

January
2012

Traveling in
the Past
and Present



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

Tallahassee Region Antique Automobile Club of America

**Message to all Members from,
our TRAACA Club President
for 2012, Tommy Sykes.**

Just a note about TRAACA for 2012
from Tommy Sykes.

I hope we can continue the tradition
the club has had for the past 40+ years.
I would like to keep the same level of
participation that we have enjoyed
during the last several years. I think
that could happen with all the support
I've been given so far from the
members.

With everyone's help, I look forward
to a successful year for the TRAACA
and our continuation of support for the
National AACA Club.

Thanks, Tommy Sykes

January Birthdays

6 Peggy Tyson
13 Randolph Brock
19 Sandra Mohny
26 Rosa Ann Hadden
29 Shirley McCammon
30 Sharon Lyle

Happy Birthday!!!

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January 21 — Saturday's Drive to Monticello

TRAACA Members,

Here are the details of next Saturday's drive
to Monticello:

We'll be driving some back roads most of
you have never taken on our way to Monti-
cello, and some different back roads on the
way home. That's right --- there are great
routes to Monticello and back, other than
US90!

We'll meet at the Publix across from the
NEW Tallahassee Antique Car Museum at
9:15 a.m. and leave at about 9:30. We'll en-
ter Monticello from the South and park in
front of the Opera House, where we will dis-
play our vintage vehicles during the Chamber
of Commerce Business Expo. Tickets to the
Expo (inside the Monticello Opera House)
are free to club participants, so we can slip in
and see some of what Monticello businesses
have to offer. There will be food vendors, or
we can enjoy one of the local restaurants.
Also, many of local shops will be open for
your wandering and/or shopping pleasure.

More wonderful country roads await us when
we head North out of Monticello around
2:00. The planned route will bring us back to
civilization with about 50 miles on the
odometer.

Hope to see you on Saturday!
Norm Madsen 322-6788 cell

p.s.: If you want to pick us up somewhere
along the route, call my cell phone Saturday
and I'll update you on our position.

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



TALLAHASSEE REGION, AACA
MEETING MINUTES
December 12, 2011

*The Minutes were Not Available
for this publication of the newsletter.*

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 to the following link.>

http://traaca.org/traaca_news.html

Some Additional Events:

Forward From Jack Hanbury for member information:

Jack,

On Wed. April 18th The Buick Driving Enthusiasts car club will make Havana their touring destination in the afternoon after leaving Mr. Chicks in Cairo. Lynn Crutchfield is your point of contact. She has planned on 60 cars, 120-130 people. Her phone # is 352-542-0356 or contact her at ga-tor8crutch@aol.com. Lynn has requested that each shop contact her with store incentives if possible. Also, she is interested in a Scavenger hunt and I am not real sure the best way to do this and dearly need your input. Do we want to try and turn this date into more? If so, what? Want to print up some "return to Havana" coupons? Invite another car club? Please contact Mrs. Crutchfield and tell her what your store plans to do April 18th. Thanks guys, Tonya

Tallahassee Region
Antique Automobile Club of America
<http://www.traaca.org>

Next TRAACA Club Meeting
January 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

Meal to be served by Sonny's BBQ

Program

A Jack Hanbury presentation on his Hershey trip

**Regular Friday Get Together Events Following
the General Tuesday Club Meetings**

January 13, 2012

Meet at Cracker Barrel

at the I-10 and North Monroe location
We meet for Breakfast at 8:00 am

Meet at old Gulf Station in Quincy

Off of Hwy 90, on the south side of the highway
We meet for lunch and stories
Hot Dogs are provided on alternate events

