



<i>In This Issue:</i>	<i>Pages</i>
<i>President's Message</i>	1
<i>TRAACA Calendar</i>	2
<i>Memories & Musings</i>	2 - 8
<i>News from Nationals</i>	9
<i>Tours - On the Road</i>	10
<i>From the Editor</i>	11

Bi-Monthly Publication of the Tallahassee Region Antique Automobile Club of America

President's Message

Driving Forward

By Bob Skrob

What an incredible year it has been! First and foremost, we want to extend our deepest, most heartfelt **gratitude to our amazing volunteers**. Our recent car show was a roaring success, and we absolutely could not have pulled it off without your hard work, energy, and dedication. From registration to managing parking & greeting guests, our volunteers are the true engine that keeps us running.

We have been busy making updates to keep you better connected and informed! We are thrilled with the launch of this brand-new newsletter, which will help us share updates, stories, and upcoming events directly with you. We also have:

Expanded Tours: We are absolutely delighted with the success of our recent tours! The turnout and enthusiasm have exceeded all expectations.

Website Improvements: Have you visited our website lately? We've rolled out several upgrades to make it cleaner, faster, and much easier to navigate.

We're on Facebook! We officially have a social media presence. Be sure to follow our Facebook page to see photos from the recent activities, get real-time updates, and engage with our growing community.

In addition, we have enjoyed remarkable success in attaining our Non-Profit status and our 501(C)3!

Thank you for being a vital part of our journey. We can't wait to see what we achieve together next!

TRAACA CALENDAR

- July 4th Cars & Coffee - Gerber Collision
 - 9:00 to 11:00 am
 - 2345 Apalachee Parkway
- July 19th Club Meeting: Miccosukee Community Center
 - **Noon - Pot Luck****
 - 15011 Cromartie Road
 - Miccosukee, FL 32039
- August 1st Cars & Coffee - Gerber Collision
 - 9:00 to 11:00 am
 - 2345 Apalachee Parkway
- August 11th Club Meeting: Holiday Inn
 - 6:00 pm
 - 2003 Apalachee Parkway



**Mark
Your
Calendars**



Memories

&

MUSINGS



The Coolest Car Ever Made By Phil Reichert

Before I “thrill” you with the coolest car I think that has ever been produced, let me mention a few of the cars that are runners-up to that vehicle. Yes, this is all my opinion. Some of you won’t agree with me, but I think any of us would enjoy driving any of these cars. Sorry, there are no trucks on this list. I have never been a truck guy. The only reason there is an SUV in my driveway is, my wife, Becky, likes to sit up higher than the average auto.

And we sort of outgrew the minivan stage years ago when our children moved out of the house.

So, let's get started. The vehicles appear in no particular order. If I had the means (and, Becky consented) I would own a 1957 Thunderbird. What's not to like about the car? It's a two-seater. It can be a convertible, or a hard (or soft) top coupe. You can travel in it because it has a trunk. And all of them came equipped with a V-8 engine. Also, there is really nothing bad you can say about the porthole opera window in the hard top.



Next, look at the perfect lines and curves of the 1963 Studebaker Avanti. It's a design that was at least a decade ahead of its time. Going back to the late 1940s, Studebaker was experienced with setting design standards for the future that other car companies later copied. Just look at the bullet noses and the rear windows on the 1949 Commander.



The Avanti, like the Chevy Corvette, was made of fiberglass. Many have survived the last 63 years relatively intact. Plus, when Studebaker stopped making the Avanti in 1964, the factory and parts inventory was purchased, and others continued to build the “Non-Studebaker” Avanti II into the twenty-first century. That’s how solid the design was (is). The later models even included convertibles and four doors. The last Avanti was made in 2006. So, that design stayed fresh, with minor modifications, for 43 years.

Another one of the coolest cars ever made: The 1940 Ford Tudor. That was Ford’s designation for the basic two-door sedan and coupe. The sedan had a rear seat, and the coupe was better known as a business coupe. It had no rear seat. The ’40 Ford was well-designed and inspired the Chrysler PT Cruiser design a little over twenty years ago (sixty years *after* the 1940 Tudor).



The word “coupe” goes back to describe a horse-drawn carriage where the driver sat outside and there was room for only two passengers.

