

April
2013

Tallahassee Chassee



Traveling in
the Past
and Present



Next Meeting
April 9, 2013
Old Auto Museum
Dinner 6:00 pm
General Meeting 6:45 pm

Tallahassee Region Antique Automobile Club of America

TRAACA Tech Day: Front Axle Bearing Replacement By Craig Brown

March 9, 2013 at Bill O'Rourke's Garage

Club members met at 0900 at Bill O'Rourke's garage for the second tech day event of this year. It gave us a sense of accomplishment and pride to see Paul driving his 1963 Comet with new rear axle bearings from the previous tech day.

Beginning with the mandatory safety briefing, Bill O. went over valuable tips such as the proper way to move a four-thousand pound car, and more importantly, how to stop a four-thousand pound car that is being moved. The critical point stressed was to keep all legs within the vehicle with the doors shut as the car is pushed out of the garage. Car doors contacting the garage will smash the legs and not only cause pain, but will also trap the operator inside the vehicle. Other valuable safety tips included:

1. Always purchase push bars for use with table saws in pairs. This allows the operator to keep BOTH hands out of the saw blade.
2. Nail guns should always be pointed directly at the wood and never through or between the digits on the hand. If this procedure is not followed, the board will travel with the operator if the nail has gone through the thumb first. This is unsightly, messy and will prevent the operator from changing shirts before going to the hospital.

3. When walking with a chain saw and blipping the trigger in a manly fashion, move the saw to the side while stepping over logs to prevent the chain from slicing the leg open.

After the safety briefing, Bill O. confessed that all seven of his vehicles were either not running or suffering from at least one symptom that resulted in unreliable operation. With the first club cruise of the year the following weekend, the group took on the challenge to get at least one of the vehicles running in time for Bill to lead the tour.



The first project on the list was to investigate the whine and moan coming from Bill O.'s 1959 Chevrolet Bel Air. A front axle bearing was the suspected culprit, but hand spinning the wheel did not elicit the sound experienced while driving. It was clear that disassembly and inspection was the only way to know for sure.

Bill O. got to work on removing the wheel and front brake drum with assistance from this author. The outer bearing race was removed and the hub containing the bearings.

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**TALLAHASSEE REGION, AACA
MEETING MINUTES****March 12, 2013****Tallahassee Antique Car Museum (Old Location)**

There were approximately 42 members and 1 guest. The guest was Greg Taylor from "Fast Fine Classics", one of our program presenters for tonight. He was accompanied by Steven & Susan Litherland, new members of the Club.

Opening prayer: Richard Duley

Welcome: Bob Love

Bob greeted everyone and thanked them for their attendance. He expressed his and the Club's condolences to Ray Bartell on the loss of his wife, Cheryl who passed away on February 26th.

50/50 Drawing: Carol Love

Ralph Tish was the winner.

Announcements & Reports:

Jack Hanbury, the O'Rourke's and Schanbachers participated in the SE National Show in Lakeland, Florida February 21-23, 2013. There were about 244 cars in the show.

Norm Madsen told of the HCCA tour they hosted in this area on March 1-3, 2013. They had about 30 cars, all 1927 or older. They went to Pebble Hill, Wakulla Springs, Maclay Gardens, and J.C. O'Steens and had dinner at The Tallahassee Antique Car Museum.

Ray Bartell, our "Chassee" editor, will not be able to publish the newsletter for some period of time due to the death of his wife, Cheryl. Bob Love will be handling this until Ray can resume. Send your articles etc. to him at bobbylove19@gmail.com.

Committee Reports:**Sunshine: Glenda Schanbacher**

Glenda mentioned Cheryl Bartell's death and our need to keep in touch with Ray with cards, calls and prayers. We need to keep Wease and Sue in our prayers due to Wease's ongoing health issues. In addition, Barbara Herzog, Bill O'Rourke, Sharon Palmer and Tommy Sykes are also having health considerations. If you know of other member's needs, please contact Glenda Schanbacher or Lois Duley.

Treasurer's Report: Norm Madsen

The report was given by Norm Madsen, details are available from him.

Tour Committee: Bill O'Rourke

Bill has planned a tour to Bristol, Florida for a "Steam Train Ride". We will meet at the Wal-Mart on West Tennessee Street at 8:30 AM, leave at 9:00. Lunch will be

at a restaurant in Bristol.

