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

**THE RUMMAGE BOX**

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**Jan & Vern Kamholtz**

**Editors**

925 N 113th Street  
Wauwatosa, WI 53226

414.259.8947

e-mail: jlkamholtz@wi.rr.com

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**The Most  
Important  
Person in AACA**

**By Tom Cox  
AACA President**

There’s also all of those folks who often work on all the Region and Chapter Boards of Directors. Everyone from Presidents to Club Secretaries often take care of the necessary background drudge work that a lot of us would love to avoid. I cannot think of ever hearing of a Club Secretaries award, but without them we wouldn’t be able to keep track of what we’ve done and where we are going. The same can be said for all of those who volunteer at this level. They are the lubricant that keeps the clubs going.

We all love getting our newsletters and checking out our websites. Seeing what our friends are up to when snow is on the ground, and searching for the next part or project can be done in the comfort of home through the newsletter and website. Those great pictures of all our friends and cars as well as the calendar to let us know where to go and when, not to mention countless articles for our edification and enjoyment come to us through the efforts of newsletter editors and webmasters. They are unquestionably the glue that holds our club together by keeping us connected.

Throughout this year as National President, I’ve met hundreds of our volunteers. They work long hours without pay and often without the recognition they richly deserve. Who amongst them is the most important? I can tell you that our club would not exist if any of them weren’t there. There would be no monthly smorgasbord meetings, local events, or national shows, or tours, and no direction for our club, and no information to share. I hope we can all think about this for at least a moment. Any of these people could easily be the most important person in AACA. I hope you will do what you can to thank them, and more importantly think of how you can help them. After all, we are a family, and families help each other.

P.S. I have a soft spot for all those editors and web masters. I know from experience that material is often hard to come by. Take a moment to write something or send something in to them. It will make their lives easier and your Regions and Chapters stronger!

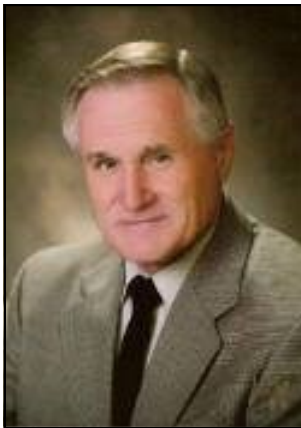
Having first joined AACA at thirteen, I have worked in a lot of capacities within my own Regions, and have experienced a lot of great events through the hard work of many others. As we know, any organization is only as good as the sum of its parts. In AACA those parts are people who volunteer their time, effort, and personal resources for the enjoyment of others, and I suspect for a bit of self satisfaction,... but who amongst them is the most important to our club?

We love our shows and tours in AACA whether they are local or national. All of these events require a lot of dedication and planning. Planning routes to drive as well as the all important places to eat and sleep are both important and time consuming. Those who plan them have often been through the entire experience several times before the rest of us ever arrive. The shows require trailer parking, judges, a nice show field, awards dinners, and awards. There are usually committees that work weeks if not years to make sure all of it goes off to our satisfaction and enjoyment. We wouldn’t have an AACA experience were it not for these members.

Ah, and then there is judging and all we learn about authenticity in preserving our original cars and correctly restoring our projects. AACA judges are the backbone of our efforts to be good conservators of our vehicular history. These guys and gals spend years honing their skills and building their knowledge. We could hardly get along without the roadmap they provide.

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## What is a Member?

By Hulon C. McCraw  
VP Class Judging

Hopefully by the end of this article we can find the definition of the title.

I just returned from the 68<sup>th</sup> annual Glidden Tour in Chattanooga, TN. where over 225 vintage vehicles and 500 plus members enjoyed a week of touring two lane country roads through the mountains of Georgia and Tennessee. All week I saw the fellowship of those in attendance who had not seen each other since last year's Glidden tour. Many plan their vacations around the Glidden Tour schedule making it a tradition. One individual, Steve Gordon, has done so, making Chattanooga his 47<sup>th</sup> Glidden tour. Steve's daughter, son-in-law and grandchildren are carrying on the tradition having attended several Glidden Tours.

Traveling in a 1923 Ford "T" Model as the navigator one has the time to site see, think and raise some questions. Here are a few of the thoughts I had and questions I asked myself along the week.

AACA offers several opportunities for members to enjoy the antique automotive hobby. Touring in my opinion is by far the most relaxing and enjoyable. You slip back in time to two lane roads winding through the country side and shed the stress of big city traffic jams.

Another opportunity is showing your pride and joy at National Meets. Here sometimes, the adrenaline level rises since you are competing for that first place award. The wiping and preparation, let alone the anticipation of the judges arrival to begin their judging, adds to the excitement.

Last but not least, you can become a judge and share the excitement of the owner when they earn the award sought, knowing you played a key role in their accomplishment. Having taken inventory of all the offerings for member's enjoyment, one question kept haunting me. Why aren't more members taking advantage of enjoying the benefits offered by our club.

AACA has over 60,000 members but less than 1% are enjoying the hobby on the Glidden Tour. Unfortunately, the same results can be found when attending a national meet.

Maybe it's time to reflect on what is a member and define ourselves. The Think-It-Over comments could be an eye opener.

