

July
2012



Traveling in
the Past
and Present

Next Meeting
July 10, 2012
Old Auto Museum
Dinner 6:00 pm
General Meeting 6:45 pm

Tallahassee Region Antique Automobile Club of America

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Dan Rainey
Glenda Schanbacher
John Wells

Tours Chairman

Bill O'Rourke

JACK HANBURY FIND:

Being out of town for the last couple of weeks Fluffy and I were unable to smell any new bones to check out. But, I did find this nice 1950 Ford Coupe located (*not in Quincy FL*) but in the Monticello, Fla. farm area and rarely is it seen on the streets. What a nice car to own and enjoy.

Jack Hanbury



More Pictures of this 1950 Ford Coupe are Continued on Page 3.

[Also, See The "Junkyard Dog And Fluffy" Article on Page 7.]

July Birthdays

- 1 Nan Brown
- 1 Gary Edwards
- 4 Robert Critchlow
- 8 Richard Duley
- 12 Mabel Duncan
- 15 Richard Long
- 17 Jack Gaskins
- 21 Dennis Tober
- 26 Paula Link
- 28 Kathy Andrews

Happy Birthday!!!

The Sunshine Committee

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

Sunshine Committee Contacts:

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OR

Mrs. Lois Duley
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TALLAHASSEE REGION, AACA
MEETING MINUTES
June 12, 2012

Tallahassee Antique Car Museum (Old Location)

There were approximately 38 members and one visitor.

Opening prayer: Dan Rainey

Welcome: Tommy Sykes – Tommy greeted everyone and thanked them for their attendance. He had John Schanbacher introduce the visitor, Larry Baird. Larry expressed interest in joining the Club and will be sending in his application.

50/50 Drawing: Sue Aigotti
Paul O’Neal was the winner.

Announcements & Reports: Tommy Sykes

Neal Davis reported that the last local Soap Box Derby race was held with several racers going to the 75th Year of Soap Box Derby races in Akron, Ohio.

Norm Madsen announced that preparations are pretty well in place for the annual Monticello Watermelon Festival show which will be held this coming weekend. Prizes are being gathered, judging activities planned, prizes have been gathered and many other tasks completed. He described the planning and made a request for several volunteers to help with registration, parking, ticket selling and etc. He received enough folks willing to help.

Ray Bartell, our “Chassee” newsletter editor, always needs articles from the Club members and asked that they be sent to him at his E-Mail - raymondbartell@yahoo.com.

Committee Reports:

Sunshine: Glenda Schanbacher

Sharon Palmer and Cheryl Bartell along with Jack Herzog continue to have serious health considerations. Jack has just returned from a six week stay at MD Anderson Center in Houston. We were glad to see him at this meeting, looking good. He offered to counsel anyone concerning the facilities and treatments at MD Anderson. Peggy O’Rourke has had health problems here at home and a stay in TMH. She now is in a re-hab facility in Quincy. She is making good progress and could be home as early as this weekend if all goes well. Please keep those members and their families in your thoughts and prayers. If you know of needs, please contact Glenda Schanbacher or Lois Duley.

Tours: Nell Hollingsworth

The “Tour” for June will be the Watermelon Festival in Monticello this weekend.

Treasurer’s Report:

Report was given by Norm Madsen, details are available from him. He mentioned that we are still losing some money on the meals. We have to commit for a certain number of meals and if not enough members pay and eat, the losing occurs. We hope to be able to get to a point where we order the right amount of meals.

Coming Events:

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, June 15, 2011 at 8:30 AM.

Quincy Gulf Station – Friday, June 15, 2011 at Noon; bring your own lunch. This is not a hot dog Friday!

Old Business:

None this meeting.

New Business:

None this meeting.

Program: Gary Edwards

Gary presented a video on Muscle Cars with Pontiacs being featured!

