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2023

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

## THE RUMMAGE BOX

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

**Matthew C. Hinson, Editor**

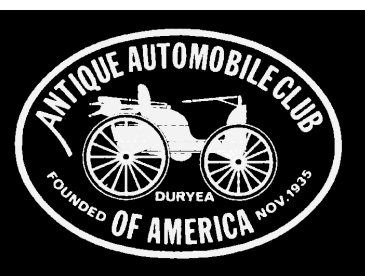
718 Woodlawn Avenue  
Wilmington, NC 28401

910-471-0797

matthew.c.hinson@gmail.com

### Inside this issue:

A True Garage Find - Part I By Fred Trusty	1
Quest For AACA Members By Mel Carson	
Editor's Note By Matt Hinson	2
How Can My Car Be More Original? By Dave Bowman	
Sticking to the Mission By Phillip Cole	3
Judges Honor Society By Vicki Bolton	
... America's Car Club By Jeff Broadus	4
It's Spring! By Dave Anspach	
Welcome Class of 1998! By Steve Rossi	5
The Secret City Tour By Jeff Oaks	6



## A Publication of the AACA Publications Committee



**A True Garage Find - Part I**  
By Fred Trusty  
2023 AACA President



**Quest for AACA Members!**  
By Mel Carson  
Vice President - Legislation

About four years ago I heard about a 1962 Oldsmobile Super 88 from a man that I had met at a local cruise in. The next day I called and talked with the grandson of the original owner. His grandfather purchased the car new but passed away in 1966 so his grandmother inherited the car. She didn't drive so it just sat in the garage. The grand kids would get the car out every now and then to take her for a ride but very few miles were logged between 1966 and 1988. She passed away in 1988 and her son inherited the house. He had no interest in the car, so it just sat there until he passed away in 2018. I met the grandson at the house and sure enough, it was an all original 1962 Oldsmobile Super 88 with 57,000 miles. It was covered in dust and all four tires were flat and dry rotted. I was able to turn the engine over with a long breaker bar on the crankshaft nut so that was a good sign. The best part was that it had clear plastic seat covers so the seats were like brand new. A deal was made to purchase the car. I loaded it onto my trailer and brought it home to my shop. I knew I would have to go through all systems to make it roadworthy. I figured I'd have the car running and in good shape in a few months.

As usual, life got in the way so here it is four years later, and it's still not finished. That's why this article is titled Part I. Part II will be when I finally finish it.



The Antique Automobile Club of America and your Region or Chapter has a quest for new members – your leadership is essential to be successful!

Challenge your Region and Chapter Members to find those interested in enjoying family participation with antique vehicles and preserving automotive history. Many AACA leaders consider the 'sweet spot' for new members may be those age 45-60, with settled families and children almost out of school – and an interest in original vehicles!

Often, we see an antique vehicle being driven to the grocery store, the gas station, or just out for a ride. Sometimes we can catch up with the driver and admire their vehicle and strike up a conversation and listen about their car. Encourage them to visit a Region or Chapter meeting and speak to them about the fun and benefits of joining AACA.

The key part of this quest is – your Region or Chapter and the Antique Automobile Club of America needs members – now more than ever! There are a large number of folks who are interested in the automotive hobby but don't belong to AACA. Some may think is that it is more difficult than ever to bring folks into AACA because many folks don't readily join organizations. You can be a leader and have a personal conversation to introduce new members to AACA. Folks like to know others with collector vehicles and be able to get together to kick tires and talk about repairs and restoration.

Every Region and Chapter Member can find a prospective AACA member – encourage them with positive ideas about original vehicles and AACA. They will see your leadership and want to join you with the enjoyment of AACA!



## Editor's Note

By Matt Hinson  
Rummage Box Editor

Welcome to my 29th issue as Editor of the *Rummage Box*. I recently attended the Southeastern Spring Nationals in Charlotte, NC. Charlotte is about a 3 1/2 hour drive from my home in Wilmington, NC. Since the purchase of my 1937 Buick Roadmaster Model 80C Convertible Phaeton in late 2020, I have been driving it quite a bit and have reached the point that I have driven it enough, including a few drives of over an hour duration, that I was confident that I could drive it the 3 1/2 hours to Charlotte. I don't own a tow vehicle or trailer. I registered the car in the Driver Participation Class for the Southeastern Spring Nationals and also registered to judge the show. My plan was to drive up on Friday, spend a bit of time enjoying the Charlotte Autofair, attend a Buick group dinner, and then enjoy the show on Saturday.

