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

THE RUMMAGE BOX

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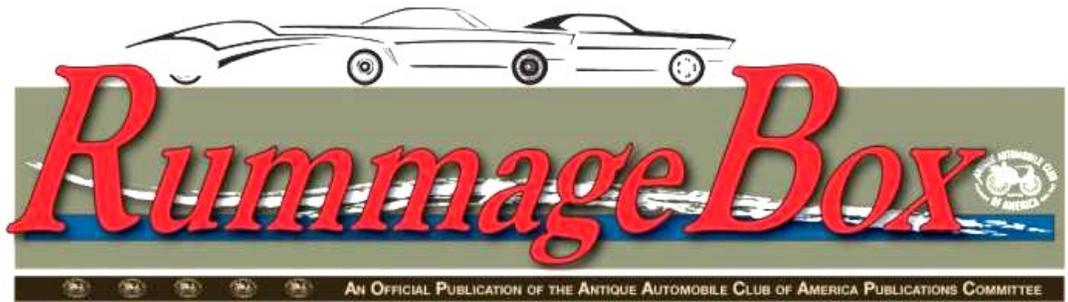
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A Publication of the AACA Publications Committee



**Membership is
Critical to Survival!**

**Mel Carson
2019 AACA President**



Free Memberships!

**Mark McAlpine
Vice President -
National Activities**

The Antique Automobile Club of America needs the help of each existing member to survive and maintain our organization for the long-term! Every member needs to bring in a new member to AACA now! Every organization that desires to continue to exist will evolve and change as needed to be appropriate for the membership. AACA has accomplished this over the history of the organization. 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. This is a message to convey to any prospective new AACA member. A Driver 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 library to benefit the hobby. Explain these advantages to a car person and they may be a great candidate for membership in AACA and help keep our organization alive!

Who doesn't like receiving free things? AACA Regions & Chapters have something of value that they can offer to people possibly interested in joining their local region/chapter and the national club—complimentary one-year memberships—yet only about 50% of our Regions and Chapters are taking advantage of them. So far this year, only 182 Regions/Chapters have used even one of the four complimentary AACA memberships sent to their Presidents.

Another great under-used recruiting tool is our Military Sponsorship Program free one-year memberships for military veterans. While the numbers have increased compared to last year—only 137 applications have been received so far this year (almost as many as received in 2018 and a few more than 2016 & 2017 combined). When you consider the millions of military veterans in our country, this represents a drop in the bucket.

Many Regions and Chapters complain about the difficulty in attracting new members. Take advantage of the free 1-year AACA memberships and AACA Military Sponsorship Program memberships and bring some new members into the AACA, then match these with a one-year free membership in your Region/Chapter. The next time you meet someone interested in antique vehicles, tell them about your Region/Chapter and our club and offer them a free membership. (About 60% of the people who join our club with a free membership renew their membership the next year—that's a pretty good return rate.) If your Region/Chapter President can't find the four free memberships they received or if you need more, contact AACA Headquarters. Military Sponsorship Program applications can be obtained from the AACA website or from AACA Headquarters.



Editor's Note

Matt Hinson
Rummage Box Editor

Welcome to my 14th issue as Editor of the *Rummage Box*.

I recently attended the 1936-1938 Buick Club's annual tour in Canton, Ohio. Between the trip up to Canton, the tour, and the return trip home, I traveled 1,502 miles in my 1937 Buick Century. The car is equipped with a 6 volt system and bias ply tires. The car performed well, proving that these cars are meant to be driven. On the way to Canton, I traveled mostly on Interstate highways. On the way home, I decided to leave the heavily traveled Interstates for most of the trip. I can tell you that Google Maps really takes the "avoid highways" setting seriously. My route included some interesting small roadways and lots of beautiful small towns. This made the return trip more enjoyable than the trip up. Before the trip, I rebuilt the brake system. After the trip, I have been busy with quite a bit of routine maintenance. I have replaced the fuel pump, rebuilt the oil pump and replaced the oil pan gasket. These jobs have solved a persistent minor oil leak on the car and increased the oil pressure from adequate to factory new levels. I also decided to drain and flush the cooling system, despite the fact that the cooling system performed well during the trip. I guess I feel that the car deserves every bit of maintenance that I can do after a successful week long trip of over 1,500 miles.

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 am waiting for an experienced metal repair guy to do some door skin repair and rocker panel repair. 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 is difficult. 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/>.



