



Tallahassee Chassee

Year of Uncertainty!

Here we are at the one year mark of the Covid-19 Pandemic. Our last meeting at Lively was in March 2020. The last time we all got together was there.

There were many canceled events, like the Watermelon Festival, and the Honor Flight Show. We were scared to get together and actually ordered not to meet as a group. Very hard times indeed.

We started to come back around again. There have been a few shows, there have been cars and Coffee events, and we even got a few new members!

What does 2021 hold for the TRAACA club? I wish I knew. To me, it seems like with the vaccines and nature, the pandemic seems

to be letting up. Let's all hope!

In the meantime, prepare for the time we can get together again. Finish those car projects, send in pictures and news for the newsletter. Write an article about a favorite car, maybe you restored it, or want to. Maybe one that you have always wanted.

As you are aware, we will be holding the Spring national AACA event here in Tallahassee. Neal Davis is working to get the right people for each job. Volunteer, start preparing for that weekend so we can say that Tallahassee put it's best foot forward and shone like a

brand new penny!

For now, Stay safe, stay healthy, stay in touch!

Don Romaine



TRAACA loses a friend—Bill O'Rourke

On February 23 2021 the TRAACA family lost a good friend and longtime member. Mr. William (Bill) O'Rourke.

As we knew Bill suffered from cancer for a while and finally lost the battle this morning.

Bill and Peggy were always very active in the club's activities and could always be counted on for help. Bill gave me advice on car restoration when I first got in the club. Bill, you are already missed.

Bill and Peggy have been

members of TRAACA since 2004. There will be a service for Bill held on Tuesday March 2nd at 11:00 a.m. at St Lewis Catholic Church in Tallahassee. Located on Fred George rd off Monroe street.

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Don and Pam Pumphrey

As some of you may be aware, Don Pumphrey is facing heart valve replacement surgery. This will happen in early March. Pam has withdrawn from most of the club activities to take care of Don.

Both Don and Pam are extremely missed at the few things we do. Pam has been a driving force in most of the larger things the club does, and we all miss the chilli cookoff / auction at their place. But that is minor.

Don needs all of our thoughts and prayers during this time and I hope that we all do it. Don and Pam are two of the best members we have. They helped Chantel and I out and went way beyond what could be expected. I am proud to call them friends.



club members.

To Don: Come through this well, the world needs people like you.

Don Romaine

I along with the rest of TRAACA look forward to the day they can come back and enjoy what we do.

Pam told me that the surgery was put off from the 22nd of February until march 9th (?). I am sure after that date, they would appreciate cards or emails from the

Universal Collision Cars and Coffee

As you are aware, we hold a Cars and Coffee meeting at the Universal Collision shop, on Appalachee Parkway, the second Saturday of the month. The time is 9a.m. till 12 p.m..

In February, due to weather concerns, we had to cancel it. It was just a miserable day, rainy and cruddy.

The meeting for march will be held on

Saturday the 13th. Weather allowing!

Hopefully we can get out there and show off some of our cars, and talk to folks about them.

If you are feeling safe, please try and make it, But, your health is obviously the most important thing.

The folks at Universal always go out of their way to make the event as welcoming as possible. The coffee is hot, and the donuts are great!

A big thank you goes out to them for their efforts!

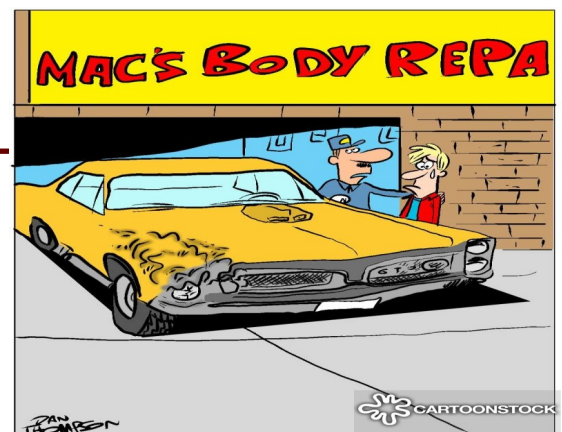


Upcoming events for March

As we go into March the following events are known to be going on:

1. Southwood Cars and Coffee . March 13th from 8 am-10 am.
2. Universal Collision Cars and Coffee. March 13th 9am-12pm.
3. Glory Days cars and Coffee. Third Saturday

If anyone knows of any other events etc, Please let me know so we can get them in our Newsletter!



