

Summer  
2022

“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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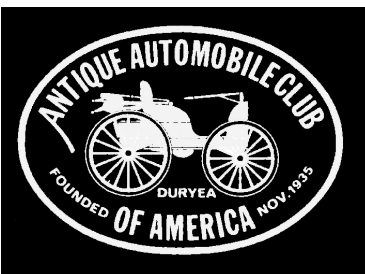
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A Publication of the AACA Publications Committee



Everyone Has an Interest  
By Phillip Cole  
Vice President - Publications



Vapor Lock  
By Fred Trusty  
AACA Executive Vice President

Over a decade ago, I made a new friend, James, at one of our region’s events. He had driven his Corvette a hundred miles to this, his first AACA event, and was full of questions. My wife and I spent time with him to answer most of his questions. After that first encounter, we continued to email and see each other at various AACA Nationals. James and his wife joined the region where they live and have become active leaders in that chapter. What made James and I friends is the same common interest that binds all of us together as members of AACA: our interest in the old car hobby!

In my life coach training, I have learned there are three elements which will help any common interest group – large or small - grow and advance. They are:

**Encouragement.** At our initial encounter I found James to be a likeable fellow with a keen interest in the old car hobby. Over the years both of our families have continued to encourage each other and have become encouragers in our respective regions.

**Opportunity.** Obviously, that first AACA event gave us an opportunity to share information and become AACA friends. Over the years it has become our common practice to check with each other about signing up for national events.

**Rewards.** The biggest reward for our two families is our friendship. Over the years, however, both of our families have covered the walls of our garages with trophies, plaques, chips, banners – all trappings of active participation in the old car hobby.

As leaders in your own region/ chapter, do you offer encouragement to your members, especially the newer ones? Do your board and committees seek more opportunities to enjoy the hobby for your membership? Beyond the trophies and banners what are the rewards your members can gain as active participants in your region/ chapter?

Did you know that the gasoline of yesteryear had a boiling point of about 180 degrees but our new modern gas boils around 130 degrees? The fuel line of my 1935 Packard 120 runs right by the exhaust manifold just before it goes into the carburetor. On a warm day it would usually vapor lock. When I first bought the car about 5 years ago, I installed an electric fuel pump and filter at the gas tank which helped but on very hot days it would still vapor lock, especially in stop and go traffic or at long traffic lights. I decided to install a vapor separation fuel filter as close as possible to the carburetor. You say that you’ve never heard of a vapor separation fuel filter? It looks just like a small inline fuel filter with one 3/8” inlet but it has 2 outlets. The 3/8” outlet goes to the carburetor and the 1/4” outlet (see picture red arrow) goes back to the gas tank similar to a modern fuel injection system with a return line. I drilled a 1/4” hole in the fuel tank’s fuel filler tube and installed a 1/4” bulkhead hose fitting. I then ran a 1/4” nickel alloy line back to the fitting. The nickel alloy line is very flexible which makes bending it much easier than a steel line. The 1/4” line sends vaporized gas go back to the tank instead of into the carburetor. Another advantage is that since more gas is flowing in the main fuel line it also helps keep it cool. I also wrapped the gas line and filter in the engine bay with aluminized fiberglass insulation to help insulate it from the heat of the engine. I did this about two years ago and have not had a vapor lock issue since then.



Photo by Fred Trusty



## Editor's Note

By Matt Hinson  
*Rummage Box* Editor

Welcome to my 26th issue as Editor of the *Rummage Box*. Both of my current antique automobiles are 1937 Buicks. Here in Southeastern North Carolina the weather has been a bit warm lately. I have been driving my antique cars a bit less than I would prefer lately, but that is not really unusual for Summer in my area. We tend to enjoy driving our antique cars more in cooler months due to heat, humidity, and afternoon thunderstorms during the Summer. Between multiple Facebook groups, the AACA Discussion Forum and serving as a newsletter evaluator, I realize that there are other areas of the country where people can't get their cars out much in colder months and get most of their hobby enjoyment hours in during the Summer months. Lately, I have been thinking about possibly purchasing a newer antique car that is equipped with air conditioning so that I could enjoy more hours driving during the Summer here in Southeastern North Carolina. I guess that is one of the tradeoffs for never having to own a snow shovel.

On the AACA Discussion Forum, I have seen a recent discussion lamenting the lack of original antique cars at car shows. In my area, I don't seem to observe that issue to the extent that some people from other areas of the country are reporting. This is a large country. There are lots of differences in different regions of the county. It is important that we all realize that what we observe in our area, may not be what others see. Hopefully we can all work together in our own area to help encourage others in the hobby locally and to encourage more people to become members of the Antique Automobile Club of America, one of the best kept secrets of the hobby. If each AACA member signed up an additional member, the club would see amazing growth.