## THINK IT OVER

Are you an active member  
The kind who would be missed  
Or are you contented that  
Your name is on a list  
Do you attend meetings  
And mingle with the flock  
Or do you criticize and knock  
Do you take an active part  
To help the work along  
Or are you satisfied to be  
The kind who "just belongs?"  
Do you ever work on committees  
To see there is no trick  
Or leave the work to just a few  
And talk about the clique?  
So come to meetings often,  
And help with hand and heart;  
Don't just be a member  
But take an active part  
Think it over, brother  
You know right from wrong  
Are you an active member,  
Or do you.....just belong?  
(author unknown)



## Action against Ethanol

By Herb Oaks  
VP Legislation

Since my last article on "Action against Ethanol", a lot has happened. I think we have gotten some attention with our opposition. AACA joined with SEMA and the AMA to oppose Ethanol in fuel. The Hemmings News article with pictures of the three organizations meeting at the Capital in Washington, DC in June was a powerful article. It received 76 comments, all favorable, in our fight against Ethanol in fuel. The impression is that AACA is taking a leadership role on the issue and I hope that it will continue to encourage our members to act. You can view the Washington rally on the AACA forum. It's worth taking a look at.

I have done some research on how this all came about. Former Vice President Gore and many oil-industry supporters were dubious about the feasibility of using Ethanol in gasoline blends, as mandated in the U.S. Renewable Fuel Standard. This regulation was intended to re-

duce dependence on foreign oil, make emissions cleaner and decrease gasoline prices. Causes we can all agree upon.

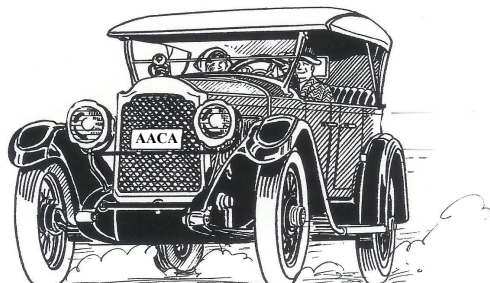
The Ethanol mandate has failed on most fronts we believe. For instance, for many months unleaded gasoline has remained over \$3.00 per gallon. According to the American Automobile Association, this is the first time in US history that this has happened.

Nationwide Ethanol had the unattended consequence of driving up food prices. The Ethanol mandate eats up about 40% of US corn and 15% of global corn supply. This naturally drives up food and feed costs.

The automotive industry has made great strides recently in improving fuel efficiency and the Nation needs affordable oil and gasoline to fuel its needs and economy. Ethanol is not providing the answer we need. It's time to throw in the towel and get the corn out of gasoline.

You are seeing more and more gas stations with banners advertising "We sell real gas – Ethanol free". I saw this in Chattanooga while on the Glidden Tour and it was quite a sight to see a long line of antique automobiles waiting their turn to fill up. Right here in my home town, Jacksonville, NC, we have added 5 more stations that now have a pump with Ethanol free gasoline. Yes, the fact is Ethanol free gasoline costs more. But as an old advertising slogan stated – "Pay me now or pay me later". Many antique automobile owners and all of us who have lawnmowers, boat motors, etc. have paid later. As a chemical, Ethanol increases water formations which can than corrode metals. Ethanol can also dissolve plastic and rubber. Both types of reactions damage our engines and fuel systems, and intensify over a period of time when the vehicle is not used.

If everyone who is an AACA member would write their public officials in Washington, we can make a difference. Remember, if you do not "get in the game" then you cannot complain! Reach out to your congressmen on all issues that affect our hobby-it is important!



## Public Relations

By Jeff Stumb  
VP Public Relations

Just after the first of the year, I was appointed to fill a vacancy of the AACA national board. As a longtime newspaperman and – more recently – a marketing director for Coker Tire, I was asked to serve as Vice President of Public Relations.

No problem, I thought, because for years in the newspaper business I was always asked to be the PR person for whichever civic club or community organization I was in (Rotary Club, Chamber of Commerce, etc.).

But one thing I learned was there is a big difference between a local civic club and a national organization like AACA. First and foremost is distance. The local civic club can meet just about any time and any place. And if someone misses a meeting, you can catch them up in the checkout line at the grocery store or after church on Sunday because you see them all the time.

With AACA being a national organization, committee members are spread out from Tennessee to Pennsylvania and from Virginia to Nebraska.

But after a little more of a learning curve than I thought there would be, the Public Relations committee was able to develop a plan and set some goals for the year, and I am happy to say we have been very successful with most of it.

The first thing accomplished was to get all meets and tours listed for free in Hemmings Motor News (and its related publications) and Old Cars Weekly. The listings for established events were sent in to each publication, and a procedure for new events has been put in place. Mary Clayton at the national office in Hershey will submit the listing as a new tour or meet is announced.

Our goals were publicizing all tours and meets to local and national media outlets, especially automobile publications.

Also, a channel was to be established for board members and other AACA members to get interesting information that we can use to promote AACA, and a method of distribution will be set up in 2014 for getting the word out.

In addition, for 2014, a complimentary booth space was provided by the Great Race at each of the 18 stops on its annual event to promote AACA. The committee will be looking for a retired couple to make the trip from Maine to Florida at their expense to combine a vacation and promoting AACA. More than 250,000 people attend the stops on the Great Race, and they are mostly car lovers. If you are interested in doing this for nine days from June 21-29, please drop me a line to [jeffs@coker.com](mailto:jeffs@coker.com).





## AACA Region/ Chapter Development

By Bob Parrish  
VP Development/Support  
Eastern Division

There are areas of the country that are clearly underserved by not having an AACA Region or Chapter. We all believe that for an AACA member to enjoy the full fellowship of the hobby, membership in a local Region/Chapter is necessary.

