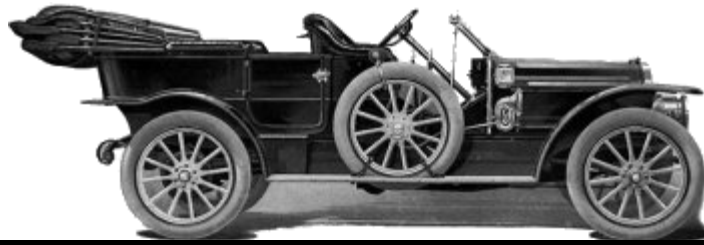


February
2008

Tallahassee Chassee



Traveling in
the Past
and Present



Next Meeting
February 12th, 2008
Old Auto Museum
Dinner 6:00 pm
General Meeting 6:45 pm

Tallahassee Region Antique Automobile Club of America

Grand Opening The Tallahassee Antique Car Museum

TRAACA members were out in force with 15 of their finest vehicles to help Devoe & Shirley Moore conduct the grand re-opening of one of the finest automobile museums in the south. Congratulations to the Moore's for a great experience to be shared by all who love cars and antiques.



J.C. & Judy at Hilton Head Concours



The picture was taken at 6th annual Hilton Head Island Concours d'Elegance on Sunday, November 3, 2007. We were showing our 1941 Cadillac 60 Special. The car has a mixture of a fresh restoration with many original components. Also, we thank Bill Thompson for his valuable assistance and talents during the restoration of the 60 Special.

Our class consisted of 10 other Cadillacs from 1930 through 1942. The car received a Palmetto Award. The trophy is very unique.

As you can see, we were dressed in period clothing and having a great time.

There were approximately 160 high quality cars being shown. Cadillac was the featured marque at this year's event. The Hilton Head Island Concours d'Elegance is one of the fastest growing Concours events in the nation. It prides itself as being user friendly toward the exhibitors and the attendees. Hope to see some TRAACA members exhibit there next year.



Club Officers

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Newsletter/Web Editor

Bob Love
169 Mulberry Circle
Crawfordville, FL 32327
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FEBRUARY BIRTHDAYS

- 1 Carol Armstrong
- 5 Wayne Hadden
- 9 Russ Haines
- 13 Tommy Sykes
- 19 Mary Smith
- 20 Arlene Finley
- 20 Susan Miller
- 23 Carolyn Grimes
- 27 Betty Edwards

HAPPY BIRTHDAY



TALLAHASSEE REGION, AACA

MEETING MINUTES

January 8, 2008

Tallahassee Antique Car Museum (Old Location)

There were approximately 45 members and one guest in attendance.

Opening Prayer - John Schanbacher

Welcome - Norm Madsen greeted everyone and thanked them for their attendance. We had one visitor, Ed Davis. He was invited by Neal Davis (no relation).

50/50 Drawing -

Shirley Moore was the lucky winner!

Committee Reports

Treasurer - Andy Mohney

Andy reported on the final financial results from the SE Divisional Tour and the total bank balance. Details are available from Andy.

Sunshine - Shirley Moore & Sharon Palmer

Tommy Sykes who was on our list last month attended this meeting. Welcome back Tommy. Ed Shuler is scheduled for surgery this coming Thursday. We wish him a rapid recovery. Continue to remember Jay Mottice and John Wells.

We need to keep all of our members who have considerations in our prayers and make contact with them.

Short Tours - Ed Shuler reported that there will be a short tour to Pelham, Georgia on Saturday, January 19th. It will be to a family festival called a Chivaree and will benefit Camp Charis, a Bible centered camp for children. We have been invited to attend as a club and to participate in all of the activities. We will meet at 9:00 AM at Hardee's and go from there.

In addition, there will be tour on March 15th to Blountstown to attend the Pioneer Village BBQ Festival. Additional information will follow.

Long Tours - No report this month.

