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**"Your Region's
Newsletter Resource"**

THE RUMMAGE BOX

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ANTIQUE AUTOMOBILE CLUB OF AMERICA

Matthew C. Hinson, Editor

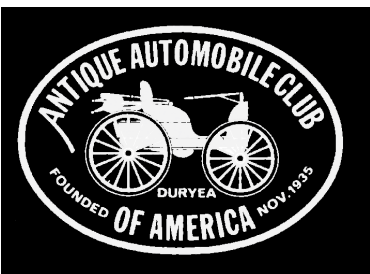
718 Woodlawn Avenue
Wilmington, NC 28401

910-471-0797

matthew.c.hinson@gmail.com

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**History of Auto Touring -
Celebrating Women in History**
By Jeff Broadus
Vice President - Marketing



AACA... An Adventure
By Jeff Oaks
Vice President - Regions & Chapters
Development & Support - SE Division

They say behind every good man is a good woman. Did you know the first documented trip in a motorized vehicle was completed by a woman, not a man? Thanks to the absolute confidence of Bertha Benz in her husband and his invention, Karl Benz continued his work regardless of repeated setbacks. On January 29, 1886 his efforts were crowned with success: Karl Benz filed a patent application for his three-wheeled "vehicle powered by a gas engine".

The world's first long distance automobile journey, of sixty-two miles, was completed by Bertha Benz (wife of Karl Benz), inventor of the three-wheeled Patent motor car in 1888. The trip had proven the safety of the automobile for travel. Although the automobile was still a novelty in America, Europeans were beginning to venture out in motorized vehicles. In doing so, they explored and considered several factors that influenced their routes and stops along the way. Important considerations included where fuel was available, what if the car required maintenance or needed repairs or what do to do to resolve something as simple as a flat tire.

Touring today takes into consideration many of the same factors. Today, tour groups around the world must consider, maintenance of vehicles on the tour, fuel, accommodations, meals and entertainment. As early as 1910, several auto clubs had been established in both the United States and Abroad to support and promote these efforts. These clubs worked to improve driving conditions, pass safety laws, map desirable driving routes and, of course promote touring. How can the AACA support your touring efforts? Let us know.

Have you ever found yourself going down memory lane while looking at the mentos and souvenirs you have collected over years of attending antique auto events? I have. It made me think about all of the places I had been and all of the things that I have seen and enjoyed as an AACA member.

I have travelled to car shows from Pennsylvania to Florida and to Minnesota and everything in between. We have visited many places along the way, including places I had never been and some I had not previously even heard of.

We took up touring later and this has really been an adventure. There is nothing like riding along with 75 to 100 other antique cars and their owners for several days to unique destinations. I found there is a bond among the drivers and a challenge to see if your old jalopy, along with theirs, will make it to the peak of the mountain or sometimes to lunch in the next small town. Many good friends and memories have been made on tours! There are special events that arise on occasion as well. One such instance happened a few weeks ago in my hometown of Wilmington, North Carolina, Jay Leno was doing a performance and sent word that he would like to see some of the local antique cars in our area. Our local AACA Chapter was invited and to our surprise, we had the privilege of meeting with Jay Leno as he looked at our display of cars!

Looking back over the past 27 years, the AACA has been as much of a great adventure for me as it is a great car club!





Editor's Note

Matt Hinson
Rummage Box Editor

Welcome to my 25th issue as Editor of the *Rummage Box*. In addition to being the *Rummage Box* Editor, I am the Treasurer of my local Chapter. Our Chapter recently held our 50th Anniversary Spring Meet. I have been a member for half of the 5 decades that the chapter has existed. During the last 25 years, I have seen lots of members come and go. Unfortunately, I have attended quite a few funerals of fellow chapter members over those years. When I joined the Chapter, I was one of the youngest members. Now, even 25 years later, there are still lots of members who are older than me, but there are many who are younger than me.

We seem to keep adding new members. At our annual car show, we seem to always pick up a few new members. I distribute a lot of new member application packets at other local old car events through out the year. We seem to find the most potential new members at the local monthly Cars and Coffee event. Sometimes, those applications come back quickly, sometimes, it takes talking with people over a few months before they end up joining. I had one day recently that I was pleasantly surprised to have two new member applications returned to me in the mail. Later that day, I had a third new member application delivered to me by another chapter member. I don't recall ever having previously received 3 new membership applications in a single day. The point that I am making is that potential new members are out there. All you have to do is be willing to talk with them at other car events and ask them if they would be interested in joining the Antique Automobile Club of America and your local Chapter and/or Region. It is an easy conversation to have, once you express an interest in someone else's collector car and let them tell you about their car, they are typically very receptive to the idea of joining an antique car club.