Next Meeting:

The next meeting will be held on Tuesday, July 10, 2012 at the Old Antique Car Museum beginning at 6:00 PM. Program is scheduled to be by Norm Madsen who will be reporting on the work he has done on his 1910 Buick.

Respectfully submitted by: John Schanbacher, Secretary.

Club Event Planning

Check out our Club Activity Calendar and the Activities Page for all the latest events and shows for TRAACA members on the web at: <CTRL key + click on the following link.>

http://traaca.org/traaca_news.html

Just FYI: These Newsletters go out to over 95 persons and are also published on our TRAACA Web site.



1950 Ford Coupe - Continued from Page 1:



The Next TRAACA Club Meeting is Tuesday, July 10, 2012

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

TBA

And the subsequent TRAACA Club Meeting will be on Tuesday, August 14, 2012

Monthly Get Together Event on the Fridays Following the General TRAACA Club Meetings

(Next two are on July 13, 2012 and August 17, 2012 at 8am)
We Meet at the Cracker Barrel for Breakfast at 8:30 am at the I-10 and North Monroe location

Meet at old Gulf Station in Quincy every Friday

The men meet for lunch* and talk Cars at 12 Noon.
The station is off Hwy 90, on the south side of highway 90.
- See Picture of the Hollingsworth's Gulf station on Title Page -
* Hot Dogs are provided on the 2nd & 4th Friday of each month.
(but, bring your own lunch on all other Fridays)

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.



The Watermelon Festival and Our Associated TRAACA Car Show
June 16, 2012

All said they really enjoyed the outing, parade, the chance to show their cars, see the other cars and fellowship with others. All had a great time!

There were 60 vehicles registered for the car show.

The Watermelon Festival TRAACA Car Show Winners were as follows:

- ◆ Oldest Vehicle.
Winner – Norm Madsen.
Vehicle – 1925 Franklin Boattail Roadster.
- ◆ Best Original Vehicle.
Winner – Lou Capps.
Vehicle – 1957 Chevrolet Bel Air 2 door sedan.
- ◆ Best Restored Vehicle.
Winner – Bob Bardes.
Vehicle – 1966 Pontiac GTO.
- ◆ Best Custom or Street Rod.
Winner – James Law.
Vehicle – 1935 Buick.
- ◆ Best Late Model (1-20 years old).
Winner – Bill Carlin.
Vehicle – 2004 Ford Mustang Mach I.
- ◆ Best “Big 3” Make.
Winner – Craig Brown.
Vehicle – 1985 Chevrolet Monte Carlo SS.
- ◆ Best Foreign Vehicle.
Winner – Jackson Gladwin.
Vehicle – 1968 Volkswagen Type 1.
- ◆ Best Truck.
Winner – Tommy Roberts.
Vehicle – 1966 Ford F-100.
- ◆ Best Orphan Make.
Winner – Gary Edwards.
Vehicle – 1966 Pontiac GTO convertible.
- ◆ Surprise Category – Most Over the Top Vehicle.
Winner – Damian Kojis.
Vehicle – 2002 Dodge Dakota Quad Cab.
- ◆ Wally Bentley Judges Choice Award.
Winner – Larry Tobey.
Vehicle – 1969 Mercury Cougar.

Many thanks to Craig Brown & Craig McCollum for all the great photos, and to Norm Madsen & Kedra Baumgardner for the show information.





Photos Of Some TRAACA Members At Our Associated Watermelon Festival Car Show



Parade Pictures are Continued on Next Page:



Photos Of Some TRAACA Member Cars In The Watermelon Festival Parade





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

This is a 56 Ford Custom purchased that we found and guide the new owner to work a deal and join our TRAACA club.

Fluffy is giving directions and telling them what to do.

So far all the parts were found (???) at less the major ones.

We will keep looking.

