

Winter  
2022

**“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**

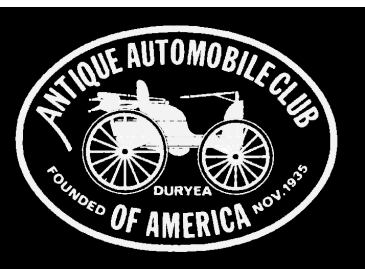
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A Publication of the AACA Publications Committee



**New AACA Website**  
By Steve Moskowitz  
AACA Chief Executive Officer



**AACA is Looking for a Few  
Good Men and Women**  
By Don Barlup  
Nominations Committee Chair

AACA has a new website! The club has had a decade plus long website that was powered by an old version of Joomla which was no longer a supported software and did not work well with mobile devices. We have wanted to change it for years but costs and some technical issues held us back. It finally became intolerable and we went ahead with a program to change [www.aaca.org](http://www.aaca.org).

Our new website debuted the day before our Annual Convention but it is not a finished project. We have lots of features to add and a second phase of a special page for prospective new members only. However, we are now working with a WordPress site that is very compatible with most mobile devices and computer software. You might have to adjust the resolution to properly see the slide show of cars but we think you will find the site much easier to read.

Our biggest hurdle is to change our “store” which also handles renewals. This feature of our site must integrate with our custom software for membership and therein lies a huge problem for us. Quotes to accomplish this have run into the tens of thousands of dollars and we simply have to find a more economical solution.

We are pleased to have finally upgraded our website presence and promise you that as time goes by we will make many more improvements to make communication with you easier. If you have any thoughts or ideas of features you would like to see please contact us.

Serving on AACA’s Board of Directors is a high calling and a great honor; however it is not for everybody! If you feel that you can serve the membership and possess the following qualifications, I need to talk to you.

First, you must have a genuine love of the antique automobile hobby. You must have the ability to serve at the national level. This requires you to devote the time, energy, and personal resources necessary to participate in meetings, nationals, tours, and regional activities.

You must be able to function in a team atmosphere by being a team player and/or team leader. You must be able to support your fellow board members and maintain strict confidentiality as required.

Directors need to have the respect of their fellow club members, gained as a proven and successful leader. Experience in chairing or working with AACA committees is important, and background in chairmanship of national level activities is valuable. A track record of active involvement in the hobby, and recognition as self-less and hard working for the fun and enjoyment of others is critical.

The best directors and those who rise into the highest offices of AACA are those who work hard so others may enjoy their hobby. To them, knowing that AACA has been successful is more important than their own individual recognition. Still, one of the intangible benefits of leading AACA is the respect and recognition you will receive from the members. It is their thanks for your friendship, your concern for the hobby and their enjoyment of the club, and your wholehearted devotion to AACA.

If you feel that you qualify for consideration by the AACA Board of Directors, please call me at (717) 582-3209 or email me at [Pullman1914@aol.com](mailto:Pullman1914@aol.com).



## Editor's Note

**Matt Hinson**  
*Rummage Box* Editor

Welcome to my 24th issue as Editor of the *Rummage Box*. Here in Southeastern North Carolina, it seems that Winter got off to a slow start with warm weather a bit later into the season than normal. When the cold weather did arrive, we had colder than normal weather with some ice storms and even a little bit of snow. I don't seem to handle frozen precipitation too well, and luckily we don't see it very often. I am happy that Spring will be here soon. I hope you find the winter weather fading away soon to allow you to enjoy your antique cars more too.

Even in the Winter, our local monthly Cars and Coffee gatherings have been active. It never ceases to amaze me that every month someone will show up with an antique car that I had not seen previously. With new antique car owners showing up each month, I have had a bit of success in signing up new AACA members over the winter at Cars and Coffee. Potential new AACA Members are out there just waiting for the invitation to join the club! A friendly conversation and an offer of a prospective membership packet that includes the necessary forms to join AACA and your local Chapter and/or Region is all that is needed to help the club grow. In addition to working on immediate membership growth, I also like planting the seeds for future long term growth by allowing interested young people to sit in my 1937 Buick Roadmaster Convertible Phaeton for a photo opportunity whenever a young person seems interested. This photo was taken at our local December Cars and Coffee gathering.



