



2021 Monticello Watermelon Festival!

It is time to start planning and working towards making this our best show yet! Craig, as usual, is doing a great job on his end of things, and we need to back up his efforts.

There will be lots of people viewing our cars, and asking questions. This is a great opportunity to gain new members! We are all ambassadors for TRAACA.

This year. As Craig mentioned, there are several changes.

1. TRAACA members will not pay admission. We display for free. As usual, our cars are not judged.
2. There will be no breakfast under the overhang at the bank. We can set up right

from the beginning . That means more room for cars.

This is the first show after the pandemic and we are hoping for a large turn out. We are prepared, but will still need to have parkers, 50/50 ticket sellers, registration folks, and someone to ensure that everyone has registered and paid.

event our best!!

Save the date:
June 19th 2021

Getting new members would be a great plus for the nationals in 2023. We will try to have handouts printed up in time, and business cards are available to anyone that needs/wants them.

Let's make this



Craig gathering watermelons for the show

Openings in TRAACA

Currently there is an opening for a member of the Executive Committee. This has been open for some time. Please contact Don Romaine if you would like to help

Someone to chair the Sunshine Committee. If you are interested in getting information out about our members and cares please contact Don Romaine.

Inside this issue:

Norm's garage	2-3
Universal Collision Cars and Coffee	4
Upcoming events	4
Good Samaritans	5
TRAACA meeting information	5
AACA Jeep Raffle	6
Ken hart's Restored Buick	4

Special points of interest:

- Universal Collision Cars and Coffee on for June!
- AACA Jeep Raffle.
- Classic cars for sale 1931 model A roadster and 1029 Fordor Model A blindback.

Norm Madsen's Garage Project

The pandemic has disrupted our lives in so many ways for more than a year. I have been healthy, fortunately, but meetings, shows, tours and other car hobby events have been canceled. So, while most of my world was on hold, I had more time than ever to work on my cars. I also had time to finally build a garage-shop at my house.

I planned my garage for many years, but I didn't want to begin construction while I was still working full-time. I knew that construction disruptions would keep me from paying proper attention to my printing business. But, two years ago, my son became the business's primary owner, and I became the part-time bookkeeper. That's when I began fine-tuning the garage plans.

Kathy and I moved to our present home about eleven years ago. We bought it contingent upon being able to build a large garage on the property. The County Planning Department said my future garage was just a little too big to be approved as a free-standing structure. But, if I attached it to my house, it would be approved as a house addition. I remembered that info and when it came time to "go to plans", I told the draftsman to connect the garage to the house by a breezeway. I received approval from the county last July, and began building in August. The builder completed his work in November. But, that's not the end of the story!

I attended the big Hersey Swap Meet in 2019. A gentleman representing the Packard Proving Grounds Historical Site had a booth on one of the swap meet's fields, and was handing out flyers for a fund raiser for the Proving Grounds. It seems someone got permission to go to the old Packard Plant in Detroit, and strip the walls and floors of the once beautiful Administration Building. Marble and wood were salvaged from the offices. These materials were cleaned and refurbished, and were being sold to the Packard community. As you may know, I am a Packard enthusiast.

My garage plan included a "visiting corner" with a table, a few chairs, and a display case. Wouldn't it be great if I could panel the walls of this visiting area with the wood from the Administration Building of the Packard Motor Car Company! I gave the gentleman my contact information.

He called me weeks later, to say that several types of wood were available for purchase. I explained my needs, and my budget, and he said he would get back to me. When he contacted me again, he proposed a deal to sell me lots of wood at a very good unit price. Unfortunately, it was considerably more wood than I would ever need and the cost was way above my budget. So, I gave up on the idea.

A year later, as my garage was nearing completion, I began to think about the Packard wood again. I contacted a good friend who is a major volunteer for the Packard Proving Grounds and asked if he knew if any of the wood was still available. After a few conversations, it was determined that all of the Packard wood had been sold. Again I gave up on the idea.

A couple of weeks later, the same friend called to say that a Packard Club member had purchased more wood than he ended up using for his projects, and that I might be able to obtain some from him. I followed up on the lead immediately, and ended up towing my enclosed trailer to Ocala the next day, and we worked out a fair deal. It was a great visit, and I returned to Tallahassee with a sizeable project on my hands.

That was the beginning of January. For the next two months, nearly all my spare time was devoted to the project. It was challenging.