While the weather was beautiful for the show on Saturday, Friday's weather included quite a few thunderstorms between Wilmington and Charlotte. With the car being a survivor that would be in Historical Preservation of Original Features except for having been repainted in 1971, I was not willing to expose the car to the storms on Friday. I reluctantly left the Buick at home and drove up on Friday in a modern vehicle. With Saturday's beautiful weather I felt bad that I did not have the Roadmaster at the show but I still had a good time at the Autofair and at the Spring Nationals. I was pleasantly surprised to receive my 75th Judging Credit at the Judges Breakfast since I thought that I was still one credit short of that milestone.

While it will have to wait for another chance to receive its DPC Certification, I have been busy with the Buick. I attended a local show about a half hour away from home in Southport, NC a couple of weeks later. The next week I drove it to our local Cars and Coffee in the morning and drove it on a 40 mile round trip to transport a friend's step-daughter and her husband from their wedding reception to their honeymoon that night.



1937 Buick while waiting for the Newlyweds



## How Can My Car Be More Original? By Dave Bowman Vice President - Finance and Budget

AACA created the HPOF Class (Historical Preservation of Original Features) in 1988 and introduced the "survivor" car to the antique automobile hobby and suddenly having an original unrestored car adds value to it. One of the many reasons to preserve original cars is to document the actual factory construction of the car including paint, upholstery and mechanical parts as aides to restoration of the same or similar car. From these cars, we can document the size of the flake in a metallic paint or the stitching and seams used in the upholstery as well as the finish on the mechanical parts of the car.

The evaluation process for receiving a HPOF Certification is much the same as in class judging. Parts that wear can be replaced with new or rebuilt parts if they have the same appearance as the original part. These areas are the most common deductions in evaluating a HPOF car. Correcting these items will improve the score of your car and many times makes the difference between receiving an Original Certification and a Repeat HPOF Certification. Common deductions which are easily corrected are:

- Incorrect hose clamps,
- Flex hoses instead of molded hoses,
- Incorrect battery (sealed battery rather than a battery with individual caps, carrying strap on the battery, a color other than that provided by the factory, etc.)
- Oil filter that is not a factory color.
- Replacement water pump left in raw cast metal rather than painted engine color,
- Aftermarket floor mats,
- Battery cables not in factory colors or with clamp on terminal ends or missing battery hold down,
- Incorrect radiator cap,
- Non-factory color distributor cap or wires,
- Non-matching head lights.
- Aftermarket sound equipment or speakers,
- Tires (size must be as supplied by the manufacturer)

Any unrestored car or motorcycle that is 25 years old or older is eligible to be entered in the HPOF classification for evaluation. The first time the vehicle is shown it is evaluated for the HPOF Award. Vehicles that receive their HPOF Certification are automatically considered for the highest level HPOF Original Award the next time it is shown. If it does not receive the Original Award, a Repeat HPOF Award is given as long as it still meets the requirements of the HPOF level. Repeat HPOF Original Awards are also given after receiving the HPOF Original Award. At a higher level, there are three HPOF National Awards given at the Annual Meeting. These awards are for HPOF - Motorcycles, HPOF - Through 1929 and HPOF - Post 1929. These awards are selected from all vehicles shown in the HPOF Class during the year.





## Sticking to the Mission By Phillip Cole Vice President - Publications

Major corporations began to develop mission statements in the 1980's to help them stay focused on their primary business tasks. Nowadays, your grandchild's elementary school probably has a mission statement. Mission statements can help groups - large or small - remember their mission and stick to it.

The mission statement of AACA clearly states that we strive to be "America's Premier Resource for the Collectible Vehicle Community." If you would like to know more about our mission and how we work together to achieve it, let me suggest you go to [AACA.org](http://AACA.org) and under Publications, click on the Policies and Procedures Manual.

Granted, striving to be "America's Premier Resource for the Collectible Vehicle Community" may seem awfully broad to some. Yet, when you read through the Policies and Procedures Manual, you realize how many experiences, plans, opportunities, resources, forums, events and publications we offer and continue to expand to make our mission possible. It is like we are building an ever-expanding AACA garage where many different people share in their love of old cars. You want to know more about your great grandfather's very rare old automobile? Well, there's a guy here who has restored three of them. Over in the middle of our garage is a library that has an owner's manual for it.

A truly interesting thing about this AACA garage is our doors are virtually always open. The people who gather there to move forward with our mission know they must also strive to see all sides of each issue. Realizing how important our mission is, we generally decide to let the petty things roll away like water off a duck's back. Our daily plan in our garage is to learn from others and share with others. We set our sites on what truly matters in our mission, which helps each of us find our own unique role in the process of being an AACA member.