In addition to talking with adults, at Cars and Coffee and other local shows, I almost always find at least one young person who clearly is excited about old cars. If a youngster shows interest in my car, I like to offer them the opportunity to sit in it and have their Mom or Dad take a photo of them. I am fairly confident that some of those young people will one day become AACA members!



Volkswagen "Super Beetle" Convertible.

By Wayne Tuck
2022 AACA National President

Returning from overseas duty in 1971 with two years active duty remaining to serve in the military, we needed a car that was reliable and economical to operate. The new Volkswagen "Super Beetle" was introduced that year and added some features that seemed to fit our needs so it was decided this was the right car for us to purchase.

One of the deciding factors was the increased storage area in the trunk. The newly designed Macpherson strut front suspension and "bubble" trunk hood increased the storage space to nine cubic feet....an amazing 86% increase over the standard Beetle! That, among many other improvements in the defroster/heating system, storage behind the seat and the dual port heads boosted the 1600 CC engine to a whopping 60 HP.

We intended to buy the standard sedan. However, with demand being high for the new model our dealer only had two choices available. We could only get a bright yellow convertible or a Karmann Ghia from stock. We decided to spring for the extra \$200 and bought the convertible. The convertible body was produced by Karmann.

What fun we had with that car! We owned it for eight years. Putting the top down on a summer day, enjoying rides through the country, bringing friends and family for tours through the Washington DC area were all enjoyable and bring back many fond memories. As each of our three children were born, all were driven home the first time in that car. But as our fifth family member was added it became evident that our beloved super beetle no longer fit our needs. Having paid \$2400 new, it sold for \$1800 eight years later. Not bad depreciation by today's standards.

Fast forward 45 years. Driving through town, there beside the road was a nearly identical 1976 bright yellow super beetle convertible with a for sale sign in the window. With a little negotiation we now have our beloved bright yellow super beetle back to drive and enjoy. Now we are making new memories and look forward to seeing you on a National AACA Tour. Look for the bright yellow Super Beetle Convertible. See you down the road!





A Chance Internet Meeting

**Myron Smith VP - Regions & Chapters
Development & Support - Western Division**

A photo popped up on my Facebook page about October 18th last year. It is from the AACA Facebook page. It was taken apparently during the 1905 transcontinental race from New York to Portland, Oregon.

Although I don't usually contact strangers who post things on Facebook, this photo and the name of the poster intrigued me. The poster's last name was the same as my mother's maiden name, and I own a cabin that faces the pyramid in the background of the photo. The pyramid is called Ames Monument. It was erected by the Union Pacific Railroad in 1882 to commemorate the highest elevation of the Union Pacific railroad at that time.

I'm leery of internet contacts as I hear many stories of scams so I was careful in what I said, but I did send a message in Messenger. He quickly responded to my message and we started comparing ancestors and our interest in cars. He primarily liked Ford's but had an early International Harvester car and I have mostly Chevrolets. I believe we came to the conclusion that our immigrant ancestors were brothers when they came to this country in the 1600's. During the course of our messenger and text message conversations he told me he was in Hospice and lived in Wyoming. His health condition was a surprise to me. We exchanged car photos and had many very interesting electronic conversations over the next few weeks about both cars and family and places of interest. I attempted to think of things he would find interesting since I knew his time was short.

In one of his messages to me he mentioned he had a restored but unassembled Model T he wanted to get rid of. I contacted one of our Model T club members thinking it could be put in the club newsletter, but my contact was himself interested in the car and bought it.

I'm not sure when my last message came from him but I sent him one December 12th which he did not respond to for several days. I looked on line and found he had passed away December 4. I am sorry I never got to meet him in person and think we could have had a lot of car fun. I hope my electronic conversations with him helped him in his final days. I know I feel 'enriched' for having met him even if it was for just a little while. So, going back to my title, my advice is to not neglect getting to know people who have similar interest to yours.



Let's do a Nationals or a Tour!