The AACA sponsors many National meets and a variety of tours throughout the year and participating in these events can be very enjoyable and rewarding. What can be more fun than a local tour with your classic vehicle and your local friends? Regions offer so many activities, such as flea markets, a weekend run to some historical attraction, a mini overnight tour, a monthly dinner meeting, a technical session, a local car display and the list goes on.

There are geographical areas where no AACA Regions or Chapters exist, and getting something started can be a simple process. To form a Region there needs to be a minimum of 15 AACA members and remember a member and spouse would be counted as 2 members. Eight AACA couples could start a Region. Five members are needed to start a Chapter and a 50 mile radius between Region locations should be maintained.

Trying to encourage new Region growth in no way should be perceived to pull members from an existing Region. A new Region in a remote area can serve as a convenience for our members so they may enjoy this wonderful hobby at its fullest. We have experienced that when a new Region is formed, membership growth occurs in AACA as well as the local Region.

There are currently 367 AACA Regions throughout the country and there is room for many more. When you look at areas where there are no Regions available, many times you will find some type of a local car club doing very well having shows, cruise-ins, and other events. They also are being supportive and making contributions to local charities, but they do not have any affiliation with a National organization. Recently, I found such a club that had been in existence for over 10 years that voted to become an AACA Region. There are some good reasons for their decision. The club officers and members had concerns about liability exposure, so they began getting quotes for insurance coverage, which was around \$2,500.00 annually. Blanket coverage for this insurance is provided free by AACA and its Regions/Chapters policy.

Additional benefits for AACA affiliation are a listing on the AACA web site, event promotion, and overall AACA support from its team of veterans in the hobby.

To organize a Region or Chapter, the process can be fairly simple. An application for the formation of a Region/Chapter may be obtained from the Vice President Regions Development and Support or AACA National Headquarters. The application package includes a Region or Chapter application form as appropriate, suggested uniform Bylaws, AACA Bylaws, Insurance Memorandum, Film and Video list along with a request form, AACA membership applications, membership brochures, and copies of recent issues of Antique Automotive Magazine.

The friendly, helpful AACA Headquarters staff is always willing to answer questions and provide an application package. The four AACA National Directors for Region Development and Support stand ready to help with this process as well.

We are members of the greatest Antique Automobile Club in the world, **Lets Spread the Word!!**



## Judge's Training

By Read Majors  
VP Training & Development

This has been an excellent year for our judging program! More and more AACA members are becoming involved as judges and realizing the rewards and enjoyment that comes with participation. Our recruiting efforts have been successful and I want to thank each of you who have brought in new folks to our 'club within a club.' The best advertisement for our judging ranks will always be you hardworking and dedicated judges.

I commit to you that AACA training will remain focused on presenting information both old and new in a useful and clear manner. Judging School is a critical component to our system, but I believe it should not be two hours of mandatory drudgery. A balance of "school" and "fun" must be struck. We will keep working hard on this end to correct and improve what is presented. When all is said and done, each of us wants this to be the best judging system in the entire old car hobby! I'll look for you on the field.



## Somewhere south-east of Laramie..

By Myron Smith  
VP-Youth Development

My son Nathan & I enjoy junk yards, I have enjoyed them since I was a child. One of my memories is riding out a rainstorm in a peach colored '58 Impala coupe that in the condition it was then would be considered an easy restoration. Nathan, while wanting to do perfect work particularly enjoys the imperfect. The fresh out of the pasture cars that have been mechanically rebuilt but left cosmetically the way they found it we find particularly of interest. Vintage cars & trucks are interesting no matter what the condition.

Antique cars are to be enjoyed no matter what the condition, and no matter what the age of the owner. Some articles cannot be improved on. This one came to me, not from not near Laramie WY but from Laramie. I could not express thoughts better than Ted Preston has in the following so I offer here his thoughts in its entirety,

How can I get this restoration project moving?

It's winter time, when some of us have free time evenings and weekends to work on those project cars hiding in our garages. I've had one of those in my garage, too. I'd like to say that I've been working on it for the past six years. In truth I worked on it for about six months, then it sat for almost six years, mostly disassembled, and largely in the way. It seems I needed some motivation to complete the project.

I remembered loving how the car drove when I first bought it. I liked it so much that I wanted to build it into a practical, classic daily driver. Seeking motivation, I decided I should reassemble the car enough to drive again, and that might motivate me to get it finished. Mission accomplished!

I put the car back on the road a couple months ago, installed a drivers seat in the otherwise stripped interior, drove it a thousand miles or so, and shook out some drivability bugs. I liked driving the car just as much as I had six years ago, and I was, in fact re-motivated to get it finished.

When I left off with restoration progress all those years back, I left the car with fresh paint on the hood and front fenders, and the rest in primer. I found myself wanting to spray paint and finish the bodywork . . . in November in Wyoming. It worked out better than I had hoped, thanks in part to some unseasonably warm weather. I found that

you can easily sand, mask and spray a single panel at a time in the evening after work. It produces a marvelously motivating feeling when you watch the paint job proceed in that fashion, and the car looks a little better every day!

I also learned that my amateur painting skills produce a much better finish this way than when I try to paint a whole car at once. Spraying a single panel gave me far more time and concentration to control the paint film, and my home air compressor was able to keep up just fine. It always struggled to keep up when I sprayed a whole car at once, even a small car.

My paint job is complete now, and I found the motivation I need to finish this project. A new interior upholstery kit is on order, and I look forward to seeing the car finished by spring.

I hope some of the rest of the High Wheelers and Oak Spokes can find their own inspiration to make progress on their projects during these long winter evenings. I'm planning, as the new President of the High Wheelers, to implement a regular monthly garage night, and encourage the members to gather for wrenching and socializing in the environment I enjoy so much: the garage on a long winter evening!

