

**WINTER
2019**

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

THE RUMMAGE BOX

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

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A Publication of the AACA Publications Committee



Publications Update

Dave Anspach
Vice President
Publications

2018 was an exciting year for AACA publications. 75 Regions and Chapters submitted newsletters for review in the National Awards Program. A group of 9 reviewers and myself reviewed and evaluated those publications. Of those evaluated, 25 won Master Editor, 22 Awards of Excellence, 12 Awards of Distinction, and 4 of Merit. This marked an increase in the level of awards over previous years and shows that the program is achieving its goal of improving our newsletters.

The percentage of newsletters submitted electronically again increased. The goal here was to lower the cost to regions of entering the program by eliminating hard copy and mailing costs. This too continues to work well.

New this year was the addition of mid-year evaluations. This allowed editors to request a check on how they were doing so they could make changes in time to improve. Of the editors that took advantage of this program, most of them showed marked improvement throughout the balance of the year, with 3 of them ending up as Master Editors.

If your Region’s newsletter is not already in the awards program, please encourage your editor to do so. The guidelines are clear and it only takes a small effort to be an award winner, gaining recognition for your editor and your region. If you have any questions, feel free to contact me.



Something for Everyone

Wayne Tuck
Vice President
Membership

With the 2019 AACA Eastern Spring National being held here in New Jersey this year it has afforded me the opportunity to talk with many members who have questions about the event. Questions have included, “Do I have to have my car judged?”, “Can I arrive day of show with my car?”, “Do I have to register a car to participate in other events and tours?”, and a whole host of other queries.

It seems we were able to provide something to please every person’s needs. AACA offers something for everyone in the old car hobby. Whether it’s driving your car on a local tour, participating in a national tour, showing your car in our “driver participation class”, attending our annual convention in Philadelphia, attending a local region monthly meeting, doing research in our world class AACA Library and Research center or just enjoying our fantastic Antique Automobile Magazine, AACA offers something for everyone!

Another benefit that is unwritten is friendship. Enjoying our hobby with others that share the same interests is priceless. The list of friends I have made with fellow AACA members is long. Speaking with a fellow board member a few weeks ago he recalled a quote his father had given him many years ago when he was considering joining AACA. “Join for the cars, stay for the people”. Something for everyone.



Editor's Note

Matt Hinson
Rummage Box Editor

Welcome to my 12th issue as Editor of the *Rummage Box*.

I recently returned from the AACA Annual Meeting in Philadelphia. It was a great event but once again, I found seminars that I wanted to attend but could not due to multiple seminars that interested me that were being held in the same time slot. During the weekend, I was able to visit with a number of friends between seminars. I also spent a bit more time than usual in the both the AACA and J.C. Taylor Hospitality Suites catching up with old friends. It made for an enjoyable weekend.

I am still working on my 1938 Buick Century restoration. If you want to see more about this project, please check it out on the AACA Discussion Forum at: <http://forums.aaca.org/topic/297623-1938-buick-century-model-61-four-door-touring-sedan-trunk-back/>. I wish I could say that I have been plugging right along on this project, I have to admit that after a long time of working on the project every day, I ran into a significant delay. I had about 2 months that I was unable to work on my project due to having hand surgery. In addition to the delay due to my surgery, after doing the metal repair work on the trunk tool tray, I decided that I would prefer to hire a better welder to do the door sheet metal repairs. Finding the right metal worker locally has proven to be a problem. While searching for the right metal worker has taken too long, we also got hit by Hurricane Florence. After waiting a few months, I finally got a new roof on my house and garage recently. While it took a while, at least the insurance payment for the storm damage took care of the cost of the roof replacement.

I hope to get back on the 1938 Buick project in the near future but as Spring arrives in the near future here in North Carolina, I will be busy with other antique car hobby events in my area. Our local AACA Chapter Spring Meet will be here in a few weeks. I already have daffodils blooming in my yard and I will soon be spending time mowing.

My local Cape Fear Chapter of the NC Region is hosting the Southeastern Divisional Tour April 28-May 1. As the Tour Chairman, I would like to invite you to consider joining us. It will be a fun time, although it will be one other thing to keep me from working on my 1938 Buick project for an extended period of time. For more information about the tour you can check out: http://capefear.aaca.com/uploads/4/4/9/4/44941979/2019_se_divisional_tour.pdf.