Announcements & Reports - Norm Madsen

1. The meeting in February will again be held at the **OLD** Museum in the regular meeting room.
2. Norm discussed the need to form our committees for 2008. He noted some committees' members. He asked for volunteers. It was decided to combine the Short and Long Tour committees for this year.
3. Norm introduced the slate of officers for 2008:

President -	Norm Madsen
Vice President -	J.C. O'Steen
Secretary -	John Schanbacher
Treasurer -	Andy Mohney
Newsletter Editor/Webmaster -	Bob Love
Executive Board Elected Members:	
Bill O'Rourke	Bobby Hollingsworth
Ed Shuler	Richard Duley

Note that the Executive Board consists of the Officers and the four elected members.

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4. Neal Davis reported on the latest activities of the Soap Box Derby organization.
5. Everyone was again reminded that the Dues and Newsletter ad payments are due now for 2008.
6. Bob Love announced that the web site has been totally redone and if members have not submitted pictures of their cars, they need to do so. He also made a plea for members to submit articles for the newsletter. Stories of member's cars would be easy to produce and would be interesting to the club.

Old Business/New Business

1. Motions were made and passed for the following expenditures:
 - A memorial donation to the National AACA Museum in memory of Jack & Laurianne Graham.
 - A donation to the Lighthouse Children's Home.
 - A gift for Linda Curry, our meeting caterer.
2. We found that magnetic fasteners are available to retrofit our name tags. The club voted to obtain a supply to be distributed to club members for \$2.00 each as requested. The pin fasteners can be removed carefully and the new ones have double backed tape installed. New name tags with magnetic fasteners will still be given free to new members as always. Existing members can switch to the magnetic type for \$8.00 each if they do not want just the new fasteners. We found out that the magnetic fasteners have a warning that they should not be used by persons with a pace maker!

Coming Events

1. Next Cruise-In will be on Saturday, February 02, 2008 at the Sonic on North Monroe by Hardee's. Begins at 5:00 PM
2. Breakfast at the Cracker Barrel the Friday after each regular meeting date. Begins at 8:30 A.M.
3. Lunch every Friday around noon at the Quincy Gulf Station.
4. The Moultrie Swap Meet will be at 01/31/08 to 02/02/08 (Thursday through Saturday).
5. National AACA 72nd Annual Meeting will be held in Philadelphia February 7-9, 2008. Norm will be representing the club. He will take the Club Banner.
6. February 24-28, 2008, the 8th Annual Model T Winter Tour will be in Tallahassee. Contact the Baxter's for information.
7. See our website calendar for more events. Click on "Club Calendar" www.local.aaca.org/traaca Also, visit the National website for National AACA activities www.aaca.org.

Program - Bill Thompson - Cruise Holidays Travel Agency

Phil Swartz and Will Mitchell gave an overview of group focused cruises to the Caribbean that are available. A group such as ours can book space on a cruise and stay together. They described several different cruises with various costs. They showed how the ships are laid out and described some of the variations. The presentation was left with the club to think about if we would want to participate in such an activity. A show of hands revealed that many of the members have been on cruises and might be willing to participate. This will be discussed at subsequent meetings.

Next Meeting & Location

The next meeting will be held on Tuesday February 12, 2008 at the Old Museum.

Respectively submitted - John Schanbacher, Secretary

ANDY MOHNEY
President

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Greetings, TRAACA friends!

RECAPS ... January Highlights.

2008 kick-started with a bigger than ever turnout for the monthly First-Saturday Cruise In at Sonic. So many people brought out their cars that the parking lots of Sonic and Hardee's were filled, and most of us who arrived after 5 p.m. had to make our own parking spaces by the curb or park at Publix. It was a fine time, with many new faces and vehicles attending.

About 45 people attended our monthly meeting on January 8th at the OLD Antique Car Museum and were treated to a good hot meal, warm friendships and a cool presentation about a different kind of "cruising." Bill Thompson arranged for representatives of Cruise Holiday Travel Agency to speak about the club taking a Caribbean cruise together. A show of hands indicated that many members are interested in this, and we will continue to pursue the idea.