"DON'T WORRY, I CAN FIX THE CAR...YOU'RE RELATIONSHIP WITH YOUR DAD? THAT'S TOAST."

1930 Model A For Sale

For Sale: 1930 Ford Model A. Full frame-off restoration completed in 2007 including engine rebuild. No known mechanical issues. Small paint chips in a few places but otherwise in very good condition. Will include 2 brand new powder coated rims and car cover. Asking \$15,000.

Contact Kedra Baumgardner at KBaumgardner@comcast.net or 850-766-4075.



TRAACA meeting information

This section would normally be used for information regarding normal business meetings. As we did not have one in February, there is nothing to report at this time.



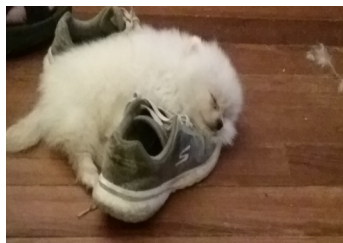
Pandemic Projects

This section can be used to describe projects that we have done to ward off the "Pandemic Blues". Be it car related or something else, share it with the club.

You don't need to be an author or great photographer, all can be fixed up. Just email it to me, and we will put it in this section, or more if we need to.

This would be a good way to let everyone know what has kept you safe and sane!

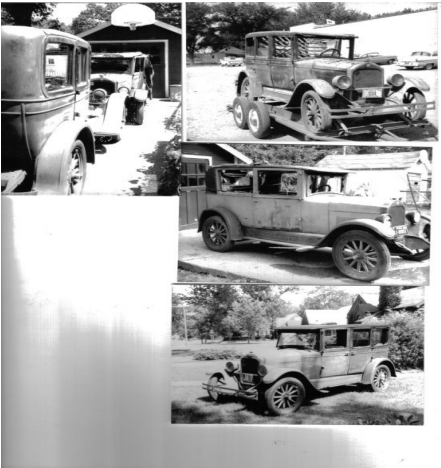
Of course, you could just be taking it easy, like Bear here!



My Third and Forth cars– the Stars!

My 3rd and 4th cars were purchased together. In the Summer of 1965, I saw an ad in my local newspaper which listed a number of cars for sale located about 80 miles from my parent's house in Iowa. Two of the cars were Stars, a 1926 and a 1927. This interested me as my first car was a 1926 Star, and I had not located any Star cars (for restoration comparison or parts) since I bought mine in 1960. The listed price was cheap so I borrowed a trailer and hooked it up to my 2nd car, a 1938 Ford, and headed out. The seller told me that the cars were damaged in a flood that Spring. Flood or not, the cars were actually in better shape than my first car and the price was right. He said I had to take both cars, as he wouldn't sell just one. He helped me load the trailer twice as it took two trips.

The attached pictures show the cars when I first got them. Note that the tires still held air!

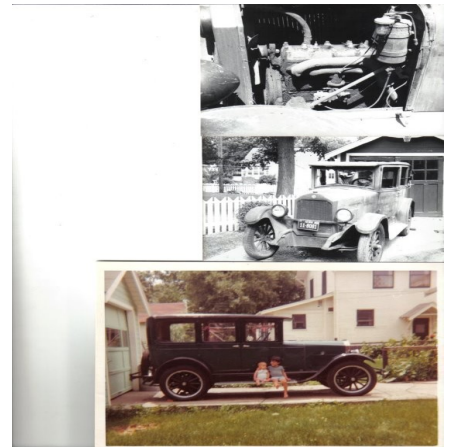


Although it was a few years later since I was the neighborhood paperboy, locating a garage storage space was no problem as not much had changed. The usual deal, mow lawns, or shovel snow in exchange. The first summer I cleaned the flood mud out to determine what was worth saving. The four door was in the best condition, both body and mechanical. I had to drain the water out of the engine crankcase. Surprisingly, the engine was in great shape after cleaning, and I was able to get it to run. Not much else got done that summer as I added car #5 and was attending the University of Iowa in the Fall.