Another Future Hobbyist enjoying a photo op at Cars and Coffee



## I Need Your Help

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

As chairman of the 2022 Winter Nationals, I can tell you that it takes a lot of planning. It can be done in shorter periods but in most cases it takes at least a year and usually 2 years to put it all together. If you look at the AACA events calendar for 2024, I can tell you it is EMPTY! For that matter, 2023 still has holes in it and there are even gaps left in 2022! With a bit of help, you can still fill those gaps.

AACA shows and touring are the essence of our organization. Holding these events allows your members an opportunity to have some social time and a chance to show the general public what a great hobby we have. In addition, I know of no better way to increase the value of your car than to fasten an AACA award to the front of it.

Lets start with touring. The allure of traveling the countryside in your antique satisfies in so many ways. It takes us back to a simpler time when things were easier and cars were something we worked on as part of our regular activities. Traveling as a group, we experience social activities and, yes, we repair those breakdowns (and we all have them) together.

Planning a tour is almost as much fun as participating in one! Your group ends up traveling the routes over and over to make sure they can be handled by a variety of cars. You look at the resources available to make traveling easier and fun. The group plans the stops and spends time together and along the way you meet new people that ask questions and usually you end up getting new members. It can also be an opportunity for your group to make some money. Properly planned tours can be quite profitable for your group! Right now, there are openings for 4 tours in 2022, The Vintage Tour in 2023, and Just about every tour in 2024!

A Nationals requires a bit more work, but it also has potential for more rewards! It is a great opportunity to get your group to do a major activity together. And remember, you are not in this alone! The staff and board of directors along with numerous National committees are here to help you every step of the way. All that is needed is for you to get things started!

So what do you say? Get your club together at your next meeting and discuss it. If you think a visit from a director or committee member will help....just say so and we will see what can be done! It takes every Region and Chapter in the Nation to make this club, and to move it ahead. PLEASE, consider hosting a Tour or Nationals; you will be glad you did!



## Average Joe

By Fred Trusty  
AACA Executive Vice President

My name is Joe Average and I own a 1982 Camaro. I wish it was a Z28 but it's just a base car with an automatic transmission, a/c, power steering and brakes, and an aftermarket radio. From the factory it had a 305 V8 with a 2bbl carb, but by the time I inherited it from my Uncle Steve, the engine was worn out. I replaced it with a later model 350 V8 with a 4bbl that I got from a guy I work with, Jim Normal. I replaced the original wheels with a set of Rallye wheels and it runs so much better with those shiny wheels. It's dark blue, or at least you can still see blue in a few areas but it's solid with no rust anywhere. It's paid for, and it has sentimental value since my uncle bought it new with help from Grandpa Average.

My son just joined the military, and my daughter will graduate from college soon. I wish I could retire and have more time to work on my car, but retirement is 10 – 15 years away. But, at least with the kids gone, I'm finally going to have some money to work on my car. I suggested to my wife that I could save some money if she would park her car in the driveway instead of the garage so I could have a place to work on my car. I love our dog, Zephyr. He's like one of the family but his doghouse is not nearly large enough for the two of us, so I'll probably have to hire out a lot of the work on my car. I can't afford a full restoration or a custom show car. All I want is a dependable nice-looking old car that I can drive to car cruises and other car events.

At lunch one day, I was talking to a co-worker, Ordinary Wayne. He told me about a car club that he belongs to. I attend as many local cruise nights as I can, but I've never heard of AACA. I can't remember exactly what that stands for, Another American Car Association or something like that. He gave me a shiny magazine with a beautiful old car on the cover. He said they have a local club and he invited me to one of their meetings. I told him I couldn't join a club like that because I don't own a real antique car like a Model T. He said, "You don't have to own a car like that. Look at me, I have a 1997 Ford F-150 pickup." Then he asked me if I like to eat. Strange question but yeah, I like to eat. "The club has regular events, and it usually involves good food." Tongue in cheek, he said, "We're not really a car club, we're a dinner club. It's just coincidence that we drive old cars. We're a family-oriented club so bring your wife, kids, grandkids or friends." I told him I'd have to think about it. I'm not a club kind of guy.

