

President's Message

Happy New Year! Welcome to 2019,
Many thanks to Tal Johnson for doing an amazing job as President over the last two years. I know that I will be asking for his guidance as it relates to the May Car Show. I also want to thank everyone who helped to make our Christmas Party a success. Thanks to those who organized things - John Cox, Pat Tulauskas and Henry Gaither. Also, thanks to those who helped to set up, decorate and clean up. Yes! We beat the snow. It was good to see Barbara and Jim Ivey in attendance.

I am looking forward to a fantastic new year. We need to increase our membership. Like most organizations, we are graying and we need to bring in folks that love cars. We understand that younger folks don't necessarily want to attend meetings. They prefer hands on activities. What can we do that involves hands on? Can some of our membership teach us new skills for when we work on our cars? Tech talks? Can we invite different clubs to meet with us or do a tour or activity with us? Bring your ideas to the meetings or tell one of your board members. Barbara Kluttz suggested a tour to the Field of Dreams in Kernersville. Would this be an activity that we could share with another group? Let's think outside the box.

There will be lots of shows coming up this Spring - January 18-19 the NC Region Business Meeting will be held at the Ramada Inn in Raleigh (Across from the State Fairgrounds); April 4-6 is Charlotte Auto Fair (There is a National Car Show on that Saturday, April 6, in front of the Charlotte Motor Speedway); There is tour from April 29 to May 1 in Wilmington, NC (You can request info and registration forms on the card in your "Antique Automobile Magazine"; there will be numerous other shows in the area. Our own Show will be May 18 and we will need everyone's help.

I want to keep all you informed about what is going on at National AACA. Be sure to read your magazine and if you have a computer you can sign up for "The Speedster". Larry and I will be going to the Annual Business Meeting in February representing the Alamance Region. We will share what we learn on our return.

Thank you all for your vote of confidence in electing me as your President.

Elizabeth Coble

December 2018 Treasurer's Report

Last call for dues! Please send your \$25 annual dues (check payable to Alamance Region AACA) to me if you have not already paid! OR -- you can bring dues to me at the January meeting and save a stamp! I need to send our roster to National soon.

Mail your payment to:

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Please let me know of anyone who is sick or in the hospital as we want to let our members know we are thinking of them.

Jeanie Johnson

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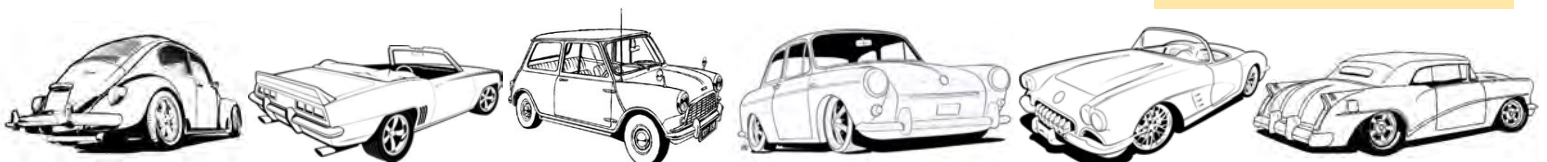
Next Weak Spark Deadline

Jan Issue 1/26/19

Next Club Meeting

January 12, 2019 at 6:30pm
AACA Clubhouse, Burlington, NC

Hosts



Every year about this time everyone seems to come out with their predictions of the new year and see if what they predicted for 2018 came to pass. As many of you do I read Hemming's Motor News every day and here are a few of the predictions from 2018 and then their predictions for 2019.

First, how did things work out in 2018...

- Expect to see more museums close and more collections head to auction. Unfortunately, we were correct again with this one. Hostetler's Hudson Museum in Shipshewana, Indiana, shut its doors permanently in February, and in August, the entire collection was sold off by Worldwide Auctioneers. Also in August, Dick's Classic Car Garage in San Marcos, Texas, announced it was done at the end of the year, and many of its cars have already been sold by RM Sotheby's (and sales from this collection will continue throughout 2019). On December 16, the Tupelo Automobile Museum in Tupelo, Mississippi, announced that it will close in April 2019, the 160 cars within to be sold in a special Bonhams' auction. While larger museums with higher traffic remain safe for now, we're seeing fewer turnovers in displays than in years past, and less promotion of new exhibits. As we advised last year, if you have a local car museum you love, now is the time to make a donation.
- Electric cars — including classic cars with electrified drivetrains — will become more commonplace. We'll check the box in the "true" column for this one, despite the fact that battery-electric vehicles (BEVs) still represent a small minority of the vehicles on U.S. roads. Overseas, the push for electrification is already on, and with many cities poised to ban internal combustion vehicles from city centers, Jaguar and Aston Martin are now offering reversible electric variations on their classic cars. British firm RBW Classic Electric Cars will even build customers a new-body BEV MGB, Jaguar XKSS, or Jaguar C-type replica — for a price.

