

October
2009

Tallahassee Chassee

GULF



Traveling in
the Past
and Present

Next Meeting
October 13th, 2009

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

Tallahassee Region Antique Automobile Club of America

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TRAACA Tour to Cross Creek and Marina well attended

By Richard Duly



Club members gather to begin tour to Spring Creek Restaurant for lunch

If you missed our **tour to Panacea** September 26th, it was a great and exciting time. We started with beautiful weather, NO RAIN. No standing under the tree at Wal-Mart to keep out of the rain. 11 cars and 24 members all made the trip with no mechanical problems.

Our first stop was the Spring Creek Restaurant for a delightful lunch. The rolls were warm and freshly made. After lunch we went to Jack & Anne Rudloe's Marine Lab where we learned all about our Florida sea creatures. Those who attended are now planktonlogistauticism experts!! Word is that it is something to do with the edible jellyfish project.

Great fun, delicious food and a great time by all who made the trip.



The one thing our TRAACA members love to do is EAT! Mmmmm.....



Something caught the attention of our members!



Is that a fish or did somebody jump in for a swim?



OCTOBER BIRTHDAYS

- 26 Nancy Davis
- 10 Obin Hamrick
- 10 Jenny Hart
- 7 Bobby Hollingsworth
- 24 Nell Hollingsworth
- 16 Mac McCammon
- 10 Andy Mohney
- 12 Starla Penela
- 16 Janice Wise

HAPPY BIRTHDAY!



TALLAHASSEE REGION, AACA
MEETING MINUTES

September 08, 2009

Tallahassee Antique Car Museum (Old Location)

There were approximately 43 members present.

Opening Prayer – Ray Bartell

Welcome: Richard Duley –

Richard Duley greeted everyone and thanked them for their attendance.

50/50 Drawing: None this month.

Committee Reports:

Treasurer- Carol Love

Carol gave the report; details will be available from her.

Sunshine- Shirley Moore & Sharon McEwan Palmer

We continue to remember members who are having issues that prevent them from attending. We need to be alert for missing members and try to contact them.

Tours- Bill O'Rourke/Bobby Hollingsworth

Bill described a tour planned to The Spring Creek Restaurant (check their website -) on Saturday, September 26, 2009 for lunch. We will meet at the Wal Mart on West Tennessee Street restaurant at 10:00, leave around 10:30. After lunch at Spring Creek, we will proceed to the "Gulf Specimen Aquarium and Marine Lab" in Panacea, Florida and arrive there around 2:00 PM.

Announcements & Reports:

1. Our tour to Madison, Florida on August 29th for their "5th Saturday Farmers & Friends Festival & Classic Car Show" was well attended; we had 15 cars and the weather was good. Around 38 members showed up for breakfast at the Cross Creek Restaurant. Our folks were impressed with the reception that we received from the planners and sponsors in Madison.
2. The Hollingsworth's announced that the Quincy Gulf Station will host an open house on Saturday, September 19, 2009. Starts around 10:00 AM and goes on from there.

Old Business:

None this month.

New Business:

Richard suggested we need to start thinking about club officers for 2010.

Coming Events:

1. Lunch every Friday around noon at the Quincy Gulf Station.
2. Breakfast this Friday (and every Friday after the club meeting on the second Tuesday) at the Cracker Barrel beginning at 8:30 AM. We have been having around 13 members every month, both men and women. This is not only a "Guy" thing (although we sometimes sit segregated!) Our activity for October will be to attend the 54th Perry Forest Festival on Saturday, October 24, 2009. We will meet at the Wal-Mart on Apalachee Parkway at 8:30 AM and leave around 9:00 AM. There are a variety of activities available including an antique car show. Also, the "Worlds Largest Free Fish Fry" will commence at Noon. More information will be available at the October meeting.
4. See our website calendar for more events. Click on "[Club Calendar](#)" Also, visit the National website for National AACA activities **Program:** The program this month featured a discussion on "Proper Towing Techniques" given by Russ Haines.