They're Only Original Once

Fred Trusty
HPOF Chairman

This is the second in a series of articles about the Historical Preservation Original Features (HPOF) class. In the last article an overview of the class was presented. The main point was the definition of an HPOF vehicle is one that retains its original components and features not restored or altered.

In this article we're going to open the doors and look at the interior. Wouldn't it be nice if every 25-year-old plus vehicle's interior looked the same as it did on the show room floor? Since most vehicles are driven as basic transportation their first 25 to 30 years of existence things happen. Kids spill things, the sun's ultraviolet rays take their toll, and basic wear and tear contribute to the deterioration of the interior's materials resulting in that used car look and smell. But with HPOF, that's OK, because it's all about originality.

If a component serves the purpose for which it was intended that's acceptable in most cases. Cracks in a leather armrest are acceptable as is some wear on all the other components. If a seat has a small tear, then repair the tear but there's no reason to recover the entire seat. It may be worn and faded but that's fine since it's still original. There are situations where an entire seat might have to be recovered but if the rest of the car is original one seat won't keep it from being HPOF certified. Broken or missing door handles, window cranks, and other knobs and handles can be replaced with NOS or salvage parts.

What about aftermarket parts? Remember, it must be an authentic vehicle as the dealer could have prepared for delivery to the customer with any feature, option, or accessory in factory literature or company directives for the model year of the vehicle. Sorry, but that AM/FM 8 track, cassette, CD, MP3, CB, XM, ESPN, ESPN2, Bluetooth unit that slices, dices, and makes Julianne fries and has a gazillion watts of power is not a factory authorized option. The fuzzy dice hanging on the rear view mirror or any other gadgets are not dealer installed options, either.

The main point is that the vehicle must have original components. NOS and salvage replacement parts are acceptable replacements if they are installed correctly. Small repairs to larger components are also acceptable.

Next time we'll take a walk around the car and dive into the most controversial area of HPOF: exteriors. Remember, they're only original once.



2018 in Review

Chuck Crane
2018 AACA President

Several of my predecessors alerted me to expect a fun but wild and crazy year and they were certainly correct. I had a wonderful time at the national meets and tours meeting many of our members and seeing the great number of finely restored vehicles. A particular delight was to give out some forty 100 year vehicle badges as I am a fan of the brass era and own three of them.

I was particularly pleased at the Hershey Board Meeting to put the differences between the club and museum behind us, which has been a distraction since 2016. We wish them well as they pursue their own goals. We are proceeding quickly towards the purchase of the badly needed new (to us) headquarters building as the PA American Water Company moves to their new building this spring. We still continue to need donations and we welcome member input as we move forward. I think you will be proud to help AACA lead the collector car hobby.

June and I have been honored to serve you throughout this year. While I made all of the meets, Hurricane Florence decided that we should not go to the Central Division Tour in Amarillo, TX, or the Glidden Tour in Idaho. But at everything your hospitality was evident and much appreciated. I hope that many of you enjoyed the First Lady's Breakfast in Philadelphia and the track of Women In Automotive History, which has not been featured before. In doing the planning for these topic seminars, I was amazed at how much women have contributed to what we enjoy today.

As a former automotive engineer and member of Society of Automotive Engineers (SAE), I am pleased to inform you that we are meeting together to see where we can collaborate to improve the membership experience for each group. There are 128,000 members in SAE with 40 professional Sections (like our regions) with 107 student groups in universities across the nation. I believe as an engineer, to design the future you must have an appreciation for the past. I have been working on this since 2001 with guidance from Past President Doug Drake. Gulf Coast Region in Houston did a pilot program at Rice University in 2000, which was successful. I am hopeful we can come up with a working agreement to share library materials, cross publication of articles meaningful to both groups, partner on a local basis and, most importantly, expose AACA to a large audience of automotive professionals who have heard little of us.

AACA has a fine professional staff in Hershey which serves us well and we remain stable with a firm financial status. However, we need your help to offset the aging of our members. We have the cars and we need to get them out of the garages and improve our visibility in our local communities to grow our membership. We can attract new members, but we have to search them out—they won't come by just looking at a website, though that helps. I welcome Mel Carson as your new President for 2019 as he is already a very experienced leader being Executive Director of Hornet's Nest Region in Charlotte, North Carolina.



Let's get social!