Show Committee: Norm Madsen

Planning continues on the Monticello show; Craig McCollum met with several volunteers after the meeting to discuss particulars. In addition, preliminary planning for our desire to host a National Division Tour in 2015 continues.

Coming Events:

Third Saturday in March (16th) will be our next "Garage Saturday" at the O'Rourke's. Coffee, donuts and if time permits, front wheel bearing maintenance will be featured.

"Milltown Mural Motorcade" will be held in Lakeland, Georgia on April 6th. The parade will begin at 10:00 AM.

See our website <http://traaca.org> for more events. Click on "Club News and Calendar". Also, visit the National website for National AACA activities www.aaca.org.

Breakfast at the Cracker Barrel – Friday, February 15, 2013 at 8:30 AM.

Quincy Gulf Station – Friday, February 15, 2013 at Noon; No hot dogs today, bring your own lunch.

Old Business: Carol Love

Carol has ordered club logo shirts, jackets and ball caps in blue. Red will be available but needs to be special ordered via a call to Carol.

New Business: Bob Love

A roster is being prepared for all members and will be E-Mailed soon.

Bob Love has requested a volunteer(s) to serve as Club Historian. We have several boxes in storage with books, documents, pictures etc. depicting club activities these many years that need to be cataloged and kept up with. There was no response to this request. This is an important task that needs to be done.

Program: Steven Litherland representing "Fast Fine Classics" accompanied by Greg Taylor (Steven and his wife Susan have just joined TRAACA).

Steven gave an excellent Power Point presentation titled "Preserving Our Passion". He and Greg discussed all aspects of old car restoration from how to purchase a vehicle to restoration for all purposes. He told of pitfalls that we might encounter such as lack of skills, equipment, space and money. We all could relate to these! They talked about rust control, blasting and sealing among many other things. They wound up the presentation by going around the room and asking members to talk about their first cars. This was highly informative.

**Next Meeting:**

The next meeting will be held on Tuesday, April 9, 2013 at the **OLD** Antique Car Museum beginning at 6:00 PM with dinner.

Respectfully submitted by: John Schanbacher, Secretary.

The Sunshine Committee

If you, or another club member you know of, are having any health problems or other issues, please let us know.

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April Birthdays

2 - Russ Haines
3 - Jackson Gladwin
3 - Jim Tyson
5 - Peter Zulinke
12 - Mary Brock
12 - Dan Rainey
15 - Jack Hanbury
18 - Barbara Herzog
22 - Don Pumphrey
24 - Jerry Ongley
25 - Wease Kaylor
29 - E' Lane Shuler
30 - James Long



The Next TRAACA Club Meeting is Tuesday, April 9, 2013

Always on the 2nd Tuesday of each month
at the **Old Auto Museum** location
Dinner at 6:00 pm
General Meeting to start at 6:45 pm

Menu

Sonny's BBQ

Program

The Chrome Shop

*And the subsequent TRAACA Club Meeting
will be on Tuesday, May 8, 2013*

Monthly Get Together Event on the Fridays Following the General TRAACA Club Meetings at the Cracker Barrel on North Monroe

[The next one is April 12, 2012 at 8:AM]

Meet at old Gulf Station in Quincy every Friday

The men meet for lunch and talk at 12 Noon.
The station is off Hwy 90,
on the south side of highway 90.

Monthly Tallahassee Cruise-Ins

Sonic/Hardees on North Monroe
1st Saturday each Month (just north of Capital Circle)

Whataburger Drive-In on Thomasville Road
2nd Saturday of each month — Ford & Chevy Clubs
Last Saturday of each Month — Street Rod Club

Crawfordville Hardees
2nd Saturday of each month — 6pm to 9pm

Whataburger on Apalachee Parkway
3rd Saturday of each month

National and Regional Events

Check the AACA website at <http://www.aaca.org>, for all events and for full details of these and other national events.

Tallahassee Region, Antique Automobile Club of America (TRAACA) Members can also read details and lists of Antique Automobile Club of America (AACA) events in the AACA "Antique Automobile" magazine.



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From your Reporters in the field: Ramblings and Roving's of Junkyard Dog & Fluffy

Wanting to go to this place for a long time, Junkyard Dog and Fluffy finely made contact with the person. So, we went sniffing around.

If you remember we always' said ,The things you find in your own back-yard. This was about as close as ever. Maybe 4 to 5 miles from where we live. We arrived and this is what we found. A 1923 Ford Model "T", 2 Door Sedan. Next there was a 1951 Ford 4 Door Sedan. This car was used by the Mother and Father back in the old days.

