

March
2007

Tallahassee Chassee



Traveling in
the Past
and Present



Next Meeting
March 13th, 2006

Tallahassee Auto Museum
Dinner 6:00 pm
General Meeting 6:45 pm

The Tallahassee Region Antique Automobile Club of America

Some Photos of My Dad

Gary Edwards

If you saw the November newsletter, you may remember the article I wrote in tribute to my dad, Kenneth T. Edwards. In it, I shared some photos including his Model T boat tail racer. The car pictured there may not have been his racer, although it was someone's boat tail auto.



This photo is my grandfather's, delivery horse drawn wagon pictured with my dad sitting up on the horse. My grandfather, Carroll H. Edwards, owned a general store in Malvern, PA, where I grew up, and you can see the "C. H. Edwards" on the side of the delivery wagon.



As technology advanced, the internal combustion engine replaced the horse, so the

"modern" version was this Ford Model T delivery truck. Note the artistic script advertising the "Edwards Store" on the side.



This same Model T was converted into my dad's infamous 80 mph "souped up" Model T boat tail racer, pictured here with a (what else?) girlfriend in the driver's seat and another couple strategically seated on top of the boat tail. They are all dressed up ready to go somewhere, maybe out on the town, but surely not all of them in a two seater! What you can't see (or hear) in the photo is the straight through (no muffler) rain spout exhaust and the fact that the inverted leaf springs put the drive train just one inch off the ground.



This final photo shows Dad behind the wheel poised for a high speed cruise down the road. I sure wish I could have been there to take a ride with him! Gary

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MARCH BIRTHDAYS

- 5 John Ricketts
- 8 Bill Thompson
- 15 Neal Davis
- 15 Jay Mottice
- 18 Ken Hart
- 19 Ronald Levy
- 21 Barrett Johnson
- 22 Charlie Smith
- 25 Nancy Haines
- 25 David Knopf
- 27 Devoe Moore

**HAPPY
BIRTHDAY**

**TALLAHASSEE REGION, AACA
MEETING MINUTES
REGULAR MEETING
February 13, 2007
Tallahassee Automobile museum**

There were approximately 50 members, three guests and four new members attending. The new members are Fred & Carol Armstrong and Bo & Sara Beth Shipen.

Guests were Howard Palmatier, Dan Baxter's father-in-law and member of a New York AACA Club. In addition, Stu Folland and Don Condon were guests of Tom Link and Jim Ward respectively.

Opening Prayer - Dan Rainey

Welcome Guests & New Members - Norm Madsen

Norm welcomed the new members listed above.

Opening Remarks - Norm Madsen

Norm welcomed the guests and the new members. Gary Edwards filled in for John Schanbacher as secretary (minutes are Gary's!) and Bob Love is in Philadelphia to receive his Master Webmaster award from the National AACA.

50/50 Drawing -

Drawing was held and we don't know who won!

Committee Reports

Treasurer - Andy Mohney

No report this month. Andy is out of town.

Sunshine - Shirley Moore & Sharon Palmer

Get Well Cards were sent to Tom Lyle, Jay Mottice and Richard Snow. We were blessed to see that all three were at the meeting. We need to keep all of our members who have considerations in our prayers and make contact with them.

Short Tours - Jack Hanbury announced there will be a tour to Mr. Gordon's collection in Thomasville on March 10, 2007. We will meet at the old Sam's parking lot at 8:30 AM and leave at 9:00 AM.

The Hollingsworth's announced there will be a tour of Quincy on March 17, 2007 beginning at the historic Gulf Station on highway 90 at 10:00 AM.

Long Tours - No report this meeting.

2007 National Tour - Bill Thompson sent a number of Tour Flyers to the National Meeting in Philadelphia via Bob Love.

There will be many committees working on the Tour and some have chairpersons who have volunteered and some have not. We need many members to serve on those committees. There is enough work for ALL members of the club to participate. Bill HAS to have members contact him with their choices for helping.

Announcements & Reports

1. Neal Davis reported on Soap Box Derby activities. There are two "Rally Races" scheduled for February and March, 2007, both on the 17th in Cairo, Georgia. Neal needs volunteers for all of the activities. The major meet will be held in June again in Tallahassee. Contact Neal (850 576 5148 or 850 385 8302).