By Megan Boyd
Vice President - Social Media

This year at the Annual Meeting, I was appointed to the newly formed role of Vice President of Social Media. I'm excited about this position - it is truly a great time to be in the AACA!

We are all familiar with the word 'social' - especially when it is connected to any AACA members favorite other words - ice cream! Social media, just like our ice cream socials, is created to do the same thing - get people socializing!

I'm sure by now everyone out there (unless you live under the proverbial rock) has heard of Facebook. Facebook is just one of many forms of social media that exist today. Some of the other popular platforms (at the time of this article - they change so fast!) include Instagram, Snapchat, YouTube, Twitter and LinkedIn. It is likely you are personally on one of them...if not all of them!

The AACA's regions and chapters have a great opportunity to take advantage of this FREE marketing. These are great platforms to share information about your club, your members and their cars plus tech tips and tricks just to name a few things. You can also share or repost information from our national club or other regions and chapters.

Often I hear "I don't know how to use Facebook" or "I don't even have a smart phone" - don't worry that's ok. Asking your younger members to create and maintain the social media for your club is a great way to get them involved. It is second nature to the younger generation and it can be a valuable membership tool for your club.

If your club is looking where to start I suggest creating a Facebook page. Add a few photos of club events, club members or better yet club members with their cars! You can also create Facebook Events to advertise your club meetings and shows. This is also a great way to connect with your local community to make them aware of your club and all of the wonderful things you have going on. Once you have your Facebook page created try adding an Instagram account. Instagram is a platform for sharing pictures. We all love pictures!

I look forward to seeing more clubs and regions getting social - I'll be watching for you on the world wide web! In the meantime if you have questions about social media or need help I'm just an email away. Contact me at aacameg@gmail.com.



Indy 500 Pace Cars

John McCarthy
Vice President - Endowments

I recently saw a list of the Indy 500 Pace cars. While I am not very interested in motor racing, the Indianapolis 500 is the king of car races. I always envisioned Indy 500 Pace cars as prestigious and powerful cars that led the race cars in their famous "rolling start". Packard certainly was in this category being the Pace car in 1915 with a "6", in 1919 with a Twin Six, and in 1936 with a 120. Tommy Milton, a two time Indy 500 winner, was the driver of the 1936 120 Pace car and proposed that the Pace car be given to the 500 winner, which then became a tradition that exists to this day. Surprisingly many of the Pace cars do not fit the prestigious or powerful category.

The Indianapolis race track opened in 1909 as a race track but more importantly as a test track for production cars from Indiana and surrounding states. Indiana in the early 1900's was famous for producing such cars as American, Apperson, Auburn, Cole, Haynes, Marmon, Maxwell, Overland, Pope, Simplex, Star, Stoddard Dayton, Studebaker and Stutz. All of these manufacturers needed a good test track and thus the Indianapolis track was born. It was not until 1911 that the first Indianapolis 500 was run and a Stoddard Dayton, a luxurious and powerful car produced in Indiana, was the first Indy Pace car winner, followed by Stutz in 1912, and then Stoddard Dayton in 1913 and 1914. Prestigious and powerful Pace cars were used until 1938 when a Hudson 6 with 83 HP was the pace car, 1940 when the first closed car a Studebaker Champion 6 two door sedan with 78 HP led the pack, 1947 when the first four door sedan a Nash Ambassador 6 with 112 HP was used, and 1948 when a Chevrolet 6 with 90 HP led the pack. From this point until 1976 when a Buick V-6 Turbo was used all the Pace cars were V-8's. The cylinder count dropped to 4 cylinders for 1984 with a Pontiac Fiero, 1985 an Oldsmobile Calais convertible (the roof was cut off of a sedan), 1987 a Chrysler LeBaron Turbo, 1988 an Oldsmobile Cutlass Supreme Turbo, and 1990 the final four cylinder car a Chevrolet Beretta.

Things didn't always go as planned. In 1962 a Studebaker Avanti was supposed to be the Pace car but production was delayed and a Studebaker Lark Daytona V-8 was the replacement, and in 1991 a Dodge Stealth which was made in Japan was scheduled to be the Pace car but the UAW objected and a pre-production version of the Dodge Viper took its place.