**By Dave Anspach
Vice President - National Activities**

I must say that serving as Vice President of National Activities has been both a challenge and fun. The opportunity to meet and talk with so many of our members has been a real delight. People all over the nation who are interested in showing and touring with their fine cars have similar interests. They would like to have as many events nearby as possible. There are many that suffer from a misconception however. Somehow they think that the National organization is responsible for running these events. While this may be true from time to time, normally it is your local chapter or region that decides on, schedules, runs and profits from the event. That's correct, it is up to you to run an event!! As VP of National activities, it is my job to coordinate the timing of these events and present them to the board for approval of the location and schedule. I know that Covid has caused a number of people to shy away from gatherings but most of the country has come back to "normal" and we need to get to work.

So I am coming to you, the members to ask for HELP! We have many holes in our schedule for the next year or 2 that I am in desperate need of assistance to fill. First and foremost...There is no show scheduled in 2023 in the Central or the West Regions. No viable candidate has stepped up and that is a real shame. We need a region that has the ability to attract something in the area of 125 cars at least, reasonable prices, and an interest in doing a show. The staff and board can help. Personally, I can help guide you to a fun and profitable event, but we need the people to step up! Personally, I have sat through several roundtable meetings criticizing the National for not having more events in the West, but I still don't have a candidate to do a show! If no one steps up, we don't have shows.

2024 looks brighter with openings for a Winter Nationals (although there are a couple of regions talking about cooperating to do it), Central Spring Nationals, and Southeastern and Western Fall Nationals. Still a lot of possibilities for your Region to have a great event. However, starting in 2025, there are openings all over the calendar. Get on board NOW!

In addition we are searching for groups to do Tours. As of right now, there is no one to host the Vintage Tour in 2023 along with the Glidden, Reliability and Sentimental Tours in 2024. These are fun activities that can be done with a somewhat smaller group than a Nationals, but can be profitable for your Region as well!

If you think your Region can't do it by itself, consider combining. The 2023 Winter National is being hosted by 2 regions cooperating and there have been many successful events done in the past with 2, 3 and more Regions combining forces. If you have any interest, let me know! The National Club won't let you fail. Together we can have year after year of fun and successful events.



Everyone Has a Story

By Phillip Cole
Vice President - Publications

Monday morning... You are the editor of your region/chapter newsletter, and you hope to have it printed and in the mail before the end of the week. You have already gathered the usual input: president's message, your message, calendar, meeting notes, articles including one from the Rummage Box, etc. But there it is... a blank page! It is page four which you normally fill with a summary of your club's last event or an interesting story which one of your faithful writers has provided. Unfortunately, the pandemic or a bad stretch of weather has temporarily dried up your folder filled with club events. You have already called your most faithful writer, who replied after a long pause, "I've got nothing." And now, you have nothing!

"Everyone has a story" is an age-old writer's premise, which has saved many an editor's blank-page problem right before a pressing deadline. That does not mean, however, that you can just hunt through your membership list for a story. What does it mean? You, as the editor, need to know your members and their cars, garages, etc. What AACA eligible cars do they own? Do they show? Do they tour? And most importantly for a good story, what car do they own that is seldom seen? What is their automotive background? Are they members of other car clubs? Do they have a favorite restorer who they trust or do the work themselves? The list goes on and on. If you just take the time to get to know your members and plan ahead.

Here are some examples I have gleaned from our newsletters across AACA:

There is a lady who has traveled for decades with her husband on tours and to conventions for one particular car brand. Her articles are not just rote meeting notes. She includes human interest comments, tales of traveling in the past, and preserves historical events which would have been forgotten in future generations.

We have many AACA members who have lived and traveled extensively in other countries. Along the way they have become experts concerning cars which many of us have never seen. Some of them have written stories and series of stories about these "unknown" cars.

Years before Covid-19 hit our shores, an editor of one region decided it was time to get past the usual Ford versus Chevy discussions and begin to educate each other about the historical multitude of automobile manufacturers in the U.S.A. His efforts evolved into some informative monthly gatherings for that region; and eventually, resulted in seminars for our AACA Annual Convention. I hope this continues!

Everyone in AACA has a story. It is our responsibility as writers, editors, officers and members to ensure those stories are told.