Now for 2019....

- Long-ignored cars will gain in appeal among a new generation of collectors. Love the term or hate it (and frankly, we see it as a term of endearment), Malaise-era automobiles are white-hot right now. While a COPO Camaro or Shelby G.T. 350 might not garner a second look at the local show and shine, a preserved or restored Pinto, Maverick, Gremlin, Pacer, Vega, or Monza will likely draw crowds. And then there's Radwood, which celebrated cars of the '80s and '90s overlooked by "serious" collectors. How much is this segment poised to grow in 2019? RM Sotheby's is offering the "Youngtimer Dream Garage Collection" of European and Japanese cars at several auctions in 2019, and we expect them to command eye-opening prices. We told you so last year.
- Cars (and trucks) of the 1970s-'90s will increase in popularity — and value — at auction.

While we're still years away from a six-figure Cosworth Vega, GMC Jimmy, or Maverick Grabber at auction, the days of finding cheap and clean examples for pennies on the dollar are over. Remember that storage locker 300ZX

you almost bought for \$2,500 ten years ago? That's probably a \$7,500 car now, and it isn't coming down in price any time soon. Blame it on a new generation of Generation X and Millennial collectors, for whom cars and trucks of the 1970s-'90s are relevant, desirable — and for the time being — relatively affordable.

- Cars of the 1960s will remain popular, keeping prices high, but the same can't be said for cars of the 1940s-'50s.

According to Hagerty, Generation X and Millennials have surpassed Baby Boomers in shopping quotes for classic cars (despite the repeated — and incorrect — insistence that "this generation isn't into cars"). The classic-car insurer cites the timeless styling of 1960s cars as the reason behind their continued appeal, even with younger buyers. We believe that this trend will continue, keeping prices of collector cars from this decade stable or even slightly elevated (though we doubt the stratospheric pricing once enjoyed by rare Mopar muscle will return). Don't expect the same to ring true of cars from the 1950s and 1940s, which generally lack direct ties — and hence, an emotional appeal — to a younger generation of buyers.

- Look for more companies to offer battery-electric conversions for domestic performance cars — new and old.

Jaguar and Aston Martin may be onto something, and we suspect that more companies here will jump on the reversible electric drivetrain conversion bandwagon in the coming years. The key to its success will be the ability to return to internal combustion power, should a future buyer desire originality above all else. Companies may even engineer solutions for supplemental electric power, too, retaining the stock engine but adding more torque and horsepower via an electric motor or motors. Chevrolet is already toying with the idea of an electric crate motor, and performance-wise, this makes sense. While electric motors don't make the noise we all know and love, they DO produce peak torque at zero rpm. Translated: A battery-powered performance car has the potential to press you back into your seat like nothing you've ever experienced when the fun pedal is mashed to the floor. Will it be to everyone's taste? No, but internal combustion didn't catch on overnight, either.

- As sponsorship dollars evaporate and the fan base declines, professional motorsports series will face a challenging future.

Ask a dozen racing fans what's wrong with their sport today, and you'll likely get a dozen different answers. Ask team owners (and drivers) the same question, and the common response will be "It's getting harder and harder to attract big-dollar sponsors, yet the cost of staying competitive goes up every year." To which promoters and track owners will add, "It's not getting any easier to fill seats, either." The reasons why are many and varied, but it ultimately comes down to money. Sponsors expect a return on investment, and with fewer fans and viewers each year, it gets increasingly difficult to justify paying six-plus figures to paint your name on a car. Fans often have less discretionary income than in years past, but ticket and hotel prices haven't dropped in response. And then there's the issue of

the racing itself: Rule changes meant to make races more interesting in NASCAR have done the opposite, particularly the contrived “competition cautions” that turn a single race into stages. One could argue that Indy Car serves up a variety of winning teams and drivers, not to mention exciting wheel-to-wheel racing, but long-time fans are opposed to the spec-racer rules that mandate a common chassis and just two engine choices.

Can anything be done to save racing here in North America? We’re not sure that anyone has the answer to that, but the first step is to recognize you have a problem. NASCAR, IndyCar, and the NHRA — we’re looking at you.

- Look for used-car prices to spike as interest rates and sticker prices climb.

There’s no denying that the current range of new cars is safer than any produced in the past. Features like radar adaptive cruise control, automatic braking, cross traffic

warning, and lane departure intervention have indeed reduced accidents, but they’ve also driven the cost — and complexity — of new cars into the stratosphere. For those of us who don’t want such features, the only answer may soon be “buy used,” and when enough consumers follow this trend, prices for clean and serviceable used cars will rise accordingly.”

- As for our club, I predict the Honorary Dave Rich Ice Cream Tour will continue. In addition, I’m hoping for some other outings where we can take the cars...notice I said take the cars. If the local cruise-in starts up again I’d really like to see the club go in the event together and put up a couple of tents and/or put up our banner to help recruit new members. It would be great if we could recruit at least six new active families this calendar year.