I am hoping to do a bit more touring in the near future. In past years, I have driven my 1937 Buick Century to antique car events as far away from North Carolina as Indiana, and Ohio. I have owned my 1937 Buick Roadmaster Convertible Phaeton for a much shorter time than I have owned my 1937 Buick Century Sedan. I have done a little bit of work on the Roadmaster, but not that much. I am making plans to inspect all of the wheel bearings and do a thorough inspection of the brake system and other chassis components. Although the car is a good driver, that I have driven extensively in my local area, before I can take it on the road for longer distances, it needs a more extensive examination of the mechanical systems. Working on this car in my garage will be another way that I can enjoy my antique hobby hours this Summer. While the car does not have air conditioning, my garage does. I hope to have the 1937 Roadmaster ready for some long distance touring by the time the weather cooperates!



## Youth in Our Hobby How-To

By Mary Bartemeyer  
Vice President - Regions & Chapters  
Website Development

We often hear talk about how young people are not interested in our hobby. I don't agree. Take a car to a Cruise-In or other venue that has people not in our hobby and watch what happens when you interact with youngsters and their parents when they encounter an older vehicle. If you put a young person in your vehicle and point out the differences you might be surprised at the reaction of not only that young person but also the parents.

Sit them in the seat and ask the following questions:

What about windows, if there are none, is it a touring car that has side curtains? Or if it does how do you roll them down? (i.e. hand crank, etc.)

Where are the seat belts?

Does it have an entertainment center? i.e. radio

Where do you plug in your computer? Doesn't have a charging port?

Is there a speedometer?

How about a gas gauge?

How fast does it go?

How many pedals are on the floor and what do they do?

Is there a horn and where do you honk it?

Once you get the kids talking and searching, watch the expression on the parents face. If they look interested, ask them to join the hunt. Sometimes they get jealous that their kids get the opportunity to experience the above. In the end let them take pictures. It will be a memory that could last forever and spark a new member down the road.

Better yet, take them for a ride. Whether a ride around the parking lot or a ride around the block, make it memorable.



Photo by Matt Hinson



## The Volkswagen "Beetle" A Brief Look Back in Time

By Jeff Broadus  
Vice President - Marketing

The Volkswagen Beetle is probably the most familiar and easily recognizable automobile in the world. With more than 23,000,000 vehicles sold in over 30 countries, it is the best-selling model in history. Nowhere has the VW been more popular than among the world's young people, who took to it almost right away. It's popularity is still very strong with our youth today, just as it was in the 60's and 70's. It's affordable, inexpensive to maintain, and parts are readily available from numerous aftermarket parts suppliers. It's also an easy way to get started in the hobby with clubs like AACA. Most enthusiasts, however, don't know that the little "bug" almost didn't get off the drawing board, and that the man chiefly responsible for its eventual building was one of history's most infamous despots: Nazi dictator Adolf Hitler.

According to a standard VW press, "The Volkswagen's origins go back to 1931 when Ferdinand Porsche, one of Europe's leading automobile engineers, began working independently to design a small, inexpensive and economically operated car for the public. "Unable to convince European automobile companies that they could tap a major market and increase sales tremendously with the low-cost 'people's car' (or Volkswagen) he envisioned, Porsche was turned down in all his requests for financial support. Professor Porsche poured his own resources into his design project, hoping against all odds that he could make a success of his small car dream. Then in 1933, shortly after the Nazi Party gained power in Germany, Hitler opened the Berlin Automobile Show with a speech in which he discussed the need for a small, inexpensive car for the average man." That same year, Hitler recalled meeting Dr. Porsche a decade earlier at an auto race and reached out to him about his plan. As it turned out, Dr. Porsche had already drafted the solution, "The VW Beetle".

Hitler ordered Porsche and the stand-offish Society of German Automobile Manufacturers to produce just such a small, low-cost auto. In fact, he told Porsche to design a car that could be sold for about \$140, a figure that the Professor himself regarded as impossible. Porsche knew that even with America's then vaunted mass production techniques, its least expensive automobiles then sold for about \$425.

Nevertheless, the Nazis went ahead with their plans and financial support of the embryonic VW, and the project. At the 1937 Berlin Auto Show, Hitler and Ley were briefed by Dr. Porsche on a VW prototype model, and it was agreed that the car would be manufactured and sold by the Nazi Kraft durch Freude, or KdF movement, which in English translates to "Strength Through Joy," under which German workers received discount vacations and other such niceties. And so a car is born.