Tour Chairman Ed Shuler spoke to the club about a Short Tour to Pelham, GA, where our cars would be part of the "Chivaree" shindig at the Camp Charis childrens camp. The plan was to meet at Hardee's on Saturday the 19th and leave together for Pelham at 9 a.m. Unfortunately, mother nature had other ideas --- the Tour was rained out. A few of us "drove modern" to Hardee's and had breakfast together. These things happen... There'll be plenty of other opportunities to drive the old cars together in 2008.

TOUR AFTERMATH.

Larry Benson's wonderful article about the AACA Tour we hosted last November is in the latest issue of Antique Automobile, the AACA magazine. Also appearing are some of the many fine pictures Larry took during the event. If you haven't read it yet, please do. Thanks, Larry. Great job!

In other Tour news, Bill Thompson tells me that the club received the \$1,500 grant from the Leon County Tourist Development Council. Already the National Tour was a great success. The grant makes it more so! STRAIGHT AHEAD ... February previews.

The first week of February will be busy for club members. First comes the Moultrie Swap Meet and Car Corral (Jan. 31 thru Feb. 2). Then, on Friday the 1st from 6 to 9 p.m. the new Antique Car Museum hosts its Grand Opening Open House, complete with food, drinks, entertainment and free tours. On Saturday, Feb. 2 the festivities continue at the Antique Car Museum with an all-day indoor-outdoor event, complete with entertainment, museum tours and our club's cars. Later that same evening, we'll be at Sonic for the monthly Cruise In.

I'll be at the AACA Annual Meeting in Philadelphia on Feb. 7 - 9th, displaying the club banner, attending seminars and meetings, meeting members and vendors and seeing the city for the first time.

I'll be back just in time for our Feb. 12th meeting, which will be at the OLD Antique Car Museum, as usual. Hope to see you there! PLEASE bring your checkbook or cash and pay your dues at the meeting (see John Schanbacher), if you have not yet done so. To date, only half the club members have paid their 2008 dues, I am told. Dues are a mere \$20 now, but will jump to \$25 if paid after March 1st.

ON A PERSONAL NOTE ... More oil talk.

Several members have commented on my writings about using the newer oils in our old cars (January Chassee). A few folks reminded me of the excellent article Gary Edwards wrote for the May 2006 issue of the Chassee. If you haven't read it, the back issue is posted on the club website.

Craig McCollum had one piece of advice on the subject. "Buy oils rated for Diesel engines," says Craig.

J.C. O'Steen said that the older formulations of motor oils can be found at Wal-Mart.

When you shop for oil for your classic, look on the back of the oil bottle for ratings of SJ, SH, CJ-4 or CI-4. Oils with an SM rating contain no ZDDP

(the zinc-phosphorous compound we need). SL-rated oils contain a reduced amount of ZDDP.

When I have to use an SM or SL rated oil, I add a 4-ounce container of GM Camshaft & Lifter Prelube (GM#12345501) with my oil change. Articles I have read say this is one of the additives you can buy to make SM/SL oils OK for antique engines. I buy it from Gorman Auto Parts for about \$10 a container.

Have a great February, my friends. I'll see you on down the road!

Norm

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Notes from the Editor's Desk

Thanks to all that have responded to my plea for stories. I actually have a small surplus this month. If you don't see your article this month, it will be in here soon. That's not to say that you can't submit more or that others of you who are still procrastinating....I'll print it if you send it. You can see we have a real variety this month and it all makes for interesting reading. This is what a newsletter is about.

It not all just articles though, all of us would love to hear of members' participations in other events, local or long distance. If we can't be there with you in person, we all can share in the fun and adventure that you had. Pictures are really welcome too. The old saying still rings true, a picture can be worth a thousand words.

I hope everyone has had a chance to check out the new web site. Please let me know your feelings about the layout and content. I'm doing this for you and to let the world know what a great club this is.

I'm also still looking for pictures of your wheels. There are still a few I don't have.

Bob

TRAACA Editor and Webmaster



From your Reporters in the field: Ramblings and Rovings of Junkyard Dog & Fluffy

Here we go again.