Junkyard Dog & Fluffy

[Note: I have an Original 1956 Ford Jack and a pair of new Door Locks I will sell, if needed by anyone. (Same as other '50's years too.) Ray Bartell, Newsletter Editor]

Pictures of the 1956 Ford going to new home:



Model T Story – Part 7

Submitted [*with permission*] by Craig McCollum

In 2006, right after finishing the car, my friend Jon Christenson and I drove the car about 125 miles to the National Model T Ford Meet in Clear Lake, Iowa. We participated in a few of the tours passing the slowest moving cars. I enjoyed standing back and watching the other participants crawl under the car and peer through the louvers in the hood, trying to figure out how this car passed them so easily on the tour. The car will cruise easily at 65 MPH all day long and delivers about 25 MPG!

The car still wears the paint and upholstery from the 50's with a few nicks and scrapes, and is a little bit funky. But if one looks underneath, they will find something quite modern and "high tech" using modern, safe chassis components. Again, this Model T is not at all what it appears to be.

After all this work and a significant investment, this Model T, like its predecessor, is a car that people don't quite understand. I always encourage the die-hards that think I have destroyed a piece of history to drive the car. The car is so simple to drive, that in less than 30 seconds they are on their way. After the drive, they return looking much like I do when I return from a ride; beaming from ear to ear. A couple of them still were grumbling after the drive, but I suspect they grumble about a lot other things in their lives!

On July 5, 2010, I went to visit Joe Piper, the man that built the original Model V8-60 Model T, at the retirement community where he now lives. He is now 80 years old and has suffered two strokes and two heart attacks. With some help, we were able to help him get in the car to take a ride. Despite the rain that day; it did not dampen his enjoyment in getting to ride in a car almost exactly like the one he had built almost 60 years before. The intervening years and his infirmities disappeared and were replaced by a broad smile on his face, especially when we topped 60MPH on the wet pavement! After the ride, we sat in the reception area for about an hour while he told me about the trials and tribulations of building the original car, how he and his friend took the body and fenders to the local monument works to sandblast them before painting the car, how he sacrificed a 1937 Ford and had the engine rebuilt at the local Ford Garage. Then there was the story about the one-eyed blacksmith in Corydon, Iowa that helped him fabricate some of the parts and did some of the more complicated welding. The years literally melted away from him that day.

After over 50 years of exposure to this old car hobby, the important part of the hobby has finally come into focus for me. It's not about having the highest point show car, the fastest, or the most expensive. What's important is how that car makes you feel. This car brings back some pleasant childhood memories and it never fails to bring a smile to my face when I drive it. Old cars are not only to be enjoyed by you, but they are also there for others to enjoy. By making this car more drivable and

practical and not destroying its essence and original appearance in the process, it allows me to have it out on the street more and allow more people to enjoy it at the same time. I especially enjoy the looks I get while driving down the freeway at 65 - 70 MPH!

In 2008, three years after the "new" car was finished, I was still obsessed with finding the original car. At long last the mystery was solved... sort of. One day, I thought I would take one more stab at the Texas DMV. Fate smiled down on me again that day. I located an employee that actually took the time to run down the VIN and registration for the V-8 60 Model T. Long story short, the car had ended up with a used car dealer in Giddings, Texas and had not been registered in years. Unfortunately, the dealer has dementia and can't fill in the fine details. I was able to learn that in the late 90's his son-in-law, not a real reliable type, ran the car into a tree. The dealer also owned a body shop and started to repair the car. While it was in the body shop, the shop burned and apparently the Model T was, for the most part, destroyed. Neither the dealer, nor any of his family or former employees was able to be of any help in telling me where the car went from there. So if anyone knows of a Model T Roadster that came from southern Texas, had a V8-60 flathead and has been in a fire, please keep me in mind. I would still buy the chassis if I could ever find it, for sentimental reasons if nothing else.

It's been a long journey, I feel that fate has brought me the next best thing to the original Model T, and I intend to keep it that way.

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The End - Conclusion of this 7 part series.





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Thank You, Ray Bartell - Newsletter Editor

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