The original wood from the Packard plant was 1 inch thick old growth oak. Because of the many re-paintings and much neglect, decay, and even graffiti, it was re-milled to make one side presentable. It was a puzzle. Some of the wood still sported nail holes and discoloration, so it was obvious that it was born of salvage.

The project is now complete, and I am very happy with the results. The oak's patina reminds me everyday of its Packard heritage. I mounted a plaque on the wall commemorating the wood's history. (see pictures).

I've moved my cars to the new garage, and am finally able to work on them at home.

—— Norm Madsen



Ken Hart's Restored Buick

I first saw Ken hart's Buick in his garage and it was in pieces. That was when I first joined our club. It seemed so far from being done.

On May 8th at our cars and Coffee, Ken drove this beauty of a car in. I was amazed and very happy for him. He completed the restoration!

This car looks beautiful and massive! It is Ken's dream come true.

We all hope you enjoy the car and get a lot of use out of it.

Congrats Ken and Jenny hart!



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..

The event for June will be held on Saturday the 12th. 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 June

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

June 4th 2021, registration at 4pm show starts at 5pm. Broad street in downtown Thomasville. For entry information see last two pages of this newsletter.

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

Watermelon Festival car Show!

June 19th. See article Page 1.

Good Samaritans

On the 8th of May, I was driving the Corvair to the Universal collision cars and Coffee event. I was westbound on Hwy 27, about 1/2 way there.

My left rear tire exploded apart, and threw rubber all over the roadway, the hubcap taking off for parts unknown.

Stopping on a somewhat flat surface, I proceeded to try and change the tire. The hydraulic jack that was in the car wouldn't go under it. That was not good.. I called my wife to bring me out a floor jack.

While waiting for her, a man in a truck pulled up. He had my hubcap, and said it was on the side of the road, and he figured he would find the owner not too far away. I thanked him and he drove off.

Not five minutes later a man in a truck stopped and asked if I needed help. He had an impact driver. Then another man stopped and saw the jack problem, drove back to his house to get a scissors jack.

Upon his return, my tire was changed faster than an Indy pit stop. I offered to buy them breakfast in return for their kindness and help. Both refused saying they did it because it was the right thing to do.

After thanking them profusely, we were on our way. The man in the truck even followed me for a few miles to make sure it didn't happen again.

This just shows that there are great people out there who will help you when you need them most.

TRAACA meeting information

LIVELY WE HAVE RETURNED!

The meeting held at Lively after over one year of quarantine was great! The meal was fried chicken and was good.

Our meeting was well attended, 31 folks showed up. Thank You All.

The discussions held were:

1. Neal Davis spoke about the 2023

Nationals. He stated that some of the committee heads have been chosen and more will be as the event gets closer. We have a Chief Judge assigned to us by national Office.

Mary McAlpine. She is a judge with great credentials and is looking forward to coming here.

2. Craig McCollum Spoke about the upcoming Watermelon Festival car

Show. A few changes are being made. The breakfast won't be held in the drive thru. It allows us to get set up and organized earlier. The TRAACA members will not pay to have a car at the show. As usual our cars are not judged, just admired!

The rest of the evening was spent enjoying each others company. Speaking for Chantel and I, all were missed.

Classics for Sale

John Wells asked if we could post two cars for sale by a friend. See below

1929 Fordor Model A Blindback. Radiator gravel guard, running board step plates, trunk rack with trunk, modern points and new wireless distributor, 6 volt alternator, no rust nor damage. New Zenith carb..Located in Perry Fl. Contact Jim Harrington 850-584-9186 press 1. \$11,000.00 jeharrington@fairpoint.net

1931 Model A roadster red. Same features as above, and QUAL radiator cap, rumble seat. Same contact info.



My 1972 VW Bus

I bought a 1969 VW Bug when I started my first job in Hawaii after graduating from the University of Iowa (U of I). If you remember my earlier article that my main transportation at the U of I was my 1931 Durant. That car was stored and I drove my 1926 Star (1st car) to Hawaii which wasn't drivable in Hawaii due to radiator damage during the trip. The 1969 Bug had A/C and served me well.