My 1937 Buick Century at the Canton Classic Car Museum



They're Only Original Once

Fred Trusty
HPOF Chairman

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

Convertible tops are another item that if not properly cared for can contribute to the deterioration of other areas. A leaky top can cause rust in the fender wells, floor boards, and other areas. The sun can take its toll on fabric so if it's dry rotted it needs to be replaced. If it's done so in a professional manner and with period correct materials, there should be no deductions.

What about chrome and stainless trim items? If the part serves the purpose for which it was intended, then it's ok to an extent. But, if that chrome bumper has holes rusted through and almost no chrome is left, then it's time for trip to the salvage yard. The same goes for badly damaged trim items.

If the windshield and/or glass is damaged or starting to have that foggy appearance, then it's time to replace it. If possible, use the correct glass for the era of the vehicle. Either way, there should be no deductions because glass is considered a safety issue.

And last but certainly not least is the controversial area of wheels and tires. The vehicle has to have the correct wheels and covers. Even though those nice Cragar mags on your '69 Chevelle SS are period correct, they aren't what the factory installed so there would be a deduction. And then there is the area of tires. If radial tires weren't available for the year of the vehicle, then that would also be a deduction. One sometimes confusing area is the 1972 to 1978 alpha numeric radials on American cars and light trucks. Most of these size tires are not available and using a bias ply tire would definitely be incorrect so a P-metric radial can be substituted in most cases by making a written request for exemption to the VP of Class Judging. Please keep in mind that proof of authenticity is the responsibility of the vehicle owner. When in doubt, remember these three things: documentation, documentation, documentation.

Remember, they're only original once.



Publications

By Dave Anspach
Vice President - Publications

It is well into show season and most of us are busy with showing our cars. It is also the middle of the year and that also means that those newsletter editors who want to get a midyear progress report, need to get those requests for evaluation in right away.

What a midyear review does is allow an editor to get an idea how they are doing. I will look at the scores of their newsletter reviews that have been done so far this year and let them know where their weak points are. Like getting a judging sheet from the VP of Judging, I will not tell you your exact score, but I will let you know what weak areas you have where you have been losing points. This should allow an editor to make changes in order to better their evaluation for the year.

Another area that I have been working on is a new program that has a working name of "AACAA Travels With Friends". The idea is to develop a directory that will allow an AACAA member who is planning a trip or already on the road to have a reference to use in the area where they are traveling. For example, say I am planning to go to Lancaster Pennsylvania. I will be able to refer to the directory and find a member in the area to ask about restaurants, hotels, attractions, etc. If also on that trip, I have car trouble or need a hotel in Charlotte, NC, I will also be able to ask a member in that area for help.

"Travels With Friends" would be a voluntary program to enter into, and would be a members only program. The idea presents a few challenges that I am trying to work out and would happily accept ideas and suggestions. First of all, it needs a way to get people started. How do we get signed on? Secondly, where do we keep it so it is members-only and confidential? Next, how do members contact each other? Finally, how much information should be included (i.e. in addition to phone, email, etc., should cars owned be included?)

Please send your ideas, suggestions, etc. to me at TMKLDWWJ@yahoo.com Thanks for your help!



What is AACAA to You?

By Kelly Adams
Vice President - Regions
Southeastern Division

What is AACAA to you? We all have stories to share. For me AACAA is my (other) family, I grew up in the club and have loved antique cars all of my life. My entire childhood involved old cars, car shows and the great friends we've made along the way. Our vacations were going to AACAA, Model A Club and Early Ford V8 Club tours and shows. Old cars have always been a part of my life. Some of you have only been a part of the hobby for a few yours, some of you are brand new. I can tell you that there are no better people than old car people!

Some of you have never been to a Nationals, some of you have never toured, still some of you may not have a local region or are not active in one. That is the beauty of this hobby, there is something for everyone. If you are not part of a local region or chapter, I encourage you to seek one out or start your own!

Other Directors and I are here for you; seek us out and if we can't find the answer, we will find someone who will! Share your passion, let someone have a seat or give a someone a ride in your car! It doesn't take much to ignite a passion that can last a lifetime!



Kelly Adams riding with one of her daughters in a VW Van during the 2019 Southeastern Divisional Tour.



Legislation

Marty Roth
Vice President - Legislation

Some of our best times have been with friends and old cars, and when you combine them, everything just gets better and better.

It seems like every time you turn around there is another attempt by a city, county, or state to legislate, or to limit our use and enjoyment of our old cars. That's where my job comes in – and where each of you can make a difference. As VP-Legislation, part of what I do is to try to follow legislative efforts which affect the antique vehicle hobby. Contact with our SEMA representative Colby Martin and the SEMA Action Network helps to maintain awareness of issues nationwide, as well as State-to-State.

