

Fall  
2021

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

**THE RUMMAGE BOX**

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

**Matthew C. Hinson, Editor**

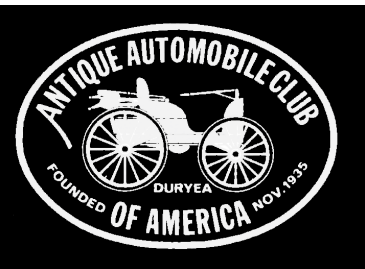
718 Woodlawn Avenue  
Wilmington, NC 28401

910-471-0797

matthew.c.hinson@gmail.com

**Inside this issue:**

My First Car By Jim Elliott	1
Where are the NEW AACA Members? By Mel Carson	
Editor's Note By Matt Hinson	2
Still the Same By Fred Trusty	
My Introduction to the Hobby By Don Barlup	3
The Jeep Raffle By Paula Ruby	
Planning A National Event - Part 4 By Dave Anspach	4



A Publication of the AACA Publications Committee



**My First Car**  
By Jim Elliott  
AACA President



**Where are the NEW  
AACA Members?**  
By Mel Carson VP -  
Strategic Planning

It is always interesting to ask others about their first car. My Dad’s first car was a 1946 Ford that he purchased upon his return from France at the conclusion of World War II. He had hoped to purchase a Chevrolet, but the waiting list was just too long.

My Dad was frugal and often told me that if I could afford my own car, I could afford my own college tuition. Needless to say, that stymied my purchase.

However, after I finished my sophomore year, my Dad partially relented. I would be allowed to purchase a car in May as long as I sold it in August before I returned to campus for my junior year. So the search began.

I wanted a station wagon as I mowed lawns and did odd jobs in the summer. My Dad vetoed the first car I found. A 1959 Edsel with seats that “crunched” as the seat foam was disintegrating. The second car received a similar veto. It was a 1958 Chevrolet with rust holes and a generator light that was blinking.

The third candidate became mine. It was a 1963 Rambler 770 which I purchased for \$235.00 and drove it home. In addition to being a station wagon, it had reclining front bucket seats.

It served me well over the summer even though it got better gas mileage than oil mileage. While gas was 23 cents a gallon, I could buy “reclaimed” (used) oil for 19 cents a gallon. It changed its own oil as it used a quart every fifty miles.

As with every year, summer ended too soon. I sold the Rambler for \$250.00 and took my cash back to college, being the only car I ever sold at a profit.

The Antique Automobile Club of America needs more members – your help is required!

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 are now coming back to being able to make some contact and conversation. Also, my local Region is working diligently to keep the Region alive and active.

The key part of this little discussion is - the Antique Automobile Club of America needs 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?



## Editor's Note

**Matt Hinson**  
Rummage Box Editor

Welcome to my 23rd issue as Editor of the *Rummage Box*. In Southeastern North Carolina, Hobbyists seem to be in overdrive mode catching up on old car events that were postponed due to Covid-19. For the past several weeks, I have attended at least one old car event each weekend. Our local AACA Chapter's annual show, which is typically held in March each year, was held on October 23rd. I attended it with my 1937 Buick Roadmaster Convertible Phaeton.

At most of the recent events, I have been able to continue my efforts to expose young people to antique cars. Whenever I see a parent lifting their young children up to give them a better view of the interior of the car, I offer to let the child have a seat in the car and make sure to have the parent capture a photo of the child in the car. This is planting seeds that will likely mature into new antique car hobbyists and new AACA memberships in about 30 years or so. We have also added several new adult and student members to our local chapter by engaging them at these local car events and providing them with information and the necessary forms to join the club. Working on short term and long term membership growth is a fun and fulfilling way to contribute to keeping the hobby and the club alive.