2. Gary Edward brought greetings from former members John & Sharon Heber who are active in an AACA Club in Dunnellon, Florida. They said their new club is not as active with tours and other activities as we are. This is quite a compliment for us.

Old Business

None this meeting

New Business

Membership voted to purchase a projection screen for about \$100 for use at meetings. We presently use Bob's sheets!

Coming Events

1. Cruise-In on Saturday, February 17, 2007 at the Whataburger on North Monroe.

2. 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

The program was showing of a DVD of the "20 Millionth Ford".

Next Meeting & Location

The meeting will be held on March 13, 2007 at the Antique Auto Museum.

Respectively submitted - Gary Edwards/John Schanbacher, Secretary

**Notes from the
Editor's Desk**



2006 AACA President Robert R. (Bo) Croley presents the Master Webmaster Award for the Tallahassee Region's web site at the 2007 National Meet.

Carol and I just spent an interesting two weeks in northeast Pennsylvania where we experienced sub-zero temperatures and a blizzard. The welcome in Philadelphia was warm though as we attended the 2007 National AACA Meet and met a few old friends as well as quite a few new ones. The highlight of the event (for me) was to walk up on the stage in front of the assembled elite of AACA and accept the award for our web site from out-going president Bo Coley. While the wife visited the museum to see the King Tut exhibit and do a little shopping, I was able to attend several interesting and informative presentations.

As you can see from this issue, I'm getting some very good articles and stories from members. Keep up the good work and the rest of you start contributing. We all have tales to tell! Let's share them.

Bob

TRAACA Editor and Webmaster

My first car

I knew I was car crazy when I would look for new cars after delivering my morning paper route around 6 AM. This was in the late 1950's so each manufacture was easy to identify because the models were unique back then. Early in the morning I would meet my friend who delivered the paper route next to mine and we would have a contest in the Fall to see who could be the first to see each new model.

I had gotten my learners permit at age 14 and drivers license at age 16. The only car I could drive was my Dad's 1953 Ford station wagon and later his 1959 Ford station wagon. I was ready for my own car. Well my Dad wasn't ready so that's the way things stood.

One day while delivering the evening paper one of my customers on the next street was trying to start a rusted hunk of what turned out to be a 1926 Star. He rented space in a garage down the street to store the car. I told my friend about the car and we would sneak into the garage early in the mornings and sit in the car dreaming about driving it all over the country. Eventually I purchased the car using money I earned delivering papers and with my mother's permission. I stored the car in a garage that was very close to my house. As the newspaper boy for over 5 years I knew everybody and their situations. I was able to make a deal to use the garage rent free in exchange for mowing the yard during the summer and shoveling snow in the winter. Later on I had 4 cars in 4 garages with this barter arrangement. The old widowed ladies loved this.

Eventually I told my Dad and after he saw the car he wasn't too upset because he thought I'd never get the car running and licensed. This was the summer prior to my senior year in high school. During my senior year I got the engine rebuilt, the car sand-blasted, and painted. It still had the original upholstery. By graduation (1961) I was ready for that big trip I had first dreamed about sitting in the car in that garage prior to my purchase. That trip was to take me from Des Moines, Iowa around lake Michigan. First I had to demonstrate that I could do it so my Dad rode with me and my friend to Iowa City which was about 240 miles round trip. That destination was chosen because my grandparents lived there plus we could get lunch. We made it, but at 40 mph, it took all day.

Dad loaned me his gas credit card for the "big trip" so I wouldn't have to carry too much cash. Wouldn't you know that I forgot the card at the first gas station. The card was mailed back to Dad so he was worried until he received a letter from me asking for money to be sent via Western Union telegraph. Don't forget this was before cell phones. Even long distance phone calls were expensive. I didn't need much money as I could fill up the 10 gallon gas tank for less than \$3, plus I was camping each night, and had packed 2 weeks worth of food.

The highlight of my trip was the Henry Ford museum and Greenfield Village. I had no major car problems on the trip. I did have minor ignition problems as the replacement distributor I used was actually for an engine that turned the opposite direction. The condition of the rotor was critical as it would not be pointing exactly at the cap terminal and the spark would go to the wrong plug. I also had to use my spare gas can twice as the Star has no gas gauge. I got about 18 mpg with the Red Seal continental 4 cylinder engine used in many assembled cars of the period.

