

February  
2011



Traveling in  
the Past  
and Present

*Next Meeting*  
February 8, 2010  
Old Auto Museum  
Dinner 6:00 pm  
General Meeting 6:45 pm

## Tallahassee Region Antique Automobile Club of America

### How I got my Rambler

Paul Edward Shuler

In 1959, my dad bought a really cute, little, 2-cylinder Bianchina, which was really a Fiat 500 with a sporty body made by the Italian car builder,



1959 Bianchina

Autobianchi. The car got 52 mpg and my dad thought he'd make a killing in mileage reimbursements for running the citrus routes around Central Florida in it. He got the "Special", which had a 26 horsepower engine (as opposed to the standard model that had only 16 horsepower), but it had a 10.6:1 compression ratio that required premium gas (it ran best on Gulf No-Nox). Premium gas back then was only a few cents more than regular, which was selling for around 21 cents/gallon. He put about 50,000 miles on it then bought an even sportier 1963 Fiat 1200 Spyder roadster. I rolled my beloved 54 Ford south of Jacksonville around that time while heading home to Orlando on a 3-day pass from Charleston AFB, so he let me take the Bianchina back to Charleston. I

fell in love with that car, but I was also in love with E'Lane and after marrying her in 1964, I needed a better road car to drive back-and-forth from Charleston to Orlando, so I traded it in for a Fiat 1100 4-door box with wheels (what a downgrade).



Fiat 1100

The Bianchina was forever gone. When I got out of the Air Force in February of 65, the Fiat 1100 had 26,000 miles on it and the rings were completely worn out (if you left the car idling, you could find it in the blue smoke cloud it made). You had to leave it idling because if you turned it off it probably wouldn't start again without some help. That's when we got the Rambler. I really wanted a Volkswagen Beetle, but there was a waiting list for them. Dad had just bought some AMC stock and he asked me to take a look at the Ramblers. Being a Ford fan, I had a warm spot in my heart for Ramblers ever since the summer of 58 when a Rambler Rebel beat all the Chevs at the Titusville

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### Club Officers

#### President

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

#### Vice President

Tommy Sykes  
7135 Turner St.  
Tallahassee, FL 32311  
850-878-9645

#### Secretary

Tom Link  
552 Forest Green Dr.  
Tallahassee, FL 32308  
850-878-7998

#### Treasurer

Norm Madsen  
474 Groveland Hills Dr.  
Tallahassee, FL 32317  
850-322-6788

#### Newsletter/Web Editor

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

## FEBRUARY BIRTHDAYS

5 Wayne Hadden  
9 Russ Haines  
13 Tommy Sykes  
14 Carlo Basta  
20 Arlene Finley  
23 Carolyn Grimes  
27 Betty Edwards

## HAPPY BIRTHDAY



TALLAHASSEE REGION, AACA

MEETING MINUTES

January 11, 2011

Tallahassee Antique Car Museum (Old location)

There were approximately 45 members in attendance –

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

**50/50 Drawing:**

None this meeting.

**Announcements & Reports:** Richard Duley

The results for the "George Campbell Member of the Year" election were announced and Jack Hanbury presented Richard Duley with the Plaque. Congratulations, Richard.

**Committee Reports:**

**Sunshine:**

Jack Herzog is in Texas being medically treated. Jean Josie's sister passed away and the service is Wednesday. Cheryl Bartell also has considerations. Keep those members and their families in your prayers.

**Tours:**

None this Meeting.

**Treasurer's Report:**

Report was given by Carol Love, details are available from her.

**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](http://www.aaca.org).

Breakfast at the Cracker Barrel – Friday, January 14, 2011 at 8:30 AM.

Quincy Gulf Station – Friday, January 14, 2011 at Noon; this is a hot dog Friday.

The club agreed to participate in the following 2011 events:

Great Southern Antique Car Rally, Cairo, Georgia

Perry Forest Festival

Watermelon Festival

Leon High Car Show in March

**Old Business:**

After much discussion and coercion the following slate of officers were elected:

- President Richard Duley
- Vice President Tommy Sykes
- Secretary Tom Link
- Treasurer Norm Madsen

Editor/Webmaster Bob Love

Executive Board

- Ed Shuler
- Jack Hanbury
- Dan Rainey
- John Schanbacher

Richard announced that Bill O'Rourke will continue as Tour Committee Chairman. There is a need for someone to take over the membership committee.

**New Business:**

None this meeting

**Program:** The Officer Elections

**Next Meeting:**

The next meeting will be held on Tuesday, February 08, 2011 at the Old Antique Car Museum beginning at 6:00 PM.