Chevrolet's first Pace car was a 1948 Stylemaster convertible, but Chevrolet is the leading marque pacing the Indy 500 twenty-eight times, including nine Camaro's, fourteen Corvette's and even an SSR convertible pickup in 2003. Surprisingly Corvette was not the Pace car until

1978 but has since been the Pace car fourteen times. Since 2002, a Chevrolet has been the pace car every year. Oldsmobile comes in second being the pace car eleven times. Ford is third being the pace car seven times (including one Thunderbird and three Mustangs), followed by Buick and Chrysler at six times each.

The following are the manufacturers and the number of times they have been the Pace car: Chevrolet 28, Oldsmobile 11, Ford 7, Buick and Chrysler 6, Dodge, Pontiac and Studebaker at 4, Cadillac, LaSalle, Mercury, Packard and Stoddard Dayton 3, Lincoln and Marmon 2, and one each for Cole, Cord, DeSoto, Duesenberg, HCS, Hudson, Nash, National Sextet, Plymouth, Premier, Rick-enbacker and Stutz. Of the twenty-seven marques that have led the pack at Indy, only seven remain.

The Indianapolis Motor Speedway and Museum are in Indianapolis, Indiana, and an excellent place to visit. In addition to approximately seventy-five vehicles on display there is a considerable amount of Indy 500 memorabilia, and you can also ride around the Indy track in a small bus.

National Awards



Bob Parrish
Vice President - National Awards

During the 2018 season, there were over 3,000 vehicles evaluated at 7 National Meets by the National Awards Committee. There were also National Award Committee members participating at 6 National Tours in 2018.

The National Awards Committee consists of 25 active members and 1 alternate, and are some of the most experienced senior master judges in AACA. They meet in Hershey at the end of the season on the 1st Saturday in December to review all the vehicles nominated during the year. The team votes to determine the National Award winners. This year there were some 240 vehicles nominated for one or more of the prestigious 64 National Awards. We invite everyone to visit the AACA website, click on meets and scroll down to National Awards to become more familiar with the various awards in our world class judging system. These awards have quite a heritage for how they were initiated and sponsored, with some dating back to 1945. The actual awards are on permanent display at our National Headquarters in Hershey, PA.

The National Award competition is extremely intense, making the decisions very difficult. On February 9th, there will be 66 award winning owners and their vehicles that will be recognized for their accomplishments at the National Awards banquet in Philadelphia. National Service Awards to 20 organizations and individuals will also be presented for their contributions to the success of our hobby, and AACA as a whole. There will be Master Editor Awards and Master Webmaster Awards presented to members for their contributions to their respective Regions and Chapters.

I want to thank all that played a part, especially the committee members that made all of this happen in this successful program. Finally, I wish to thank M.G. "Pinky" Randall, who has recently retired from the National Awards Committee after serving 33 years of loyal, dedicated service.



National Headquarters Report

By Steve Moskowitz

AACA Executive Director/CEO

2018 will be a year we will remember well here at National Headquarters. It was a year of immense challenge for the staff as we had some turnover and a work load that was through the roof. Fortunately, we seem to have come out of it in pretty good shape with the addition of two new stellar employees that appear will be with us for some time. Lilley Greis and Lori Shetter are working out super and hopefully you will get to interact with these ladies at some point. It is my goal to get staff out to more functions in the future.

One natural huge concern for us has been the fundraising for our new facility. This change is being mandated by the space needs for the library and future space needs for the club. I have written on this extensively in the past, but the issue is more pressing than ever. As I write this, we have come to an understanding to purchase a portion of a large library that contains significant material that we do not have in our archives at present. In the coming years, we expect our library to double in size! We do not like asking our members for money, but it is now very necessary. If every member had donated \$100, we would be in fabulous shape for the building and renovation. Some have been extremely generous and we are most grateful but sadly many have not met the challenge. \$100 is only 27 cents a day for one year. We still need help as we are short of our goal. We have had members donate cars and special artwork for us to sell either immediately or after satisfying IRS requirements and that is very helpful as well.

Speaking of receiving cars...While we are not opening a museum, we will have a display of cars in our new building and at museums across the country. We are getting a few very worthy cars donated to us that we plan on keeping for these purposes. In January, we picked up 5 cars donated by a member who passed away. While we mourn his passing, it is nice to know that his last wishes included supporting AACA. Please consider AACA in your estate planning and philanthropy. Just a reminder to those turning 70½ that you are now required to take IRA distributions and you may find it advantageous to use that money without being taxed as a donation to AACA.