## Still the Same

**By Fred Trusty**  
Vice President - Membership

As a pre teenage kid growing up in the mid 1960's, I had a huge HO gauge slot car track set up on two sheets of plywood in our basement. My best friend Bob had one set up at his house, too. In the winter months, along with other neighborhood kids, we would spend many hours racing those cool little cars around the track. We learned how to modify them by changing the gear ratio, adding wider tires, and the ultimate upgrade, installing a high output armature. To us kids, this was the equivalent of replacing a six-cylinder engine with a V8.

Our favorite game was "Demolition Derby." The object of the game was to knock the other kid's car completely off the track which meant it was out of the game. If a car was still touching the track, you could put it back in the slot and continue. Each player would start with the same number of cars. If you ran out of cars, then the other kid was the winner. Each wired control box had a reverse switch. If you could spin your car around on a curve you could hit the reverse switch and go the opposite direction. A car with wide tires on the back could be used to "drift" in a curve and maybe knock the opponent's car off the track.

We didn't have computers so parts procurement meant one of your parents taking you to the local Hobby Shop on a Saturday morning. This could take several weeks or longer depending on what your last report card looked like. Cutting grass, raking leaves, shoveling snow, and picking up bottles were the revenue stream for this expensive kid's car hobby.

Here it is some 55 years later and I still want to play demolition derby except it's when someone has cut me off while talking on their cell phone. Millennials are into drifting. I still have quite a few cars, some of which I have modified for more power, and of course wider tires. Parts procurement can now take weeks or months due to supply chain issues. I don't pick up bottles for the deposit but I do save my aluminum cans and I still cut grass. As the old saying goes, "The more things change, the more they stay the same."



Future hobbyists enjoying antique car photo ops





## My Introduction to the Hobby

By: Don Barlup – Vice President  
National Headquarters & Library

Along about 1970, as a lad of 23, I was travelling along Rt. 83 near York, PA and saw this neat old car parked at an old abandoned gas station. I got off the next exit, found the car, which had a for sale sign in the window, and proceeded to replace someone else's card (he was interested also) with my card.

In a day or two the phone rang. It was the car's owner. We discussed price and a couple of days later I was driving it home.

What I bought was a 1940 Pontiac 2519 series 4-door sedan with 87,000 miles on the clock. It was a base model with only an under seat heater option and was sold new at N.E. Black Buick Pontiac in New Bloomfield, PA, for \$884.00.

It had four dented fenders as the original owner enjoyed a drink or two and had a problem backing it in and out of his narrow garage.

Back then, salvage yards and flea markets were full of used and NOS parts for this car. A radio, clock, and cigar lighter from the local junk yards and NOS deluxe chrome bumpers, fenders, etc. from Carlisle and Hershey. My plain jane car became a well optioned ride, which carried my late wife and our three young children, with diaper bags and strollers in tow to many a weekend car show. We even drove it to Pontiac, Michigan.

I joined the Pontiac Oakland Club (POCI) and AACA in 1971. I could not show the Pontiac at Hershey as the cutoff date for the show cars was 1937 at that time. The 25 year rule was instituted a few years later.

From 1979 to 1982, I served as POCI President and in 2015 I served as AACA President.

This \$300.00 purchase over 50 years ago has led me on a fantastic hobby journey, which continues to this day. The people I have met and the places I have been while attending many meets and tours are among my most enjoyable memories and I cherish all of them and hope for many more years to come.

Many cars and trucks have come and gone over the last 50 years and many still share space in the garage with my first antique car, my 1940 Pontiac, the one that started it all!



## The Jeep Raffle

By Paula Ruby  
VP – Regions Development and  
Support - Eastern Division

As most of you know, AACA has been selling raffle tickets for a 1973 Jeep Commando this year. I had sent a proposal to President Jim Elliott back in April and suggested that AACA do a car raffle to raise funds for the new Headquarters and Library & Research Center. After approval by the Executive Committee, I proceeded to focus my time on getting the raffle off the ground, ordering raffle tickets and sending them out to the Presidents of all of the regions and chapters in the organization. Regions and Chapters either received 10 or 20 tickets to sell to their members or friends.