Another inarguably great car design was the 1957 Chevrolet Bel-Air. The two-door coupe is desirable, but the convertible and the Nomad are the big-money configurations. The Nomad is a sporty two-door station wagon.



So, it fulfilled everything on the checklist for someone who had a small family but did not want to own a clunky four-door sedan. I think I would buy a two-door sedan, which had the extra B-pillar supporting the roof. But, if you wanted a legitimate coupe, you could buy one of those instead.

Really, I could go on and on: The 1969 AMC Javelin, the 1969 Camaro SS, the 1963 Corvette, the 1960 Thunderbird, the 1968 Corvette Stingray, the 1949 Ford, my Dad's 1956 Pontiac Safari below (a two-door wagon based on the Chevy Nomad), the 1963 Jaguar XKE, the 1982 Porsche 928, the 1956 Plymouth Savoy, the 1931 Ford Model A Tudor Sedan (with the inside rear seat, not the rumble seat)...



Some will agree with some of these picks. Everyone has their favorites. The one COOLEST CAR EVER BUILT, most of us could never afford. But one individual in Tallahassee owns one of these cars. The car: The 1960s Batmobile. Now, don't be disappointed. As I mentioned earlier, this is my opinion. Its design is based on the 1955 Lincoln Futura concept car (This became the 1956 Lincoln Premier), both of which are beautiful pieces of rolling artwork. You can see an example of this car below (and most of the others) in The Tallahassee Automobile Museum.



My 1925 Franklin

By Norm Madsen

I've always been interested in the orphan cars --- those brands whose companies faded into history years ago. I also love to study cars with unique or unusual engineering features, especially those built to very high standards. For these reasons, Franklin automobiles have always been on my radar.

Franklins were built in Syracuse, New York, from 1902 to 1934. At their peak in 1920, Franklin employed about 5,000 people. Best known for being air-cooled, Franklins had many unusual engineering features. These included flexible wooden frames, full elliptic front and rear springs (think buggy springs) and extensive use of aluminum for light weight. They were known for their superior riding qualities, nimble handling, good gas mileage and low tire wear.

They were also known for styling that was, well...different (some might say, "homely"). Franklin's styling was so unconventional that by 1924 the biggest Franklin dealers issued an ultimatum to company management --- if the cars weren't made more visually appealing to buyers, the dealers would cease selling them!

The company responded with a complete restyling in 1925. The resulting design was innovative, eye appealing and a real hot seller.

My 1925 Franklin reflects this new design. The factory called mine a "Sport Runabout," but it is commonly known as a "Boattail Roadster." It was, in fact, America's first production "Boat Tail."

My interest in the marque led me to the national Franklin Club tent at Hershey in 2007. The people there were so enthusiastic and so friendly that I joined the club on the spot. In the months that followed, I acquired all available books about the company and its cars, and I followed all Franklin auctions on eBay.

eBay is where I first laid eyes on my Sport Runabout. I corresponded with the owner many times and received dozens of pictures of the car. I felt the price was too high, though, and did not bid. That was during the "Great Recession" of 2008. After that, the car appeared on eBay two more times. Each time the reserve was not met, so it remained unsold. After the car's third eBay auction, I contacted the owner again, negotiated a price and bought it.



According to a letter sent to me by the second owner, my Franklin was stored in a shed by a former California Franklin dealer in the early 1930s. It sat there until the 80s, when he became ill and his family started selling land. Trees had to be cut down to open the shed, and the car was found inside. It changed owners a couple of times, until a 95-year-old bought it in the mid-1990s and gave it an amateur restoration. I had the pleasure of talking with him about the car when he was 98 years old. He died at age 100.

The Franklin came to me with a binder full of pictures taken during the teardown and restoration. I also received an extra engine and transmission, on a rolling stand --- very fascinating to look at.



Notable original features include: boat-tailed rear end with rumble seat, a period-accessory "thru-the-windshield" spotlight, no outside door handles (inside handles only), wooden wheels with demountable rims, a transmission key lock and automatic spark advance. The frame is made of wood (3-part laminated Ash), and the body is wood with aluminum tacked on the outside. Fenders are steel. The false radiator shell (air-cooled, remember) is topped with a rearing lion, with the inscription, "Aura Vincit." This is Latin for "Air Conquers" (or "Air Cooling Rules!", to use the modern lingo).