The other issue keeping us busy is the sale of our current property. As this is being written, we have successfully concluded an agreement for the purchase of our current building upon the finishing of our new facility. We were able to come to a simple agreement at an excellent price. This is an important piece of business to have concluded this early.

We are well on our way to supporting our events for next year. We are now calling our "meets" nationals as we feel the public better understands the words. Our office is once again running the event in Auburn, which this year will be our Grand Nationals as well. This promises to be a very special meet with an outstanding show band Friday night, Zenith competition and the addition of the Rolls-Royce Owners Club having a mini-meet with us. They are bringing the Grey Poupon! Just a joke folks, they are a great group and we are happy to host them. Seven Nationals and 4 tours will make for another busy schedule so make sure you plan to attend one or more of these events.

There is a lot going on with our library so stay tuned for several announcements. One you will notice soon is a massively upgraded online library catalog. We are moving from a Model T type catalog to a Ferrari. This should make research into some of our holdings much easier. This is super important, as I have mentioned, due to a considerable growth in your library soon.

Later in the year, we hope to introduce you to some new events including a car show at the Mall in Washington, DC! That will be special (hopefully the government shut down will end by then). We have other inquiries into participation at non-AACA events and will try to do them as much as possible. AACA is once again represented at the Philadelphia Auto Show in February thanks to the efforts of former AACA National President, Mike Jones.

We are entering our third year for the Zenith Award. This year's winner will be selected from 16 finalists from all the meets in 2018. The competition for "the restoration of the year" will be held at the Grand Nationals in Auburn, Indiana.

The Annual Meeting next year will be called the Annual Convention, once again there are important messages in a choice of words and Convention best represents what goes on in Philadelphia. In the meantime, it is our hope that everyone has a great time and are able to renew friendships, make new ones and learn from our seminars and tradeshow vendors. To those accepting awards at our version of the "Oscars," the National Award Dinner, we salute you!

Finally, I am often asked "what do I get for being a member?" The list is long, BUT you know the old saying about "you get out of something what you put into it." Well, that is very much the way of life in AACA. Be active and you will not have to ask that question. Make this the year that you support your local Region or Chapter, attend a national event and read your magazine and online magazine. The more you know, the better the club experience.

As always, I part in wishing everyone a wonderful 2019 and most importantly a very healthy New Year!



AACA National & Library Staff (717-534-1910)

2019 AACA National Activities

Steve Moskowitz - aaca1@aaca.org - CEO

Karen White - kwhite@aaca.org – membership, merchandise, regions national membership payments

Pat Buckley - pbuckley@aaca.org - accounting, IT, meet program, website, and national activities brochures

West Peterson - stelviogt@yahoo.com - editor *Antique Automobile*

Chris Ritter - critter@aacalibrary.org - Library Director, researcher

Matthew Hocker - mhocker@aacalibrary.org - assistant librarian, eBay store manager

Michael Reilly - mreilly@aacalibrary.org - catalog librarian and general library work

Stacy Zimmerman - szimmerman@aaca.org - magazine advertising, public relations, editor *Speedster*

Rick Gawel - rgawel@aaca.org - membership, vehicle judging classification, vehicle awards

Lilley Greis - lgreis@aaca.org - Regions and Chapters insurance request, officer & roster reporting forms and national activities requests

Lori Shetter - lshetter@aaca.org - general office, membership

Electronic Communication With Members

Constant Contact is the email marketing system we use to send *Speedster* and other important emails out to our members. We thought this was interesting information about our usage and response rates noting our average open rate and click-through rate compared to industry averages...

| AACA | Nonprofit | Associations/Club |
|----------------|----------------|-------------------|
| Open rate: | Open rate: | Open rate: |
| 44% | 19.32% | 22.92% |
| Click-through: | Click-through: | Click-through: |
| 11% | 8% | 8.65% |