Junkyard Dog, Fluffy, Ol' Stray and Bobbee Looovve.

North all the way into the edge of Georgia (from Havana about five miles) to see Winston. Winston had a four speed transmission that Bob needed. The deal was made and we looked around a bit. Winston has a nice little 1949 Chevrolet coupe that has a Chevrolet V/8 now. Also he has a 1956 2-door hardtop Victoria Ford Fairlane. These two cars could be bought I am told.

There are two other cars that are under restoration and they being a 1950 Ford 4-door with a (you guessed it) Chevy V/8 and a 1932 Plymouth (our kind of car) all original. It was a great day for a visit and a productive one too.

So here we go, nose to the ground .
We may be seen at your place some day.

Fluffy



Yep, that's a transmission, alright!

Silver Springs 2008 Ford and Mustang Roundup

Club members Jack & Kathy Hanbury, Bill and Peggy O'Rourke and Bobby & Nell Hollingsworth take their Fords to the annual pilgrimage at the Silver springs State Park in Ocala.



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Adventures with a 1972 VW Bus.

Craig McCollum



Did you see the TV episodes of "LOST" with that abandoned VW bus in Hawaii? In

one episode they were coasting it down a hill to get it started. This was not on a road, but on a steep grass slope with trees that could have stopped it abruptly. They must have gotten that crazy idea from me. I'll explain shortly.

I bought a 1969 VW Bug when I started my first job after college in Hawaii. In 1972 my plan was to get a VW bus. The 1972 model had a larger engine (1.7L) than the previous ones (1.5L single carb) and dual carbs. I didn't have much money in those days so when I found out that prices had been raised about 10 percent over 1971 prices I started looking for a used bus. My plan was to take cash out of the credit union and rush to see any VW 1972 bus the first day the ad was in the paper. I figured cash should give some leverage in making the best deal. When the bus wasn't up to my standards or the price too high I returned the money to the credit union. This went on for a few weeks until I found an excellent 1972 bus owned by a VW employee who was willing sell at my price. I think I got a good price since he didn't pay full price when it was new.

I removed the middle seat (the 7 passenger bus has 3 rows of seats) within weeks of purchase to better utilize its carrying capacity. Sometimes I also removed the back seat for more space. It performed well hauling my dirt motorcycle (I raced motocross), building materials (home improvement projects), moving (at least 6 times), etc.

One of the bus' challenges was to haul rocks. The rocks I'm talking about are those typically called "moss" rocks and used to build landscape walls which are common in Hawaii. These walls cost over \$100 a foot to have built by a contractor back then. I've always been a do-it-yourselfer so I had rocks delivered and perfected the skills on how to make the walls flat plus have a nice pattern. By my 3rd house the price of delivered rocks was high and they were of poor quality due to high demand. I located some nice rocks while riding trails on my motorcycle. The location was up the side of an ancient volcanic mountain where the rocks fall off.

It was just past Dillingham field on the

North shore which gained fame as the place where 2 Army planes were able to take off during the bombing of Pearl Harbor. To get to the rocks with my VW bus was not easy as there are no roads and the way is uneven. The first time we went, a police helicopter flew over and hovered. I figured we were in trouble. Belle held up a rock for them to see and they flew away. I think they were looking for pakalolo (pot) plants. After the bus was loaded, not in volume, but in weight we couldn't close any of the doors. The bus was tweaked by the weight of the rocks. Max capacity is about 1500 LBS and we were well over that. By driving slowly over the bumps the the doors could be closed when the tweak was counter tweaked. Now the idea for the episode from "LOST" was created as the bus had virtually no brakes due to the overload. I like to think my off road dirt bike skills saved the day as we didn't crash. Someone must have seen us or heard my story that eventually gave them the idea for those "LOST" episodes.

Another challenge was hauling ceramic floor tiles. I didn't want to make 2 trips (20 miles one way) so we overloaded the bus (again) and drove carefully as the brakes were worse than my 1920's Star cars that had 2 wheel brakes. When overloaded, the bus sits real low. With about 3 miles to go the bus started making bad sounds. We had to continue and somehow made it. The bad sounds turned out to be worn out wheel bearings.

