

**SUMMER
2020**

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

THE RUMMAGE BOX

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ANTIQUE AUTOMOBILE CLUB OF AMERICA

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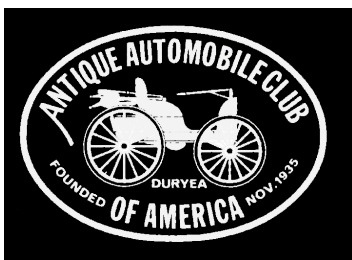
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A Publication of the AACA Publications Committee



Hershey Memories
By Don Barlup
VP - National HQ & Library

This year, for the first time since 1954, we will not be walking the flea market. Granted, in 1954 you could walk the flea market in 15 minutes, give or take 5 minutes.

My first walk was at age 11 in 1958 with my father. Everything was inside the old stadium, cars at the one end and flea market at the other. Maybe a good half hour slow walk!

Flash forward 10 years to 1968; I was working at the Hershey Motor Lodge as Assistant Food and Beverage Manager. In those days, the lobby was a drive-thru. I had an afternoon off and heard the car show was in town. I headed to the Blue Field (now part of the park). The field was about half full and I had no problem covering it between my lunch and dinner shifts at the Lodge.

A couple of the years passed, I joined AACA in 1971 (looking forward to my 50-year pin next year) and have walked Hershey each year since, even with a broken leg on crutches. About 10 years or so ago, I finally realized the legs and feet could no longer take the abuse, so I started vending in the Red Field.

My fondest remembrances were taking \$50.00 along to spend, finding what I needed for my 1940 Pontiac, having lunch, and going home with money left over. Those were the days!

Of course, we can't forget the mud! Some years it was so bad that you actually lost your shoes or boots in the muck. I remember one vendor who was in the low part of the Blue Field, parts floating and a sign posted "Gone Fishing".

Yes, we will miss the Hershey flea market and car corral this year, but it will make next year's anticipation even greater.

See you at the Eastern Fall Nationals in Hershey!



**2022-2025
AACA Calendars**
By Mark McAlpine
VP - National Activities

It may seem a long way out, but we're fleshing out the AACA 2022-2025 national activities calendars. Please ask your region or chapter to consider hosting a future AACA Nationals or Tour. We can't hold these events unless someone steps forward to host them.

The AACA Board of Directors and Headquarters Staff is here to assist you in any way we can and will not let you fail. Whether you decide to host an AACA Nationals or an AACA Tour, we can provide a Registration Chairperson and help design your dash plaque, ad for the *Antique Automobile* magazine, and information brochure. If necessary, AACA Headquarters can also front you seed money for deposits. (This needs to be repaid after the event.) If you decide to host a Nationals, we also can provide a Chief Judge. In all cases, an AACA National Director will be assigned as a Liaison Director to personally assist and advise you as you plan and prepare for the activity and to coordinate any support you need from AACA Headquarters.

We need host regions/chapters from each of our four divisions (Central, Eastern, Southeastern, and Western) to host national activities in 2022-2025, but we especially need regions/chapters from either the Central or Western Division to host the 2025 Grand Nationals and regions/chapters from any division to host the 2022 and 2024 Glidden Tours.

Thank you very much for your consideration. If your region or chapter has ever held a local car show or driving tour, it can hold a successful national show or tour. Remember: AACA National will help ensure you hold a successful and fun national event—we will not let you fail. Please contact me at mmcalpine13@outlook.com if you have any questions, want more information, or just want to talk about old cars.



Editor's Note

Matt Hinson
Rummage Box Editor

Welcome to my 18th issue as Editor of the *Rummage Box*.

I am almost at the end of my 1938 Buick Century project. I am still waiting on a local upholstery shop to restore the sun visors and replace the rear window shade, rear carpet, and rear passenger assist straps. As soon as those are finished and I install them, the car will be done. It has been almost 3 years since I started the project and I will be happy when it is finished. 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/>. With the 1938 Buick Century this close to being complete, I have been enjoying driving it locally. Unfortunately, due to the pandemic, I have not had too many local events to enjoy. I have driven it to lunch a few times but with our recent southeastern North Carolina temperatures, it is more enjoyable driving it in the morning or evening.