Over the Winter I was thinking of my car plans. The next Summer, I started restoration of the Star 4 door Sedan. Call this car #3. After disassembly, I towed the car to the business that had sandblasted my first car for #30.00. Prices had gone up. So I rented the same sandblaster for \$30.00 and did the job myself at their location using their sand! I knew how to do it because I had watched them sandblast my first car. What I didn't realize was how physically hard it was. The only rust was on the surface which was cleaned off by sandblasting. Next I pounded out the dents, and painted the car. Blue body with black fenders. All done at my cousin's garage using his painting equipment.

I had watched a shop doing some painting as a student, I couldn't afford the going rate to paint it. I sent the Bright work out for nickel plating. This was before it cost an arm and a leg to get done.

The color picture shows the completed Star 4 door Sedan with my two boys sitting on the running board.



After graduation, I took a job in Hawaii. Eventually, I put an ad on Cars & Parts Magazine and sold it to a guy who lived in Panama City, Florida. We arranged a time when I was going to be back in Iowa, and he drove up with a trailer.

A couple of guys, about my age, who lived fairly close were coming over to watch the restoration process. They must have gotten motivated as one of them bought a 1920's Dodge that year. The other guy ended up buying my other Star 2 door sedan that I had stripped for parts. He had located another Star about 30 miles away and was going to try and restore it using parts from mine.

My 5th car was a 1931 Durant acquired while I still had the Stars. Mr. William Durant Formed General Motors, and was the maker of the Star brand of cars.

Craig McCollum-

Inside Story Headline For future story

Tallahassee Region Antique Automobile Club of America

BUSINESS NAME

P.O. Box 3903
Tallahassee, Fl. 32315

Email for information:
Mpheonix@aol.com

Club Website:
TRAACA.ORG

**“Don’t Store them,
Drive them”**

The Tallahassee Region AACA (TRAACA) is the Regional club chartered to the AACA National Organization. The AACA was established in 1935 and is dedicated to the history of the automobile, and the preservation and/or restoration of vehicles 25 years old or older. This includes cars, trucks, commercial vehicles, and motorcycles in original or restored condition.

TRAACA was established in 1970. Activities include, regular meetings, judged and non judged shows, displays, local tours, Rallies and Participation in national events put on by AACA.

If you wish to become a member of our regional club, Then you are also required to join the AACA national club. Belonging to these clubs gives you many benefits. There is access to the National AACA show held at Hersey Pa each year, access to other members that are a wealth on information on most car projects. You may just enjoy the fellowship of other car owners. You can download an application at TRAACA.org.

Ownership of an antique automobile is not a requirement for membership.

“Bulbous” The 1946 Desoto

This is our 1946 Desoto 2 door that we purchased from Craigslist Tallahassee. The college student that owned it was using it as a daily driver. He owned it for several years getting it from his father.

The Desoto does not have the original engine and transmission. It now has a 225 slant 6 and automatic transmission. The owner converted the system to 12 volts, and left the original 3 on a tree shifter on the column. This was it looks like original.

When we got the car, it was primer grey. We had it painted what we best believe is a French Vanilla, supposed to be from a 90’s era mustang. The windshield was old and had distortion all around it, so they were replaced.