It's Not the Mileage

By Fred Trusty
AACA Executive Vice President

In December I purchased a 1977 Cadillac with 52,000 miles from an AACA member in Hampton, VA and drove it 647 miles to my home in Louisville, KY. Having no issues on that trip, we decided to drive it on the 2022 Founders Tour in Mobile, AL. All was well until we were about 30 miles north of Mobile on I-65 and the engine died and we coasted over to the emergency lane. I opened the hood and not seeing anything unusual got back in, turned the key, and it started up. The next exit was only about ¼ mile, so we pulled into a gas station. The gas gauge was showing a ¼ tank, so I filled up. The car never died again. Now I know that ¼ tank really means "empty."

The second day of the tour, we pulled into our first stop and as I turned into the parking lot, I heard the power steering pump whining. One of the locals said there was a hardware store, grocery store, and a Dollar General store just down the road. All three stores were out of power steering fluid so, I called one of the Deep South region members. Darrin brought me a bottle of power steering fluid. I Filled the reservoir, started the car, and there was a high-pressure leak in the hose when I turned the steering wheel. As most real men know, duct tape can fix anything, so we wrapped the line so that it wasn't spraying everywhere when we loaded it onto Darrin's trailer. We hauled the car to Darrin's shop about five miles away and luckily, the auto parts store had a power steering hose in stock. Normally, this would have been a ten-minute job, but the open-end wrench couldn't break the fittings loose, so we had to cut the line at both ends and use a 6-point socket with a breaker bar to break the fittings loose.

I learned several things from this adventure. Get to know all the little idiosyncrasies of your car, especially one you have just purchased. Even though you have a very low mileage car, some items like belts and hoses are subject to age rather than mileage so keep spares with you on a long trip. You can always depend on AACA members to come to the rescue.





...Somewhere West of Laramie By Myron Smith Vice President - Regions & Chapters Development & Support - Western Division

Somewhere West of Laramie was the slogan used by the Jordan Car Company for one of the most famous Automobile Ads from the 1920's. It was used then used in 'Old Cars' for a column written by Tim Howley in the 1970's.

If you love to drive, I suggest the following. From Laramie, Wyoming head southwest to Walden, Colorado, over Rabbit Ears Pass to Steamboat Springs, Colorado. Walden is a small town that mostly caters to locals but has some tourist businesses also. Steamboat is totally a tourist town, but has interesting architecture, both old and new made to look old. From Steamboat the drive is through the Yampa River Valley on US 40 to Craig, Colorado. It again is a high plains or mountain town. On the western outskirts of Craig our route of travel was to the south on Colorado Highway 13. This road follows the Yampa River valley/canyon eventually going through the mountain town of Meeker and on to Rifle, Colorado.

Rifle, Colorado is where we took I 70 through such towns as Parachute, Palisade, Grand Junction, Fruita and into Utah to the Exit for US 191 to Moab. As you go south toward Moab and for much of the trip you may feel like you've found yourself on the set for the movie 'CARS'.

North of Moab is the entrance to Arches National Park. We highly recommend a trip into the Arches National Park. You climb a lot as you enter the park and the scenery is breathtaking. Natural rock arches, high spires and a rock balanced on a spire that looks like it defies gravity. Moab is another tourist town. You can buy a lot of T shirts there, but it's not like Steamboat. I'm sure the economy depends a lot on the tourist trade from Arches National Park but it is not as artsy as Steamboat. The Arches aren't specifically confined to the park, we saw one along the road as we passed by.

From Moab there are a lot of long hills up and down. Towns such as Blanding and White Mesa are along the way. At Bluff you may take Utah State Highway 162 back into Colorado to get to the 4 corners area. Four Corners is the point where Colorado, Utah, Arizona and New Mexico all meet. We proceeded past towns such as Tuba City and on to Flagstaff. We took I-17 south of Flagstaff. This road has many very long straight up and downhill grades. Along this road there are many saguaro cacti which are very interesting. However, I would stop before reaching Phoenix as the traffic is a real rat race.

This jaunt goes through the Navaho Indian reservation and some route is desert. Towns are a long way apart and some of the 'towns' may not have gas stations. There are many thrift or antique shops in the little towns that look interesting.

We were able to find non-ethanol gas stations with some searching. These are 2 lane roads except for the small section that was interstate. However, there are many passing lanes, in various places and signs also will tell you when you are approaching an area for passing.

This isn't a road for the weak of brakes or those without much horsepower. And it's 750 miles with long runs up hill and down with steep grades in places; but it is a fun and beautiful drive.