Our local AACA Chapter hosted a socially distanced mini-cruise/car display at a local ice cream shop parking lot on the evening of July 10th to celebrate the 11th Annual Collector Car Appreciation Day. The evening temperature was a bit hotter than I would have preferred, but I was able to debut the car to some of our local chapter members that evening. Another highlight of the evening was that our display attracted the attention of the owner of a 1972 Corvette who recently moved to our town. He is now a new AACA member! Even during a pandemic, it is possible to grow the club. I can't stress the importance of driving your antique car(s) if you want to help add new members to the club. Visibility of the club along with a welcoming attitude is the easiest way to keep the club membership growing.

While the pandemic has prevented our chapter from meeting for 5 months so far, our local chapter members are staying in touch as well as we can by emails, phone calls, text messages and sharing information in our chapter newsletter. The pandemic has only increased the importance of club newsletters. I hope that all of our newsletter editors are able to rise to the occasion. If you are having trouble coming up with newsletter content, I would encourage you to reach out to your members and ask them to submit stories about what they have been up to during the pandemic. I suspect you will find that some of your members who have not volunteered to send you material will contribute something if asked directly. Sometimes people are reluctant to send in something but will do so if you just take the time to ask.



What Were They Thinking When They Ordered That?

Myron Smith
VP Regions - Western Division

As I sat in our 1988 Suburban today, the thought occurred to me, "This truck had to be a 'special order'." Have any others wondered about the options on their collector vehicle and wondered if it was a dealer "showroom car", "inventory stock" or a "special order"? The Suburban is a Silverado (top of the line model) but without popular accessories of a tilt column or power windows. It does have power locks. The unusual nature of these options is what made me wonder. I think most of us who have participated in restoration have changed our projects options at least in a minor way from the way they came rolling down the assembly line. I've installed factory correct dealer option air conditioning in a couple of vehicles and factory correct AM/FM radios, along with putting a power seat chassis under the original upholstery seat frames. On a minor level a rear window defogger has been added to some along with optional wheel covers and whitewall tires. They are still correct vehicles, just not the way they were originally equipped. And, I have no problem with this. I just find it interesting.

When I ordered my new 1976 Cutlass, the dealer tried his darnedest to sell me sport mirrors and a half vinyl top as was popular at the time. It still has neither and I like it that way. When Dad ordered his 1984 top of the line Silverado Suburban, he again got it with standard little mirrors (which were not quite useless but almost) and an end gate with a manual roll up back window. By that time almost all of them had power windows and the manual is difficult to manipulate.

A couple of other oddities are two of the 1966 Impala's I own, I'm sure they were special orders (I know one was) one is a 4-door sedan with painted two tone, V-8, factory air and overdrive. The other is a 2-door hardtop with 6 cylinder and overdrive.

Other unusual options are colors. In 1969 when Chevrolet brought out the highly metallic olive green, I saw a number of these with a grass green interior that clashed terribly. (They corrected this by offering a dark olive green interior in 1970.) I know my 1966 Caprice Wagon was a special order. It is black with blue interior. Not that they clash but there were better selections it could have had. It also is unusual as the only option on it is a 283 V-8 and Powerglide transmission. As long as I'm discussing colors, a friend recently purchased a 1969 Charger, silver with black vinyl top with bright blue interior. (The build sheet for this one indicates it was a special order.

So, how many other oddities are out there with RPOs (regular production orders) or SPOs (special production orders)?



Let's Go Touring!

By Mark McAlpine
Vice President - National Activities

One of the pleasures of owning an antique vehicle is driving it. One of the pleasures of being a member of the AACA is to participate in group activities with fellow members. One way many members combine these two pleasures is to participate in driving tours held by their local region or chapter or by the national club.

The AACA holds national driving tours that cover the breadth of years of AACA vehicle eligibility so all members can participate. Our club offers 6-day national tours (arrival day followed by five days of touring) and 4-day divisional tours (arrival day and three days of touring). Every year the AACA holds 5-6 tours: 3-4 national tours and 2 divisional tours.

- Annually: the Founders Tour (vehicles 1932 thru the current year of AACA eligibility) and the Revival AAA Glidden Tour® (1942 and older). The VMCCA hosts the Glidden Tour in even-numbered years, and the AACA hosts it in odd-numbered years. (This may swap because of the VMCCA having to cancel this year's 75th Anniversary Glidden Tour and rescheduling it to next year.)