When I was a child, my father never had to wake me on Saturday morning. Why? Because Saturday morning was when we went to Jack's service station. Years ago, I tried to find out what Jack's last name was, but nobody could remember. To this very day I have no idea what brand of gas he sold, even though every Saturday he filled up the tank, checked the oil, and cleaned the windshield. I quickly learned as long as you stayed out of the way, didn't mess with the tools and kept quiet, Jack and his mechanic really didn't mind if you watched them work. By the time I was old enough to get a job at age 14, Jack's station was long gone. Last year, I took my granddaughter, an AACA student member, to teach her how to fill up the gas, check the oil and tires, etc. The whole time I thought about Jack and wondered, "How do many children learn to understand and appreciate cars (not just old ones)?" I believe it is up to us!



## Judges Honor Society By Vicki Bolton Director at Large

The Judges Honor Society was established on October 5, 2010 to honor outstanding judges that are no longer able to actively participate in judging. The Society is open to judges who value the friendship of the judging community and want to continue those friendships and continue to be an important part of the community. AACA recognizes how important it is to have these judges continue to be a part of the judging scene so that we do not lose their friendship, knowledge and expertise.

The requirements to join the Honor Society include the following:

1. You must be a member in good standing of AACA.
2. You must have at least ten years of experience as an active judge.
3. You must have at least 50 judging credits.

You must fill out an application to apply for membership in The Judges Honor Society, and submit it to the Chairman of the Honor Society. The Chairman is currently Arthur Bolton. You can obtain an application by emailing me at [vickibolton@bellsouth.net](mailto:vickibolton@bellsouth.net).

The nominee will be notified in writing of acceptance. Once a nominee is accepted, the new member will receive an Honor Society shirt and pin. The new member will be acknowledged at the next judge's breakfast that they attend.

Honor Society members are encouraged to attend judging school and take CJE's. Honor Society members should try to take at least one school per year. Honor Society members will have a dedicated table at the Judges breakfast.

Honor Society members will continue to receive judging credits for meets that they attend, credit for attending an annual school and credit for one CJE per year. They are also eligible to receive a new certificate and judging pin when they reach a new judging plateau. Honor Society members are encouraged to enjoy the meet, see the cars and thank the owners for bringing their cars to the meet.





## How the AACA is becoming “America’s Car Club” By Jeff Broadus VP - Marketing

We don’t need to be the authority of what we are not, but we do need to be the authority of who and what we are and represent. As VP of Marketing, it’s my responsibility to address all our efforts in how, and where, we position the AACA in the marketplace. The AACA is fully committed to improving our engagement with members and we’re bringing it to the digital platform. Our marketing effort is the direct result of member input. We recognize, listen, and appreciate that some of the best ideas and suggestions comes from sources outside our normal channels. If we do it right, the plans we implement on corporate outreach, will support all our regions and chapters on a local more personalized level. So what steps are we implementing to make this happen?

Most recently, your Board of Directors took on the task of addressing the most important image the AACA has, our web presence. The website is the first introduction to the club, and its main purpose and function is to give visitors, as well as members a reason to be part of the club, engage and participate. The site is the result of months of hard work and collaboration of many. We encourage you to visit the website if you haven’t done so at [www.AACA.org](http://www.AACA.org). As of May 2023, we also started the redesign of our Library website and expect the new site to launch early July 2023. We’ll keep you in the loop of our progress and how this supports the car community.

Moving forward the AACA will be launching an aggressive membership growth campaign. This is a specific task with the single focus of building membership. We are currently looking to partner with several influential organizations and build a marketing campaign to include membership engagement, a digital marketing outreach, leverage social media outlets, special promotions, and email campaigns, just to name a few. In consideration of this new marketing effort, we’ve formulated a business model outlining our vision and marketing strategy to include a plan of execution and budget. Let’s face it, most car guys and gals spent a considerable amount of time pursuing their love and passion of the automobile. We believe the best way to support these car owners and potential new members is to expose them to all the resources that make our club strong, significant and an authority in the automotive community. We’re looking to incorporate the holistic approach to marketing and tie it in to our 90<sup>th</sup> Anniversary in 2024.

Simply put, the key to growing AACA membership is to establish a membership model that aligns with our organization’s beliefs, strategy, and the values. New and existing members will benefit online by easily accessing our experienced, knowledgeable, and resourceful collector car network. This model will also provide the valuable resources found in our automotive archives

stored in the AACA Automotive library. This effort will reintroduce our organization on a grand scale as we build momentum with our online platform utilizing resources that positioned the AACA as the number one automotive car club in America.