Program – TBA

Respectfully submitted by: John Schanbacher, Secretary. Thanks to Lois Duley who made notes in my absence.



The Litterbox By Neal Davis

FOLLOW UP ON GEARS: IF YOU ARE DRIVING AN OLDER CAR IT COULD USE A GEAR CHANGE TO HELP THE ENGINE LAST LONGER. THE HIGHER GEAR LETS THE ENGINE RUN AT NORMAL RPM WHILE THE CAR GOES 25 TO 30 PER CENT FASTER. ON FIFTY'S CARS I TRY TO HAVE THE ENGINE RPM ABOUT 2000 WHEN THE CAR IS GOING 65 MPH. DO THE MATH. IF ANY ONE NEEDS TO CHANGE REAR PINION SEAL LET DAVE KNOW HE WILL BE GLAD TO HELP.




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## What is that Class they call HPOF?

By Luther Dundore

Chairman HPOF Committee

HPOF or Historic Preservation of Original Features is a very special EVALUATED, not judged, class for vehicles which are still unchanged from the way they were received from the factory by the dealer. These are exceedingly important to a restorer working on an incomplete or much modified vehicle, particularly on rare makes or models which are poorly documented in the literature. The small details are often what separate accurate restorations from the drivers. In the case of the author's 1914 Model T Ford, none of the many pictures available showed the correct wiring harness clip or routing for the sole electrical harness or the hose routing for the gas headlamps. Only when a famous HPOF Model T (Miss Vickery) was viewed at Hershey, were these details found. That HPOF badge means a lot!

But, you say, my car is all original. The previous owner told me so! The word "Original" means many things to different people. Does your car have all the original windows from the factory or have they been changed? Is the paint from the factory or have you repainted the car or parts of it? Is the upholstery from the factory, even if worn? The team is not evaluating condition of these items, just if they are unchanged from the day they left the factory. If unchanged, they are the valuable reference point. If redone, it's a beautiful restoration.

The HPOF Team consists of experienced AACA judges having 50 or more credits, who have taken the HPOF CJE (Continuing Judges Education) course and who agree to judge the HPOF class at each meet they attend. The team reports to the Chairman HPOF Committee (Luther Dundore from Pa.) and is approved by the VP Class Judging. Their job is to evaluate the vehicle which must be a minimum of 65% from the factory original to be certified and wear the HPOF badge. The forms used can be found in the official AACA Judging Manual. While the bulk of the cars entered in this class meet the "From the Factory" standard, there are prob-

lems certifying old restorations from the 1960's which now have faded and aged parts and may now look factory original at a first glance, new paint jobs on bodies and engines, radial tires where not original-ly equipped and partial restorations which destroy the value of the vehicle as a "restoration reference". While nice to look at, many of these vehicles belong in Class Judging or Driver Participation Classes.

Interested in showing HPOF? Consider being a HPOF Judging Team Member! Check out the HPOF Class at the next National Meet you attend.

## News from the AACA Museum

Upcoming Exhibit...

**Shelby Retrospective**

**February 11 - April 24 2011**



From his first project that combined the British built two-seat AC Bristol with a Ford V8 to create the "Cobra," to his current partnership with Ford, Shelby has always had his sights set on building the ultimate American sports car. Along the way he has created a long line of popular and extremely successful street and race vehicles bearing the names Cobra, Daytona Coupe, GT40, GT350 and GT500 Mustangs and the Chrysler Omni GLHS.

Beginning on February 11th this compelling story will be told at the Antique Automobile Club of America (AACA) Museum through the special exhibition, Shelby: A Retrospective. The exhibition will feature approximately 18 cars representing the manufacturers and body styles that chronicle Shelby's history as a sports car manufacturer and performance tuner. The exhibition will include cars from all phases of Shelby's career.

To see the full listing of current and upcoming exhibits and events visit the Museum website.

[www.aacamuseum.org](http://www.aacamuseum.org)

**ANDY MOHNEY**  
President

**Andy's**  
**CABINETS**  
& MILLWORK, INC.

5120 Woodlare Circle  
Tallahassee, FL 32303

Phone: (850) 562-3536  
Fax: (850) 562-4875

**Ameriprise**   
Financial

**Gary K. Edwards, CLU<sup>®</sup>, ChFC<sup>®</sup>**  
Senior Financial Advisor  
Associate Vice President

**Ameriprise Financial Services, Inc.**  
267 John Knox Road  
Suite 118  
Tallahassee, FL 32303  
Tel: 850.668.8200  
Fax: 850.668.8617  
Toll free: 800.769.7016  
gary.edwards@ampf.com



### Collecting Vintage Tools, British Motorcycle Tool Kits

This month I've got some example British motorcycle tool kits to show you. While there are specific make tool kits (i.e. Triumph, BSA) the generic kits are quite popular. Over the years British bike riders collected tools and assembled their own unique tool kit which they kept in a tool roll that included compartments for each tool.