The trip took 13 days, covered 1,970 miles and ended exactly one year after I bought the car. The attached small picture was taken at a camp ground during the trip and the big picture with me in the car was taken after the trip for an article in the newspaper.

Belle and I repeated this trip one Summer approximately 25 years later using a rental car as we lived in Hawaii at the time. We covered the same route and camped at the same locations. The Henry Ford museum and Greenfield Village didn't look much different.

Craig and Belle Mccollum
mccollumcb@earthlink.net





VIEW FROM THE DRIVER'S SEAT

Norm Madsen, TRAACA President

I have great admiration for the energy and enthusiasm of so many of my fellow antique auto hobbyists. I have to relate a story about one of the more "senior" car enthusiasts I know.

About four years ago, I was driving my 1954 Packard on Highway 27 north of Tallahassee when a 1970 Chrysler hardtop passed me. The elderly driver motioned for me to pull over, so I found a parking lot and stopped. "I'm Floyd, and this is my girlfriend," he said, pointing to the well-dressed lady seated close beside him. We shook hands and talked about cars for half an hour. He told me he had a large inventory of NOS Packard parts in the attic of his home, and that I was welcome to come over and see if I was interested in purchasing anything. Seems that he bought the entire parts inventory of Tallahassee's Packard dealership when it switched over to the Lincoln-Mercury brand in the late '50s. He also had some old cars in the back yard, he said. I was very interested, and arranged to go to his house on the weekend.

When I arrived at his house, Floyd invited me into the back yard. There he had many drive-train parts and several old cars, including a couple of "micro cars" (two-cylinder Honda 600s, I think) and a '40 Packard sedan he had parked there in the 1970's. He had the engine dismantled and said he was rebuilding it. "I plan to finish overhauling it before I get too old...I'll be 90 in a few months," he said. I must say, I was a little skeptical about whether he would ever finish the engine at such an advanced age.

Floyd showed me many of the modern updates he had made to his '70 Chrysler, and fascinated me with his knowledge of mechanics and old cars. I was so interested in listening to him, that I never did get around to seeing his original Packard parts--I would have to see them another time.

Fast forward to 2007. As I waited for a table at a restaurant this week, I walked Floyd and his (same) girlfriend. He recognized me and struck up a conversation. "I still have those NOS Packard parts for you to look at," he said. He proceeded to tell me of the ongoing progress on his Packard engine rebuild, and told me that he had just bought another old car to restore--a supercharged 1941 Nash. He bought it online with the help of his son, and they trailered it to Tallahassee from up north someplace. He said the car needs lots of work, but he works on it daily, and plans to have it roadworthy soon. He said I was welcome to come see the Nash, when I have the time. I was amazed. Floyd will soon be 94 years old! If I live to age 94, I hope I still have the ambition and ability to pursue my car passion.

TOURING TIME. March will present several opportunities for you to drive your old cars with other club members. **Saturday March 10th** we'll be driving to Thomasville, GA to visit about 35 old cars in one private collection. Then we'll have lunch together and visit a second collection of cars. Thanks to Jack Hanbury, short tour Chairman, for planning this driving event. Should be fun! There'll be more driving and more fun on **Saturday, March 17th**, when Bobby & Nell Hollingsworth host a picnic at the old Gulf Station in Quincy, followed by an antique car tour of the town's historic sites. In the evening we'll have our monthly cruise-in at Whataburger on North Monroe St. More details on these events can be found elsewhere in this newsletter and on the club

website: www.aaca.org/traaca .

ON THE ROAD AGAIN. I am excited to say that my 1931 Model A Ford Coupe is a complete car again (not just a bunch of parts). I began dismantling the body to do a nice paint job a year and a half ago. One thing led to another (sound familiar?) and I ended up replacing parts, having patch panels welded in, removing the body from the frame, sandblasting the body, replacing the top, the glass, etc., etc. This week I finished installing the new interior and took the car for its first drive since August of 2005. I still haven't stopped smiling! It took lots of effort, more money than I had planned to spend, and much lost sleep. Was it a good investment? Probably not. Am I happy? Absolutely!