- Even-numbered years: the Reliability Tour (1915 and older), the Sentimental Tour (vehicles 1928-1958), and the Central and Eastern Divisional Tours (eligibility determined by the host region/chapter but within AACA eligible years).

- Odd-numbered years: the Vintage Tour (1931 and older) plus the Southeastern and Western Divisional Tours.

Many members, especially younger members with school-age children, have said they'd like to participate in an AACA tour (many for the first time), but can't do it because they're busy and/or because it's too expensive. To help these members participate in touring, the AACA Board of Directors wants to try holding shorter, low-cost, 1-2-day tours. These tours would be on weekends and visit inexpensive places (preferably free places), especially places that would appeal to all age groups including younger families, and eliminate the formal dinners traditionally associated with national tours. Shorter, 1-2-day tours would be easier for regions/chapters to host. Many already hold inexpensive local 1-day driving tours. They could easily open these tours to AACA members outside the local region/chapter.

We would like to hold at least one of these short tours next year. If it's as popular as we hope it will be, we could expand to holding one short tour in each of our four divisions every year. If your region/chapter would be interested in hosting a short 1-2-day tour, please contact me to discuss it.

Thank you very much! Be safe and stay healthy.



2021 AACA National Activities Calendar

By Mark McAlpine
Vice President - National Activities

For obvious and understandable reasons, the 2020 car season has been a bust. Restrictions imposed across the country to combat the coronavirus pandemic resulted in the cancellation of most public activities including car shows and tours held by the AACA and other local and national car clubs. The AACA still has two national activities planned for the remainder of 2020—the Grand Nationals in Gettysburg, PA, on August 21-22, and the Eastern Fall Nationals in Hershey, PA, on October 9-10. Each of these shows has been tailored to ensure the safety of our members. (While I'm looking forward to the car show in Hershey, it will seem strange without the swap meet.)

2021 will be better. The coronavirus should be beaten into submission by then, and things will begin to return to "normal"—whatever that may look like. The 2021 AACA national activities calendar is very robust with 10 Nationals/Grand Nationals scheduled and 6, possibly 7 tours (depending on whether the cancelled 2020 Central Divisional Tour is rescheduled to 2021).

The Vintage Motor Car Club of America (VMCCA) has rescheduled the cancelled 2020 Revival AAA Glidden Tour to September 12-17, 2021, in the same originally planned location of Saratoga Springs, NY. Although it now won't be 75 consecutive years, this will still mark the 75th anniversary of the revival of the Glidden Tour and include special activities to commemorate the occasion.

Our host regions and chapters have worked hard to plan and organize some fun activities for us to enjoy. Please support them by participating in these activities. I look forward to seeing you there. Until then, be safe and stay healthy!

2021 AACA National Activities Calendar

Feb 11-13	AACA Annual Convention	Philadelphia, PA
Mar 17-20	Special Winter Nationals	San Juan, PR
Mar 19	Special Grand Nationals	San Juan, PR
Apr 8-10	Southeastern Spring Nationals	Concord, NC
Apr 20-23	Southeastern Divisional Tour	Howey in the Hills, FL
May 6-8	Central Spring Nationals	Auburn, IN
May 20-25	Founders Tour	Davis, WV
Jun 2-5	Eastern Divisional Tour	Eastern Shore of MD
Jun 17-19	Eastern Spring Nationals	Saratoga Springs, NY
Jul 11-16	Vintage Tour	Lock Haven/Wellsboro, PA
Jul 22-24	Grand Nationals	New Ulm, MN
Aug 20-21	Western Fall Nationals	Loveland, CO
Sep 9-11	Southeastern Fall Nationals	Greenville, SC
Sep 12-17	Revival AAA Glidden Tour	Saratoga Springs, NY
Oct 6-9	Eastern Fall Nationals	Hershey, PA
Nov 4-6	Special Western Nationals	Phoenix, AZ
Nov 7-10	Western Divisional Tour	Phoenix, AZ



Your Newsletter is Alive and Well

By Dave Anspach
Vice President - Publications

It has been a very trying spring and early summer. Club meetings, shows, dinners, cruises, tours, and all manner of car related events have been cancelled. People have been cooped up in their homes and garages and are anxious for something to do. Do you know what is alive and well through all of this? Your club newsletter.