See you at our next meeting 12 January and on the road!

Henry Gaither



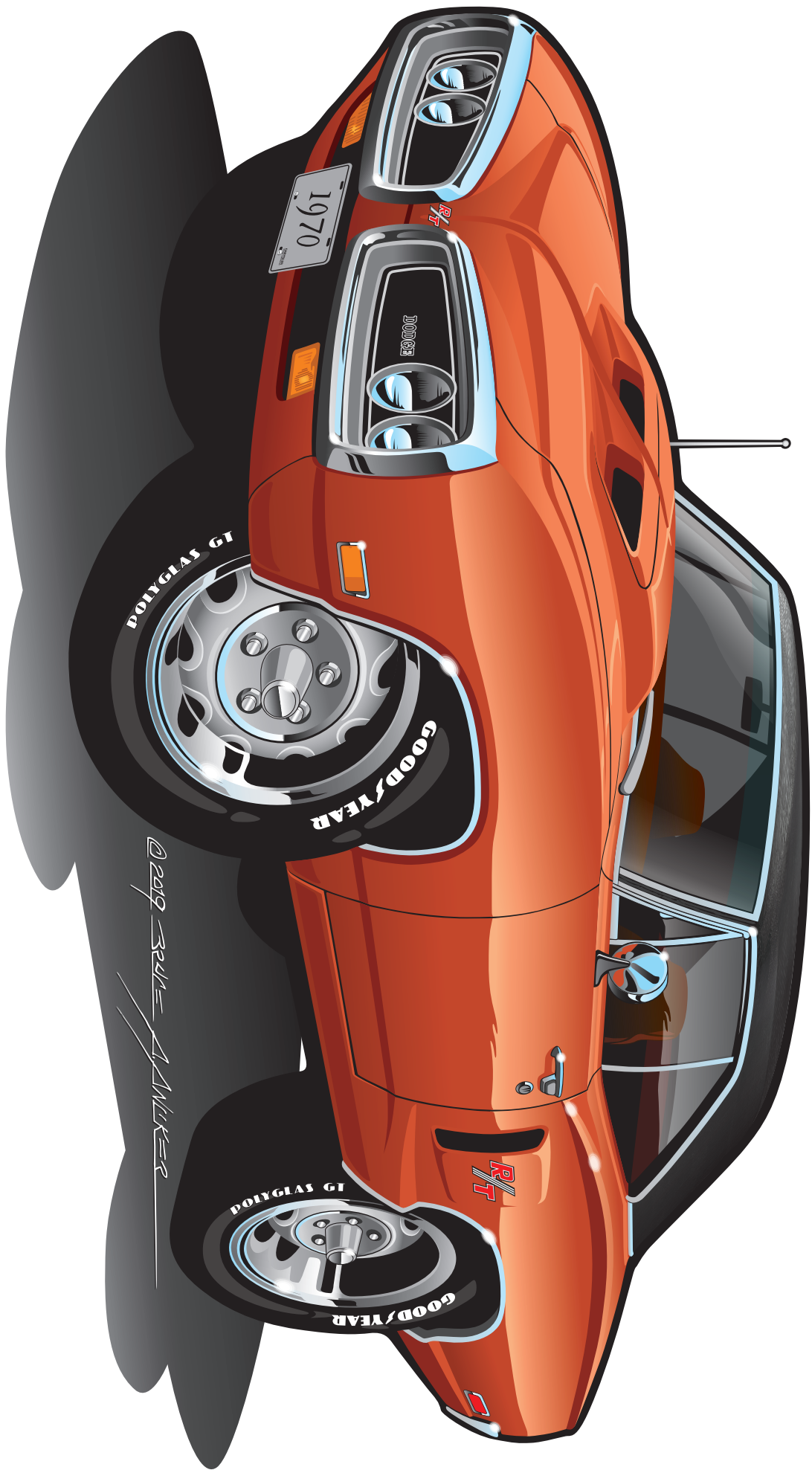
Herb Klutz attended the 2018 NC Region Meet at Petty’s garage with his newly restored ‘56 Thunderbird and won his Red Bird Award. The 2019 NC Region Spring Meet will be at the Petty Garage again this year on June 15th. Registration forms will be on the NC Region Website and in the Newsletter. Photo courtesy of Bill Cox.

Minutes of the December 2018 Meeting

The Alamance Region Christmas meeting/party was held at the Lake Mackintosh pavilion on Saturday December 8. We enjoyed a great catered meal and had entertainment from a Ukulele band with a sing-a-long of Christmas music, and a

White Elephant gift exchange. There was also a couple of skits that included Mrs. Claus with none other than John Cox in costume. Everyone helped with the clean-up and we were able to beat the mega-snow that started later that night.

Ray Fowler



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