I have owned the Coupe for seven years now. It was the antique car I had always wanted but couldn't afford. My son and daughter watched me bring it to life in the backyard and rode with me the first time I got it running. They, too, have fond memories of driving it. My Model A is much more than a car to me--it is a cherished member of the family. This is part of what makes the car hobby so great for me.

Have a nice drive! I'll see you down the road, my friend.

Norm

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One man's Tale of "Whoa"

This is my "hard luck" story. I'll try to make it as short as possible, but I tend to be rather wordy. Back in 1999, after spending 8 months getting my 65 Rambler American Hardtop in shape for a professional paint job, the day finally came that I could drive it home glistening. I spent the whole day Saturday putting it back together, the trim strips, the grill, the bumpers, etc. When I finally finished with it about 9:30 that night, I drove it into my garage for safekeeping, but before I shut it off, I got out to make sure the tail end was far enough in so the garage door wouldn't hit it.

As I went back to reenter the car, it slipped into reverse. The window was up, so I couldn't reach in and pull the selector back into park, so I held on for dear life, but the Rambler won that tug-of-war and I had to let it go - there it went down the driveway in reverse, picking up speed as it went, until it was stopped by a tree. It hit the tree dead center - not even my aluminum trim on either side of the center gas filler was damaged, but the back of the car was now shaped like a V.

After the fit I had was over, I calmly went into the house and told E'Lane, "Come look what I've done to the car". The trunk lid was humped up and she first thought I had installed a continental kit for a spare tire. We decided that, since the car was in perfect condition otherwise, I'll just have to fix it.

Over the next few days, I removed the gas tank and filler neck, put a 2x4 inside the trunk across the back, chained the front end of the car to a tree, and attached a comealong with a chain going through the gas filler hole to the 2x4 and pulled the rear body panel back into shape - I remember a body man once telling me to always pull a dent out the way it went in. With a little hammering, the body was now straight.

After getting the third bumper from Bumper Boyz in California, I finally got a new bumper that fit, but I picked that one up at their booth in Daytona Beach at the Turkey Rod Run and brought it back to Tallahassee with it stashed between E'Lane and me in our 97 T-Bird - it just fit inside the car all the way from the dashboard to the rear window - what a way to travel!

Now for the trunk lid part of the story - I got a used one off eBay, but it was from a 67 American, which had the badge on the driver's side that year. Rather than drill and fill a bunch of holes, I decided to reinstall my Rambler American badge on the driver's side - I figured no car show judge around here would ever notice it (although it bugged me a little bit). But before installing it, I took the car back to my body shop and had them repaint the trunk lid - he had some of my paint left over, so it was a perfect match. (I've since bought another trunk lid with no holes in it, so someday I'll drill it and have it painted and things will be back the way they should be again.)

This was all done in time for me to enter my Rambler in a North Florida Mopar Show at Wakulla Springs, but I hadn't had time to reinstall the gas tank, so I temporarily put a red, 2-gallon gas container in my trunk, hooked it up to my gas line and drove the car there and back that way. I stopped for fillups three times on that round trip, just to be sure I didn't run out of gas. I won first place in my class at the show, but I was the only one in it - the AMC category...and that's the way it usually is around here.

By the way, the reason the tranny slipped into reverse on its own was because a rubber bushing on the linkage had worn out. I made a new one that doesn't use rubber and I check it often for functionality. I'm still gun shy about leaving the car running in park though - if I leave it idling I put it in neutral and pull up the emergency brake. I don't think I'll ever get over the shock of that day! (And you'd be surprised at how many guys I've told that story to that have had similar incidences - one of the guys said that he broke his arm trying to stop his Ford that was running away in reverse!)

- Ed
Shuler



Chevrolet Winter Nationals

The 15th Annual Chevy Winter Nationals took place at Old Town, in Kissimmee, Florida February 8-11. The event, hosted by Classic Camaro of Central Florida, Classic Chevy International and Worldwide Camaro Club was open to All '55 to '72 Chevys and '67 to '02 Camaros. David and Lynne Taylor, owners of a 1956 Bel Air, attended the event and reported that hundreds of beautiful classic Chevys of all classes were there; restored, custom, and cruisers. Many were trailered but many also were driven to the event. The weather was beautiful, the people were friendly, and there were hundreds of cars. The event featured fun times and activities from Thursday through Saturday. Highlights were the Saturday "Show and Shine" judging and trophy competition and a three day swap meet. The event concluded with the traditional Saturday night Old-Town Cruise night parade, featuring vintage, classic, and custom cars of all kinds, not just the Chevys. If you have never experienced the Old Town Cruise Nights, it would be worth your trip to Orlando. Schedule this event on your next year's calendar to see some show quality classic Chevys while you're there.