Russ and Nancy brought their car trailer and various pieces of equipment and covered all modes of towing. He went into open and closed trailers, rope towing, car dollies and proper means of securing vehicles.

Next Meeting:

The next meeting will be held on Tuesday, October 13, 2009 beginning at 6:00 pm at the old car museum. The program will be by Craig McCollum on Antique and Vintage Automobile Tools.

Respectively submitted - John Schanbacher, Secretary

Membership dues for the National AACA are due by December 31, 2009 for 2010. The form is in the September-October 2009 issue that you have just received. If they do like in the past, this will be the only reminder from them.

You can either send in the form from the magazine or, renew on line, click on "Become a member" (it's in red). As a reminder, in order to be a member of the TRAACA, it is necessary to be a paid up member of the National AACA. It's a bargain at \$30/year.

Please renew directly with them, we do not coordinate renewals with the National AACA.



Yesteryears Remember When?



From the archives of the Tallahassee Chassee -

Official Publication of The Tallahassee Region Antique Automobile Club of America

30 Years Ago:

The October 19 & 20, 1979 meeting was focused on the Perry Car Show and the show details. Judging manuals were distributed to Arnold Ellis, Charlie Smith, Ray Bauer, Richard Boutin, Randolph Brock, Bob Burke, Roger Collar, C.K. Pope, Randall Kendrick, Fred Tyler, and John Wells. Brad Hampton, owner of the Dodge Garage in Perry, has been in touch with the club to get us up front in the parade and cars at the Perry show can be secured overnight, at the Dodge Garage and Chevrolet Garage, thanks to L.R. Thomas. 181 mails outs were sent to other clubs plus 48 were mailed to members. Russ Haines invited the Pensacola club where he won a first place trophy at their show, and Bill Tyler took fliers to Palatka to distribute. We have had 4 inquiries requesting information. Articles and pictures were sent to Perry for their paper and it is hoped there may be some publicity in the Tallahassee Democrat. We're hoping for a great time at Perry, and know each committee will "do its thing" Respectfully submitted, Gladys Bauer, Secretary

20 Years Ago:

It all began innocently enough. We could get a loan that would pay off all our loans and credit cards, lowering our monthly payment, and, we could buy our neighbor's 1965 Mustang convertible and restore it. Never mind the 1957 Chevy in the garage needs restoring. Never mind my sixteen year old AMC Javelin could use a new coat of paint and some upholstery with somewhat less wear and tear. Okay, Becky and I agreed, we will purchase this Mustang so we can one day enjoy the lighthearted wonderment of cruising Tallahassee topless. Our neighbor grew tired of the restoration process and yearned for a new car, so he put the Mustang up for sale. With primer on most of the body panels, the canvas top removed, the car ran well and the price seemed right on that spring day in 1985. The deal was made and I moved the car from his garage to mine, three doors down. Two months after I got the car, Becky and I found out we were expecting our second child. You know, one of these days I must find out where babies come from. (see p. 7)

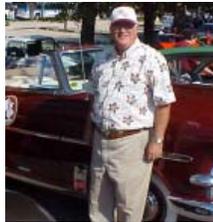
10 Years Ago:

Although there were only about 15 members and guests present for the October meeting, everyone in attendance enjoyed the lively conversation after President Diane announced upcoming events for the remainder of the year. Jack Hanbury spoke about his recent experience exploring several junk yards in Pennsylvania as he traveled to and from Hershey. Several couples from our club attended the recent Panama City Florida AACA "Last Tour of the Century", hosted by the Miracle Strip Region of AACA. The word is the event was a big success with over 65 cars from all over. It was a busy three day tour, and featured some very interesting attractions that are seldom if ever offered for viewing. One was a private collection of John Deere tractors, all restored, that was outstanding. Others included the U.S. Navy armament development center, and some very special Victorian structures. Those in attendance from the Tallahassee Region were the Haddens, the Schanbachers and the Hickmans.