After the war, a postwar British commission reported after visiting Wolfsburg, the VW "does not meet the fundamental technical requirements of a motorcar. As regards performance and design, it is quite unattractive to the average motorcar buyer. It is too ugly and too noisy... a type of car like this will remain popular for two or three years if that. To build the car commercially would be an uneconomic failure. Never was an official government report more inaccurate! Production increased from 100,000 in 1951 to over a million a decade later!

Still, negativism about the little car died hard. When Heinz Nordhoff, a VW executive, brought the plans to the US in 1949 to raise some American venture capital, a customs official in New York - after having seen photos of the vehicle told the executive that he was sure no such car was produced anywhere in the world, and, even if it were, no one would ever buy it!

And the rest, as they say, is history.



VW photo by Matt Hinson





## VOTE!

By Dave Anspach  
Vice President - National Activities

One of the duties that every person in any Democracy has is the duty to vote! As a member of the AACA, you also have that duty here. The time of year to vote for the members of the board of directors will be on us shortly and it is important that you aid in the selection of the men and women that will determine the course of your club for the future.

Our board consists of 21 people who serve on a purely voluntary basis. They are not compensated for that service and travel at their own expense all over the nation to attend shows and tours. A typical, hard working board member can spend 10 to 20 or more hours a week working on behalf of you, the members, to help in Judging, Endowments, Event Planning, Finance, Budget, Marketing, Membership, National Activities, National Awards, Library, Headquarters, Publications, Public Relations, Strategic Planning, Youth Development, Website Development, and Regions Development and Support. Elections are held on a yearly basis for groups of 7 (1/3 of the board) on 3 year cycles.

A board member can serve a maximum of 15 years on the board (if re-elected 4 times) and in that time can cover a variety of areas or can stay in just a couple. For some, if they are selected by their peers they may spend a couple of years in the executive branch as secretary, executive VP and President! It is truly an awesome responsibility for those voted into office and is a gigantic commitment. The club is always looking for qualified people to run for these board positions. We realize that it is not, however, for everyone to serve on the board. The time and financial commitment can be taxing on many people but there are still ways to help shape your club.

Sadly, those selected are voted on by usually as little as 10% of the membership. Honestly, I find that a terrible commentary on all of us. I hear at every event about the things that we, as a club, could do better. I agree, there is so much we can improve, but to do so we need our membership to be interested in what and how we do things. The best way to show that interest is to VOTE! Learn about the candidates who are running; read their biographies and decide which of them will best shape your club the way YOU want it shaped! To really learn, call your present board members and ask about the candidates or call candidates and ask your questions.

It is vitally important to the future of our club that every member get involved. There are so many important decisions to be made. And after the election, talk to those board members. Tell them what you think needs to be changed. If you have selected good board members, they will take your ideas before the whole board for consideration and possible change.

One final thing, I said earlier that not every person is cut out to be a board member, and that is true. However, there are active committees for every area of need in the club. Every committee is looking for people who are interested in their area. Let them know! Volunteer your time, and help improve your club and move it into the future! WE NEED EVERYONE'S HELP!



Bits n' Pieces From AACA  
By Steve Moskowitz  
AACA CEO

We thought we would reinforce information that is going to be published in *Speedster* and in *Antique Automobile*. There are important things happening with AACA over the next few months and we do not think we can repeat them enough!

First, on July 24<sup>th</sup>, a new event being put on by AACA staff at our building in Hershey. We will also use the "Hershey" show field. The event is called CarMania and for those living near Hershey or wanting to make a trip this will be a fun day. Wayne Carini of *Chasing Classic Cars* is expected to be with us. Not a typical car event as we will have activities all day. Please check out [www.aaca.org/carmania](http://www.aaca.org/carmania) for all the details. Click on FAQ on the ad to learn more.

Next is a new oral history project we are co-sponsoring with a company called PCI. You will find a story about this in our other publications. Naturally PCI is doing this as a for-profit venture but they are also making a nice donation to AACA. Most importantly we will be able to secure your hobby history for future generations. We are very excited about this idea. We do recognize some of you do not want to be solicited and if so please let us know and we will take you off the mailing list. Just contact us at 717-534-1910.

The Eastern Division Fall Nationals known to most as "Hershey" is on again this year and for MANY more years to come. However, PLEASE make note of the new schedule. Load-in for vendors is on Monday, flea market and car corral starts on Tuesday with the CAR SHOW on FRIDAY! Also, a special this year is the library literature auction on Tuesday at 4 PM. There is going to be some great new literature available especially since we will be selling off the duplicates from the portion of the Philadelphia Library archives. Many of these have not been touched in 50 years! Sale will be at the back of the AACA Headquarters building. Don't miss out!