Some old Chevys in Old Town.



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“Getting To Know You”

AACA Member Profile: Ron Levy

Interviewed by Gary Edwards



What is your occupation?

Retired investment banker.

How did you become interested in the antique car hobby?

I've always liked cars since I first learned to drive. Then, in the 1970's, I got interested in the older cars, especially those of the 1950's and 1960's.

How did you become a member of the Tallahassee Region of AACA?

While I was living in Louisiana, I went to a local (St. Bernard Parish Region) AACA show every year. After I moved to Tallahassee, I saw the announcement in the Democrat for the TRAACA monthly cruise-in. After getting to meet some of the members I decided to join.

What was one of your favorite cars when you were growing up?

I really liked the 1949 Olds 88 with its Rocket V-8 engine, which was revolutionary for its time.

Share a story about one of your cars that is a special memory?

My very first car was a 1951 Ford Club coupe. I only had it five days and put 295 miles on it, when a car hit me in the rear and spun the car into a telephone pole! When it hit the pole, the driver's door flew open and I went flying out (no seat belts). Thankfully I wasn't hurt, but a couple of my passengers had minor injuries. Unfortunately, the car was badly damaged.

What is your favorite antique car?

My 1972 Pontiac Gran Prix, a car that I owned since new. I had a 1969 GTO I traded for it.

Is there a dream car you do not currently own that you'd like to have?

A 1941 Cadillac Fleetwood four door. I really like the body style of that car!

What do you like most about the antique car hobby?

Going to the car shows, meeting other people who like the cars, and looking at all the different cars.

What AACA National Tours and Shows have you participated in?

Although I went to local AACA shows every year, while living in Louisiana, I have not participated in any National events. Being a Corvette owner, I also attend various Corvette shows and events.

What other hobbies and interests do you participate in?

I enjoy collecting coins, and am a member of the VFW and the American Legion, as well as the Corvette club.

February Whataburger Cruise-In



Dan Baxter and his father-in-law from whom he got his latest ride (actually it Pat's!).

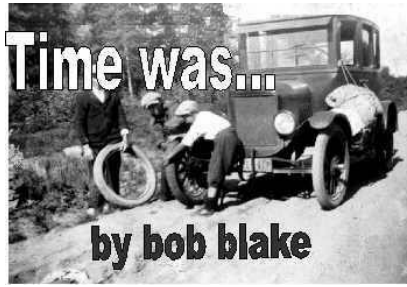


Gary Edwards and Dan Isaacs discuss the finer points of Dan's Cosworth Vega.



A small turnout - but it is the middle of winter!

From The Rummage Box
A publication of the AACA Regions Committee



Disposable Cars?

Have automobiles become disposable? With exotic lamp assemblies costing over a thousand dollars and a dash pads ripped by airbags, the repair bill often exceeds the

value of the car. Insurance companies limit their liability to a percent of the wholesale value, and it is simply cheaper to "total" the car than to fix it. Since a damaged car has more depreciation, it's no wonder that over 15% of 2004 crashes were chalked up as "totals."

Auto manufacturers make their money on NEW cars, and repaired ones cut into their market. The fewer left around, the better they like it! Throw in the new car "incentives" – a nice new word for "discount" - and the scales tilt even further towards replacement.

Then that ugly word "liability" creeps from under the gnarled sheet metal. When a body shop "reclaims" a car from two or more donor vehicles - (Hey, that sounds better than "piecing them together") -they assume a huge responsibility. I was told about an "assembled" car making a quick stop, and the front seat passengers suddenly parting company from the backseat gang. The car literally split in two. Fortunately the slow speed prevented any injury.



New materials make the two-man body shop as extinct as the dinosaurs. Specialized metals such as titanium, exotic aluminum alloys and boron steel are now common components. They are strong and light, but behave differently than cold-rolled steel. Replacement is often the only option. The modern unit body shell has tolerances measured in millimeters. Just eyeballing down the quarter panel is not enough.