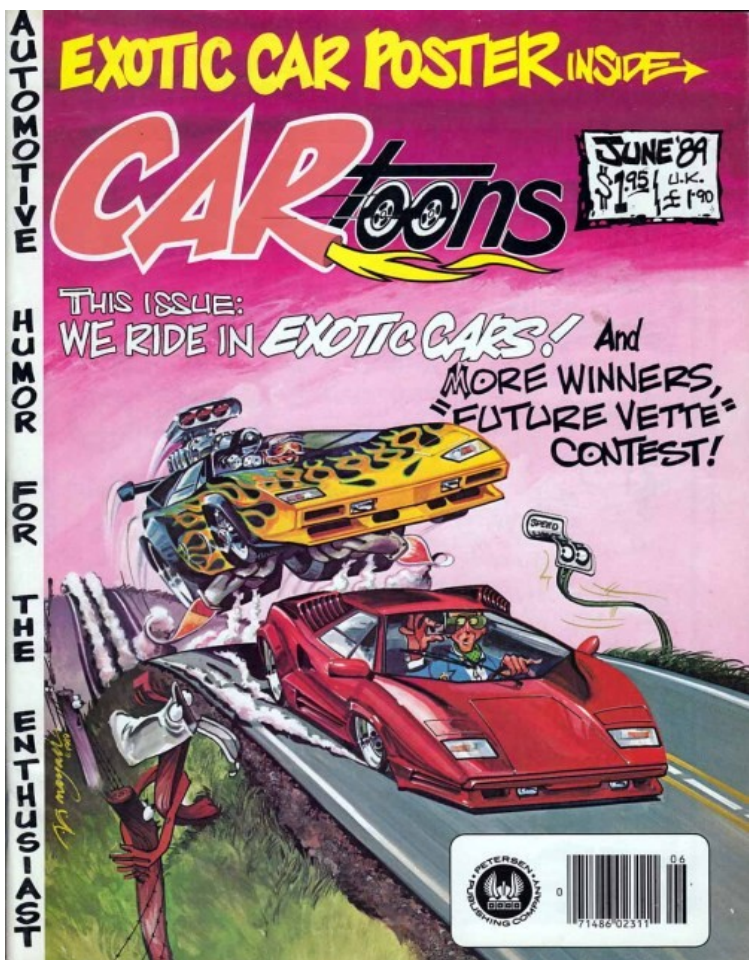
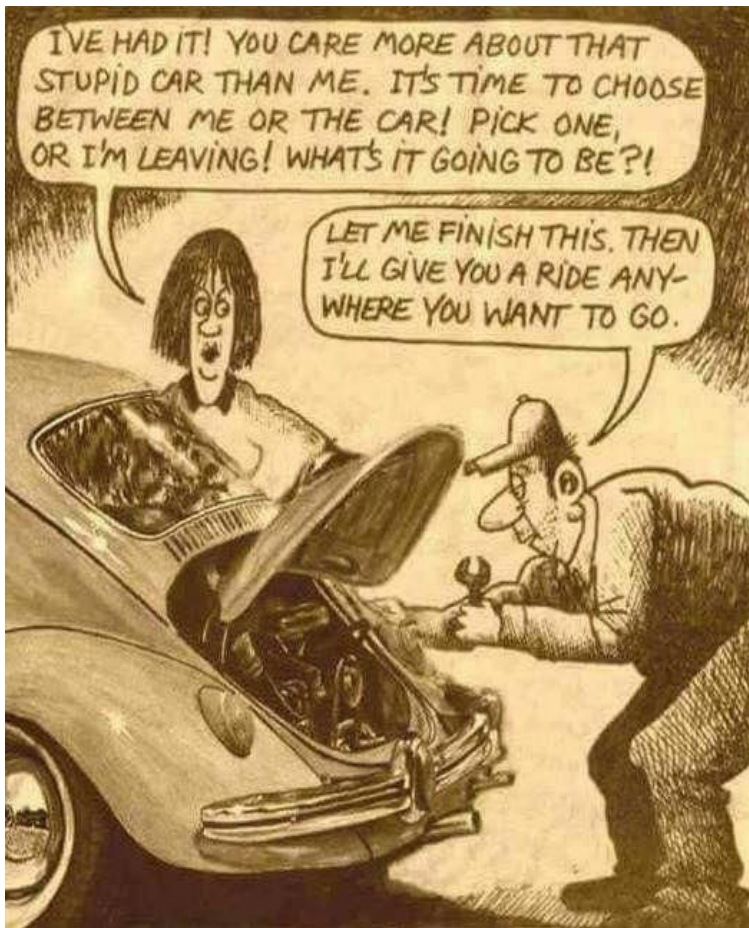
The car is fun to drive and we look forward to taking it to tours etc when things get normal again. The only issue we have is the front brakes are still original

And just feel like you are stepping on mush. This will be fixed before any long rides.

Chantel has christened the Desoto “Bulbous” because of the size and rounded shaping. I feel like I am driving a tank around town.

The interior shot shows the dash before cleaning and painting. The Lower shot is the Desoto in grey primer. The day we got it. Don And Chantel





"Oh we like the car... but where are the cup holders?"