Bill Thompson, Editor

CONTRACTING YOUR ANTIQUE CAR FOR WEDDINGS AT www.abridesride.blogspot.com

Hi! I'm Renee. I saw your website and wanted to see if any of your members might be interested in posting their vehicle on our site to reach brides who are looking to book vintage cars. Here's an explanation, but please feel free to call me if you have questions. My cell number is 850.293.0087. A Bride's Ride connects brides with vintage and classic car owner/drivers. We've just launched our blogsite, . We are in need of vintage and classic car owner/drivers to list on the site. A car owner sends us pictures, we post them in a very nicely laid out blog post, and include a button at the bottom, that says "Book It". The post is then filed under the state you, the driver, lives in. When a bride is searching for a car, she looks under Florida, sees your car, and wants to book it--she sends the inquiry, and when we get it, we send it on to you to book the client. If you don't particularly care for dealing with that, we have an Admin. Asst. who will take care of all of the booking details for you for a commission. Speaking of payment...Vehicles with their owner/driver are purchased for \$250 per hour. So, the bride might only want to book you for 1 hour--to pick her and the groom up from the reception location, and take them to their hotel. They get one hour of you driving them around in a 40-mile radius. (Sometimes, they like to grab a cocktail on the way...sometimes not.) But they all...ALL like to have their photographers take lots of pictures of them in the back seat of the car, getting in the car, driving away---all of it! :) I can tell you more about how we work the Admin Fee for booking brides for you, and I can also tell you about the process if you want to book them yourself. Let me know your questions. We currently have 2 drivers in the Florida Panhandle who have had 3 bookings in the past month, each for \$250. (1948 Rambler, and 2 VW Bugs!) I can give you names and phone numbers if you'd like a reference for the company. We'll be featuring the weddings they did on the blog here soon...you can check out what we have so far at . Thanks! Renee Armour (NOTE: TRAACA members are cautioned against doing this due to insurance liability issues as presented to the club at a recent club program. National AACA has no connection or liability with clubs or individual members who might practice this.)



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

As before, inside the circle, or right under our noses. Junkyard Dog and Fluffy met with Doc and Tagman at McDonalds on South Monroe. Fluffy was ready for a long ride to see these cars. Was not to be, we only went a couple of miles. Just down the road we found Studebaker George. He is really into Studebaker's. He has all kinds, early 50's, mid-50's, late 50's, early 60's and mid 60's as there were no Studebaker's made in the U.S. after this.

One of the first cars that we saw was a 1938 Studebaker, 4-door. This being a nice original and would be a great automobile to cruise in. George restores cars for himself and for other people. In the shop we find a 1950 four-door that he is restoring for a lady in town. This car is looking great and we should see it on the road soon. Maybe we can sign her for AACA and TRAACA. Also in this shop are many cars, some being restored, some already restored and some original. There is a 1965 Mustang in there too. Things you do for a friend.) Mom's car is there too. This is a nice four-door of the 60's and it has air.

Now we are outside. Many parts cars on the scene. 50's and 60's. two-door, two-door hard top, four-door and some pickup trucks Studebaker's. Other things you will find outside are, 1940 Ford, 1960's Caddy, Avanti, MG, Chevy Monte Carlo. One thing that got Fluffy's attention was a 1950 Studebaker Parade car. This was built by someone long ago. Would take lots of TLC and you remember what that is. We have pictures to go with this. It was a great trip for all. Keep on looking and sniffing.

Fluffy

Photo: Tagman, Doc, George, Fluffy & Junk Yard Dog



1938 Studebaker
4-Door ready for
cruising



1960's Studebaker
4-Door being
restored

1960's
Studebaker
Avanti



1940 Ford Sedan
with good sheet
metal, just needs
TLC



1960's
Studebaker
Pick-up



1960's
Studebaker
Grand
Turismo





Your AACA Library and You (from the Rummage Box)

By Don Barlup

VP- AACA Library & Research Center- Operations

The AACA Library & Research Center holds the key to unlocking the knowledge that you need to help in the research and restoration of your hobby vehicle. Since 1977, the AACA Library has been accumulating, preserving, and making available to you this valuable information. Over 100,000 documents consisting partially of sales, operations, maintenance, and parts manuals are available to you, the hobbyist. They are housed in a state of the art 6,400 square foot climate controlled facility opened in 1986 that was funded completely, by you, the AACA member. Librarian, Chris Ritter, and his able staff have answered thousands of research requests from all over the world. They are a phone call or email away and remain ready to unlock the mysteries of your special project.