If you have a suggestion, recommendation, or idea that helps to support this effort on a local or national level, we encourage you to contact us. Thank you in advance. Together we will make the AACA, “America’s Car Club,”.



## It’s Spring! By Dave Anspach 2023 AACA Secretary/Treasurer

It’s Spring and a young man’s (or lady’s) heart turns to thoughts of Car Shows and Tours! At least in the world of AACA members it does. Our club produces the finest shows and tours in the world. We are known for the activities during our events and our members throughout the nation enjoy them. People come from all over the globe to enjoy the legendary Hershey event and participation in the Glidden Tour is one of the largest anywhere.

But suppose, just suppose that there weren’t any more events? It was just a few years ago that there was a multi-year waiting list to host an event. But that was in our past. Every year it is more difficult to fill our events calendar. Every year our National VP of Activities requests regions to PLEASE consider hosting a National show or tour. Each year those requests fall on mostly deaf ears. Each year there are fewer and fewer shows and tours. This trend MUST stop!!

Regions tell us they have gotten too old, their membership has dwindled, they don’t know HOW to plan an event, and numerous other reasons why they can’t do it! We have gotten reliant on “the other guy” to hold the events. Well “the other guy” is in danger too and we ALL have to pitch in. I can tell you, from first hand experience, that it CAN be done. All it takes is a couple of people who BELIEVE in making their Region or Chapter bigger and better to make it happen.

There is nothing like holding an event to boost your Region or Chapter membership. It is not uncommon for membership to double in the chapter holding an event. That increased membership inevitably contains younger people who will contribute to the future of your chapter. Properly planned your event will make money in excess of any local event you do! Sure there are risks, but the National Staff and Board contains people who will help you every step of the way!

Folks, we need to hear from YOU what it will take to get your region or chapter to hold an event. How can the National staff and board make you more successful? All it takes is for YOU to step forward and start the process. Just ask for help and it will be on its way. PLEASE step up and get the process started TODAY!



## Welcome Class of 1998 By Steve Rossi VP - Public Relations & Event Planning

AACA...America's Premier Resource for the Collectible Vehicle Community...defines an "antique" as any 25-year-old-or-older self-propelled vehicle that is intended for passenger use. The organization is dedicated to the history, maintenance, restoration, judging and enjoyment of any and all such automobiles in the inclusive spirit of sportsmanship and good fellowship.

AACA therefore recognizes the Class of 1998 that's crossed the 25-year-old threshold. Here a sampling of some recognized examples that now enjoy antique automobile status and are welcome on AACA Show Fields across America and around the world:

### 1998 New Volkswagen Beetle

In a nod to its iconic heritage, Volkswagen rolled back the clock and treated automotive enthusiasts to a reimagined 1998 VW Bug in anticipation of the soon to arrive new millennium. The company said that, "A car like this only comes around twice in a lifetime." But they weren't thinking small...this time...with this all-new edition. Built off the Golf, the last one would leave the line in 2019.

### 1998 Mercedes-Benz ML 320

Remembered as the first modern luxury sport utility vehicle, the Mercedes M-Class pioneered the idea of combining off-road prowess with utmost creature comfort, along with refined performance, on-road handling precision and steadfast safety sentiment. It was assembled in a purpose-built plant in Tuscaloosa, Alabama.

### 1998 Ford Crown Victoria

In 1998, Ford took the opportunity to redesign its mainstream, full-sized four-door sedan for the masses with a more elegant and formal execution. Versions specified for law enforcement were now designated Police Interceptors. Over what would become a fourteen-year lifespan, just under 1 million were manufactured.

### 1998 Toyota Sienna

The then-ever popular minivan segment enjoyed the arrival of a new entry from Toyota. Replacing the rear-wheel drive Previa, the front-drive "Camry of minivans" was designed specifically for the North American market. Now in its fourth generation, the award-winning Toyota Sienna remains with us to this day.

### 1998 Chevrolet Camaro/Pontiac Firebird LS 1

The bowtie brand took its new-for-1997 LS (Luxury Sport) 1 Corvette engine and dropped it into the Camaro for 1998. It was considered "balanced and brutally fast" with a 0-60 mph elapsed time of 5.2 seconds. A sister Pontiac Firebird F-body was also offered.

