*, *Speedster* and *Antique Automobile*.

**AACA LIBRARY  
& RESEARCH CENTER**   
"America's Automotive Library"

## 2020 AACA Annual Convention Save the Date!



The 84th AACA Annual Convention will take place February 6-8, 2020, in Philadelphia, Pennsylvania. Yes, you read that right! We have a new name for this annual gathering and celebration, but promise it will be the same great event you expect every year!

If you have never been to this event in the City of Brotherly Love, you are missing a great time. The trade show, car exhibit, educational seminars and the awards banquet are just a few of the highlights you'll experience during the long weekend.

**Registration materials and seminar information  
will be available soon.**

**We hope you will consider joining us for this very  
special event!**

## Trade Show Booths Available at AACA Annual Convention



Does your business want direct exposure to AACA members? Do you like selling your services face-to-face to hobby enthusiasts? Are you hosting an event in 2020 or 2021 that you want our members to know about? Then why not secure some booth space at one of the best AACA events of the year?!

Trade Show booths are 10 ft X 8 ft and only cost \$200. What a great deal to ensure that your brand is represented at the AACA Annual Convention!

[Click here for the registration form.](#)

If you have questions, please feel free to email [Judy Fischer](mailto:Judy.Fischer@AACA.org).



## Look to the West!

**Mark McAlpine**  
Vice President - National Activities

In the first nine months that I've been responsible for scheduling national activities, a frequent comment I've received, especially from AACA members in the Western and Central Divisions, is disappointment over the dearth of AACA national activities in the Western and Central Divisions. Members responding to the question I posted on the AACA Forum and asked in past issues of the *Rummage Box*—"Where do you want to see an AACA Nationals or Tour held?"—expressed that same sentiment. Many said they'd love to see tours in the Black Hills of South Dakota and Wyoming, a progressive tour from Reno through the Sierra Nevada mountains into northern California, more tours in the Midwest, a progressive tour from Detroit to the Gilmore Museum in Hickory Corners, MI, etc. Others said they'd like to see Nationals held in the Pacific Northwest, California, Colorado, Utah, Iowa, Minnesota, Ohio, etc. (I also received suggestions for great places to hold national shows or tours in the Eastern and Southeastern Divisions. I and the rest of the AACA Board of Directors are actively working all the suggestions we received.)

Our members are correct—and the AACA Board of Directors agrees with them: there aren't enough AACA national activities in our Central and Western Divisions. Every year from 2000-2015 we held at least 4 Nationals (Meets) and at least one National Tour (except in 2011) in the Central and Western Divisions. In 2016, we held 3 Nationals & 1 Tour in those divisions, 4 Nationals & 2 Tours in 2017, 2 Nationals & 3 Tours in 2018, and 2 Nationals & 1 Tour in 2019. (Beginning in 2013 the number of activities include the Central Spring Nationals held every year in Auburn, IN, which are hosted by AACA National Headquarters supported by the Crossroads of America Region.) As you can see, the number of national activities held in the Western and Central Divisions has been declining.

We're fortunate that some Central and Western Division regions/chapters are volunteering to host national activities. The Nebraska Region hosted this year's AACA Founders Tour and the Fallbrook (CA) Region is hosting the Western Fall Nationals in November. The Phoenix Region is hosting next year's Western Spring Nationals and AACA Founders Tour in Show Low, AZ, and the Tulsa Region is hosting the Central Divisional

Tour in Broken Arrow, OK. The Minnesota Region is hosting the 2021 Grand Nationals in New Ulm, MN, and the Mississippi Valley Region is hosting the 2022 Central Fall Nationals in Bettendorf, IA. (AACA Headquarters is hosting the Central Spring Nationals in Auburn, IN, in 2020.) I, the AACA Board of Directors, and all AACA members thank these regions for stepping forward and, of course, we also thank all those Central and Western Division (and Eastern and Southeastern Division) regions/chapters that have hosted past events and provided us such good times and memories.

37% of our regions and chapters are located in the Central and Western Divisions, yet we have great difficulty finding regions/chapters to step forward to hold a national activity in those areas. If you are an officer or member in one of our Western or Central Division regions/chapters, please talk to your fellow members and persuade your region/chapter to step forward and apply to host a future AACA national activity. In particular, we need regions/chapters to hold one of the national or divisional tours in 2021-2025 (especially the 2021 Glidden Tour) and the AACA Grand Nationals in 2023 and 2025. (We also need regions/chapters to host the Central or Western Spring and Fall Nationals in those years, too.)