Don't ever feel embarrassed to drive your project car. Getting it out on the street again may remind you why you started that project in the first place! Should we hold a joint "project" car show in the spring, where we can all show off our progress? It may also be a way to reach out to the next generation of restorers, whose rides aren't quite up to normal "show standards."

Happy wrenching!

Ted Preston

President, Hi Wheelers Chapter

Thank you Ted,

Myron Smith VP Youth Development.



## Meet Your AACA Headquarters and Library Staff

By: Don Barlup  
VP National Headquarters

For those of us in business, it is no secret that our greatest assets are those valued employees who diligently work for the good of our organization and its members. Each of them bring to the table their own special talents and dedication to the Library and Headquarters operations. Many of them go far above what is expected and work as a team under the able leadership of our Executive Director, Steve Moskowitz, to get the job done.

I hope that you will take the opportunity to thank them for their dedication and support to AACA and you, their valued member. Whenever you see them, at Hershey, Philadelphia, or another AACA function take the time to say, "Thank you".

At my request, they have each prepared a short paragraph or two about their specific responsibilities at AACA and their leisure time at home. I hope you enjoy learning about your AACA Headquarters and Library staff. Enjoy!



## Karen White

My name is Karen White and I have been an employee of AACA National Headquarters for 28 years. (Wow now I feel old) I have had the pleasure to work with three different Executive Directors, William Bomgardner, William Smith and Steve Moskowitz.

I do a variety of different jobs but most of my time is spent doing what I call the three M's, membership, merchandise and mail.

**Membership** includes processing new member applications and membership renewals. **Merchandise** includes sending merchandise to AACA National Meets to be sold on consignment. I also post club merchandise online for sale. **Mail** includes processing the daily mail and UPS packages that are sent from the office each day.

I have had the opportunity to speak with hundreds of our members from across the US and abroad. It has been my pleasure to listen to their stories and help them all these years.

## Meet Pat Buckley!

Chances are good that you have already spoken to or met Pat, as she is involved in many facets of AACA operations!

Pat has been an integral part of the AACA team since November 1986. Although she will always "do whatever it takes" to get the job done, her primary duties include accounting, computer systems management, website and database maintenance, national meet program, updating judging forms and national meet brochure compilation.

"I appreciate the variety my job at AACA offers, allowing me to be involved and challenged in several different ways," Pat adds. "And, I particularly cherish the relationships I have built over the years with our members."

Pat is a very active member of the Hershey Region and Gettysburg Region. She devotes much of her free time assisting at AACA events helping to ensure their success.

A Pennsylvania native, originally from the Broad Top area, Pat has called Central PA home since the early eighties. When not working, she tries to make time to attend a NASCAR Race and cheer for her favorite driver, Jeff Gordon #24, to play with her energetic cat, Jackson and to spend time with her nieces, nephews and friends.

Pat can be reached at: [pbuckley@aca.org](mailto:pbuckley@aca.org).

## Lynn Gawel

Lynn Gawel started her career with AACA in the Library. She was originally hired for data entry but was later promoted to fill a vacancy caused by retirement. Lynn now handles issues involving regions, trophies and our judging system. In addition she assists with membership issues and handles all of our in-house engraving. Lynn and her husband Paul are avid hobbyists and have several award winning Buicks. Lynn and Paul along with their extended family and friends are avid volunteers to AACA causes. In addition, Lynn devotes some of her spare time to raising money for cancer causes. Her other main function at AACA is aggravating her boss!

## Shannon Patterson

My name is Shannon Patterson. I just started part-time for AACA National Headquarters in September 2013. My main responsibility is memberships. It starts with opening the mail, process new member applications and process membership renewals. I also help with mail and help answer phones.

I have volunteered for the last 8 years at the AACA Museum. My husband Michael Patterson works for the AACA Museum as Special Events Director. I have 2 amazing boys Alex is 9 years old & Bryce is 6 years old. I enjoy spending all my extra time with my family & volunteer as coach for my boy's soccer teams. I can be reached at: [spatterson@aca.org](mailto:spatterson@aca.org)



## Pat Frantz

Initial greeting of visitors and answering the telephone is shared with all AACA personnel. Fielding and directing these inquiries is followed by sorting/distribution of mail. Requests for certificates of insurance from the Regions and Chapters are accepted and forward to the insurance carrier's office.

I enjoy connecting with AACA members and appreciate the friendship, kindness and receptive spirit when they are assisted with the purpose of the contact.

On a personal note, I am a native Pennsylvanian. I tend to be an avid reader and also enjoy attending classical concerts (as well as some contemporary events). I have a son and daughter and an 8-year old grandson.



## Chris Ritter

I am Chris Ritter, your AACA Librarian. I've been working at the AACA Library for about 5 years. In that time I've met a lot of great people, answered some interesting research requests and realized how much I love old cars. For me, working with original catalogs, brochures, letters and artifacts that are over 100 years old is a real treat.

When I am not at work I am spending time with my wife Tamara and son Pierce – yes, he was named after the Pierce-Arrow Motor Car Company. I also spend a tremendous amount of time with my 1937 Buick Special (Business Coupe), my first antique car that features all of the Art Deco era styling that I love.

The staff at the AACA Library is currently working hard to digitize a large portion of our collection. This will allow us to virtually eliminate the physical distance that exists between the library and your home. In the not-to-distant future we will be able to quickly email you digital files of the documents you request.