I have improved and corrected my Franklin in many ways, during my ownership. But it is, like my other cars, a "driver" (not a show car). This is perfect for me, since I love to tinker and to drive, and I don't like to stress or worry about keeping a car perfect. If you want a perfect car, get a picture of one and hang it on your wall---it will always stay perfect! *For more info on Franklin cars, visit the H.H. Franklin Club at www.franklincar.org.*



News From AACA Nationals

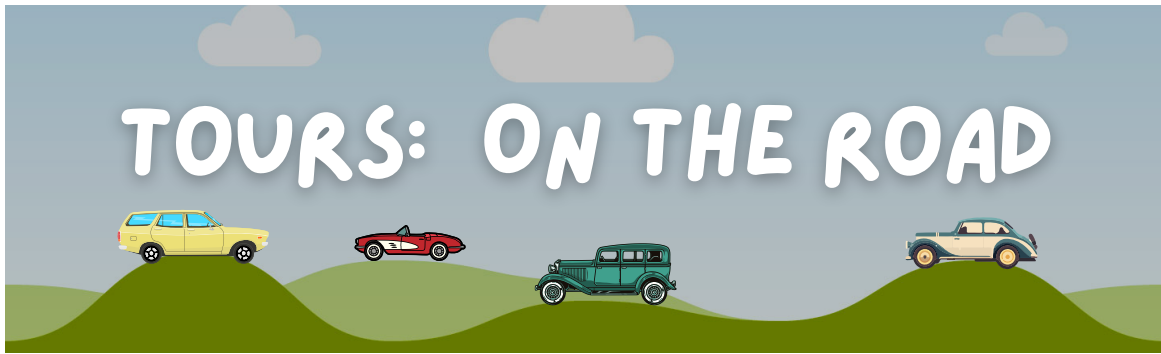


Doug & Carolyn Crall's First AACA National Meet!

Carolyn and I trailered our 1964 Studebaker Hawk to our first AACA National meet, the South Eastern Fall Nationals in Oakridge TN.

We had a great time and learned a lot about AACA car shows and judging. We saw a lot of great cars, met a lot of great people, met the club officers, and were fortunate to spend a lot of time with Vickie Bolton who even posed for a few pictures with Carolyn and I. The best part of the weekend, we were awarded a Junior First place trophy for the car! And so, we are looking forward to getting a Senior First in the near future.





Contributed by Norm Madsen, Kathy Lewis, and Joyce Skrob

On Saturday, June 13th, about a dozen TRAACA members met at The Grove for a personal guided tour. The Grove is a hidden treasure adjacent to the Governor's Mansion. An antebellum mansion built around 1840, it was once the home of Richard Keith Call, Florida's 3rd and 5th Territorial Governor. It also housed Governor Leroy Collins in the 1960s, and played a significant role in the civil rights movement. The house remained in the family until it was donated to the state in the 1990s by Florida's first lady Mary Call Collins. It is now a state museum. If you've never been there, you've missed a fascinating, beautiful and historic place. For more info, visit www.thegrovemuseum.com.



Please note: There are no tours planned for July. Depending on weather conditions and interest, an August tour is pending.



From the Editor

The newly minted Tallahassee Chassee is here! First and foremost, I send my thanks to those who provided content for the July/August 2026 edition. Your participation is what makes the newsletter useful and meaningful. We are using a new platform from Canva to produce the TRAACA newsletter. CanvaPro was provided to us for free - *because we are a bona fide Non-profit organization.*

Canva is brand new to me so I am at a beginners stage; but learning new things as I go. Also, some functionality is not yet available but will be in the future. I am looking forward to having a newsletter with formattable columns, etc. when those features are live. In the meantime, I hope this version is readable and entertaining.

I'm looking forward to receiving stories and more from all of you! *JLH*

TRAACA Officers and Board

President: Bob Skrob
Vice President: Megan Torres
Secretary: Scott Searce
Treasurer: Bob Hanson



Facebook: Joyce Skrob

*Follow at: Tallahassee Region Antique
Automobile Club of America*

Membership: John Schanbacher

Tours: Norm Madsen

Webmaster: Fred Jordan

www.tally.aaca.com

Board Member: Ken Hart

Board Member: Phil Williams

Newsletter Editor: Jenny Hart - *editortraaca@gmail.com*