When we built our own pool we had to haul out tons of dirt. I used the cardboard boxes that the ceramic tile came in as they held about a cubic foot of dirt. I could stack the boxes and unload easily compared to the mess I'd have just shoveling it in. Dumping in Hawaii is impossible; however, I had located an old WW2 military road while riding my dirt bike that was perfect. The road was on the side of deep valley so I could empty the boxes out the side door and over the edge of the road. I'm sure I made over 100 trips and there was no evidence of dumping.

This picture shows the bus after I painted it in 1976 bus colors. Note that the windows are out. While reinstalling the front windshield I split it in two, right in the center. I convinced myself that I need a new one anyway as the old one was getting milky white on the lower edges. I filled in the holes where the 9 inch VW emblem normally is between the headlights and left it off.

The bus was a good car parts hauler when I was racing a stock car. When you race dirt track you learn how to weld real fast as the race car gets beat up every week. Beside building 3 race cars I built a car dolly (from old car parts) to tow the race car to and from the track. I also constructed a trailer hitch for the bus. My car friend Bob said he was going to tow the car with his truck as a test before I tried it with the bus. This turned out to be a mistake. His truck tipped up on 2 wheels during the first turn. Fortunately he was going slow so he was able to recover. Now the bus is only rated to tow about 1000 LBS, but I was able to tow 3400 LBS with the bus with no incidents over a 3 year period. I know the weight as the race car had to meet minimum weight and was weighed many times after I won a race. It wasn't easy towing as it felt like the tail was wagging the dog. On the way home after a race about 1 AM I had to time a traffic light going up a hill so that I wouldn't have to stop. I had built the tow dolly with an hydraulic cylinder in the hitch which activated dolly brakes so I could slow down with all that weight, but if I had to stop, the brakes wouldn't hold on a hill plus the bus didn't have enough power to pull the hill without a run at it.

The bus was wearing out with all that abuse, but I still drove it to work every day. It also acted as a tour bus when mainland visitors came over. Once when my Mom, Dad and sister came over I took them in the bus over Kolekole pass. This is the pass the Japanese flew thru on their way to bomb Pearl Harbor. In the movies you can see the microwave tower and a big white cross. For my first 3 years I used to drive the bus to work via the pass so I was familiar with the road and military restrictions. Tourists are not allowed on the road, but with my government sticker and ID I was able to get on Schofield and the Kolekole Marine guard passed me thru. I took my family visitors to a lookout only a short distance down the zig-zag mountain road. After looking at the view I attempted to drive back up the hill but the bus wasn't in the mood.





I think the horsepower was down by at least half by then. By having my folks jump in the side door while the bus was moving we made it back up the hill.

Not much later when leaving for work one morning, the engine started making metallic sounds. It sounded like a rod knocking. When I tore the engine apart I found that a piece of metal (screw) had gotten wedged between the piston and head and was the cause of the banging sound. Given the high mileage and abuse, I rebuilt the engine with larger cylinders/pistons which improved the power by about 3 times (remember it was already down by half). High octane gas was required because the larger displacement (1.9L) effectively increased the compression ratio. It would ping loudly with regular gas. Air cooled engines are noisy anyway.

The last time I used the car dolly was in 1999 when I towed my 1956 Jaguar, 1970 Jaguar and 1967 Camaro to the docks for shipment to Long Beach California when we were moving to Tallahassee, Florida. I then sold the dolly for \$60 when my neighbor had a garage sale. Over the years we used the bus to take our 4 dogs to Saturday training in the park plus dog obedience trials. For the last bus trip in Hawaii, I drove to the Honolulu airport loaded with all the bus spare parts, our 4 dogs, 4 dog kennels, luggage, Belle, and my car friend Bob. After unloading I gave Bob the keys and the title to the bus. Belle said that she wouldn't ride in the bus if I shipped it to Florida. Bob eventually sold the bus and moved to Colorado. We went to his wedding in 2004 and at the reception he made a big deal of us attending and presented me with the bus front VW emblem.