Be sure to stop in to the library the next time you are in Hershey. I love chatting with our members and hearing you brag about the projects you are working on.



## Ann Kulp

Now you don't just wake up one day with a passion for cars. Rather, it is an obsession cultivated over a lifetime, and, in my case, inherited from a mother and father with a true love of antique cars, auto racing and the car enthusiast community. That's me at the wheel shortly after my husband, Greg, and I completed a ground-up restoration bringing our 1965 MGB roaring back to life, thus, proudly continuing a legacy. My father ordered this beauty from Manhattan Auto in the Washington DC area. It has been in our family ever since! Over the years, I have experienced firsthand how the car hobby can unite.

I am thrilled to have the continued opportunity to infuse this passion and enthusiasm into my work with Headquarters team. I started June 2008 as AACA Public Relations/Marketing Manager, responsible for moving all commercial advertising for *Antique Automobile* magazine in-house and ensuring its continued financial stability as well as managing various public relations efforts. Since August 2009, due to health concerns, I have been working part-time focusing on membership, merchandise, special projects and assisting marketing efforts at AACA events. We just might get a chance to chat when you ring Headquarters or stop by your AACA National kiosk at Annual Meeting or Fall Hershey green field!



## Mike Reilly

**Librarian / Cataloger**

Here at the library we all help out with research and getting our visitors the best information they are looking for. One major task we have is to sort through all of the donations and acquisitions that we receive. I was hired on as the cataloger just over a year now, which places me with the task of classifying those items we receive, place them into our online catalog, and then put them up onto the shelf so they can be accessed. This classification process allows books, sales literature, and our periodicals to be accounted for and placed in its correct place so it is easy to find. Another big task I have been helping out with is the digitization and scanning of complete docu-

ments, sales literature, and many other items in our collection. This provides us the use of accessing content without having to handle the pieces, which in many cases can be very fragile. As we finish up with the special collection that we are currently digitizing, we hope to set a course for our collection to continue its digitization process.

Outside of work I have many interests including traveling, music, playing the drums, bass guitar, and poorly playing a six string. I have played in bands since I was 15 and spent the majority of my teens and early twenties playing loud and fast music at house shows and small clubs out west where I grew up. Aside from music I enjoy making and tinkering with things, which includes drawing, cooking, sanding down and staining old bookcases, messing around with my moped, or just tooling around with my diesel model 1981 VW Rabbit Pickup. I have an affinity for smaller diesel engines for their efficiency and reliability. My wife shares most of the same interests and at the end of a long day we enjoy watching movies and hockey together.



**Matthew Hocker**

I started volunteering for the AACA Library back in the fall of 2011. Within the next few months, I was hired on full time. As the library assistant, answering research requests and cataloging are just a small part of what I do. One of my primary functions has been selling duplicate material on eBay. I also write articles for the Library columns in *Antique Automobile* and *Speedster*, along with writing and editing for the junior membership magazine, *Wheels*.

Outside of work, I enjoy building custom models out of Lego® bricks. The Tucker Torpedo, Ford Model A, and Curved Dash Olds are among a few of the creations I have made. Hobbies have taken a backseat, however, as I work toward my Master's in Library and Information Science from Drexel University. I have about one year to go and, once all is said and done, you can expect a building frenzy!



**Mary Clayton**

As marketing manager, Mary oversees the development and execution of communications strategy. She manages accounts for *Antique Automobile Magazine*, serves as editor of *Speedster Newsletter*, and helps members promote their vehicles through the AACA Approved Car Sign Program. Additionally, Mary serves as media coordinator and graphic designer for the Elegance at Hershey, which raises funds for the AACA Library & Research Center, AACA Museum, and Juvenile Diabetes Research Foundation (JDRF).

Mary has extensive experience in marketing communications, and previously worked at the West Shore Chamber of Commerce, where she was the Marketing & Public Relations Director. In her previous position she was responsible for strategic communications, project management, and creative execution of programs and events.

"I find it very fulfilling to work with membership based organizations, and have dedicated my career to helping nonprofit organizations better communicate with their audiences to grow, build, and strengthen member relationships," Mary says.

Mary holds a Bachelor of Science in Corporate Communications from Central Pennsylvania College. In her free time, Mary enjoys cooking, playing poker, writing, and spending time with friends and family. You can contact Mary at [MClayton@aaca.org](mailto:MClayton@aaca.org).





## Sharing Our Passion With Others

By Bill Gardner

AACA offers many opportunities to share our passion of the antique auto hobby with others by our participation in both National AACA Meets and at AACA Region sponsored car shows. In addition, many of us attend local car shows and cruise-ins throughout the year. Also, our passion can be shared with others by participating in AACA tours and thereby, offering a chance to see various scenic vistas and historic areas while driving our vehicles. In addition, participating in tours offers a chance to renew old friendships, establish new ones and just enjoy the wonderful hospitality that is provided by the hosting AACA Region.

I would like to offer three suggestions which Regions or Chapters should consider in creating additional opportunities to share the passion of the antique auto hobby with others.

The first suggestion would be establishing contact with local retirement/nursing homes and inquiring about the possibility of showing antique vehicles at their facility. The display of antique vehicles at the facility provides the residents an opportunity to reminisce about owning that certain model or wishing that they had purchased one. Also, please consider offering the residents an opportunity to ride in one or more of the vehicles. The automobile definitively transcends generations and the memory of either owning or riding in a certain vehicle can result in an enjoyable experience for the residents. I can personally remember the gleaming smile of a 95 year old resident at a local facility, while sitting in the back seat of my 1914 Model T touring and reminiscing about the "good old days" when my local Region showed our antique vehicles at a retirement home.