New cars are crammed with creature comforts, including sun roofs. Imagine straightening the top so completely that the glass opens flawlessly again! What about the "nervous system" of delicate sensors and servos

that link the components together? The old coil and leaf springs are insufficient for the precision steering demanded by Interstate Highway driving. Repairs to the suspension system alone may top \$10,000.

Data from the Insurance Institute for Highway Safety (www.iihs.org) claims the average repair cost is \$3,681 per claim. That's 12% higher than two years ago. Throw in a few luxury items such as parking sensors (Hey, what happened to the old cat whiskers on the fenders?) and air conditioned seats –I'm not kidding – the price for repair escalates further.

Over my forty year medical career I have observed a shift in the automobile injury pattern. The energy absorbing crumple zones now kill the car instead of the occupant! The "windshield face" and crushing chest injuries are rare since airbags. The single seat belt was a good start, but it created spinal fractures as the upper body flexed over the stable pelvis. The shoulder strap now secures the entire body and improved seat design cushions the torso and internal organs.

A few years ago I had the opportunity to treat both victims in a head-on collision - one restrained and the other not. The protected lady went home with only minor bruises but the young man got an opportunity to spend six hours in the operating room.

A few weeks later, she lady reluctantly told me a humorous side to the event. Helplessly, she saw this car careening across the centerline...then a dead center impact and a grinding, jolting crash. Everything went black. She was dazed but alert enough to realize she could hear but not see. "Am I dead?" she thought. Slowly regaining her senses, she felt around her face and discovered her head was inside the burst airbag!

So where does that leave our vintage cars? Labor costs will continue to rise but most hobbyists do much of their own work. Unless we cream a classic Auburn or Duesenberg, I think we will be OK. Our safe driving record is reflected in the low rates offered by old car specialty insurers.

Maybe this disposable car trend will simply provide a good source of spare parts for future collectors!

See you next month!
 Bob



Bob Blake

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

Bob, you may have gotten some pictures from Junkyard Dog on this and maybe some write up. Anyway would you believe on East Park Ave.?? Ken has a 1956 Mainline Ford. This car was given to him back in the 1970's by the sheriff's department. Now you know who Ken is. The car only has some 70,000 miles on it. He may try to fix it up or maybe sell it. We can hardly believe we are still finding all of this stuff so close. But, we are willing to keep on looking.

Nose to the ground. As ever, Fluffy

Note from Junkyard Dog: This car is indeed for sale: 1956 Ford, 2dr Mainline, 2nd owner, setup for long time and was driving before storage. Low mileage, body has some rust in rain rail and in front frame support. Condition 4.



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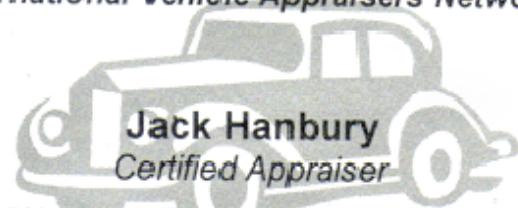


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Yesteryears Remember When?



From the archives of the Tallahassee Chassee - Official Publication of The Tallahassee Region Antique Automobile Club of America since 1970

30 Years Ago:

The March Meeting was held at the Florida Bar Association Building. We are appreciative of the help of Marshall Cassidy (owner of a '52 Plymouth Station Wagon) for letting us use this fine meeting place. Minutes of the February Meeting were approved as distributed. The Treasury now has \$900.93. Thanks was extended to those who participated in showing their cars at Northwood Mall, on February 19. This included: Mike Sheidy, Glenn & Janice Davis, Ray & Gladys Bauer, Graham Carothers, Tom Moody, Bob Burke, Bill Tyler, Fred & Elizabeth Tyler, Bill Thompson, and Harold Cottingham. The Club was presented \$100 for the efforts of these members. Carolyn Pope and her committee have sent out 400 mail-outs for Springtime Tallahassee. To date, only a few have come back. Please get reservations in, as early as possible, to aid the various committees in their plans. We are grateful to Tom Moody, who was instrumental in getting a couple of businesses to run the mail-outs through their postage meters. Delicious punch and coffee were served with many "goodies" furnished by the ladies in the Club.