A few days later I started looking through the magazine he gave me, *Antique Automobile*. Nice magazine but how did that one guy get to be a vice president in a big fancy club like that? He just looks like an Average Fred to me. I turned a few pages and wow, there's an

unrestored Camaro just like mine but what's a DPC car? Hey, there's a short story about the local chapter Ordinary Wayne was talking about. There he is with a bunch of other cars on a cruise to Average Park, USA. "Honey, come look at this. This looks like it might be a lot of fun."

**AACA is one of the best kept secrets on the planet. If we want AACA to grow, we have to appeal to Average Joe**



## Hudson Hornet Twin-H Power Luxury Car or Performance?

By Wayne Tuck  
AACA National President

Most early fifties race fans are familiar with the Hudson's record of performance on the track. The Twin-H flathead six record speaks for itself. Probably the Disney Pixar movie, "Cars" brought it back to life for the younger generation. Most of the better known race cars were two-door coupes with standard transmissions. However, many preferred the 4-speed Hydramatic transmissions and four-door sedans. Both versions performed well. The low center of gravity and suspension added to its performance.

That same suspension and power also made the Hudson Hornet a very desirable luxury car. The price range and features made Hudson competitive with other manufacturers such as Buick and Cadillac. I have owned a Hudson Hornet for many years and driven on numerous AACA tours. My Hudson subsequent to receiving an AACA first place Senior Award has been driven over 40,000 miles. This car is truly a joy to drive. Driving at modern highway speeds of 70 MPH+ for sustained periods makes you forget you are driving an old car. Even without power brakes, the car stops quickly and efficiently with four wheel drum brakes. The comfort and roominess of the interior gives you the feel of true luxury. The exterior stainless steel trim and chrome are a thing of beauty. Of course, you quickly realize that it is not a modern car on a hot day with no air conditioning. Maneuvering in a tight parking lot is a challenge but great exercise for building arm strength. This is all part of the fun of owning and driving old cars.

To answer the question of Luxury or Performance, this car is both! If you are looking for a car to drive long distance at highway speeds, it's hard to top the Hudson Hornet.





## Nostalgia and Cars By Wayne Tuck AACA National President

Interesting how some of us have an attraction to cars we have owned in the past. For me, and I'm sure for many others, I have an attraction to own cars that remind me of the happy times of my life.

Every time I see a Nash or Hudson Metropolitan it reminds me of a time when I won my first car in a newspaper delivery boy contest that was aimed at keeping their older paper boy's on the job. It was a turquoise and white hard top that I still have photos of it today. I had a beautiful girlfriend (who happens to be my wife of 53 years today). Life was good, 16 years old and oblivious to what was going on in the world and what perils I would face in the coming years. My older sister already had her driver's license, I still had a year to wait for that privilege, so I gave the car to her. Still today, every time I see one for sale, I'm tempted to buy it.

Then came that joyous time when the world opened up with all the joy that comes with driving. Freedom at last! A one year old 1965 Dodge Dart with a 170 CI slant six, three speed on the column, AM only radio, no carpet on the floor, it was about as basic transportation as you could get. Bench seats were perfect. Your girlfriend could snuggle over next to you. These kids that drive cars with center consoles today don't know what they're missing. We still had that car when we got married. Being in the military at that time, not being able to afford an expensive honeymoon, we drove the Dodge Dart to various locations. Gettysburg was our first stop. Naturally, the events AACA has held in Gettysburg are all nostalgic to us. Life was all fun and games. I sure would like to still own that Dodge Dart today. Happy times!