The second suggestion would be displaying our antique vehicles at local festivals, farmers markets, or other social events. Advanced notice of the display of antique vehicles usually enhances event attendance and may also result in new members for your Region or Chapter. It should be noted that you should establish a list of committed vehicles, prior to finalizing the agreement to participate in the respective event.

The last suggestion would be for each Region or Chapter to consider increasing the driving opportunities when planning their activities. These driving opportunities can include a trip to a local park for picnic, participating in a scavenger hunt, or being a part of a local parade.

When antique vehicles are seen on the road, it creates an environment for the surrounding daily drivers to share in the passion of seeing our antique automobiles and quite possibly recanting certain automobile memories.

Please consider these suggestions or create other ones that will facilitate the passion of the antique auto hobby continuing for generations to come.



## A MESSAGE FROM THE VP OF PUBLICATIONS

BY WAYNE BURGESS

As we were preparing for publication of this Rumbbox, I decided that we needed a little lesson on writing. You see the best writer is the person that grabs your attention at the very beginning of an article and holds it to the end. We have 3 different types of articles in this issue. All three do the same thing, grab your attention and leave you wanting for more. Strangely to me, in preparing my byline, noted author, Tom Clancy, died on October 2, 2013. To me, Mr. Clancy was the very best at keeping a reader's interest. His books were legendary, even becoming very famous movies. As you prepare your next newsletter, please consider using some of the following articles to interest your club's members into looking forward to future issues of your newsletter. As an editor you can edit them as you like, to fit them into your publication, even making them a two part article if necessary.

***The following article was reprinted, with permission, from the Buzzard's Breath touring Region newsletter, Buzzard Droppings***

## HOW TO WRITE AN ARTICLE

By Bob Croslin

They say the thing most people fear more than anything else is public speaking. However, if you've ever sat in an audience and the speaker stumbled or forgot her words, how did you react? Did you think "Yeah, fall on your face, baby?" Hardly. If you're like most people, you found yourself trying to tell the person telepathically

“C’mon, you can do it, don’t give up!” And, when they suddenly remember their place and continue, didn’t you feel a great sigh of relief? Most everyone I know does, because it’s our nature to want someone nice to be successful. Writing is just like speaking, except you’re putting your thoughts, experiences, dreams, and wishes on paper instead. The really cool thing is that you get a second chance – you can edit it if you please. So, with that in mind, how do you write an article for a club newsletter? Easy.

First, think of a topic. It’s easy to do when you’re sitting in a circle of friends, isn’t it? That’s how you have conversation. When you’re telling your story, the others are sitting there listening to you, then jumping in and helping you by laughing, adding their own experiences, or thanking you for sharing with them. It’s because each of us is a unique, vital human being with our own thoughts and experiences to share with others. Instead of telling them aloud, why not write them down? Here’s how you begin. Take a pen and paper or open a document on your computer. Think about your subject, then begin writing. DO NOT worry about grammar or spelling, just write and don’t stop. If you get ahead of yourself, write a note at the bottom of the page of the thing you don’t want to forget, but isn’t ready for the sequence yet.

After you’ve written the thoughts, then you can go back and do your re-write and edit. The important thing is to get it down on paper first. It sounds crazy, but it works. Many professional writers don’t even begin with their subject, they just write the first thing that comes to their mind. It’s a way of clearing out all the debris in your mind so you can eventually move into writing what you want to.

Years ago, a very successful professional writer told me not to try to write like a professional, but to write exactly as if I were telling my story to a group of friends. Don’t try to be who you’re not. The reason people will enjoy your article is the same reason they enjoy hearing you tell your story face to face. Don’t worry, your old 11th grade English teacher isn’t going to be grading this one for sentence structure, but it’s still the best way of communication possible. I spent a lot of time in rural central Florida growing up, so you can imagine how my grammar can get at times, but that’s a part of who we are. Why not share that with the rest of us?

OK, so you don’t have a computer, but we do. So, if you’ll write your article to us as a letter, then we’ll spend a few minutes typing it up.

*This article was reprinted, with permission, from the Antique Auto Musers of Alaska Region newsletter, Tinkering Times.*

## Stop Bugging Me! by Rich Golding

Like many of you, I have been doing a lot of driving within these past few summer months. In the last three weeks alone I have driven to and from Seward twice, to Hope and back, as well as several shorter trips to Girdwood and Portage.

And like yours, my vehicles, be they antique, classic or otherwise all carry the tell-tale signs of summer driving in the Great Land. I refer, of course, to the extensive bug collection adhering to our grills, bumpers and especially our windshields.

Although I have never fired a gun in my life, I am in truth one of the greatest hunters in the 49th state.

Legendary is my reputation for tracking down, stalking and eventually eradicating more than my share of our state’s flying insect population. So much so that there have been times when I have had to pull off the road in order to facilitate the necessary clearing of a view port of those dearly departed just to be able to see well enough out of my windshield to get me home.

I can remember back when I was driving my Volkswagen to Anchorage from California a few summers ago, how my car became so covered with every type of Alaskan insect that at one point it was virtually impossible to tell the car was painted red, and the front license plate had become unreadable.

On the aforementioned trip back from Seward last week, I began to take special notice of the trophies my car was collecting. Not to dwell on the morbid, but I surely wiped out entire families of moths, butterflies, flies, wasps, and, upon close examination, something that bore more than just a striking resemblance to a brother in law of mine.