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

Whataburger on Apalachee Parkway
3rd Saturday of each month

National and Regional Events

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



Special Ford Model T Story

I never owned a Ford Model T, but this article is about a special car, my good friend and his father. My interest in cars started around the time I got my driver's learner's permit at age 14. That was in the Fall when the first new models were seen driving on the streets. Those were the years when each manufacturer had their own distinct look and different makes were easy to identify. Each morning after delivering my paper route around 6AM, I would meet with David, my friend that carried papers on the next street and we would have a contest to see who could be the first to identify the new cars driving on the main road. David is still a good friend and still a car nut. One morning David mentioned that one of his customers always had some different old cars, so one Saturday we went down the street to see these cars. We made many visits since there always seemed to be some new additions. The owner of these cars was Ira McDonald and I have to credit him with my new found interest in old cars. The youngest of his 2 sons, Jim, seemed to have the most interest in the cars as he was always hanging around. Over the years Jim would come over to my house to see my car projects and when he was old enough he would drive an old car over. Jim currently has a nice car collection and still drives an old car over to my Dad's house now and then. On my last visit to Iowa, Jim showed me an article he had written about a Model T. I only knew part of the story up until then and after reading it I asked if I could submit it for publication in my club newsletter since it covered a time span from my first interest in cars in the 1950's to the present day and I thought others would also find it interesting.

Craig McCollum



Jim's story will be provided in installments as it covers many years.

Model T Story – Part I

This is a story that began in 1956 with a six year old boy, his father and a 1923 Model T Roadster that was quite unique and proved unforgettable.

My father worked for an insurance company and traveled extensively around the state of Iowa in the 1950's and 1960's. He was always coming across another "deal" on a wonderful car from one small town after another. As a child, we had a 1929 Marmon Sport Coupe, a 1941 Packard 160 Convertible Coupe, a 1929 Nash with (only 5,000 miles), a very large 1911 Maxwell Mascot Touring, not to mention numerous low mileage Model A's and Model T's and Chevrolets from the 20's and 30's. A few of these cars were purchased for little more than paying back garage rent or towing and storage fees. Still today, I have vivid memories of the smell of the wet mohair in a Model A. Most of these cars would be considered "survivor" cars today as they were all solid, low mileage, original cars. Most of these cars were sold or traded within a few months; with one notable exception, a 1923 Model T Roadster.

My fascination with cars started early, in high school; among the several cars that I owned and drove to school were a 1950 Cadillac Coupe Deville, a 1939 Packard and numerous Fords, Chevys, Volkswagens and my first car, an Isetta, I had purchased at age 15 with money earned on my paper route.

In 1956, my dad brought home a very unusual 1923 Model T Roadster. This one looked like an original with the exception of having wire wheels. The neat part was that it had a V8-60 flathead under the hood. It was a clever combination of Ford parts, mostly from a 1937 Ford. It had all of its fenders and was sitting on 1928-29 Model A wire wheels with 1940 Ford Hydraulic brakes. The car had a new black lacquer paint job. The undercarriage and wheels were painted Ford tractor red. The top and upholstery were not finished when he bought the car. Look closely at the picture to see the above mentioned details.

To be continued in the next issue (March 2012).

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My First "Future Classic" Car

By Ray Bartell

SOME FOND MEMORIES



**Cheryl and I, in the front seat of her mothers 1960 Pontiac Catalina Convertible.
My '58 AH "Bugeye" Sprite is in the background by the cloths line.
(That is my surfboard and little brother in the back seat of the Pontiac.)**

I had a baby blue, 1958, Austin Healey "Bugeye" Sprite when my wife, Cheryl, and I started dating in high school. I was in the 11th grade and Cheryl was in the 10th grade at Fletcher High School in Jacksonville Beach, Fla. when first we meet in October of 1962. The '58 bugeye's screw down, side window curtains, were made like the canvas top back plastic window and they didn't keep out the rain very well. I got tired of sponging out the floor pans, so I drilled a few holes in the floor pans to allow any rain water to easily drain out. On our first date, after a heavy rain, I went through a deep puddle and water squirt up through the holes all over her. (oops, no rubber floor mats either.) Not a good first impression, but Cheryl named the sprite "puddle jumper", and she married me anyway. Not then of course; We were married on December 10th, 1966, after going together for four years, and are still loving each other and cars.

Cheryl's mother thought the Austin Healy Sprite was too small and dangerous, so she normally "let" us use her 1960 Pontiac Catalina Convertible throughout the four years we were dating. I remember that it was a bright and sunny, summer Sunday morning and Cheryl and I were sitting in the choir loft in church (after Sunday school and most of the way through the church service) when I noticed very loud, hard, noises on the church roof. It was a very heavy downpour of rain and I realized that I had left the top down on her mother's convertible! I ran out to put the top and windows up and when I opened the door, water just poured out.