These 3 generic motorcycle tool kits are ones that I sold recently on eBay. Most kits had tyre (tire) levers which were usually made and marked Dunlop and about 7" long. A tyre repair tin with patches and a valve removal tool inside would also be included. An articulated spanner to remove the sparkplug is the tube socket with the wire handle bent in a loop. A set of small magneto spanners (wrenches) that pivot on one end were used to work on the ignition. Most were marked Terry's and had 8 different sizes and some included a screwdriver blade and feeler blade. A small brass grease gun was also popular usually made by Tecaletit. Often a small banjo oil can was part of the kit. Other tools would be small pliers, adjustable wrench and open end wrenches. Flat plate wrenches were common as they were small and light. The 2 green tool rolls shown are vintage canvas originally made for the British military.

Have you heard the term "cafe racer"? Its a type of motorcycle and rider which originated in European countries in the 1960's. British "Rockers" (Rock and Roll counterculture groups) and "Ton-up boys" (100 mph speeds) built modified motorcycles to race from one coffee bar to the next. An interesting example is a race in London from the Ace Cafe to the Hanger Lane junction and back before the record on the jukebox had finished. The distance was about 3 miles and the record was about 2 minutes long.

To make the journey in time, they had to reach 100 mph (the ton). These cafe racers had a lot in common with the USA "Chopper" or "Bobber" but with different results. Thats another story.

Craig McCollum





## Happy New Year!

Here is a listing of our 2011 National Activities. We hope to see you there!



Division	Dates
AACA Annual Meeting Philadelphia, PA	Feb 10-12
Winter Meet Homestead, FL	Mar 4-5
Special Spring Meet San Juan, PR	Mar 10-12
Southeastern Spring Meet Charlotte, NC	Apr 7-10
Founders Tour Lake Mary, FL	Apr 17-22
Southeastern Tour Wilmington, NC	May 1-4
Eastern Spring Meet Stowe, VT	May 19-21
Central Spring Meet Detroit Lakes, MN	June 9-11
Special Vintage Tour North Central PA & NY	July 24-29
Southeastern Fall Meet Bristol, TN	August 11-13
Annual Grand National Santa Rosa, CA	August 24-26
Western Fall Meet Santa Rosa, CA	August 27-28
Central Fall Meet Oak Brook, IL	Sept 8-10
Glidden Tour AACA Cumberland, MD	Sept 18-23
Eastern Fall Meet Hershey, PA	Oct 5-8

drag strip, so I went on down to Reed Motors not expecting to be too impressed. The 66's had just come out and the salesman was showing me boxy, black 4-doors and other unexciting new models he thought I could afford. When he saw that he was losing me, he said "Let's go across the street and I'll show you a left-over 65 model". Well, there it was, the most beautiful Rambler I had ever seen - a yellow-and-white hardtop with white naugahyde seat covers. Sticker price was \$2,673 and to sweeten the deal, he knocked off \$400 because it was a left-over model. I had a good job with the State Radiological Lab and E'Lane had an even better job at Sears so after a couple of years I thought I'd try to trade up to a 67 Mercury Cougar. I admired the Cougar so much that I dreamed about them at night. I went to every Mercury dealer in Central Florida to try to cut a deal to trade the Rambler, but they just wouldn't give me anything for it and I had another year to go before it was paid off. But, once the Rambler survived that threat, it became more and more apparent that it was a really special car that never broke down and we would keep it forever. Forty-six years and counting and now all I have to worry about is who's going to get it when I die!



1965 Rambler American

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hanburyj@bellsouth.net

www.i-van.org

411 Timber Run, Havana, FL 32333-5564



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  
Past and Present***

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

### **Next Meeting**

February 8, 2011

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

### **Program**

**Bean Auction**

### **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

### **February 2011**

4-6 - Moultrie, GA - Spring Swap Meet and Car Corral

6 - Nashville, TN - AACA Stones River Region 23rd annual automotive related Swap Meet. Tennessee State Fair Grounds, Exit 81, I-65. Nashville, Tennessee 615-890-1144

10-12 - Philadelphia, PA - AACA Annual Meeting, 717-534-1910

25-26 - Winter Autofest - Zephyrhills, FL