I am especially proud of one of the larger specimens I so deftly annihilated. Seems the poor unsuspecting chap must have recently been to a ball game, as his flattened skid mark upon my windshield obviously contained the macerated remains of a hot dog laced with plenty of yellow mustard.

Once, on my way to a recent car show in Palmer, whilst driving my trusty Model A up into the valley on a warm summer night, I swear the collision I had with a rather large dragonfly was indeed so violent I could feel the repercussion of the impact all the way back at the driver’s seat. The bugger’s iridescent remains actually seemed to imbed themselves into my grill. Several in the Model A group attending the show asked about what appeared to them and many others that night as a “cool new art deco” ornament now adorning my radiator.

Anyone who has ever tried to clean the front of an early 1950's Buick knows it can take hours to wash, dry and polish the innumerable chrome teeth that make up the beautifully decadent grillwork. Try doing it in conjunction with the removal of hundreds...nay, thousands of smooshed carcasses belonging to our beloved state bird. Said mosquito remains, saturated in numerous pints of their victim's blood, compressed several layers thick, covered virtually every square inch of Buick they could come in contact with after our last pleasure drive.

There were stories that surfaced during and just after WWII indicating that due to wartime shortages of some materials necessary for defense, General Motors began formulating a special blend of paint for Buicks that instead of the usual base ingredients contained an experimental blend made up of synthesized insect pheromones. This would explain why every bug for miles around suicidally hurl themselves, kamikaze style directly at my Roadmaster as I motor innocently down Alaska's highways and byways.

But of course, dear sourdoughs and sourdettas, I am sure these words and tales are nothing you are not already personally familiar with. For surely you have experienced the same while out tooling down the summer roads of our fair state. I am sure you all have your own war stories of how you single handedly wiped out entire platoons of these summertime foes' armies. Are they not, after all, out only for our blood, yours and mine? Remember, you soldiers of the last frontier, that the enemy is indeed all around us and may strike alone or in force at any time. Go forth in your Fords, your Cadillacs, your Hupmobiles, and attack, attack, attack! And remember, the only good bug is a dead bug!

***Every so often you may find a member of your club that has a certain talent of seeing things a little differently. If your region is lucky enough to have him write about his twisted outlook on life, well you may get a story like this one....***

## Up on Crippled Creek!

By Wayne Burgess

I attended the Western Divisional Tour the second week of June, 2013. I'm sure you all remember reading about the fires during that time. On our second day, we traveled somewhat west heading up and around the hills to the town of Cripple Creek. A brief tour of the Information Museum Building educated us more to the history of the town from its origins in the 1800's. From there we either went on into town or some of us toured the Molly Kathleen Mine, which was just across the road. My group decided to head into town for lunch first, and maybe a try

at the many gaming establishments there. We settled on Bronco Billy's for the cheapest, very good meal that I have ever had. Thankfully (or not), some of my party lost some money on the slot machines which allows the meals to continue to be very reasonably priced. The town itself was partially restored to its original appearance. It was old west style all the way. I expected to see a gun fight at any time. After lunch, we headed back up the hill above town to the Molly Kathleen Mine. We had about a 45 minute wait as there were many other people checking the Mine out, and we had to wait our turn to descend 1000 feet into the Mine.

At this point is where things went a little crazy, hence, the "adventure". I will let one of our AACA members describe his experience with the Mine.

"My party (names withheld to protect the guilty) had to wait about 45 minutes for our trip down into the depths of H\*\*\*! We had already checked out the gift shop, and then sat outside of the shop on benches provided for our comfort. There were little small animals (chipmunks?) running around to entertain us. As we watched tourists prepare for the ride down, we noticed them being issued hardhats and even heavy coats, if they wanted them. It was said to be about 45 degrees or so in the mine. I noticed some other AACA members coming out of the elevator (cage?) and returning their hardhats and the coats that they had picked up. One of my friends did not even take a coat, and he appeared happy after the trip, although I did not ask him about it. (a big mistake on my part) I could hear a little ruckus as some went into the elevator basket (cage), more laughter than anything else, as we were a little ways away from the fenced in area (for safety to the basket). As our turn came up we walked to the area and picked up our hardhats and the coats that others had just taken off. My coat was very warm. It was at this point that I noticed that the cage was not much bigger than an oversized phone booth (think handicapped booth, an appropriate name at this point in time) Since this system had two cages, they loaded one before us and raised these guys up some 10-12 feet, while we were told to enter our cage below. The attendant looked over our group and asked for 2's and 3's. He placed the first two in facing sideways in the end. At that point, he told me and my friend's wife to back into those first two on the right side. (My friend's husband decided not to go, smart man) I backed up to the rather large lady, with my female friend backed up very close to me. I heard the large lady behind me mumble something as me and my "lady" pushed against her. My "lady" in front of me had to put one arm above her head, and I decided to do the same. At that point I realized that her body, face, and hands were pretty much pressed hard against the end of our "box". We then had two more younger people pushed into our right, facing out, like us. I thought we were ok, until the attendant backed himself (pushed) into the "box" too.

"Ahh, OHH, Geez!", was the next sound that I heard.