We got sponges and a bunch of big towels and dried it out the best we could. Luckily the rain stopped and the bright, hot, summer sun came out again and we were able to put the top back down such that it mostly dry out before we took the car back after a couple more hours.





OUR "NEW" CLASSIC CAR (So, I recently traded my '56 Ford for the below '58 Austin Healey Sprite.)



This is of course the original Mark-1 Austin Healey Sprite. This icon is perhaps better known in North America as the "Bugeye" sprite, and in Britain and elsewhere as the "Frogeye" sprite.

The "Bugeye" was built from 1958 through 1960; although a very few CKD - "Completely Knocked Down" (CKD; i.e., completely disassembled) examples were produced in early 1961 and shipped to Australia where taxes were averted by importing disassembled cars. There were no significant changes throughout the production run, and 48,987 examples were produced, making it the most numerous, by far, among all cars ever to bear the name Healey.

Power was supplied by the Austin 948 cc A-Series engine producing 43 hp, and while performance was hardly neck snapping, no one complained because the car was just so much fun to drive.

My '58 "Bugeye" has been upgraded with the bigger 1275 cc engine, transmission and drive-train. Engine swaps with later Sprites (to 1098 cc and 1275 cc engines) are common, as are transmission swaps from those later models. However, these drive train swaps significantly upgrade the performance of the car without changing its heritage or character - after all, the later engines are merely further developments of the same Austin A-Series engine - and so few would object.

My '58 AH Sprite has also been upgraded with front disc brakes. Engine upgrades are often also accompanied by swaps to the front disc brakes that became available on later models. The original drum brakes were barely up to the task of stopping a 43-hp Sprite and those cars with drive train swaps, and therefore more horsepower, really benefit from the later, more efficient, disc brakes.

There are no creature comforts to speak of and (as previously noted) weather protection is not the best. Options were few in these early roadsters - such as: heater, tonneau cover, front bumper and the desirable factory-produced hardtop.

In addition to the unusual "Bugeye" headlight treatment, another design idiosyncrasy is the lack of an exterior trunk opening. Instead, the only access to the boot ("trunk" to us "yanks") is through an opening behind the seats; making trunk access very inconvenient.

There were also no outside door handles. After all, all "Bugeyes" were roadsters fitted with side curtains (no roll-up windows on these cars), and so opening the door simply meant reaching inside, over the top of the door, to access the inside door handle.

However, my '58 AH Sprite has also been upgraded with the doors from the 1974 model donor car and therefore now has roll up windows and exterior door handles. I also have the optional hardtop from the '74 that fits okay. **[I still need a soft top & frame!]**

The "Bugeye" Sprite is unmistakable, and their expressive design is the most desirable model of Austin Healey Sprites. They are fun to drive, endearing, and an eminently affordable icon of the heyday of British sports cars. Ray Bartell





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

Junkyd Dog and fluffy checked these two Mustangs out along with a 57 T-Bird. The owner has died and wife is planning to sell all cars. The T-Bird was just sold. If a club member or friend is interested please contact Bobby Hollingsworth. We have a lot more places to check out since the news letter has been on hold and we have some good ones to share with you. The dog in the picture could be Fluffy or Junkyd Dog Who knows??????

Junkyard Dog & Fluffy



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Club Members: Do you have a car, truck, auto parts, tools, engine, or other automobile related items you would like to sell or give away?

List it here.

Club Members: Do you have an automotive related question?

Ask it here for Q/A.



From the Editor's



I hope everyone had a good Thanksgiving, Christmas and will have a great New Year throughout 2012!

I am new at developing our club newsletter. Hopefully we will have original articles submitted by our members for publication. Share your auto memories, experiences and adventures with us and include pictures if available.

Ray Bartell
TRAACA "Tallahassee Chassee" Newsletter Editor



Sunshine Committee:

If you, or another club member you know of, are having any health problems or other issues, please let us know. We don't know if someone doesn't inform a "Sunshine Committee" member, club officer or anyone.

Sunshine Committee Contacts are:

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OR

Mrs. Lois Duley
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If you don't see a member for a while, call and see how they are doing. It helps to know that others really care.

ANDY MOHNEY
President



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