

September
2010

Traveling in
the Past
and Present



Next Meeting
September 14, 2010
Old Antique Auto Museum
6:00 pm Dinner
6:45 pm Meeting

Tallahassee Region Antique Automobile Club of America

TRAACA TECH SATURDAY

By Richard Duley

This month's Tech Saturday was held at Norm Madsen's "Packard Den". Our subject for the morning was demonstrating the tire changing and balancing of many of the older vehicle wheel types. For those that attended we were able to witness first hand an art that no longer exists today. Someone actually changing a tire and using primitive hand tools and skills, that some of our earliest blacksmith may have developed and used.

Thanks to Mrs. Packard (aka Kathy); we had several tasty treats to snack on during the demonstration. We even had real cream for our coffee.

Russ Haines with the assistance of Norm changed about four different types of rims and tires for the group. Norm had fabricated a special tire holder out of his neighbor's wooden pallet. The shortened pallet allowed you to work on the tire and rim without it rolling or scratching the bottom side of the rim.

We saw the use and demonstration of a clincher tool for split rims and several tire spoons. There were several different styles of rims along with the different tires and tubes. Russ cautioned us about changing the tire that was on a split rim because of the danger of it popping off and possibly hitting you in the head or face.

Norm also showed us how to put on gloves and take them off many times. He used them to help keep his "printer hands" clean

and free of the secret "tire stuff" he was using to lubricate the tire and tub during removal and installation.

I have to say it was a very informative morning. As a club, we have so many individuals with lots of experience and knowledge. Russ Haines is a living automotive technical manual. Thanks Norm and Russ for an excellent demonstration and presentation. (See pictures on page 5.)

Big Dog

Bidder Experiences

By Alex Kwechansky

Southern California Region Chapter

The Internet has brought us a new ability to buy what we need and what we want and what we just can't live without. We forget that we have lived up to now without that whatever-it-is. Nor does it matter at that moment. Wanting something is far more powerful than needing something. And more satisfying. Bidding for it adds more excitement.

Somehow bidding for printer toner just does not hit the mark. But, for some obscure piece from your past you saw in comic books, that's the best. Now, imagine finding a piece for your car, or, an entire car! And it can be yours for just a few clicks and cash. No dressing and no running somewhere. Just sitting at a computer or holding your PDA. You can bid almost anywhere. Ahhh, the charm and addiction of online auctions. Ebay comes to mind.

Ebay seems to me to run a basically well run auction. However, I cannot imagine

Continued on page 3.

Club Officers

President

Richard Duley
5432 Pinderton Way
Tallahassee, FL 32312
850-878-7007

Vice President

Bill Brundyge
771 FL-GA Hwy
Havana, FL 32333
850-562-2412

Secretary

John Schanbacher
517 Collinsford Rd.
Tallahassee, FL 32301
850-878-3036

Treasurer

Carol Love
169 Mulberry Circle
Crawfordville, FL 32327
850-926-2820

Newsletter/Web Editor

Bob Love
169 Mulberry Circle
Crawfordville, FL 32327
850-284-0635

September Birthdays

3 Bill Pandolphi
6 Lois Duley
18 David Fleischman
19 Ed Shuler
26 Carmen Long
28 Kathy Lewis
28 JC O'Steen

Happy Birthday



**TALLAHASSEE REGION, AACA
MEETING MINUTES**

August 10, 2010

Tallahassee Antique Car Museum (Old Location)

There were approximately 41 members and two guests in attendance. The guests were Chad Brock (Sheldon & Mary's grandson) (fine boy – he likes Bronco's!) and Capt. Mark Welch (FHP).

Opening Prayer: John Schanbacher

Welcome: Richard Duley – Richard Duley greeted everyone and thanked them for their attendance.

50/50 Drawing:

The winner was Peggy O'Rourke.

Announcements & Reports: Richard Duley

The next "Tech Saturday" will be held at Norm Madsen's on August 21, 2010 beginning at 9:00 AM.

Committee Reports:

Sunshine: - Lois Duley - Glenda Schanbacher

Please continue to remember the Mottice's & Lyle's. Russ Haines is also having considerations. Please keep them and others who may be having problems in your prayers. Please let Glenda or Lois know of members who may be having problems the club should be aware of.

Tours: Bill O'Rourke

The tour to Wakulla Springs was held on July 24, 2010. Departure was at 10:30 AM from the Tennessee Street Wal-Mart. There was an excellent turn-out in spite of the very hot/humid weather.

Treasurer's Report:

Carol Love gave the report, details available from her.

Coming Events:

August 13, 2010 - 8:30 AM Cracker Barrel

The Noon Quincy Gulf Station gathering will not be held this month.

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.

Old Business:

Everyone needs to think about how to attract new, younger members for the club and hobby.