The preceding paragraph gives you a brief sketch of our AACA Library & Research Center's basic information. Each of us has 1-½ hours of free research time available per year as part of our AACA value added membership package. This is only part of the story. There is much more to tell, so read on!

And the list goes on! This automotive treasure trove is located adjacent to National AACA Headquarters located at 501 West Governor Road, in Hershey, PA. Hours are 8:30 to 3:45 Monday thru Friday. Region and Chapter visits are welcomed, and can be accommodated on weekends with advance notice. You and your region or chapter can always become involved by volunteering, financially supporting the Library Endowment Fund and most importantly, by utilizing the facility for your research. Let's all spread the word about YOUR AACA Library.

Other types of material housed in AACA Library:

Accessory catalogs & brochures.

Sheet music.

Auto show programs.

Racing programs & information.

Body and coachbuilders' information.

Information on early Glidden Tours.

Brochures on parts such as magnetos, carburetors, windshield wipers, vacuum tanks, Engine brochures and manuals, etc.

220 periodicals are received on a regular basis.

Early periodicals such as Cycle & Automobile Trade Journal, Horseless Age, Motor Age, Motor, Automotive Industries, Motor World, The Automobile, Autocar, Automobile Topics.

Great website: featuring an "Image of the Week", book reviews, library news. Log onto www.aacalibrary.org /.

Pending:

Antique Motorcycle Club of America

Vintage Chevrolet Club of America

Some rare items at the AACA Library:

Brooks-Ostruk body company photo portfolio.

1905 Upton Motor Car company catalog (Lebanon, PA).

Organizations whose archives are housed at the AACA Library:

Pontiac-Oakland Club International

Lincoln Motor Car Foundation

National Corvette Restorers Society

Buick Heritage Alliance

Pierce-Arrow Society

Society of Automotive Historians Ralph Dunwoodie Archives

Museum of Bus Transportation

SPAAMFAA (Society for the Preservation and Appreciation of

Antique Motor Fire Apparatus in America)

Books:

The Inside Story of Adam and Eve – advertising book written by Ned Jordon (Jordon car fame) and autographed by him.

Buick "The Golden Era" 1903-1915 – First edition, autographed by Professor Francois Therou. A special thanks to former Librarian, Kim Miller, for providing the research information for this article.

Our new Librarian, Chris Ritter, can be contacted at

501 W. Governor

Road Hershey, PA 17033

Phone: (717) 534-2082

Fax: (717) 534-9101

E-mail: critter@aacalibrary.org

Some of our TRAACA members attended the annual joint club show Saturday, October 3rd at the Antique Auto Museum, but there was no advance notice given to our club to advise members so it was not well attended by TRAACA. Craig McCollum submitted these pictures. Hopefully next year we will be notified well in advance of the show since it is a worthy event that collects stuffed animals to be donated to the FHP for kids in accidents.



The Tallahassee Auto Museum presents Wally Parks Day, December 5th & 6th, 2009!

All car enthusiasts are invited to cruise-in Saturday, Dec. 5th 11am to 4 pm & Sunday, Dec. 6th Noon to 4 pm

This event will honor the legendary Wally Parks, Founder of National Hot Rod Association, with a permanent display in the museum of his life in motor sports history

First 50 cars will receive dash plaques for the event with no entry fee! Three special awards will be given for People's Choice, Longest Distance Driven and DeVoe's Choice.