Your newsletter is the perfect avenue for all things car related during these shut in times. If every member just took a few minutes to talk about what they are doing with their cars during the pandemic, our newsletter editors would be overwhelmed with articles. All of your friends would be extremely happy to hear about that little project (or total restoration) that you decided to do.

So take a few minutes and write a short story on what you are doing to fight the boredom of being shut in. Take some pictures and send it all to your newsletter editor. He or she will be very grateful for it. Not doing anything new? Write down a memory, dig out that old story you did 10 years ago, find those picture of that unbelievable flea market you went to as a young person, or whatever you fancy. Not only will it fight your blues, it will help your editor with his/her newsletter and that will fight everyone else's blues.

While I'm at it, I'd like to spend a moment talking about something you could do with your website. My other club I'm involved with (aren't we all), the Crosley Automobile Club, couldn't have our National show this year. (just like most of you). So, we used our web site to put on a virtual National meet and show. It included various seminars, an online merchandise auction, games, events, and a show with participants choice voting. It proved to be very successful, and even generated a number of new members who wanted to participate!! Check it out at www.crosleyautoclub.com.



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Where are the NEW AACA Members?

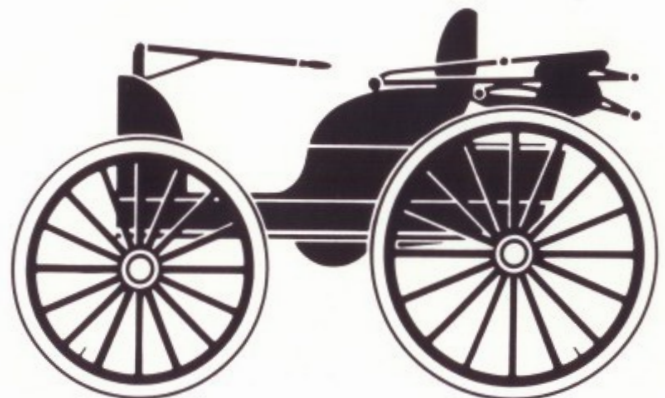
By Mel Carson
Vice President - Strategic Planning

The Antique Automobile Club of America wants more members – your help is needed!

A little scenario happens almost every day in my part of the country when I am out and about – I see riding down the road an antique car or truck that is new to me! The driver is often going to the grocery store, the gas station, or just out for a ride. Does this give you an idea to talk with the driver? Sometimes we can catch up with the driver and admire their vehicle and strike up a conversation about the car. Your personal conversation can lead to inviting them to visit a Region or Chapter meeting and let them know about the benefits of joining AACA.

Of course, this worked better before COVID-19 came along, but we can still use our masks and social distancing to make some contact. Also, my local Region has not been able to have an in-person meeting since March 2020, but we will keep doing something to keep the Region alive and active.

The key part of this little discussion is - the Antique Automobile Club of America wants more members – now more than ever! We believe there are a large number of folks, now, who are interested in the automotive hobby but don't belong to AACA. The general thinking today is that it is more difficult than ever to bring folks into hobby organizations because folks don't join organizations like AACA. My thinking is that a personal conversation is the best way to bring new members into AACA. Folks like to know others with collector vehicles and be able to get together to kick tires and talk about repairs and restoration. Find those prospective AACA members and tell them what you know, and they will want to join you with the fun of AACA!





The Evolution of the Corvette

By Bob Parrish
Vice President - National Awards

There have been eight generations of Corvettes in its 68 years of continuous production.

The C1 or "solid axle" Corvettes were built from 1953 to 1962. Only 300 were built the first year, 1953. The fabled Chevy V8 engine appeared in the 1955 model at 265 cu. in. which was enlarged to 283 cu. in. in 1957. The Corvette 4 speed and Fuel Injection were introduced in '57 for the very first time.