New Business:

None this month

Program: Richard Duley

The program this month was a Highway Safety Presentation given by Captain Mark Welch, Chief of Public

Affairs, Florida Highway Patrol. He gave a very interesting and informative talk that included the following points (and more!).

Seat belts are required in all vehicles constructed after January 01, 1968.

Minimum speed limits are only found on limited access roads.

Some antique automobiles are by nature slow moving - move over if you see traffic building up behind you. Don't want to cause "Road Rage".

The "Move Over" law is in effect. If you see emergency vehicles with flashing lights at the side of the road, move into the left lane if on a four lane highway; if this is not possible, slow down to 20 MPH under the posted speed limit. Many officers and workers have been killed as they were in this situation.

Coming - License renewals and new license applicants will have to have four pieces of identification - Social Security Card, Birth Certificate, and two proofs of residence in the state. This could be a utility bill or something like that showing your address. Need to start collecting the documents; without them you will be sent home.

Texting while driving is not yet against the law in Florida no matter how stupid an action this is!

Next Meeting:

The next meeting will be held on Tuesday, September 14, 2010 at the Old Antique Automobile Museum beginning at 6:00 PM.

Program – TBA

Respectfully submitted by:

John Schanbacher, Secretary



*Sincerest Condolences to the families of
Janet Ricketts
and
Kathy Mottice
We have all suffered a great loss.*



that they have experts in all aspects of items and the time to examine the reality and honesty of the offerings or the bids. Doing your homework is still essential. They even offer some access to past deals. What it is worth on the market and what it is worth in your hands are two different values. The seller can say such an item has been in their family since forever, but you cannot verify that. And who cares? Discount their claim unless real proof is made and I doubt there is much proof. You are still on your own with only their feedback as some reassurance. If in real doubt, don't bid! If you think you cannot live without it and can look at yourself in the mirror later, then it is up to you and your wallet. Once you win it, it's yours for better or worse, in sick condition or healthy. Returns can get sticky.

Buying car parts is different. What we, who collect cars, know is that the same model car built in the same year does not necessarily have the exact same parts as every other one. Those who put items up for bid may not know that or pretend they don't know that. And likely you won't know until you have it in your hands and the piece doesn't fit!

And returning it is not feasible, because they did sell you the correct part for that model, but the manufacturer changed in mid year. Buying at auction, you cannot try it on before you buy. This is one risk to such purchases! And you must make allowances for such anguish. Don't rebuild that part until you are certain it actually fits.

Buying non-moving parts such as trim and plastic parts: A part that has been in existence for many decades may not be in as good condition as a brand new one. Shocked, huh? It has aged and maybe discolored or has other imperfections, including metal fatigue. Even we get less perfect as we age, so I'm told. One must be prepared to give that part a facelift or something-or-other. Plastic parts can be wonderful to look at but have probably become brittle. Some craze and crack and others look great until you touch them. You will not know that until you own it and touch it. And plastic is not easy to rebuild.

Some manufacturers used expensive material for some parts and cheap pot metal for others hoping they could save some money and the customer wouldn't know the difference. And, in the short run they were right. But the collector gets the truth. Not that the manufacturer cares

at that point. It is possible to rechrome pot metal but fixing a broken piece is not so easy. And not having that small piece can render your entire treasure a painful experience. It is like feeling great, but you have a stone in your shoe. You look great but don't walk so well.

When you buy untested aged mechanical parts online, have them tested and rebuilt before you use them. No matter how clean they look they are still old. OK, aged. I have a pair of brand new, factory original, in the box, shock absorbers. They shine, even the enclosures are there. The box is in perfect condition. But their insides are rotten from age. I had to absorb some shock when I found out they are unusable. Saving pennies can cost you the car, or more. If you really need it and don't want to live without it, then buy it. Don't expect it to be perfect, but be thrilled if it fits. And expect to spend more to make it as good as you really want it to be. Then enjoy it and forget what it cost you.

One more thing. Watch the shipping charges. Some sellers charge huge amounts. They can make more on the shipping than what they make on the sale. Write them and tell them. Don't be shy. If you call them on it, some back down. Some claim they didn't know and some blame Ebay. It doesn't matter. If you don't want to feel ripped off, don't bid, but tell them why. Especially if someone is selling repro parts. There is a seller showing a two inch decal. The piece price is \$6.00 and another \$6.00 to ship! I told him the shipping was way too high. He refused to reduce the price.

NOTE: Repro parts can usually be found in more than one place.

And another thing. Watch out for early high bidders! Don't bid too early. Patience makes purchase. Keep reading.

About the author: Alex Kwechansky, DABFA, besides enjoying his cars, is a specialist in detection of suspicious financial behavior in companies and investments. He teaches seminars for CPAs and attorneys about how to detect suspicious client activities including untraceable fraud.

His website about business fraud is:

<http://BusinessFraudAdvice.com>.