This is but a few of the adventures I had with that VW bus.

Craig



I'm Back in Commission!

Ed Shuler

I've had a pretty rough January, but I'm hoping that the last three days of it are as good as the first three; it's from the 4th to the 27th that I'd like to forget. I finally got to come home from the hospital late Sunday afternoon and I told E'Lane it was a lot like the feeling I had when I was discharged from the Air Force and heading home. I still have to restrict my lifting to 5 pounds and I'll be on a blood thinner for 6-9 months.

Even though I feel great, I'm not out-of-the-woods for a few months so my activities will be somewhat limited from what I'd like them to be (but E'Lane will keep me in line on that).

This afternoon, for the first time in weeks, I drove my old 53 Chevy PU and I actually was able to climb up into my Jeep to drive it around the neighborhood. I haven't driven the Rambler yet, but it's such a snap to drive I don't expect any challenges doing that. In fact, I plan on driving it tomorrow to get a blood test and to take E'Lane to the breakfast I owe her.

I owe her because on the day we saw the Dr. with my back pain and ended up in the ER, I had planned on visiting the Dr., getting a prescription, and taking E'Lane to get a Denver omelet. What a change of plans that was. I would like to thank everyone that visited me at home and in the hospital, sent me a card, called, said a prayer, or fired off an e-mail (E'Lane printed them out and brought them to me).

And speaking of E'Lane, I truly have a wonderful, loving and caring wife. I always knew that, but I've taken her so much for granted for most of the 43 years we've been married. Maybe my old cars aren't in mint condition, but my wife is and I've got some great friends and family out there too!

Thanks to everyone - Ed

Model A Corner

by Norm Madsen



One of the things I like most about the old car hobby is being able to do some of my own maintenance and repair work. Mechanical work on the Model A Ford is very straightforward, but the tricks and techniques are always easier when I have good reference materials to work with.

The best "how to" reference I have found for the Model A is the "Model A Mechanic's Handbook," by Les Andrews. I have been referring to this guide for most of the eight years I've been working on my A-Model, and would never be without it. The book guides you through many pretty simple tasks, like adjusting your horn and setting your timing. It gives step-by-step instructions for adjusting and repairing brakes. It even provides instructions for doing major motor work, if you are so inclined.

Whatever your skill level is, if you like to tinker with your Model A Ford, buy this book. It costs about \$30, is several hundred pages in size and is spiral bound, so it lays flat on whatever page you open to. It is available from most all Model A parts vendors.

Another great resource for Model A people is "Model A Times" magazine. Published quarterly, the "Times" reviews Model A vendors, compares replacement parts for quality and provides all sorts of informative articles. It is easy to read, regardless of your skill level and has lots of great old pictures, too. An annual subscription will set you back \$25 (\$32 if you want to get it by First Class Mail), but you will find yourself marking pages for future reference and keeping your copies in a safe place.

To subscribe, send your order and check to Model A Times, PO Box 1919, Rocklin CA 95765.





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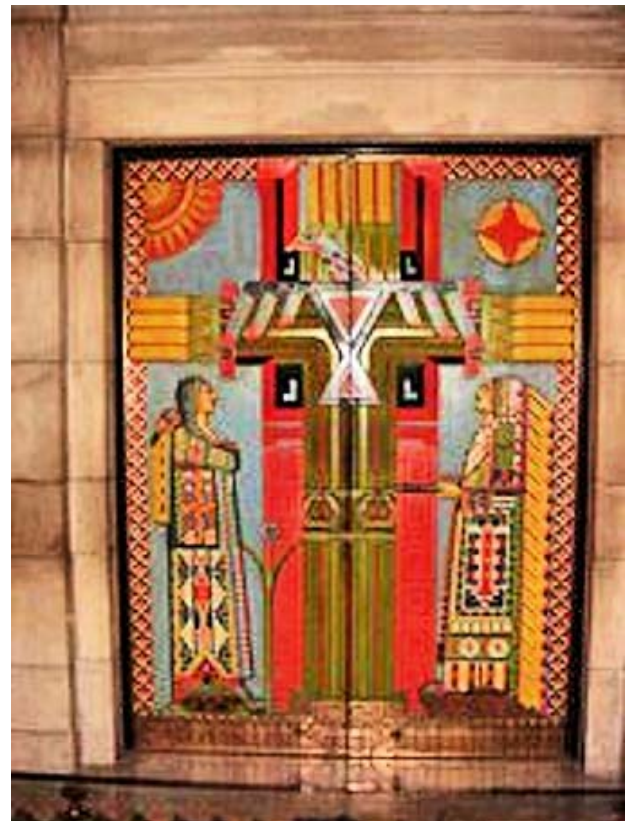