The second generation, C2 (1963-1967), saw the birth of the Stingray, increases in power to the 327 engines to a top rating of 375 fuel-injected horsepower. The styling of the "mid-years" was, and remains one of the most admired automotive designs ever. Big Block, 396 and 427 cu. in. engines were first offered in 1965. They spelled the end of fuel injection in Corvettes until 1985. Full 4-wheel disc brakes came to the Corvette in 1965.

Launched in 1968 and produced through 1982, the C3 generation had a makeover styled after the concept Mako Shark design and offered T-tops for the first time. The 454 cu. in. engine debuted during this time, as did the Federal Government's emission control mandates which killed horsepower. In 1970-1972 there were approximately 60 ZR1-optional cars built.

There were no 1983 Corvettes produced for sale due to delays in the manufacturing quality of the new C4. Once launched, C4 production ran from 1984-1996 and gained in sales to those buyers that wanted an affordable Corvette for everyday use. In 1990 Chevrolet released the second "King of the Hill" ZR-1 and its LT5 engine designed by Lotus and built by Mercruiser. 1994 was the last year of this version of the ZR-1.

The C5 (1997-2004) was the most advanced Corvette ever for the time with the introduction of the high-performance ZO6, and continued improvement in the suspension and braking systems.

The C6 generation (2005-2013) introduced the LS2 engine, producing a base 400 horsepower and 400 pounds of torque. The ZR1 returned in 2009.

Looking at the C7 (2014-2019) finds the return of the Stingray badging and the production of the ZR1, super Corvette in 2019. It came with a super charged 6.2 liter V8 engine producing an astounding 755 horsepower and superior performance.

The newest generation, C8 – 2020 is also a revolutionary design: having a mid-engine and total body styling change, with exceptional horsepower and performance gains.

To commemorate the Corvette evolution, the Tidewater Region, AACA in conjunction with its next Annual Meet, plans to have a Corvette representing each year of production. You can learn more by visiting TRAACA.com.



Why Did You Join AACA?

By Fred Trusty
Vice President - Membership

In the last installment of the *Rummage Box*, we talked about AACA being one of the best kept secrets and how we first heard of AACA. So this time I will ask the question, why did you join AACA? To help answer that question let's take a look at the foundation of AACA and what we have to offer our members.

1. Antique Automobile Information Source

Our library is already the premier automotive resource library in the world and with the new headquarters building it will be even better. Being a member of AACA entitles you to 1.5 hours of free offsite research. *Antique Automobile* magazine is a treasure trove of articles and information. I love the historical articles by Steven Rossi. Then we have the digital circulated *Rummage Box*, *Speedster*, and the AACA forums.

2. Touring

AACA national and divisional tours are a great way to enjoy driving your old car and they come in many flavors. The Reliability Tour is for cars built 1915 and earlier. One of the most prestigious tours is the Glidden Tour for cars built 1942 and earlier. The Founders Tour is for cars 1932 up to 25 years old. Then we have the Vintage Tour for cars 1931 and earlier. The Sentimental Tour is for cars 1928 through 1958. Each year we have four divisional tours that take place in the respective divisions of the country; Eastern, Southeastern, Central, and Western. The divisional tours offer a lot of flexibility for the hosting region as far as length and years of cars.

3. Nationals Shows

If you really enjoy restoring and showing your pride and joy, then national shows are the place for you. If you want to learn to be a judge, then we have a wide array of classes that cover everything from judging etiquette to judging an unrestored vehicle. But there is so much more to AACA nationals than just the car show on Saturday morning. There are tours on Thursday and Friday to historical places and private collections that I would never be allowed to see if not for AACA.

4. Community and Camaraderie

One of the sayings in AACA is "You come for the cars and stay for the people." How true that statement is. There are a lot of AACA judges that don't show their cars. They come to the shows to socialize and see their friends. This has really hit home this year due to the pandemic. Yes, we have computers, smart phones, email, and social media but nothing can replace a warm smile and a hearty handshake.

I would love to hear about your experiences and any other comments. Please send me an email at 2011fred55@gmail.com or if you would prefer, call me at 502-292-7008.