ANDY MOHNEY
President

Andy's
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5120 Woodlare Circle
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Senior Financial Advisor
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Ameriprise Financial Services, Inc.
267 John Knox Road
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Tallahassee, FL 32303
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Fax: 850.668.8617
Toll free: 800.769.7016
gary.edwards@ampf.com



With the weather being a little cooler this week, I left the porch and wander east looking for a garage to check out. It was not long till I came to the home of Ed and E'Lane Shuler. There are 4 different vehicles to look at and quite a few different collections including antique radios, pencil sharpeners, scale cars, model trains, and more and more good stuff.

Ed is retired from F.S.U. as a Radiation Safety Officer and E'Lane is still bringing home the bacon (bacon, bacon did someone say bacon?) working at F.S.U. in the Department of Student Affairs.

Having always considered himself to be a lone wolf, Ed meet John Schanbacher and Gary Edwards and between the both of them, they convinced Ed to join the club because of his high interest in cars and enjoyment of being around people. Ed and E'Lane do every thing together so it was a easy decision for her. They have been members since March of 2005.

They presently own a 1953 Chevy 3100 pickup, a



1973 AMC Javlin which Ed and his son own together, a 1981 Jeep CJ-5 and a very special 1965 Rambler American hardtop. This car is special to them because they bought it together new in 1966. ED needed a car and his father owned some stock in AMC. His father convinced him to go to the AMC dealer and look at new cars. Ed did not like any of the 1966's but the salesman show him some left over 1965's and now you know the rest of the story.

If they would win the lottery today, Ed would buy his favorite car, a 1940 Ford Coupe; he already owns his favorite truck. E'Lane would love to have another 1954 Ford like the one she and Ed used to have. (That is another story, he wrecked it!)

Like most of us, what they like most about the club are the people and the cruises. E'Lane loves the November auction and chili dinner meeting.

When asked about his favorite car story, Ed got this big grin on his face and then the grin went into a very woeful look. What a lot of people don't know about Ed is that when he was younger in the 50's, he did a lot of drag racing in that 1954 Ford mentioned earlier. He was fairly successful until the Olds would show up and then the new Chevy V-8's. The Chevy's were top dog until one night Ed went to the drag strip and a Chevy was paired up against a 1957 Rambler Rebel with a AMC 327. The Rambler won. Unbelievably, they ran again and the Rambler won again. Ed went home happy that night - yea Rambler! E'Lane did not have a favorite story because growing up she didn't have a car. It wasn't until she meet Ed that she got her driver's license. Ed taught her how to drive with a Fiat Bianchiana. How cute is that little car?

Both would like to see the club do more and longer cruises.



Bill



TECH SATURDAY AT NORM'S HOUSE OF PACKARDS



Norm and Russ conduct a seminar on the finer points of maintaining classic tires and wheels.



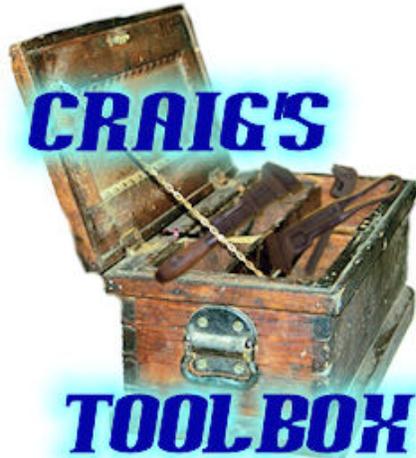
From the earliest wooden wheels to split rims and narrow Model A and Franklin types.



They even covered the newer classics from the 50's and 60's.



A "hands-on" session for balancing Model A wheels & tires on the car!



Collecting Vintage Tools: Volkswagen

What is a "Monkey on a stick" ? Sounds like something you might see in a zoo. I'll explain what this has to do with Volkswagen tools later. I bought my neighbor's 1973 Volkswagen Beetle last Spring.



The last time I heard it run, it was loud and sounded like it was in trouble. My neighbor bought it in 1993 and used it primarily to drive to the post office and golf course. He is not the type to buy foreign so I think the VW was one of 2 items he had not made in the USA, the other being his wife that he brought home after being stationed in Germany after WWII. She thought it was a good idea to sell the car to me, especially since it wasn't running. I haven't worked on it yet, but I've got some experience with VW's starting with a 1964 beetle I had in 1968. I owned a couple more beetles including a 7 passenger bus I drove from 1973 till we moved to Florida in 1999. You can read about my bus in the February 2008 Chassis. There used to be millions of VW's on the road back in the 1960s and 1970s. I had old cars back then and never thought of a VW as collectable especially since there were so many. Where have all those

VW's gone ?