The State Capitol Building was embossed on Nebraska license plates only in 1940 and 1941. In fact this is the only time Nebraska used any type of graphic from 1915 when plates were first issued until just the last few years when Nebraska began using the modern silk screen process like all other states. Except for those two years all early Nebraska plates are pretty dull. However, to be fair, the words "The Beef State" were added in 1956 and for the next nine years.



I do remember my mother hated that expression attached to her car! My father served in the Nebraska legislature in 1919 before it became the only unicameral body in the US. He voted in favor of a new capitol building when in office but had gone on to other pursuits before it was finished and the unicameral came to be. Constructed between 1922 and 1932 the capital building (with its 400 foot tower) which covers 4 city blocks in downtown Lincoln cost under \$10 million and was paid for before it was finished! The structure is internation-

ally recognized as an architectural achievement. Its many paintings and murals depict the history and culture of the pioneers who settled Nebraska. The tower is crowned by "The Sower", a figure representing the state's agriculture heritage. In my opinion, it is one of the most beautiful and magnificent buildings in the US. When driving into Lincoln from any direction but especially from the West it is quite a sight rising up from the Nebraska plains! If ever in the vicinity of Lincoln be sure to visit this wonderful structure.



The plate shown is from Keith County, Nebraska (68). It is made from steel, the correct colors are Orange on Blue and measures 5 3/4 by 11 inches (modern plates for all states are now 6 by 12). It is an unused and unmounted plate but long term storage has caused a little rust and paint loss. As a result it is graded Very Good. Purchased on eBay some years ago for \$48.85.

For more information on license plate collecting visit www.alpca.org or email Gene Densmore aa4us@arri.net.





Yesteryears Remember When?



From the archives of the Tallahassee Chassee -
Official Publication of The Tallahassee Region Antique Automobile Club of America

30 Years Ago:

Roger and Marge Collar and Jane Forster hosted the February 7, 1978 meeting at the home of the Collars. The President asked if anyone is currently underway on a project of restoring, or in the process of buying an antique car and would tell us about it. Steve Gordon has just bought a 1941 English Austin Taxicab. The Grahams recently bought a car in Saginaw, Michigan. They plan to go up after it the end of March. Mike Chappell told about his British Triumph race car. He's interested in any parts in the 1940's. Bob Burke said he and Ann and the Bauers are going to look at an MG-TD 1952 model in middle Georgia. Richard Boutin is interested in locating a 1947-1951 Chevrolet Pickup. Anyone interested in making up a "PIT CREW" contact Bill Thompson. If you have a spare Saturday, occasionally, it's been suggested that 6-or-so men get together for a "body-on, body-off" group. Very informal. This group would offer to help at a member's home. This does not include sanding or hard labor. Just strong backs and willing helpers. DeVoe Moore is considering building a building to put some of his cars in, and would consider renting out some storage space for member's cars. The meeting group adjourned for an instruction session in the garage, where Tom Moody reassembled a Ford Model A Water Pump. Several of the men were most interested in this. Bill Stucky has just returned from Philadelphia where the AACA cup was awarded for the Best Restoration of the Year 1977. Congratulations to Bill and Fran.