February 7-9 – Annual Meeting – Philadelphia, Pennsylvania

February 21-23 – Winter Meet – Ocala, Florida

April 4-7 – Southeastern Spring Nationals – Charlotte, North Carolina

April 29 - May 1 – Southeastern Divisional Tour – Wilmington, North Carolina

May 30 - June 1 – Annual Grand National – Auburn, Indiana

June 2-7 – Founders Tour – Seward, Nebraska

June 26-29 – Eastern Spring Nationals – Parsippany, New Jersey

August 4-9 – Vintage Tour – Kingston, Ontario, Canada

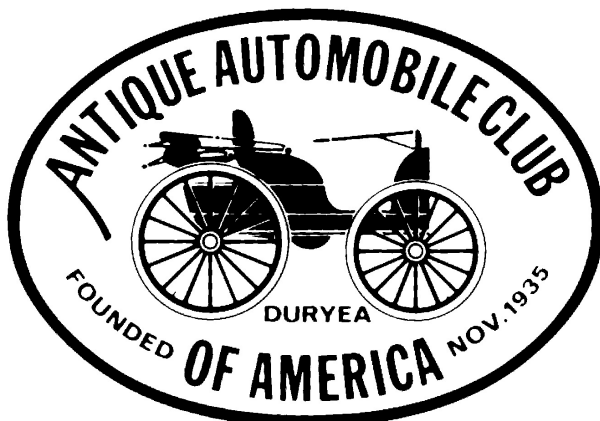
September 22-27 – Revival AAA Glidden Tour® – Rock Hill, South Carolina

October 9-12 – Eastern Fall Nationals – Hershey, Pennsylvania

October 23-26 – Southeastern Fall Nationals – Mobile, Alabama

November 6-9 – Western Fall Nationals – Fallbrook, California

Visit www.aaca.org for more information





Has Your Car Become a Shelf?

Myron Smith
AACA Secretary

Has your once promising exciting car project now become a shelf? You know the situation, you either run into a problem you can't solve, run out of extra cash, or lose the passion you once had for that car, or have just become too busy with life. The car then gets shoved back in a corner and it becomes a place for the cardboard box of Christmas decorations, floor mats, semi worn out things that you just can't bring yourself to throw away, but don't know what to do with either. Or, sometimes it's a place to lay the parts you have found that you intend to use 'someday.'

Many of us have been there and to some extent, I still am. But there is still hope. Take heart, you do not need to sell or give away your project just because it's now a shelf. Over my time of stewardship of some vehicles, I've had two vehicles recently that have actually been transformed from a shelf back to a vehicle. In one case, the direction I had intended for the vehicle changed. We purchased a 1959 Impala 4 door hardtop in 1984. My intent was to do a body on frame restoration. Through the years of family and house responsibilities, and other car projects it got set aside as I collected New Old Stock Parts for it. Then one year the brakes went out and another the engine became stuck. Later, I learned the particular engine in this car is prone seizing even when properly 'stored' as mine was. It became a shelf, not for heavy things that would damage the body but light items I did not know what else to do with. I toyed off and on with trying to unstick the engine but nothing worked. Finally, time allowed me to get serious about it. I had the opportunity to trade engine work with a mechanic friend to get the engine back in running condition. After some setbacks we got the engine rebuilt. I then looked seriously at the body. All the years of being a shelf had not harmed the original paint, and it was 'pretty good' considering its age. Granted some minor touch up was necessary but my thought was, there aren't that many '59 cars that can still claim to be 'original.' I opted to keep it 'original' rather than just being another 'restored car. I have been very pleased with the results and enjoy showing it just the way Chevrolet built it.

My other example is a 1949 Studebaker pickup. My family acquired it in about 1970, in non-running condition, but just stored it. The pickup box made it suitable for collecting 'things' being even better than a 'shelf.' Then one summer a friend was looking for something for his 90 year old father-in-law to do. He got it to run. Fast forward several years later, I started to rebuild the brakes. Then I remembered why the previous owner stopped driving it. He could not get the right rear brake drum off. With the help

of a better mechanic than I am, he got the drum off and the brakes were rebuilt. It is a 30,000 mile truck that had not been cherished but not terribly abused. My next dilemma was that it had been parked too close to where a building was being painted and had white spots all over the driver's side. The paint was good on the truck including what was under the spots, but how to get the spots off was a problem. With the help of advice from "Old Cars Weekly" questions and answers, the spots came off leaving a very presentable original pickup. It also has been a fun thing to have.

My point in all this is: don't be too quick to fix something that may not need fixing and don't give up, even if you've been using it as a shelf, that stuff can easily go somewhere else.