Now we find our selves standing beside a very nice 1933 Ford Vicky.. Street Rod. This Car has the running gear from a Mustang Highway Patrol Car. Should run very quick.

Over in the corner there is a 1983 Porsche that was bought new and still looks it.

What could be next. You think a 2003 Cobra would be great?

Or maybe you would like to have the 2005 Saleen. These 2 Cars are Very Nice.

Maybe we can give a report on the Gt 500 Shelby and the 1956 Chevy Street Rod later.

As Ever, Just Sniffing around

Fluffy and Junkyard Dog



1923
Ford
Model T



1951
Ford



1933
Ford
Vicky



1983
Porsche



2003
Cobra



2005
Saleen



Bill Brundyge inspected the spindle and it was deemed to be in fine shape.



The inner bearing race felt rough to the finger test, but once it was cleaned of grease the reason for the noise was clear. The race had deep galling.



As the bearings were lifted out of the hub for inspection, the Model A owners began to get excited. The 1959 Chevy had been riding around on round ball bearings just like the Fords from the 1930s! No fancy taper roller thrust bearings needed here—if it was good enough for granddad, it's good enough for us. The outer bearings and races were in very good condition, the inner bearings had taken all the wear-and-tear.

We were able to read a clear part number off the inner bearing race and Bill O. began making his parts needed list. A trip to NAPA would be required to order the correct parts. The crew celebrated the accurate diagnosis and verification of that diagnosis with coffee and donuts.



Bill O. next described the problem with his 1964 Corvair. The car would not start by cranking with the ignition key, but could be push started and would run once cranked. The club members familiar with English cars didn't understand why this was a problem. A jumper wire, or 'hot wire' as known by the former juvenile delinquents in the group, was attached from the battery to the hot side of the coil. This allowed the Corvair to start and run just fine. Something was happening in the wiring, connectors or ignition switch to starve the ignition circuit of vital electrons.

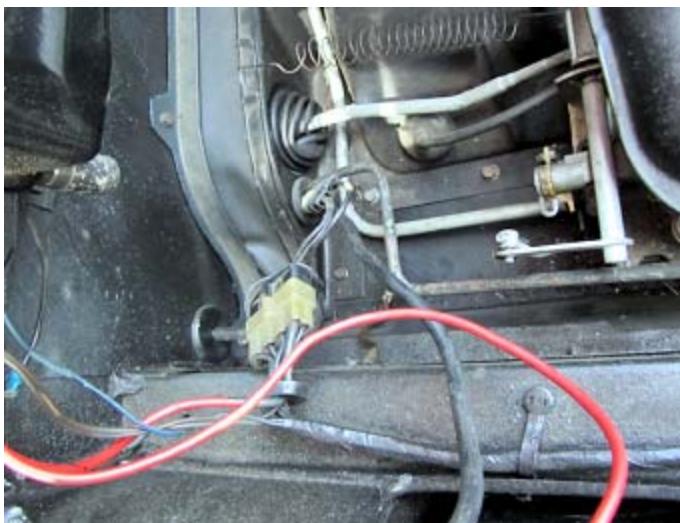
The next step was to bring out the test light and start probing. The light glowed, but not always brightly. A volt-ohm meter was fetched to get more scientific readings. The 12 volts at the battery was down to 4.62 volts by the time it reached the ignition coil. This Corvair has no ballast resistor, so that was eliminated as one of the usual suspects. Where were those missing electrons?

Continued on next page



The distributor cap was removed and the points checked out. A dwell meter was hooked up and the dwell checked out with the hot wire in place to allow the engine to start. The battery was then charged to full capacity just to make sure it was up to the task. The Corvair still would not crank without the hot wire in place.

The group was getting restless and some members had to leave to fulfill other obligations. Bill B. and Ed Shuler would not give up. They traced every wire in the engine compartment, cleaned contacts and measured voltage drops. The black connector to the ignition switch was checked and it was fine. Someone pointed to the large clear connector (see in picture below) in the wiring harness and suggested disconnecting it and checking for corrosion. Once the connector was unplugged and re-seated, the Corvair would crank on its own and the voltage at the ignition coil rose to 10 volts (from a previous 4.62 volts).



Bill O. promised to pick up some contact cleaner at NAPA and do a proper cleaning of the connector. We

are confident this will result in a proper 12 volts making it to the coil and the Corvair should be back to consistent cranking.