Legislative Update

By Kelly Adams
Vice President - Legislation

I hope everyone is staying safe during this unprecedented time. As VP of Legislation I am tasked with learning what U.S. states, Canadian provinces and the U.S. Federal Government are doing legislatively that may affect our hobby. I have spoken to Colby Martin Director of Specialty Equipment Market Association (SEMA) Action Network. He and his team are dedicated to learning what laws are being considered that can affect the automotive industry as a whole. Many of these proposed laws can directly affect our old car hobby. Some of the proposals could effectively end our hobby. I encourage all of you to contact SAN at SEMA.org, look around their site and especially click on the government affairs tab.

On the legislative front a few things of note have taken place or are taking place.

- In Canada the provinces of both New Brunswick and Nova Scotia have proclaimed July 2020 as "Automotive Heritage Month."
- In Massachusetts there is a bill to allow the restoration of year of manufacture plates for antique vehicles. It has passed one committee and has moved on to a new committee.
- West Virginia passed a law that would allow antique military vehicles to display alternate registration insignia instead of traditional license plates. This protects the aesthetic appearance of these vehicles. These vehicles must be 25 years old or older, manufactured for use in any country's military forces and be maintained to accurately represent its military and design markings to qualify.
- Kansas HB 2420 to allow for the registration and on-road use of surplus military vehicles. Currently only antique military vehicles over 35 years old can be registered for on-road use. The bill passed the House but failed to pass the Senate before adjournment.
- Kansas HB 2528 to redefine vehicles eligible to be registered as antique vehicles. Currently Kansas defines antique vehicles as 35 years or older and as close to original as possible. The bill only required that the vehicles be 35 years old or older regardless of the components. The Bill passed the House but failed to pass the Senate Transportation Committee before adjournment.
- Kansas SB 330 to allow for the registration and on-road use of four-wheeled surplus military vehicles. The bill passed the House but failed to pass the Senate before adjournment.

This info was compiled from SEMA Action Network website of current Bills regarding antique automobiles. SEMA Action Network is a fabulous resource for ever changing legislation relating to our hobby.

If any of you learn about a bill in your area that could affect our hobby, please send an email to fordgal34@gmail.com



Car Stories That We are Losing

Myron Smith
VP Regions - Western Division

As our car hobbyists age we're losing a lot of good car stories. Here are a couple of my favorite stories.

Carl Louis Samuelson was a distant relative of my father. He was born in 1910. I always knew him as "Sam" or "Sammy." His father had a barber shop in Wausa, Nebraska. I believe the shop was next to the Ford Garage. We used to call dealerships "garages" not "car stores." As a kid, he hung around the dealership and eventually it became his job to sweep out the service area every day. He was paid for every wrench he found on the floor while sweeping. (I don't recall how much.) He said he thought mechanics sometimes intentionally dropped wrenches on the floor and left them just so he could get paid more. He grew to an adult height of 6'-1" at an early age.

Periodically, the dealer would round up a group of guys and they would go to Omaha to the assembly plant to pick up new cars and drive them back to Wausa. At a young age of between 10 and 14, Sammy was allowed to go with this group to pick up new cars. I'm not sure how they got to Omaha, but I suspect it was by train. When they picked up the new Fords, they were instructed to drive them full throttle, wide open until the engine seized. At the first stop, they would go to a restaurant for rolls and coffee while the cars cooled down. Then they would repeat the process, and each time the 'new' cars would go a little farther before stopping. He said that by the time they got to Wausa, 150 miles from Omaha, the cars were pretty well broken in for the customers. Sam eventually became an electrical engineer in Minnesota. He lived to be in his 90s.

My second story involves my Dad's cousin's purchase of a new 1959 Mercedes 190SL. Jerry was a blue-collar worker for Northwestern Bell Telephone company in the late 1950s in Omaha. He was transferred to Alaska where he worked for a period of time making really good money and having nothing there to spend it on.

He returned to Omaha and one day after work, in his work clothes, he walked into the Mercedes dealership. The salesman, accustomed to dealing with affluent members of society, ignored him completely. Finally, the owner of the dealership came out of his office and asked Jerry if he could help him. He said "Yes, I want that one," pointing to the red roadster on the showroom floor. The owner then said "OK, it'll take us a few minutes to get it out of the showroom." As he drove away, the dealership owner is reported to have said to the salesman, "let that be a lesson to you boys." The insinuation being, you couldn't tell who had the money for a Mercedes by what they were wearing and since the owner sold the car he would not have to pay a commission to a salesman.