A couple months ago I wrote about my efforts to obtain a tool kit for my beetle on EBay and ended up with a Maxwell tool kit. I thought it would be easy to find a kit as there were tons of them made, but now they aren't that easy to find just as the old VW's have all but disappeared. There are some reproduction kits on EBay; however, they are not correct. Turns out that I had a couple VW tools mixed in with my British tool purchases. My big surprise came when we were cleaning out my 92 year old Father's garage in Des Moines, Iowa last June. Most of the garage stuff was bound for the dumpster and I could easily have missed it, but a VW tool kit jumped out and said "save me". I had forgotten that Dad had owned a 1973 VW.



The VW tool kit needed a lot of cleaning and is shown in this picture. The tools are shown on top of the gray plastic pouch that has a white tie strap. Starting on the left are the pliers with original black paint. Next is a bent wire the hub cap remover tool on top. The ends are stuck into 2 holes on the edge of the cap and a jack handle is stuck in the loop to act as a lever to pop the hub. Underneath is a 13 mm socket that fits the fuel pump, generator stand and carb bolts. The big double ended socket has 2 half inch holes for the jack lever to push on as you remove the wheel lug nuts or sparkplugs. The sparkplug end has a rubber ring inside to cushion the porcelain end of the plug. You can also adjust fan belt tension with the lug nut end by removing the pulley bolt on the generator and moving the spacers, in effect increasing or decreasing the diameter of the pulley. Next is a double open end wrench. The 13 mm end fits the same bolts as the 13 mm socket while



the 8 mm end fits the terminals on the generator. The black handle screwdriver has a reversible shaft with a flat end or phillips end.



The jack handle mentioned previously is shown on the left of this last picture. On the right is the jack made by Bilstein. The square part sticking out on the right fits into a square hole on each side of the VW. These cars don't have a frame so this is the only safe way to lift them up without damage. The jack handle is stuck into the lower jack fitting on left to lower the car while the upper fitting is used to raise the car. You can use either end of the jack handle.

The jack works by using friction vice a more common ratchet, screw or hydraulic action. VW jack operation is sometimes described as a "Monkey on a stick" as it mimics what you might imagine a monkey would look like as he climbed up a round stick.

Craig McCollum

Project car for sale

1963 Chevrolet Nova Super Sport Convertible.

Has new floor pans, side skins/panels, new crate GM V6 motor setting in new Heidt's front end. Setup for Mustang II front end. Automatic transmission, fair top/no holes, and all the original parts removed, but available. All parts old & new plus some extra material, books, etc. to go. This car has become available because of death of hobbist and unfinished project car being sold by family. Asking price: \$5,000.00. Jack Hanbury has more pictures available and will share them with other hobbist. Contact Jack for more details. junkyd@worldnet.att.net





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The Club Cruises to Wakulla Springs Lodge for Lunch





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

This yard is located southeast of Bristol, Fl and owned by Hubert Pitts. Everything is for sale and is selling now. He can be reached by cell phone 850-447-0441 and yard is located on highway 67 outside of Telogia, FL. 19066 NW CR67, Bristol Fl 32321

Found in this yard are a pair of WW II jeeps and a lot of Mopar cars which Hubert likes. Number of 50's & 60's Ford, Mercury, 56/57 Chevrolets and a grave yard of riding mowers. Some Pontiacs, Cadillac 59, Corvair, Edsel, Dodges/Plymouths. A lot of STUFF.

The yard is easy to walk and open as per owner if you call ahead. We found Buicks, Trucks of all kinds in 50 to low 80's all setting on 40 areas of sand and hard dirt. Hubert, will sell whole cars or parts which ever you want. The weather was hot so Fluffy didn't walk the whole yard this time, but we have been there about a year earlier, but I didn't have camera.

Good luck and happy hunting.



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Tallahassee Region
Antique Automobile Club of America

169 Mulberry Circle
Crawfordville, FL
32327-2278

Phone: 850-284-0635
Email: boblove@comcast.net

***Traveling in the
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We're on the Web!
<http://traaca.org>

Next Meeting

at
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6:00 pm Dinner
6:45 pm Meeting

Program

Mr. Kevin Lawrence
From Morton Buildings
Building Process for your new Antique Car Garage

Monthly Cruise-Ins

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

Whataburger Drive-In on Thomasville Road
2nd Sat—Ford & Chevy Clubs
Last Sat—Street Rod Club

Whataburger on Apalachee Parkway
3rd Sat each month

National and Regional Events

Check <http://AACA.org> for full details of these and other events

Oct. 6-9 Eastern Fall Meet - Hershey, PA. Hosted by Hershey Region

Oct. 24-29 Reliability Tour - S. Georgia/North Florida. Hosted by Pecan Region

Oct. 29 - Nov 7 Hilton Head Island, SC - Hilton Head Island Concours d'Elegance & Motoring Festival

Mar 4-5, 2011 Homestead, FL, - AACA Winter Meet