INFORMATION: Call 850 942-0137

Vintage Tools IV: Tyres and Boots

by Craig McCollum

In the early motoring days flat tires were common and a single spare tire was often not sufficient given poor roads and the quality of tires/inner tubes of the day. Tires were made using a softer formula which probably didn't last 5,000 miles. Flat tires were expected about every 100 miles, many of which were caused by nails which fell out horse shoes. Motorists had to carry tools to complete tire repairs along the road. First they had to jack the wheel up and then unbolt the rim. Up until the 1930's the rim was unbolted from the wheel where as today we take the wheel off. Some rims could be taken apart so that the tire could more easily be removed, if not, tire irons were required to dismount the tire.

The first picture shows some examples of vintage tire irons. The longer irons on the left would give the best leverage although I have used long screwdrivers to remove tires. The short irons (more difficult to get leverage) on the right are made by Dunlop and were supplied as a pair in Jaguar and Austin Healey tool kits as late as the mid 1950's. Once the tire was removed, the inner tube was then pulled out, the leak identified and if you were lucky, the tube could be patched.

After patching and reassembly, a tire pump was used to fill it up to pressure. Pictured is a Shelley tyre (English for tire) pump which was supplied with the XK-120 Jaguar up until 1953. Note that it has fold-up feet to allow easy storage in the boot (English for trunk).

Also shown is a leather pump seal which slides in the cylinder. It acts as a one way valve capturing air on the way down and then allows air to bypass the seal when the handle is pulled up. The air that bypasses the seal enters the cylinder via a small hole near the top of the cylinder and is the next volume to be pushed out the hose as the handle is pushed down.

Reason I provided an explanation of how the pump works is that the next picture shows an unusual two cylinder tire pump design made by the Bridgeport Brass Company in Bridgeport Connecticut. In the same picture is an ad for a very similar pump dated 12 February, 1920.

The ad would be called sexist today as it speaks to "Every man that drives a car" saying that "you won't catch him going a single mile without his pump". The pump he would want is the Bridgeport improved Aeolus two cylinder automobile tire pump". Aeolus is a mythical god of the winds. I believe this is the correct pump for a 1920's Dodge tool kit as it is period correct and also matches the picture of the pump shown in the Dodge Master Parts list item L 499. Most tire pumps have the air hose connected at the bottom of a single cylinder and air is pushed out as the handle is pushed down. This pump works a little differently. The large cylinder works just like my previous explanation of a single cylinder pump. Instead of a hose connected on the bottom, the air passage from the bottom of the large cylinder is connected to the bottom of the smaller cylinder. The leather seal in this smaller cylinder is mounted upside down allowing the air pushed down in the large cylinder to move up the smaller cylinder bypassing the leather seal and out the air hose connected at the top. When the pump handle is pulled up, the upside down seal captures the air in the small cylinder and pushes it out the hose. The result is that air is pushed out with both the up and down movement of the handle. Pushing down is much easier than pulling up hence the different size cylinders.

While a few high price cars had an engine driven compressor, there was another option. The engine tire pump picture shows a hose and an air pressure gauge that has a one way valve in the line. The missing part is an adapter that screws in to the engine head when the spark plug is removed. The compression in one cylinder of a running engine could then be used to pump up the tire. If you had a Ford tractor, this pump had part number 9N-17052. Keep those tires pumped up and turning until next month.





Hi All,

I know its been a while since we've had a news update on the web site and I've got lots of news to relate.

First, check the

1. club web calendar on a regular basis. We are adding events and happenings for the next few months and this is one of the best ways for you to keep track and do your planning for club activities. Speaking of which, hope everyone remembered that we have a cruise tomorrow; back to the south end of our territory again. We're off to Panacea for scrumptious food and a visit to the Marine Lab for what promises to be an interesting tour.
2. Remember our monthly cruise-in at the Hardees/Sonic the 1st Saturday of each month (next: Oct 3).
3. Hershey, Oct 7-10 (need I say more?)
4. Perry, FL Forest Festival Car Show and Parade, Oct. 24.
5. November brings real nice weather to this area for our annual Auction and Chili dinner to be held again at the O'Rourke's in Havana. It also means nicer weather for strolling the many acres of Spence Airport in Moultrie, GA for the parts and cars.