To help haul material for home remodeling (and my dirt motorcycle), my plan was to buy a 1972 VW bus in 1972. This year the Bus had a larger engine (1.7 L vs 1.5 L) and dual carbs. I didn't have much money in those days so when I found out that prices had been raised by 10 % over 1971 prices I started looking for a used bus. My plan was to borrow money from the credit union and rush to see any 1972 bus the first day the ad was in the paper. Cash should give me some leverage in making the best deal. If the bus was not up to my standards or the price was too high I returned the money to the credit union. This went on for a couple weeks until I found an excellent bus owned by a VW employee who was willing to sell at my price. I think I got a good deal as I'm sure he didn't pay full price.

I removed the middle seat (the 7 passenger has 3 rows of seats) within weeks of purchase to better utilize its carrying capacity. It performed well hauling my dirt bike, building materials and moving 6 times. One of its biggest challenges was to haul rocks. The rocks I'm talking about are called "moss" rocks and are used to build landscape walls which are common in Hawaii. These walls cost over \$100 a foot to have built by a contractor back then. I've always been a do-it-yourselfer so I had rocks delivered initially. By my 3rd house the price of delivered rocks was high and the quality was poor due to high demand. I located some nice rocks while riding trails on my dirt bike. The location was up the side of an ancient volcanic mountain where the rocks fall off.

The location was just past Dillingham Field on the North shore which gained fame as the place where 2 Army planes were able to take off during the bombing of Pearl Harbor. To get to the rocks with my bus was not easy as there were no roads and the route was uneven. The first time we went, a police helicopter flew over and hovered. I figure we were in trouble, but Belle held up a rock for them to see and they flew away. I think they thought we were growing pokalolo (pot). After the bus was loaded, not in volume but in weight, we couldn't close any of the doors. Max load capacity was 1500 lbs and we were well over that. By driving slowly downhill over the bumps, the doors could be closed when the tweak was counter tweaked. Driving home was difficult as the bus could hardly pull the hills and the brakes could barely stop the bus.

Another challenge was hauling ceramic floor tiles. We didn't want to make 2 trips so we overloaded the bus again and drove carefully as the brakes were worse than my 1920's Stars with 2 wheel brakes. When overloaded, the bus sits real low. With 3 miles to go the bus started making bad sounds. The sounds turned out to be worn out wheel bearings. I wonder why.

When we built our own pool we had to haul out tons of dirt. I used the cardboard boxes that the ceramic tiles came in as they would hold about a cubic foot of dirt. I could stack the boxes and unload easily compared to the mess I'd have just shoveling it in. Dumping in Hawaii is almost impossible; however, I had located an old WWII military road nearby while riding my dirt bike that was perfect. The road was on the side of a deep valley so I could empty the boxes out the side door and over the edge of the road. I'm sure I made over 100 trips leaving no evidence of dumping.

The bus was a good parts hauler when I was racing stock cars. When you race dirt track you learn how to weld real fast as the race car gets beat up every week. Besides building 3 race cars I built a car dolly (from old car parts) to tow my race car to and from the track. I also constructed a trailer hitch for the bus. My friend Bob said he would tow the race car with his truck as a test before I tried it with the bus. This turned out to be a mistake as his truck tipped up on 2 wheels during the first turn. Fortunately he was going slow and was able to recover. The bus is only rated to tow 1000 lbs, but I was able to tow 3400 lbs with the bus over a 3 year period with no incidents. I know the weight of my race car as it had to meet minimum weight and was weighed many times at the track. It wasn't easy towing as it felt like the tail was wagging the dog. On the way home after the races about 1AM I had to time a traffic light going up a hill so I wouldn't have to stop. I had built the tow dolly with an hydraulic cylinder in the hitch which actived the brakes so I could slow down with all the weight, but if I had to stop, the brakes wouldn't hold going up a hill and I would end up going backwards. The other problem is that the bus couldn't pull the hill without a run at it.

After some years the bus was wearing out with all that abuse, but I still drove it to work every day. It also acted as a tour bus when mainland visitors came over. Once when my Mom, Dad and sister came over I took them in the bus over Kolekole pass. This is the pass the Japanese flew thru on their way to bomb Pearl Harbor. In the movies you can see the microwave tower and white cross which weren't there at that time. For my first 3 years I drove to work via the pass so I was familiar with the road and military restrictions. Tourists are not allowed on the road, but with my government sticker and ID I was able to get on Schofield and the Marine Guards would pass me thru. I took my family members to a lookout a short distance down the zig-zag mountain road. After looking at the view I attempted to drive back up to the top, but the bus was not in the mood. I think the horse power was down by at least half by then. By having my folks jump in the side door while the bus was moving we made it back up the hill.