The lesson learned is don't forget to check the connectors for both corrosion and proper contact when tracing an electrical circuit. Check for voltage drop across the connector in case it is a poor, but not completely broken connection. This can save a lot of time when chasing electrical problems. A corroded or poor connector can have a drastic effect on the current available in the circuit.

The crew declared victory with two cars done by noon. We didn't have an excuse to bother Neal at his machine shop or go on hunter-gatherer missions to find food. There was nothing left to do but disperse and begin doing our weekend chores.

Behind the Wheel

TRAACA President—Bob Love

We just returned from a trip to NE Pennsylvania and while up there, I realized how fortunate we are here in Florida! They are still huddled in their homes and garages unable to get out and enjoy their old cars. I guess that's why we get so many "Snow Birds" each year.

Speaking of getting out, we've already had our first outing with the old cars. Thanks to our intrepid Tour Director, Bill O'Rourke, we had a great turnout of vehicles and people and enjoyed a unique train ride.

Next up, the "Milltown Mural Motorcade" will be held in Lakeland, Georgia on April 6th. The parade will begin at 10:00 AM. Several members have indicated they plan to go and may try to organize a caravan.

Tallahassee is also presenting its annual Springtime Tallahassee Parade and Jubilee in the Park.

Some of us plan a more extended drive to Charlotte, NC for the Charlotte Auto Fair and AACA Spring Meet. This event is second only to Hershey in the number of vendors and vehicles assembled at one time.

May brings us to Cairo, GA for the 25th Annual Great Southern Antique Car Show and Rally. May 10th and 11th for one of the "must attend" events of the year.

So, if you are looking for an excuse to get out in your antique/classic, look no further. There's something for everyone!





2007 Georgie Boy RV has 13,700 miles purchased new 35 ft, gas, 2 slides, and many, many extras. Asking price \$59,900.00



1927 Model T has a distributor, high compression head, 12 volt system, water pump and Rocky Mountain brakes. Been driven on many Model T Tours. Asking Price \$9,750.00.



Tom Lyle
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1312 Hawkins Road Monticello, Fl



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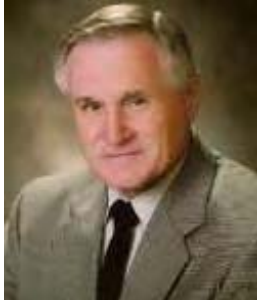
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Enjoying Our Hobby!

By Hulon C. McCraw
VP Class Judging

When the antique automobile hobby comes up in conversation, what's the first thing that comes to mind? I'll bet the first thing that popped into your mind when you read the first sentence was an antique car show. Was I close? Probably, except for the touring population in our hobby and I feel sure your first thought was touring. Probably close again. However, the roots of our hobby reach farther than those two ways. Several ways available that you may not have thought of as enjoyment, really can be. Let's look at them.

Research. Before starting the restoration on your dream vehicle you should do the research, becoming knowledgeable of the authenticity to which you are restoring, too.

Restoration. While most of us may not have the expertise to do the entire restoration, we do aspire to do as much of it as possible. Call it bragging rights if you care.

Showing. Needless to say there is no shortage across America. Local shows are in most communities every weekend sponsored by our Region/Chapters. National Meets sanctioned by AACA in each Division across the United States allow our members to renew and make new friendships while making memories for life.

Touring. A popular way members enjoy their dream vehicle. They were built to drive and enjoy and there are those that do just that. I have heard them say, "You won't catch my car on a show field." The same can be said for the avid vehicle shower.

Maintenance. All mechanical machines need it. From oil change to greasing, tuning up and of course pampering with wax and cloth. Rubbing on them becomes an addiction.

Recruitment. Aw, here's one I bet you hadn't thought of. Your membership proves you are proud to be associated with the world's oldest and largest antique automobile club. Recruiting new members should be an easy task; sharing your experiences and enthusiasm for the club would excite potential members into joining.

Committee Member. This allows members to become involved in the decision-making process that keeps our club moving forward. Committees meet periodically, either at National meets, tours or by conference calls to review suggestions and concerns from the members.

Judging. Another avenue you probably haven't thought about, however, is the simplest and cheapest way for anyone to enjoy our hobby. You don't have to own an antique vehicle to become a judge. You only have to have love for them and the ability to view (judge) antique vehicles in a fair, honest and common sense manner, the way you would want your vehicle judged if you had one in the show.