While Ken Eberts cannot be here to sell a poster this year, there still will be a poster. David Snyder is taking over the reins for a year or two and based upon the preliminary drawing I have seen you will want this poster! David, will be on Chocolate Field North at the AACA blue trailer (same location as Ken was). Also check with the Hershey Region souvenir tents.



## AACA Youth Scholarships Application Deadline December 1, 2022 By Debbie Nolen, Vice President Youth Development and Awards

As one of the ways we can strengthen the continuation of our old car hobby from one generation to the next, AACA awards scholarships by recognizing students who demonstrate an active interest and participation in the antique car hobby. Whether their interests have been shown through restoration, preservation, and/or ownership of antique cars, AACA supports its commitment to qualified candidates with several types of \$1,500 awards, with privately funded scholarships also awarded periodically. All Scholarship awards are presented in conjunction with AACA's national awards as part of the AACA Annual Meeting each year.

### Requirements and Application Forms

Be sure to get a complete copy of the requirements and application form from AACA headquarters (or online at [AACA.org/scholarships.html](http://AACA.org/scholarships.html)). **Applications must be received by December 1st and should be clearly marked with the name of the desired scholarship.** Send to the AACA Executive Director at AACA headquarters. Faxed applications will not be accepted. AACA Headquarters, 800 West Hersheypark Drive, Hershey PA 17033 • 717-534-1910 • [AACA.org](http://AACA.org)

The **AACA Young People's Award** recognizes an individual who has made a significant contribution to the successful operation of an AACA region or chapter, and/or has demonstrated a sustained active interest in owning, restoring or preserving antique vehicles or automobilia. The candidate, parent or grandparent must be an AACA member in good standing for a minimum of five years, and the candidate must be nominated by a region or chapter. The minutes of the meeting where the nomination occurred must be included with the application, along with a copy of the letter of acceptance to the institution they are or will be attending. In addition, a resumé, essay and transcripts are required with the application.

The **AACA Scholarship Award**, is granted to encourage individuals to further their education and stimulate interest in AACA and the history of vehicles in general. It has the same requirements as the Young People's Award Scholarship, except a region or chapter nomination is no longer required.

The **John and Janet Ricketts Scholarship Award** is in recognition of AACA's first female national president, Janet Ricketts, who served in 1999 and is granted by the family of John and Janet Ricketts in appreciation of their love for AACA and their belief in service to the club. The award is available to any AACA member, child or grandchild of an AACA member who has been in good standing for at least five years; has demonstrated active interest in AACA through participation in its pro-

grams OR shown active interest in the hobby of antique vehicles through restoration, preservation, or ownership of such vehicles; has submitted a required essay that demonstrates the candidate's history of leadership in scholastic or extra-curricular activities; and who has been accepted to an institution of higher learning or is now enrolled in the institution. Region or chapter membership is encouraged but not required.

Formerly known as the Student Scholarship Award, **The Susquehannock Region Automotive Technology Scholarship** is granted to a student enrolled in an automotive technology and/or restoration program at an accredited institution. The applicant must be nominated by a letter of recommendation from a faculty member at the institution they are attending. The student must also be an AACA member (either regular or student) and must provide transcripts and a resumé.

The **Louise Bianchi Choitti Memorial Scholarship** is based upon the same rules as the AACA Automotive Technology Award and is awarded as funds are available. It was instituted and funded by Dave and Marilyn Chiotti as a way to honor Louise and a way to continue to support youth in the hobby.



## Change

By Don Barlup, Vice President  
National Headquarters & Library

"Change" is probably the most feared and misunderstood six letter word in the English language.

When I first joined AACA in 1971, I could not show my 1940 Pontiac (my first antique car) as the cutoff year was 1937. Fortunately, and for good reason, that cutoff date soon changed to the current 25 year rule.

Prior to the late 80's when I took one of my original solid tire early trucks to an AACA show, the majority of the comments that I heard was "When are you going to restore it?" My reply was, "Never, I can't afford it and I like it original". Then HPOF arrived and now I hear "I hope you are going to keep it original!" My, how times have changed!

In my 15 years serving on your Board of Directors I have seen many changes in our hobby, in our club and in our people and the vehicles that they show.

I like to think that these changes have been positive. Just visit our new National Headquarters and Library building. We have come a long way, through change, since 1935 and the days of having our offices in the old Hershey Museum building. Change is constant and mostly positive in our hobby. There is more to come, as it should be. Be a positive part of it.

Always remember, "you can always count on change unless you are dealing with a vending machine."