### 1998 BMW Z3 M

Likewise in the performance domain, BMW breathed on its Z3 sportscar with factory "M" treatment. Engine and chassis upgrades were calibrated specifically for enthusiasts, and the Z3 M is now considered BMW's last analog sports car.

### 1998 Mercedes-Benz SLK

In 1998, the Stuttgart automaker may have been busy with the groundbreaking ML sport utility, but that didn't stop it from also introducing the SLK sports car. A bit tamer than the BMW Z3 M, it instead distinguished itself by taking a page out of automotive history and reintroducing the retractable hardtop.

### 1998 Mercedes-Benz CLK

If that weren't enough, Mercedes also launched the CLK sport coupe in 1998 in the U.S. As a company that previously produced primarily four-door sedans, it was intended to be a new expression of rolling sculpture. And succeeded.

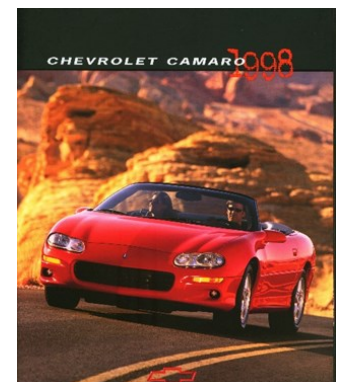
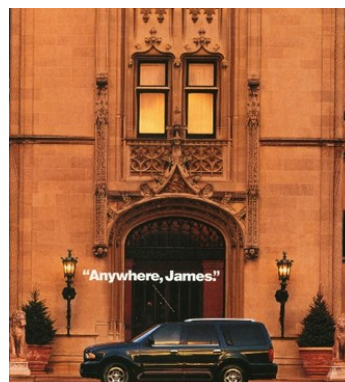
### 1998 Lincoln Navigator

Lincoln entered the full-size, luxury SUV fray with the Navigator, which was built off the Ford Expedition. It was advertised under the headline..."Damn the tuxedos, full speed ahead." Over-the-road serenity has since been its objective.

### 1998 Dodge Ram Quad Cab

Dodge joined the door wars with the lure of more... actually, four...in its full-size pickup truck. The Quad Cab was marketed through an ambitious campaign that promoted, "More power. More torque. More towing. More payload. More room."

In conclusion, if you are the proud owner of any of these vehicles or one of the many other "new" antiques, please consider joining one of the best car clubs in the world and start showing off your 1998 treasures. Visit [AACA.org](http://AACA.org) for more information.







## The Secret City Tour

By Jeff Oaks

VP - Regions Development and Support  
S.E. Division

We recently returned from the AACA's 2023 Southeastern Divisional Tour of "The Secret City" in Oak Ridge, TN. We had a great time. This was a 3-day tour hosted by the East Tennessee Region, May 1-3, with about 82 tour vehicles in attendance. We took our 1975 Corvette for a nice ride through the countryside.

The Secret City was a remote rural area with scattered farms at the outbreak of WWII. The US government was looking for a remote area with certain criteria available to use in the secret development of the atomic bomb and it was here. Land was acquired and quickly built into a highly guarded area for research and development. The race was on with the Germans to develop the atom bomb. The interesting thing was that over 78,000 people lived and worked there by wars end. No one knew what each other did there and no one talked about it. All was secret. It did not exist on any maps and mail was marked no such address and returned. This was truly a secret city. The name of Oak Ridge was given to it after the war. We travelled to several nicely preserved buildings that were turned into museums. Each had its own story that it played as part of the "Manhattan Project."

The TVA also made its mark in this area beginning with a series of dams built on the Tennessee River to provide hydroelectric power to the area. The town of Norris and the Norris Dam was the first built in 1936. One of our many tour stops was Norris. There were eventually 32 dams built and they make for some beautiful lakes and overlooks on our journey through the hills. Other stops along the way were the Appalachia Museum that covered most all of the early hillbilly life, the Great Smokey Mountains Heritage Museum, Appalachian Bear Rescue. Another special place was the Brushy Mountain Tennessee State Penitentiary where James Earl Ray was imprisoned. He and five others escaped for 54 hours but were caught and returned. The prison is not in use anymore but opens for tours. We had a great lunch in the mess hall and pondered over Tennessee Moonshine in the gift shop. There was much more that we enjoyed on the tour such as an ice cream social and a car display in the park.

The Region did a great job in hosting. The thrill was being out on the road, fellowshiping with others, and going to places we had never been in our antique cars! Many in our club have never participated in an antique auto tour. Sign up and join the fun! I did twenty years ago and have enjoyed every bit of it.



Photos taken on Secret City Tour by Jeff Oaks