Changes are coming to the web site. Due to changes to the parent web server at AACA who have hosted our site since it's inception, we are moving the Tallahassee Region site to it's own domain. The domain exists now and stands independent of AACA. The new address is <http://traaca.org>. You can go there now, but all I have is the main page up so far with no links yet. I am working diligently to move our old site to it's new location, but at the same time, I am trying to bring it all up to date and neaten everything up at the same time. Not an easy task, believe me. We have one of the largest web sites in AACA and it grows bigger all the time.

The one benefit to this move is that we will be able to provide email service for all our members that want it. You too can have an email address of **NAME@TRAACA.ORG**. I will brief more on this at the next meeting.

Current additions to our site:

1. A great new car available for sale on the .
2. A new adventure added to.

Hope to see you soon.

Bob Love

Notes from the Editor's Desk

It's FALL in Tallahassee. We may not feel like it down here in the deep South with temps in the 80's and some humidity still hanging around, so we have a certain amount of envy for our members who have headed North to Hershey next week of October 7th thru the 10th. Each year at this time thousands of AACA members and others just interested in antique cars are drawn to Hershey, PA for one of the world's largest old car shows and car related swap meet. It is truly an amazing site to see with your own eyes— every imaginable vehicle shows up there, most are beautifully restored, for judging and awards. The ride North alone is a vista of colorful fall leaves and country side. Its as if you are escaping the heat as you drive Northward into the cool and crisp Autumn weather. Many of our TRAACA members have been going back for years, even decades because of the great times they have there. If you have never seen HER-SHEY, please plan to go soon. You won't regret it!

Bill Thompson

I dismantled a number of pieces on the Mustang to make an assessment of the possibilities of getting this car restored by the time our child was born. It might be wise, I thought, to have this car complete and looking good, just in case the second child was to cost more than we anticipated and we needed to sell it (the car...not the child). As procrastination would have it, the car got completed when my second child was almost four...and the third child was on the way. It seems when I had the money to put into this Mustang, I did not have the time. When I had the time, I did not have the money. Life is like that, you know. Today, late in 1989, we have a powder blue 1965 Mustang convertible with a 200 CID six-cylinder engine, automatic transmission and a power top. The interior and top are Wimbledon white and it looks pretty good. Anyone want to buy it? I understand three children can be rather expensive. And, I have a 1957 Chevy in the garage that needs restoring and a twenty year old AMC Javelin that needs a coat of paint and some new upholstery. **From: "Convertibles and Kids Don't Mix As Well As Bourbon and Coke Do"** by Philip Reichert Note: Phil and Becky eventually dropped out of TRAACA and have not returned. Guess Phil saw the proverbial handwriting on the wall. -Ed



From the National AACA web site

HERSHEY—THE MOTOR CAR HARVEST

By Charles Barnes

Come! October – hushed and mild –you orange pumpkin rolling days, and the calming air.

With the harvest heavy around us: bid us to your Hershey fields. Wherever you are, leave it all behind! And take the old road out –across the country far as you need –to this celebration: to this Mecca land of the motor car. So it's far from California, or Kansas, or up from Georgia, or South Carolina. I myself have come from distant places, same as you. Whatever you're doing, it can wait, perhaps longer than you can. The family won't miss you too much. Get out of the office, lock it, or the factory, forgetting titles and position, the usual arrangements and burdens, the same old traps, set aside the status, and all that's new. Let the hired hand, run the farm. (It's only for a few days.) There's a train that goes to the Harrisburg exit, and I'll have someone there waiting for you. Before leaving – a notice can be put up: "Back – after I've seen again the beginnings, the best we ever made – to see with my own eyes. And before we were allowing it to get away. And slipping." Out here – here's the rebirth, a moving shrine; to rummage and plod along stuffed attic dreams. Voluptuary days. Come – you grand labors of men earnest in their work. (from all corners and conditions) before you, too were a casualty to the great war.