Since I was already having trouble breathing because of the elevation, anxiety began to creep in. (Umm, maybe this was a bad idea)

“Ok folks!”, the attendant remarked, we will be descending 1000 feet straight down. “You will notice a light inside the shaft (getting ready to get shafted alright), which indicates 500 feet down. This trip will take 2 minutes.” He pulled on the cable 2 times which alerted his cable operating buddy to start the descent down. I was really having trouble breathing at this point, especially realizing there was no turning back. I tried to steady my breathing, but my mind was taking over. As pure darkness covered all of us, I closed my eyes and tried to think of other things far away, no.....far, far, far away from this place. It was hard though, especially because our “death cage” was continually banging against the wall of the hole in the ground as it descended oh, so slowly down into the bowels of the earth. It seemed like forever before I heard one of our party say, “Oh, the light!” Thanks a lot guys, only half way down. Thankfully, the attendant was noticing some anxiety in some of us, and I heard him say only 300 more feet guys. I heard the lady squeezed behind me say to her husband, “My Goodness!” (word softened-a lot) The husband told her he wasn’t doing so good either. I thought I heard someone start to squeal like a girl. I wasn’t sure if it was me or not, but at this point I did not care. I had already figured that this was the end game for me. Remember now! There is only one way in, and one way out. Lord help me, I have to go through all of this again? Help me Lord!!! Please!!!! Get me out of here and I will tell my wife all about those extra car parts that I have bought in the past, and even the special deal that “Joe” and I have worked out to buy his car, even the deal with the bank and the planned borrowed money (against my house) to buy “Joe’s” special, expensive antique ride.

Finally, I can hear my very close, by now, neighbors release a sigh of relief, and I open my eyes to see light below us. They let us out into a very small tunnel, about the size of a small attic, you know? The light was fair to minimal. They then lowered the tram a little more and let our buddies out, the ones that had been kept in the dark above us as we disembarked. Such thoughtful people! I wondered if the tour guide would allow me to ride back to the world above by myself, but was too gutless to “beg him”. Our tour guide demonstrated the original miner’s working conditions, turning out our lights. WHAT!!! We were in the light of candles for a bit before he felt sorry for us. I think I may have heard that squeal again.

I did my best to enjoy our tour underground, as we meandered around 1000 feet underground, thoughts always on my mind, wondering...“What would they do if I passed out, from lack of oxygen, shortage of guts, or just plain scared to death?” You know I’ve heard of people passing out from fright. I believe it too, because I have seen it on TV. I kept asking him questions, playing with my friends, anything to keep my mind off of where I really was, yes, 1000 feet under solid rock. I was still breathing funny too, hearing myself gasping for air, terrified that

there might not be enough air down there. He mentioned how mules were used in the old days to move the ore wagons around, mules that lived their complete lives underground, completely blind, because of the shortage of light, with only the light of candles to work by, if you can call candles light, 1000 feet underground. He also mentioned that more humane officials of the day figured that they were abusing the mules and made them stop using them, but thought it was ok to let the poor old miners push the wagons. They sure had a funny definition of abuse in those days. He also showed us how the ore was hand hammered out of the walls, then power hammered, finally to the explosives used today. Wonderful, using explosives 1000 feet underground in close quarters. I had, by now, already decided that this job would not have been for me. That was when I heard 3 loud booms. Great, an earthquake I thought. We’re all going to die. Our tour guide never explained it, and I, probably as well as my friends, were not interested in asking any questions about it. We did get to ride a small air-powered train traveling downhill, around a sharp turn, and straight into another completely dark tunnel about 200 yards long. We came out into a “shop” used to repair all of the underground tools. They used children to move these tools from point to point. Oh, and to handle the workers small bucket excrement. I’m sure that was a pleasant job.

At one point we could see through a side tunnel another tour group that had come down ahead of us. I thought to myself, “There goes some more dummies!” We traveled around underground for over an hour and near the end, we were allowed to take a sample of ore out of a wagon to bring back to our friends back in the world of the living. I considered foregoing getting the ore sample, but figured that if I survived this ordeal and managed to live another day, I would certainly want to sucker my other AACA friends into going down a dark hole....well you know the story. Misery loves company?

Finally, (out of pity maybe) our tour guide brought us back around to our lifeline to the world above. Not a minute too soon either, as my patience was surely worn thin by then. He advised us to get back in our cage exactly as we had gotten into it in the beginning. We had no trouble figuring that out, the faster, the better. That ugly feeling hit me again. Yes, TERROR, but at least I knew I would be heading in the right direction again. The cage banged against the wall as it slowly return back up, not fast enough for me. The tour guide again said, “Only 300 feet more!” I thanked him out loud...again!

I was never so glad to see the light of day in my life. I had my friend’s wife take a picture of me to prove that, yes, I had been there, but I darn sure would never be there again, not in this lifetime anyway. “Heck! Did any of you think you saw the “devil” down there?”

You know the worse part of this story? Honest to god, as I was sharing my feelings with my friends in the car riding back, one of them turned to me and said that the



only reason that she and her friend had gone with me was because I was too tight to throw away the money I had spent for the mine tour! WHAT!!!! You DOGS!!!!

Well guys, there's my report from the Adventure of Crippled Creek, and I swear that most of it was true. I sure hope no one finds out who that "squealing like a girl" AACA member was. The only reason I called this an Adventure was the same reason a movie was called The Poseidon Adventure.....

***Doesn't this fellow look a little frazzled to you?***



***That's the author with the mine cage behind him in red (not the blue framework).***



**Kamholtz  
Korner**

**Vern & Jan Kamholtz  
Editors**



This space is generally used for our Rummage Box editors. Jan's father has recently had two strokes and his health has been in decline. She gave me permission to let all of you know about this. She and her sisters are spending all of their free time to help their mother get through this time of their life. We all pray to help them get through this. In the meantime, with the help of AACA Headquarters, I have put the Fall issue together for your use. Please use what you like to educate your club and edit as necessary to fit your publication.

Wayne