Then came the most nostalgic car we ever owned. After a two year break from having any car available to drive and returning from an overseas deployment we decided to get an inexpensive but fun car to drive. It was the first year of the Volkswagen Super Beetle. We purchased a bright yellow convertible with a black top. With two years left to serve on active duty and a lot of free time available, we had a ball with that car. Over the next eight years, as we were blessed with three children, they were all driven home from the hospital in that car. As the saying goes "all good things must end someday" the car just wasn't built for a family of five. It was truly a sad day when I sold it and watched the taillights disappear going down the road. However, this story has a happy ending; In 2015 we spotted an identical car for sale at a repair shop. This time we didn't hesitate to bring back the memories and have enjoyed many hours driving on AACA events. We even drive our grandchildren in this car.

This story could continue as we recently acquired an S-10 Chevy Blazer in memory of the 1983 model we bought the first year they were introduced. We find it interesting how we can relate the cars we have owned to the different phases of our life. Think about how different cars you have owned bring back memories of good times you have had. I call it "Car Nostalgia". Don't catch it, it can be addictive!



Four of Wayne Tuck's grandchildren in the VW Super Beetle





## The Controversial Topic of Collector Car Categorization

By Jeff Broadus  
Vice President - Marketing

As in the past, the subject of collector car categorization always leads to some strong opinions by enthusiasts everywhere. To be clear, these categories were created, supported, and promoted by car clubs. Today these categorizations stand as industry accepted categories defining a niche and serving the collector car community.

Below are six categories that make up the core categorizations representing a large percentage of multi-marque collector cars within our hobby.

**Antique** - Generic term used for all autos built before 1925.  
**Horseless Carriage**: A term used to describe very early autos built at, or before the turn of the century, characterized by very slender, tall wheels and carriage-like appearance.  
**Brass Era**: Autos built 1914 and earlier, so-called for the abundant use of brass in the production process (radiator, headlights, horn, sidelights, etc.).  
**Nickel Era**: This bridges the gap between the use of brass and chrome on autos during the period from 1915 to 1928.

**Classic** - The term "classic" is the most overused term in the car hobby. Officially, it is a label used by the CCCA (Classic Car Club of America) to identify "fine or unusual foreign or domestic motorcars built between and including the years 1925 and 1948, distinguished for their respective fine design, high engineering standards and superior workmanship.

**HOT ROD** - Originally this term was used to describe the practice of taking an old, cheap car, removing weight (usually by removing roof, hood, bumpers, windscreen and fenders), lower it, change or tune the engine to give more power, add fat wheels for traction and paint it to make it stand out.

**STREET ROD** - In the 1970s hot rodders tried to clean up their reputation and thus started to use the term 'street rod' instead of "Roadster" or "Hotrod". An ingeniously simple idea re-born.

**Sports Cars** - or sportscar, is a small, usually two-seater, two-door automobile designed for spirited performance and nimble handling. The term "sports car" was used in The Times, London in 1919. According to USA's Merriam-Webster dictionary, USA's first known use of the term was in 1928. Sports cars started to become popular during the 1920s. In the postwar era, a "sports car" is most any car

that seats two, can have a hard or soft top, and could be used for competition.

**Production Car/25 Years or Older** - This is a term used by the AACA to cover cars 25 years old or older that don't necessarily fall into categories such as Antique, Classic or Hot Rod and primarily deals with postwar collector cars.

**Muscle Car**: These are mid-sized cars built from 1964 to 1973 and characterized by large displacement, high horse-power engines. They came factory direct to dealers with the largest engines available from the manufacturer.

**Pony Car**: A term originally used to describe the Ford Mustang, but later used to describe all cars built that would compete with the Mustang such as AMX, Barracuda, Camaro, Firebird, etc.).

**Special Interest**: A "catch-all" category for a car of any age that has collectible attributes but is not covered by any of the preceding categories. This would include late model cars with enthusiast appeal (Buick Reatta, Cadillac Allante, and Dodge Viper), or extremely low-mileage or well-cared-for cars that normally wouldn't be collected.

Well, there you have it. If your car doesn't fit in any of the above-mentioned classifications, the only option left to consider;

**Used Car** - A car that is basically used as reliable transportation.