Clusters of enterprise competing in excellence and place. Forward, not farewell! You Marmons, and Model T's. And Duesenburgs indomitable, never again equaled. Made in a small Midwestern town. You astonished the world. They still do. Roll forth, you dear Packards for all seasons. The most loveable dignity that ever moved. And Pierce-Arrows for men who knew, who look back to Cromwell – for America's plain aristocracy. Those forgotten. Not the noisy new. Return, you wheels from General Motors' emerging dynasty, and Walter Chrysler's triumph. Back – you men of impassioned idolatry: You who are given to – are reverencers of materials – (what goes beyond metal, glass and wood frameworks.) Bring your old parts to complete some man's restoration.

This old iron that anchors you to a steadier world. And seeing the present more clearly for it. Hear the engines: some as a quiet clock ticking, turning over; or in ghostly hush; others with anger and dragon smoke: taken together, the obligato to it all. And wheels were your choice, in wood, iron spoke, or steel disc that spun to a different fortune. Primed, and painted, pinstriped, and almost perfumed in a bright dancing revolution over America. And now great fields are fitted and arranged, almost thrown in an endless heaped up sprawl –level after level, ridge upon ridge. Where lanterns are lit in the sheltered night, reveal faces of men and women open in their affections and concern. A great central, disparate, but unifying interest. A few days of easy laughter and support, noisy, garrulous, scheming and desiring something. Perhaps to settle a deal away from the light of day. Anxious, with impatient interest to have it done. Further over, an occasional campfire rekindled as from a former bivouac, pressing, at war with the present? Some wheel running down. whirling out of shape. By day – the walk unto exhaustion, going at glimpse pace, head side to side, taking in, - the teeming rows of offerings. Cars of all descriptions and types. If it's old enough. And parts enough to start a manufactory. Hub caps, radios, engines, dyneto's, tail lights, lap robes, vanity cases, tires, owner's manuals, books, old maps; parts that perhaps no one still alive can identify, or maybe understand. But you, walking past –I've seen you before. We've met one time or another. Did you arrive needing nothing? Or you? Something down this endless maze you will find. Something you will recognize as your own or what somebody you loved once owned. Did you bring a wife? A woman. Will she understand the midnight ritual of returning here? Predawn risings to seek each year what you have lost or are forever engaged in finding. Or perhaps she's at home, and altered, no longer comes with you or are apart and it's changed all your days. Apparently you'll have to move on. Maybe not. Anyway, there's a neighbor of yours; he's also here, perhaps bartering with, exchanging a brass headlight, for one made of chrome or nickel. But the skies are turning overcast –and if the rains come down, and it's muddy going like in the trenches once more – it will cling to you for the rest of the year – and others will know where you've been. Everywhere the seekers, and sellers. Free enterprise spread out on the lawn. All this stuff of . . . it has the burnished glow of dying pride. Hoods and fenders, the fit, has its reflection in the sunlight. This event out here –can this Hershey continue? A