Needless to say, I'm sure you can think of more now that I have aroused your interest and thought processes. Looking at the eight listed, is one any more important than another? No, in my opinion. All eight are bound together with one common thread, the love of the hobby. Now do some self-analysis. Where could you best serve to fulfill your desire to contribute to the future of AACA and our hobby? Success comes when a give-and-take attitude prevails. Everyone is a WINNER! Think about it! What club could you be involved in that pays the dividends AACA does? Friends, fellowships and memories made for a lifetime. No doubt a journey from coast to coast could be made and you would never have to spend a night in a motel.



**Legislative Actions
Pertaining to Our Hobby
By Bill Gardner
Assistant VP
National Activities**

Being aware of proposed national/state legislation and local ordinances that may affect our car hobby is an important aspect of protecting our rights as hobbyists. During 2012 and continuing into this year, certain legislative actions had or will have the potential of being either positive or negative to our hobby.

Some of the positive legislative action that occurred in 2012 now allows residents in Pennsylvania to display the year of manufacture license plate on their respective vehicle. This passage allows a more authentic look to the vehicle and provides an answer to a bystander's question, "What is the year of that old car?" Many states already allow the display of the year of manufacture license plate on an antique vehicle and now Pennsylvania is included in the list.

Also, the state of Michigan passed legislation in 2012



that allows residents during the month of August to enjoy recreational driving. Under the previous law, use of a historic vehicle was limited to club activities, tours, parades, etc. I believe that this will provide more exposure of our collector cars to the general public and enhance our hob-by and hopefully increase AACA membership.

Some of the negative proposed legislative actions that occurred in 2012, that may be reintroduced in 2013 include the following:

1. Increasing the vehicle registration qualification year
2. Increasing the vehicle annual registration fee
3. Increasing the restrictions pertaining to the vehicle usage
4. Increasing the restrictions pertaining to the storage of parts or non-operable vehicles (more restrictive local ordinances may be passed)

As I have mentioned in previous Rummage Box articles, an excellent way to keep informed about pending legislation both nationally and on a statewide basis is to join the Specialty Equipment Market Association (SEMA) Action Network. This network (SAN) is comprised of a variety of car hobbyists and car groups/clubs who desire to promote and protect legislation that affects our hobby and associated industries. In addition, SAN provides you a listing of your representatives.

I encourage each Region/Chapter to designate in 2013 a Legislative Representative to monitor proposed legislation by joining SAN. No costs are involved in joining and this network provides via email various updates and alerts regarding proposed legislation both from a national and statewide basis. You can join by simply accessing the website www.semsan.com and clicking on the "Get Involved" tool bar.

I continue to encourage everyone to stay abreast of proposed legislation and get involved in the process of communicating your opinions and views with your respective representatives. It is everyone's responsibility to protect our rights pertaining to our enjoyment of this wonderful hobby.



And the Word "Dealer" Means? By Eric Marsh VP Judges Administration

In AACA we're all about originality. We try and help our vehicle owners and our AACA Judging Teams understand that the vehicles should represent how they looked when they left the dealer with factory authorized accessories.

One of the key words is **Dealer**. If I were able to sit at a table with my son, father and grandfather, I might get the following description from each generation.

My son would describe a dealership on the order of CarMax. Rows of vehicles in the display lot and several on display in the showroom. Multiple sales offices and display stations. The repair shop in the rear would be well lit and small with a computer at each bay. Recalled vehicles would be taken care of here, other work might be outsourced.

I grew up with dealers that were smaller. They had one or two rows of vehicles in the front lot and a back row for guys like me looking for a college commuter vehicle (cheap). A showroom would have four or five of the new models and have three or four sales offices. The repair shop would be of moderate size and moderate amounts of light fixtures. The primary focus was the annual tune-up and warranty repairs.

My father would describe the dealer on the street corner. A row of vehicles along the side of a modern, glass faced building. The display area was one or two of the new models and a couple of sales offices. A repair shop, and potentially a body shop, were in the rear with lighting supplemented with steel framed windows. Tune-ups, ser-vices and scheduled maintenance (valve jobs, etc.) were done here.

Then my grandfather would chime in. Oh, the dealership was perhaps the hardware store over on Baxter Street. You'd walk in and look in the catalogue to order your car. Weeks later that car came in and you picked it up at the train depot. You did your own maintenance and Fred's repair shop helped out when you needed it.

In all these generations there was a **dealer**, the image of which changed over time. I can only assume the changes will continue.



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National

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