You and your Region can step up and keep us aware of what is going on in your part of the United States and Canada that the rest of us may not know about, and how it can affect the hobby.

The hobby, with the support of many legislatures (<https://www.semasan.com/legislative-alerts-national/sema-applauds-introduction-congressional-resolution-recognizing-july-12>) just celebrated Collector Car Appreciation Day on Friday, July 12th. I hope that you and your Region participated in some way. Here in Louisiana, our many varied clubs had planned to converge on Baton Rouge to visit the Old State Capitol. Regrettably, Hurricane/Tropical Storm Barry made that impossible as much of the southern part of the state was shut down, and driving anything was discouraged. A follow-up event is planned.

I encourage you to look into the SEMA Action Network at this link <http://www.semasan.com>, and to subscribe to receive updates from them.

You are welcome to share, or to discuss legislative-related issues on our AACA FORUM: <https://forums.aaca.org/>



Square Car Tour

Bob Parrish
Vice President - National Awards

Have you ever participated in a square car tour? You may have and not known about it. Every spring our local Region organizes a tour that travels through the back roads in the country. A square car is defined by the general shape of cars of the 1920s – 1930s. The tour organizer usually leads because they have selected the routes, and detailed route instructions are passed out in case the tour becomes interrupted. The other participants are arranged by the oldest first and sometimes this is a Model T Ford. Other members with newer cars also come, but are placed in order by the car's age. The tour duration is about 50 or 60 miles, the pace is slower, but the waves from people along the way are gratifying.

The tour always ends at a pre-arranged restaurant for lunch. A good time of fellowship is had by all.

We always invite the local Model A Club to join us and guess what, the Region and AACA usually pick up some new members. Call the tour what you like, but "Square Car" seems appropriate to us.



Photo from a "Square Car" tour

Locations of Future AACA Nationals and Tours



Mark McAlpine
Vice President - National Activities

After being appointed as this year's Vice President for National Activities, I posted a question online in the AACA Forum asking where members would like to see the club hold future AACA Nationals and Tours. I also had an article in the Winter 2019 issue of the *AACA Rummage Box* asking the same question. I'm happy to report that I received a number of great suggestions from members, and thank each of them for their input.

I also asked regions/chapters to step forward to host future AACA national shows and tours, and I'm equally happy to report that a number of them contacted me for more information about hosting a national activity and several submitted applications to host a show or tour in 2021, 2022, 2023, and 2024. Two other regions said they are going to submit applications to host (one to host a Nationals in 2021 and the other a Nationals in 2022). I thank each of these regions—we can't hold shows or tours without regions stepping forward to host them.

While the 2020 National Activities Calendar is complete (although we may be adding another tour), the 2021 calendar is only half full and the 2022-2025 calendars each only have 1-2 activities on them now besides the cornerstones of our national calendar: the Southeastern Spring Nationals in Charlotte, NC; the Central Spring Nationals in Auburn, IN; and the Eastern Fall Nationals in Hershey, PA. In particular we need hosts for the 2023 and 2025 Grand Nationals (in either the Central or Western Divisions); the Glidden Tour in 2021, 2023, and 2025; and the Reliability Tour in 2022 and 2024. (Everyone loves Brass Era vehicles, and I keep being told how passionate our Brass Era enthusiasts are—and that I will be pilloried if there isn't a Reliability Tour on the calendar—yet finding a region to host a Reliability Tour is like searching for gold at those roadside "pan for gold" tourist traps.)

We also need regions in the Western Division to step forward to host an AACA Nationals or Tour. Based on the comments I received online, via e-mail, and in person, our members want to visit and participate in AACA national activities in the west, southwest, Pacific northwest, and Rocky Mountains areas.

(When I was in the Air Force, I was assigned in these areas. I know how beautiful they are, and understand why members want to visit them.) AACA members enjoy participating in our club's national activities wherever they're held, but I've received many comments about the dearth of national activities in the Western Division. This year we're holding the Western Fall Nationals in Fallbrook, CA (November 6-9), and next year the 2020 Western Spring Nationals (April 23-25, 2020) and the Founders Tour in Show Low, AZ (April 26 – May 1, 2020), but we have nothing scheduled yet in the Western Division for 2021-2025. Calling all Western Division regions and chapters: we need you! To paraphrase the movie *Field of Dreams*, "If you hold it, members will come."

So, again, thank you to every member who provided me a suggestion of where they'd like to see our club hold a future show or tour. (And keep those suggestions coming!)

A special thanks to those regions/chapters who have stepped forward to host a show or tour. And for those regions/chapters considering it—please contact me. AACA National will help you hold a successful event and will not let you fail. C'mon—what are you waiting for?