Respectfully submitted,
Gladys Bauer, Secretary

20 Years Ago:

The February 14th meeting was held at the home of Wayne and Rosa Ann Hadden in Cairo, Georgia. It was a covered dish spread with delicious fried chicken and complimentary dishes, beverages, breads and desserts. Our hats are off to the Haddens for their hospitality and great cooking! President Dan Rainey called the club's attention to an article in the Early Times Chapter Newsletter written by our very own George Campbell. Also, a picture of a 1929 Studebaker Roadster in the Antique Studebaker magazine that had caught his eye. Turns out that very car was purchased by Milford Barker in '49 for \$250.00 and he sold it a few years later for \$750.00. One can only ponder what the value of it is today. Bill Tyler showed the club the nice Christmas card he had received from the "Great Racers". A "Thank you" letter from the Lighthouse Children's Home was read. '87 was certainly one of the busiest years in the club's history and we were able to have such a successful year because of the terrific job done by the Committee Chair-Persons. Now for '88, but first a reminder, "Our club is only as strong as the weakest committee".

See Ya! Your Secretary Carol Rainey

10 Years Ago:

The February 12, 1998 club meeting took place at Quincys Steakhouse. 38 members and 4 guests attended. Guests were introduced: Rida, Terry and Ed Hoppenbrauwer, also Tom Link. Treasurer's report was given: balance as of 2/12 was \$3,189.26. It was announced that the club would be changing to regular meetings at Forest Heights Baptist Church, as the museum would not be available for future meeting dates. Members present did not object to the new location. The Thompsons and the Haddens had attended the National AACA annual meeting in Philadelphia, PA and gave a brief report of attending the meetings, touring Philadelphia and attending the banquet. Wayne shared his Founders Tour award plaque and thanked everyone for their support in the Founders Tour. Bill took slides of the trip and will share them at a future meeting. The club passed a motion that carried to donate \$500 to the National AACA museum. The new museum is in the formation stage and will be available to all members when complete.

Jenny Hart, Editor





Tallahassee Region
Antique Automobile Club of America

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***Traveling in the
Past and Present***

We're on the Web!

<http://local.aaca.org/traaca>

Next Meeting

at

The Former Antique Auto Museum

February 12, 2008

6:00 p.m. for Dinner

Menu: Beef Roast, mash potatoes, salad,
veg., corn bread and assort. cakes.

Program:

Several members will be relating their experiences with their first car, how they found it, why they got into the hobby and maybe, what they've learned.

Monthly Cruise-Ins

Sonic/Hardees on North Monroe

1st Saturday each Month (just north of Capital Circle)

Thomasville Road What-A-Burger Drive-In

2nd Sat—Ford & Chevy Clubs - 3rd Sat—Corvette Club - Last Sat—Street Rod Club

Havana Main Street Cruise In

Havana Smokehouse (formerly Main St. Buffet)
3rd Saturday

National and Regional Events

Feb 7-9, 2008 **AACA Annual Meeting** - Philadelphia, PA

Feb 24-28, 2008 **8th Annual Model T Winter Tour** will be held in Tallahassee. Sponsored by Mad River Ts of West Central Ohio. The Host Hotel will be the Ramada Inn and Conference Center. Tour plans include trips to Tallahassee Automobile Museum, Pebble Hill plantation, Maclay State Gardens, Wakulla Springs, St. Mark's Lighthouse, antique shops in Havana and much more. For information and registration forms call Miriam Williams at (937)465-4661 or email at wintertourinfo@hotmail.com.

Mar 14, 2008 **Annual Grand National** - Melbourne, FL. Hosted by AACA Cape Canaveral Region

Mar 15, 2008 **AACA Winter Meet** - Melbourne, FL. Hosted by AACA Cape Canaveral Region

Apr 3-6, 2008 **AACA Southeastern Spring Meet** - Concord, NC, Lowe's Motor Speedway. Hosted by AACA Hornets Nest Region

Jun 1-6, 2008 **AACA Sentimental Tour** - Burlington, NC. Hosted by AACA Alamance and North Carolina Regions