AACA National will not let you fail. An experienced AACA Board Member will be assigned as your Liaison Director to provide advice, suggestions, and coordinate assistance. If your region needs help hosting the activity, we can provide a Chief Judge for a national show and a Registration Chairperson for shows or tours. AACA Headquarters can help you design your dash plaque and the ad for the *Antique Automobile* magazine, prepare the information brochure and registration form, even provide "seed money" if necessary. Regions like the Deep South Region, the Mississippi Valley Region, the Nebraska Region, and the Tucson Region have proven that small regions/chapters can hold successful national activities.

So, look to the west: there are plenty of beautiful places to see, interesting things to do, and fun to be had. We just need some Western and Central Division regions/chapters to step forward to host an AACA Nationals or National Tour so we can visit their home areas and experience all they have to offer.

Please email me at [mmmcalpine13@outlook.com](mailto:mmmcalpine13@outlook.com) if you have questions, need more information, or just want to talk about old cars. Thank you very much! I look forward to hearing from you and seeing you at a future AACA national show or tour.



## The Studebaker National Museum

**John McCarthy**  
Vice President - Endowments

Since 2013, AACA has held a National Show in Auburn, Indiana each May, including the Grand National in 2019. Auburn is an excellent location for a National Show as they are held in conjunction with an RM Sotheby's Auction, an automotive flea market and a numerous nearby attractions. These attractions include the Auburn-Cord-Duesenberg Museum, Early Ford V-8 Museum (recently expanded), National Automobile and Truck Museum, National Military History Center, Hoosier Air Museum and the Garrett Historical Railroad Museum.

What makes Auburn even more of an event is just getting there. Traveling from the East on Route 80/90 there are numerous automotive and transportation related museums not much more than an hour's detour and I have visited one or more each year on the Auburn trip. In Warren, Ohio the Packard Museum, in Kalamazoo, Michigan the Gilmore Museum, in Dayton, Ohio the Air Force Museum and America's Packard Museum, in Cleveland, Ohio the Crawford Museum, in Canton, Ohio the Canton Classic Car Museum, in Worthington, Ohio the Ohio Railroad Museum, and in 2020 I plan to visit the Age of Steam Roundhouse in Sugarcreek, Ohio.

In 2019, I traveled about seventy miles west of Auburn and visited the Studebaker National Museum. We had visited the Studebaker Museum in 1990 when it was housed in a Studebaker factory building and in 2005 after it moved to its new building. After fourteen years I thought it was time to visit again. The Museum is housed in a modern two-story building, and a basement which contains Studebaker built military vehicles, a nine-cylinder Studebaker built Curtiss-Wright radial aircraft engine, and Studebaker prototypes.

Studebaker began building wagons, sleighs and carriages in South Bend in 1852, electric cars in 1902 and gasoline powered cars in 1904. They were a major player in the automotive industry always trying to keep pace with the big three and were the largest independent producer of cars with peak production in 1950 of 320,000 vehicles. In 1963 production ended in South Bend and moved to their plant in Canada where Studebaker production ended in 1966. With such a large number of Studebakers produced they have really made it around the world---a visit to a car museum in Ushuaia, Argentina (tip of South America) that had all of four cars but they did have a South Bend built wagon c. 1890 and a military museum in Moscow had a 1940 Studebaker pickup truck converted to a rocket launcher.

The Museum is excellent. Not just Studebakers but other significant vehicles such as a 1933 Pierce Silver

Arrow, a 1937 Delage on loan from the Peterson Museum, a 1948 TATRA, a 1937 Stout Scarab, 1934 DeSoto Airflow, and several Packard's including the prototype 1956 Predictor and a 1957 Packard Hawk. Studebaker made other cars—the EMF, Erskine, and Avanti and during the 1930's made many extremely nice vehicles some of which are full Classics. The 1965 and 1966 Studebaker Larks were nice looking cars that you rarely see at an AACA show, and the prototype 1967 and 1968 were even nicer. The last Studebaker built, a 1966 green and white Lark is on display—a sad ending to fine marque. The vehicles are nicely spaced with descriptive placards. Many of the Studebakers are models you rarely see—the cars are in extremely nice condition and well cared for.

The Studebaker National Museum is well worth a visit.



## Antique Car Culture Exchange

**Bob Parrish**  
Vice President - National Awards

My wife, Dot and I had the very fortunate experience of meeting an English couple on a cruise last year. We were seated together for dinner for the entire cruise to Ireland, Scotland and a one day trip to Paris, France. Through conversations we discovered we were both antique car hobbyists. Phillip was very knowledgeable about American cars and we hit it off pretty well.