Respectfully submitted,
Gladys Bauer, Secretary

20 Years Ago:

There were 48 hungry people at Moby Dick's Restaurant on March 17, 1987. Everybody received food, fellowship and fun. What more could they ask for? George Campbell gave a prayer of thanks for the club and our attention immediately turned to our Springtime Show. If you haven't already sent in your registration for the Springtime Show, please do it as soon as possible so that we will have an accurate count for all the activities. The Hospitality Party: H.C. Summitt is going to smoke a turkey and Becky Reichert is going to fix a ham. Mmmmm! The rest of the food is going to be brought by the best cooks in Tallahassee - our club members! The following people volunteered to be judges: Wayne Hadden, Ken Hart, Charlie Smith, Phil Reichert, Phil Koelikker, Dan Vilella, Dean Pickard, Claude Allen, Art Aviron, Milford Barker and Bill Thompson. Head Judge is John Graham. There will be a Judge's Choice Award this year. There will also be a bulletin board for 'For Sale' vehicles. Ed Eikman suggested that the club invest in a TV and VCR as there are numerous tapes about antique automobiles that could be shown at club meetings and functions. No vote was taken but this may come again in a future meeting.

Goodbye until next month,
Diane McCarthy

10 Years Ago:

After several years hiatus, Tallahassee Region AACA has been invited to participate again in the big Springtime Tallahassee Parade and Antique Auto show on Saturday, April 12th. Terry Hamrick attended our Club meeting on February 18th to issue the invitation personally. Tentatively, plans are to hold the show on both sides of Park Avenue just east of Monroe Street. That is the block where the Walker Library and the Springtime Offices are located. Do you remember who the charter members were in November 1970 of the Model A Restorers Club - forerunner of Tallahassee Region AACA? John Wells was President, Charlie Smith Vice President and Secretary-Treasurer were Richard and Joan Boutin. Others were Joe Wells, Harold and Violet Cottingham, Ed and Helen Eikman, Tom Moody, Randall Kendrick, Frank Rayner and Fred and Bill Tyler. If you use a computer, and have access to the Internet, you should know that the AACA now has its own Internet site. Find it at <http://www.AAA.org>. The site contains a wealth of information on the Library, Museum, National Headquarters, Calendar of Events, Newsletter Editors Manual, Region and Chapter locations and much more. See you surf'n the net!

Larry Benson, Editor

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Calendar of Upcoming Events

Next Meeting

Mar 13, 2006 6:00 p.m. for Dinner Menu: Salad, spaghetti, bread and dessert

6:45 Regular Meeting

Program: Sandy Beck with the St Francis Wildlife Association will be giving a presentation on Wild Birds. She will be bringing some of the birds helped by this association but cannot be returned to the wild.

Local / Area

Day Cruise: Saturday March 10, 2007 meet at old Sam's parking lot on 27N at 8:30am and we leave 9:00am sharp. drive back roads to Thomasville, Ga and visit about 35 old cars in one private collection. get lunch on own or join us at Seminole Inn (new rest.) on bypass. If things go right (after lunch) we have another place to visit in Thomasville, Another collector has 65 Corvette, Cobra, Jag, Pantera etc. Return home on your own about 2:00pm.

Contact: Jack Hanbury

Cruise-In / 'Model A' Round-Up / Quincy Tour / Picnic

Saturday March 17, 2007 Begin gathering at the Gulf Station in Quincy about 10-ish in the ayem with our hosts: Bobby & Nell Hollingsworth. Enjoy burgers and hot dogs with the fixin's. See most of the club's Model A Fords and tour historic sites in and around Quincy in a Model A or ride along in your own antique. Stay as long as you want and enjoy the whole day.

Saturday Apr. 14, 2007 - **Transportation Show** - Pelham, GA 10:00 am to 4:00 pm Cars - Trucks - Motorcycles
Classes: Pre 1940 - 1940 to 1959 - 1960 to Present www.progressforpelham.com (229-294-2345)

Monthly Antique Cruise-In at the [North Monroe What-A-Burger](#) Drive-In
3rd Sat (Sponsored by TRAACA)

Monthly Cruise-Ins at the [Thomasville Road What-A-Burger](#) Drive-In
1st Sat—Mustang Club 2nd Sat—Ford & Chevy Clubs 3rd Sat—Corvette Club
Last Sat—Street Rod Club