AACA National Directors

2017-2019

Kelly Adams
David Anspach
Mark McAlpine
Mel Carson
Charles L. Crane
Myron Smith
Wayne Tuck

2018-2020

Mary Bartemeyer
Megan Boyd
Jack M. Harris
John McCarthy
Bob Parrish
Marty Roth
Fred Trusty

2019-2021

Donald R. Barlup
William T. (Tom) Cox
Jim Elliott
Norm Hutton
Stan K. Kulikowski
Chester Robertson
Paula Lynn Ruby



AACA Library Update

Chris Ritter
AACA Librarian

In 2018 we built on our past success and had another amazing year.

We expanded our Fisher Body Craftsman Guild collection which now includes 21 models, 13 trophies and thousands of pieces of literature pertaining to the program. We will continue to expand our holdings as we are now officially a repository where Guild alumni can donate their material for long term safekeeping. If anyone has Guild memorabilia or participated in the program, we'd love to hear your story!

Some of our greatest excitement last year was the fact that our 1955 Chevrolet bookmobile came out of the restoration shop in March and made its debut at the Charlotte Autofair in April – seven years after we picked up the unrestored truck at the same event. Since April it made appearances at several events including the Elegance at Hershey and Fall Meet. We are currently investigating suitable trailers that can safely transport the truck to future events. For the rest of this winter, the bookmobile will be on display at the America on Wheels museum in Allentown, PA.

Our library collection continues to grow and last year almost 17,000 pieces of literature were donated to the library including very large collections pertaining to Kaizer-Frazer, Cushman and McLaughlin Buick.

We made an effort to offer public programs this year including a film series at the library on Saturdays and several presentations at a continuing education facility in Lancaster.

Matt & Mike designed and marketed a LEGO bookmobile that mirrors our real-life truck. 55 sets were produced and they sold out quickly. The final set was raffled off at Annual Meeting in February.

Library staff spent considerable time researching new online catalog software and signed a contract to bring the new technology to the library during the 1st quarter of 2019. The new catalog will be much easier to use and offer convenient features including digital files, print lists and research request capability.

The biggest news of the year continues to be the new library building. The design of that space continues to evolve and we look forward to breaking ground in the middle of 2019. We truly appreciate all of the continued support from the Club and its members. The library wouldn't be where it is today without you and please remember that it's YOUR library, so use it!!! You get 1.5 hours of free research, just give us a call, send us an email or visit in person 6 days a week.



Where Do You Want an AACA National or Tour to be Held?

Mark McAlpine
Vice President - National Activities

Your AACA Board of Directors is working on the club's long-range calendar of national meets and tours to be held in the next five years (in particular 2021-2024) and would like your suggestions on where you'd like them to be held. We would appreciate your response to two questions:

- **Where in the past have you participated in an AACA National show or Tour and would like the club to return to again to hold another show or tour?**
- **Where has the club never held a National show or Tour that you'd like to see us go in the next five years? (And why do you think we should hold a national show or tour there?)**

Additionally, how about your region or chapter—would you be willing to host a National show or Tour (or a Divisional Tour)? Members want to visit new places to experience and enjoy the local sights and activities that make each of our local areas unique and special. AACA National can help you hold a successful and fun national or tour: a current or former National Director will be assigned as your direct liaison to help you every step of the way and can provide recommendations based on extensive experience. If needed, AACA National can assist your region/chapter with registration, provide a Chief Judge, even a Chairperson (although we prefer it be someone from your region/chapter), etc., but we need regions/chapters to step up to handle the “on-the-ground” logistics such as finding suitable locations, host hotel(s), and trailer parking for national shows or tours. (You know the area better than us.)

Smaller regions/chapters can work together with other regions/chapters to share the workload. Hosting a national show or tour strengthens regions and is a good way to generate activity, excitement, and new members. (Just ask the Deep South Region which hosted a successful national show in Mobile, AL, last year with only four months of preparation.) For regions and chapters that have never hosted an AACA activity, it may seem daunting at first, but if your club has ever held a local driving tour or car show, you can do it. And remember: AACA National is here to help you and will not let you fail.

Please e-mail me (mmmc Alpine13@outlook.com) your suggestions about where you'd like to see a National show or Tour (especially those areas where you'd likely participate in the National show or Tour) or post them on the AACA Discussion Forum. (The questions are posted on the Forum under “Meets and Tours.”) Thank you very much! I look forward to hearing from you and seeing you at a future AACA National show or Tour.