We invited them to our home in Virginia, and they came in the spring of 2019. We carried them to see private car collections that our Region members have and other interesting locations in southeastern Virginia. On the next phase of their vacation we carried them to Charlotte for the Southeastern Spring Nationals. They became AACA members and they served their Apprentice judging in Charlotte. While in Charlotte, we took them to see some private collections that overwhelmed them. We really enjoyed being hosts to them.

Upon returning to England, they sent e-mails asking us to visit them in North Yorkshire, UK so they could return the hospitality. So, in September we visited with them for two weeks and they took us everywhere, including a large local classic car show, the British Car Museum, the Morgan Factory and many historical places. I also gave the program for their local MG Club meeting on AACA history.

If people would only share their stories and interests, who knows how much fun you would have. These were some of the nicest people you would ever want to meet and there are plans to expand this cultural exchange further. Chalk up another positive experience for our hobby.



## They're Only Original Once

**Fred Trusty**  
HPOF Chairman

This is the 5th in a series of articles about original vehicles; Historical Preservation Original Features (HPOF) class. The 1st article was an overview of the HPOF class, the 2nd opened the doors and looked inside, the 3rd looked at the exterior, the 4th looked at convertible tops, trim, glass, wheels, tires, and now we look at the evaluation process.

The HPOF evaluation sheet is different from a class judging sheet. With HPOF there is only one evaluation sheet that the team captain fills out with input from the other judge(s) on the two or three person judging team. The sheet is based on a 30-point system with boxes for individual items that are checked for non-compliance. A copy of the evaluation sheet is on the AACA website under "Publications" and "Judges Guidelines". There is a column for the owner to check off any items that are known to be non-compliant and also a column that the judges use. One thing to note is that the judges don't automatically check a box in their column if the owner has it checked. The owner is under no obligation to check any of the boxes. All we ask for is owners to be honest.

There are two levels of awards with HPOF. The first level is the HPOF "Oval" which would be the equivalent of a First Junior award and the second and most prestigious level is the HPOF Original which is equivalent to a Senior award in class judging. Obviously, the bar is set higher for the Original level than that of the Oval. The sheet is set up so that an older vehicle has a lower compliance threshold as can be seen in the table below.

COMPLIANCE TABLE (Judges Use Only)			
	Thru 1931	1932 Thru 1959	1960 And Newer
HPOF Oval or Repeat HPOF	21-30	23-30	24-30
AACA Original or Repeat Original	26-30	27-30	28-30

It should be noted that there is usually some interaction between the team captain and the vehicle owner. The typical scenario is the team captain introduces himself and asks a question about the vehicle such as, "how long have you owned the car?" Most owners are more than happy to share any history with the judges. It's nice to hear the "it's been in the family since new" type of stories.

The judges walk around the car together, look at the engine bay, interior, exterior, and chassis and then step back and discuss what they saw. As with class judging, documentation might be requested. Many times an owner has purchased the vehicle as is and really doesn't know any of the history of the car. For example, the judges might feel that the car has had a total repaint but unless

there is evidence to support their suspensions, the benefit of the doubt goes to the owner. There are also scenarios where a very early car was probably repainted many years ago but the paint has developed a patina of its own to the point that the judges can't determine if it has been repainted or not. So the decision goes in favor of the owner.

There are too many specific scenarios to cover in a short article but if you have any specific questions, please feel free to contact me. My contact information is in the Antique Automobile magazine on the director information page.

Remember, they're only original once.



## Information is Easy to Get

**By Steve Moskowitz**  
AACA CEO

After all these years it is still surprising that many region officers do not realize that there are many tools at their disposal simply with a click of a mouse. If you go to [www.aaca.org](http://www.aaca.org) you will find a section for Regions and Chapters. It includes a series of dropdown boxes which will help you immensely. Many of your questions or needs such as forms can be found right on our website. Speaking of our website, it will soon be going through a series of redesigns. We hope to have some great new features for you there as well.

On our website you will also find our Policy and Procedure Manual. This manual is woefully out-of-date and will be overhauled in the next couple of months. However, it still contains a mountain of valuable information, especially in regards to our insurance coverage. Insurance questions are close to the number one reason our regions call national headquarters. Our bylaws are also attached to this section and they too are getting a massive overhaul in the very near term. This project has been delayed for a variety of reasons but we care confident that we will get it done soon.

Of course, your national office staff is here for you as well. You are always welcome to call (we do not screen calls and you can actually talk to a live person!), write or email us. We welcome the ability to serve you. One of the benefits to our membership is our national staff. They will always try to solve whatever problem or answer any question you have.

Of course do not forget our AACA Library & Research Center as you have 1 ½ hours of free research a year. It is amazing how many people get online and ask a question that can easily be answered by our staff of professional librarians.

So, do not get frustrated, there is help at your fingertips!