Not much later while leaving for work one morning, the engine started making metallic sounds. It sounded like a rod knocking. When I tore the engine down I found that a metal screw had wedged between the piston and head and was the cause of the banging sound. Given the high mileage and abuse, I rebuilt the engine using larger pistons/cylinders which improved the power by about 3 times (remember it was down already by half). High octane gas was required because the larger displacement (1.9 L) effectively increased the compression ratio. It would ping with regular gas. Air cooled engines are noisy anyway.

The last time I used the car dolly was when I towed my 1956 Jaguar, 1970 Jaguar and 1967 Camero to the docks for shipment to Long Beach CA. when we were moving to Tallahassee FL. I then sold my dolly when my neighbor had a garage sale. Over the

years we used to take our 4 dogs to Saturday training in the park plus dog obedience trials. For the last bus trip in Hawaii, I drove to Honolulu airport loaded with all the bus spare parts, our 4 dogs, 4 dog kennels, luggage, Belle and our friend Bob. After unloading I gave Bob the keys and title to the bus. Belle said she wouldn't ride in the bus if I shipped it to Florida. Bob eventually sold the bus for \$100 K. I'm joking about the price. He didn't get near that price, but its amazing that VW buses are selling for BIG bucks these days.

These are but a few of the many VW bus adventures.

Craig McCollum



This picture shows the 1972 bus after I painted it in 1976 bus colors. Note that the windows are still out. While installing the front windshield it split down the center in two. I convinced myself that I needed a new one anyway as the old one was getting milky white on the lower edges.

AACA Vehicle Raffle

The AACA has started a raffle. They are raffling a 1973 Jeep Commando that has been restored. The prize is that vehicle or \$5000.00 in cash. Pictures are attached to this article.

They sent us 20 tickets

to be sold for \$10.00 apiece. We can obtain more. We will be selling them at the Watermelon festival, and at all of our activities.

The raffle will be drawn at Hershey on October 9th. All taxes and transportation costs are the

responsibility of the winner.

See the attached photos.



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.

JUNE BIRTHDAYS:

William Brock	6/18
Mac McLendon	6/29
Judy O’Steen	6/22
Pam Pumphrey	6/23

New Members (Since Jan 2021)

Perry Clouse	Jan 2021
Gene +Nancy Gainer	Mar 2021
Lorne + Tessa Jones	Feb 2021
Fred + Olivia Jordan	Apr 2021
Bern Pearson	May 2021





Cars exiting Nationals, Charlotte N.C. April 10







2021 Madison Down Home Day Cars

ATTENTION CAR SHOW LOVERS

The City of Thomasville Police Department will be sponsoring the Show & Shine Car & Truck Show on **Friday, June 4, 2021 on Broad Street in Downtown Thomasville**. This event was originally scheduled for April 24 during Thomasville's Rose Show & Festival but was rescheduled due to weather issues. It will now be a part of Downtown Thomasville's First Friday Sip & Shop. Shops and restaurants will be open late, we'll have street entertainment throughout the Car & Truck Show, and a live concert at The Ritz Amphitheater. [Click here to find out more information.](#)

Awards will be given for *Best Original* and *Best Modified* vehicles, and there will also be an *Overall Winner*. Registration will begin at 4 pm, and the show will begin at 5 pm with awards announced around 8 pm. The registration fee is \$25. You can pre-register by completing the form below or register the night of the show. Payment can be mailed to the address below or paid at the show. Please make checks payable to the Thomasville Police Department:

Thomasville Police Department
Attention: Mimi Parrish
921 Smith Avenue
Thomasville, GA 31792

Each participant will receive a Show & Shine Car & Truck Show t-shirt (one t-shirt per entry).

We look forward to seeing you there!



REGISTRATION NUMBER

SHOW & SHINE REGISTRATION FORM
REGISTRATION FEE – \$25.00

Personal Information (please print)

Name _____

Organization _____

Address _____

City _____ State _____ Zip _____

Email address _____

<u>T-Shirt Size</u> (circle one)
Small
Medium
Large
X-Large
2X
3X
Extra t-shirts can be purchased at the registration table the day of the show for \$10.00.

<u>Vehicle Information</u> (circle one)
Original
Modified
Make: _____
Model: _____
Year: _____