veiled goddess out in front – or towering above a rubble field; that itself has caused such rubble. Motor cars, and trucks, campers, and modern vans converge around multicolored tents (of yellow and white; blue and white, or red) with their flapping fringes. Staked deeply with rough, brown rope. Here the Middle Ages merge with California glitter. This progress we measure, cannot be the treasure, for its revenge creeps along the night. What is it we're trying to get back to? Have we run out of future? Hesitant to go there without some of this. Here, historians, here's how the runaway age might end: not on wheels of hysteria – but somewhat save salvaged in nostalgia. But the past retreats, gets away from us. We watch it anxiously through our growing children and the grayness. Sometimes a worried chant repeats; will this all continue? Already it changes, the weight of the sameless present imposes upon the waning yesterday. And we waken to rude differences. Amidst the throng and thrash of the newer generation of cars now with a legitimate place established here – And you may have to go further, to see what it's all been based upon – but here in the fields, entering upon their presence the power of vital life about them: are the open touring cars. Almost baroque – the grandest of them, like cathedrals to enter –to see the world from a high seat. Here, the strange, familiar sweeping giants that our grandfathers somehow built. Almost mythological they seem –from a gigantic America. Sweet servants, that almost look at you with a will of their own. That needless complexity and whatever is latest today will not overtake. Under their high arching cotton roofs braced by hickory – are interiors lined throughout with leather; side pockets built into each door, a symmetry of gauges in front – not the veneers but matching hardwood compartments in back. Withal, an airy spaciousness almost large enough to live in, while touring your daily world, or going around it. Made open to scoop up the ready air, the odors – and the riches of the earth. And at night those grand lights searching the romance of the open road forever. Today, some manufacturers produce cars with the option of skylights, or tops that go down. They too can work. Gets part of the effect. Still, most are to envelop, envault, seal out the elements, ignore or disdain the outside, the external world. Someone else's. And some part of the eternal one. The highway has grown smooth and straight and something disappears; evaporates as it covers up more each year. Settling it all. As a mask upon one's travel. But however near to it you get – however you go in this country, whether young, and just moved in to a new house with every latest well-placed convenience; or your final days in a rest home; whether framed by a cramped apartment dwelling or you look down from the fastnesses of castle walls: part of this old land pulls at you. Pulls, to be reestablished beyond a parting ripple to the past. Not only inside a moving envelope sent where? A parcel en route? Hoping to go again, beyond the clouded threats to nothingness. Beyond what for so many years is said to have kept the peace, - and, the fullest spirit of mankind locked in. Until it functions in fragments. The pull to get up, and leave the graveyard beyond the nuclear, the great humbler girdling the earth, where we have been wise and sober in our cradles hungering. Hard to get much done from there. Not much milk and honey. When the country is not built according to our best spirit –covered over; annoyed, trifled with; that doesn't go out to the romance needed for the higher reality that nourishes ideals. Sweet balance. And great dimensions of life. Large public undertakings, and gallant private ones as well. Inspired by kingly dimensions of democracy. Out to what will always be there; needing us in this enormous land of ours, needing to be whole. Do we meet here to travel our own road? To feel it, the bumps and turns, and gravel and dirt; and mud and grease. Rounding past the old scenes still there. Let it all exist – the pulse of the land the running air – and all, - over the meandering landscape. To know the road, and not say these overtures are through as any wind that blew. That the pumpkins grown to orange moons reflect upon our labors yield; and the wild withering corn nearby tall as our hopes. That the lonely pilgrimage across the American land has more meaning than we can say: some reunion, something restored in gladness. And that a way – as churchmen may sense at times to the furthest recess, there in that cloistered region where they most deeply live – stays open for us.

The author Charles Barnes, whose works have been read near and far--also wrote *The Foretelling of September 11* which, is, in his book, *Moon of the Remembrance*, and, that, followed by *Strawberry Lane / and other Tales of Youth* (a route to the future) both of which can be obtained by calling the author at 917-373-2143, or 860-684-4156, or to write CWB, Box 93, Munson, Mass. 01057



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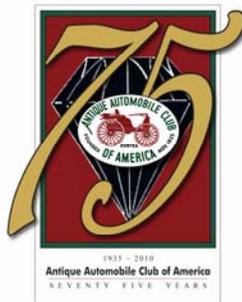
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Next Meeting

at
The Former Antique Auto Museum
October 13, 2009
6:00 p.m. for Dinner

Menu:

grilled pork chops, rice, veg., rolls and dessert

Program:

Club member Craig McCollum will be speaking about collecting vintage tools for vintage automobiles

Monthly Cruise-Ins

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

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

Helen's Silver Bullet Diner on Apalachee Parkway
3rd Sat each month

Regional Events

October 24 54th Annual Florida Forest Festival Classic Car Show—Perry, Florida

National AACA Calendar of Events for 2009

October 7-10 AACA Eastern Fall Meet - Hershey, Pennsylvania Hershey Region
November 5-7 AACA Western Fall Meet- LaQuinta, California Sun 'n Sand Region

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