Tickets were sold all over the country, including Alaska, Hawaii and Puerto Rico. We do have regions in all of these locations. Tickets were also sold in Quebec and British Columbia, Canada. The raffle concluded on Saturday, October 9th at the Hershey Meet. At 2 PM on that Saturday, President Jim Elliott was ready to pull the lucky ticket. A large crowd had gathered at the raffle table. President Elliott reached deep down in the drum and came out with the winning ticket. The winner's name, Ed Garfield of Rochelle Park, New Jersey, was announced. Mr. Garfield was standing right next to the Jeep and yelled out, "that is me!". As he came up to the table to be congratulated by President Elliott and myself the crowd applauded.

Mr. Garfield made arrangements to come back to Hershey to pick up the Jeep. So on Friday, October 15th he returned with his wife Kathy and a trailer to take the Jeep home. I think that the Jeep has definitely found a great new home and will be well cared for.

This raffle was a huge success and the proceeds will be put to good use. Thank you to everyone that purchased tickets and better luck next time when we do the next raffle.



Mr. Garfield poses with his new Jeep!



## Planning A National Event - Part 4

By Dave Anspach  
Vice President - National Activities

It's time to talk about getting final approval for your meet. First of all, have you looked closely at the Policies and Procedures manual and the checklist for hosting a meet? As I stated before, these guidelines **MUST** be followed in order to get your meet approved for final go ahead. Not only that, but following these rules will help to ensure that you will have a profitable meet. I won't go over every detail, but you have to ! Below however, are a few high points.

Have all of your chairmen established committees and **ARE THEY MEETING?** Waiting until the last minute in any area is only a disaster waiting to happen. Has each committee figured out a budget and submitted it to the Budget committee for consideration? Not every area will make a profit, but every expense and opportunity to make a dollar must be considered! Yes, the main idea here is to have a fun meet, but why work hard if you don't make a few dollars for your club?

And speaking of having fun, what activities have you planned for your meet? Take advantage of your venue if possible. Is your meet at a museum? Perhaps it could be a site for an Ice cream social or a special event of another type. What is special or unique about your area? Are there already planned tours in those unique spots that you can offer to your attendees? Why would someone want to visit your area if there wasn't a meet planned? What makes you live there? Use those things to plan activities that will bring people to your location.

Have you thought about trailer parking? Did you make provisions for motor homes? How about big rigs bringing in cars for day of show? People who are local who may bring in trailers for day of the show, where are you parking them? Did you plan room for spectators? What about food vendors for show day? Are you doing a car corral or flea market?

Have you made your plans for your judges? Remember they are a significant percent of your attendees. Aside for planning for judging schools, judges' breakfast, and places for judges' administration, consider what else they can do while they visit. Consider incentives for them to attend, and participate in your activities. Try not to plan things that may conflict with attending judging school so they don't have to miss anything.

What about other show day stuff? Have you planned for enough of a show field ? BTW, it's a good idea to talk with people who have done Nationals in your general area to get an idea of attendance to expect. Your liaison Director and VP of National Activities will want to know the answer to that question. Do you have a field map (your field marshal should do this) and an idea of what you are going to do if attendance is bigger than you expect? How are you going to locate cars on the field and how are your judges going to find them?

What are you doing for a closing banquet? Good food at a reasonable price is always a plus. Throwing in a bit of entertainment ensures good attendance and caps off a successful show. Remember when you received your First junior award, your Senior, etc? The pride of being recognized in front of your peers for your hard work is a feeling we all love. Make sure that awards ceremony is an important part of the banquet and it will pay off!

Once you have thought this all through, discuss it with your Liaison director and with the VP of National Activities to see what else may be needed. If you have followed the checklist and the Policy and Procedure manual, you should be ready to have your event submitted to the board for final approval.

