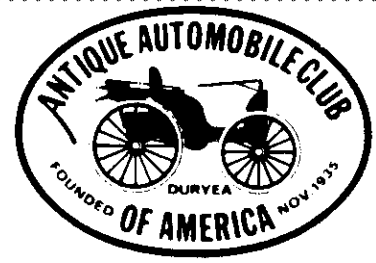




Since 1983

# Olde News



Since 1935

St. Augustine Since 1565

*Ancient City Auto Club*

*Antique Automobile Club of America*

*April, 2016*





*This article, submitted by Roger Ewing, details the life of this beautiful '56 Chevrolet Convertible. For your editor it was a very emotional experience to see the beginning, and the end. We once had a '56 Chevy Convertible just like this only.....*

Our '56 Chevy Convertible was purchased in 1983, and was in pretty bad shape. The car came with a rear clip, and

complete floorboard from a 4-door. I don't know what I was thinking. The effort to get it up and going took 2 years.

When first built, it was built to be a "50's Custom". It was mildly customized (I didn't like radical customization of the 50's). The front grill area was the most radical customization, which remains today. As well, the door handles were shaved; bumpers welded to be one piece, with the mounting bolts welded in and smoothed. Antenna was recessed. Rear bumper is from a wagon, allowing me to shave the license plate and lock.

The first paint job was Candy Blue, with ghost flames, and white with blue pearl. The interior was white diamond on the back rests, and pleats on the seat. The steering column was a tilt-telescopic from a '69 Oldsmobile. (Had to replace it when the turn signals went out...couldn't find replacement switch).

The engine was a 350HP, with a B&M 144 blower, which put out 7 – 9 lbs. Really made it run good. Trans was a Borg Warner 4 speed.



I drove it like that until 1998. I had moved, and gotten out of car clubs and lost track of when shows were going on, and the car sat quite a bit. Went to a car show with my Son-in-Law in 1998. Got into a street race...got pulled over by the cops. Only time I ever got just a warning.

So, that got my fever up. I was tired of gassing up every 100 miles on the road. So I thought "I'll put in an overdrive automatic". Didn't think about how an auto will not get as good mileage as a standard...so the gain from the overdrive was lost to the automatic.

I also painted the car again: current color, candy burgundy (House of Kolor), PPG Cream with gold pearl, and ghost flames again. In fact, the work was started in October 1998, and I was finished and driving to a car show in July of 1999. I had: completely stripped paint, painted, pulled engine and rebuilt, put in new wiring, put on air ride, installed rear disk brakes, installed ABS (brand) electric power brake system. I was quite busy for that few months.



All went well, and in 2005 I decided I wanted to put in an LS engine. I purchase a crate LS1, 2004 Corvette motor, and crate transmission, 4L65e. Put in a larger gas tank, which supports the EFI. That is the current engine. It will get 24mpg if I stay at 65, drops to 20-21 at 70-75. And larger gas tank helps. I no longer have to stop every 100 miles for gas on a trip.

Also in 2005, I had a new interior put in, and new/different wheels put on. This is how the car looks now.

I built the car to drive, so the shine is on top. Nothing special underneath. Among trips taken since the new engine are trips to: Arizona, Grand Canyon; Good Guys show in Colorado; Good Guys show in Des Moines, Ia; Back to the 50's in St. Paul; Cruising the Coast in Mississippi; vacation down through Tennessee, Smokey Mountains.

Now I'm ready to explore Florida.

*Roger and Bonnie Ewing*

#### **Ancient City Auto Club**

Minutes: March 2016 Club Meeting  
Date/Time: Thursday, March 3, 2016 at 7:00 PM  
Location: Murray Brothers Caddy Shack Restaurant, 455 South Legacy Trail, St Augustine, FL

#### **Minutes:**

- Dick Sherrod, President introduced Bruce Marble of Jacksonville Automotive & Motorcycle Museum. Bruce is the Director of the new museum and gave the club members some history of his new endeavor. He asked the club members to consider showing their cars in his museum.
- Dick Sherrod announced there will be no Board meeting in March.
- Brian Wirz, Vice President, reminded everyone about the National Street Rod Show in Louisville, KY on August 4-7<sup>th</sup>. He is pursuing renting a motorhome and driving out as a group.
- Donna Sherrod, Treasurer, reported on ACAC's financial status.
- Jennifer Steinberger, Secretary, asked for approval of February's open meeting minutes.

- Dewey Porter handed out “suggestion cards” to the members and collected some great ideas.
- Dewey Porter, Activities Chairman, reported the following activities:
  - March 11th – Old Guys Breakfast, Steak N’ Shake
  - March 12<sup>th</sup> – Rodehaever Boys Ranch Car & Truck Show, Palatka
  - March 17<sup>th</sup> – 19<sup>th</sup> – AACA Winter Meet in Naples, FL (340 miles)
  - Please read our Olde News for other activities.
- Karen Erwin – Car Show Chairman, was not in attendance but reported that car show is progressing.
- Dave Burrows, Membership Committee Chairman, reported that we now have 72 members. He introduced Fred Spencer to our membership as a new member.
- Jinny Quackenbush, Newsletter Publisher, asked members to write an article on their car for the newsletter.
- Bill Soman, Scholarship Committee Chairman, reported that we will award of scholarships at the May 12<sup>th</sup> ceremony at the technical school.
- Bob Quackenbush, Founder Member, just recalled that in 1983 the club started with 20 members!!!

Meeting adjourned at 7:40 pm.  
Minutes prepared March 11, 2016 by Jennifer Steinberger, Secretary



Members and Friends of Carley King enjoyed a special treat at the Daytona Spring Event.



*Carley hosted another spectacular party complete with wonderful food, and bunny. Everything we love about this hobby, cars, eating and wonderful people.*



*This month's Eat Out was at The Cocina with beautiful colors and beautiful people.*







## **Cruisers 3<sup>rd</sup> Saturday Gathering Enjoyed by ACAC—March 19, 2016**



Many of us had gathered at Jack Wilson's for hamburgers, hot dogs, etc. earlier and were scooted home by oncoming rain. The weather in Florida is minute by minute, so you can see here, that the second gathering of car-nut people was not affected by rain, rather a wonderfully temperate, mostly shaded venue for all to enjoy.







Here Max Miller smiles for the camera.



D'Agostinas' Mr. Magoo



Bill Soman's Corvette always shines.



Fancy Flames



Gorgeous Buick!



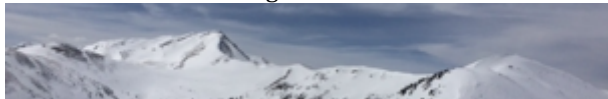




Thanks again to Joe Greeves for these photos—I guess it did start to sprinkle again a little later.



Greeting from Dick Sherrod at the top of the world. Looks like Dick and Donna are having so much fun in the snow that they will be missing the meeting April 7 at the Caddy Shack. There's no excuse for the rest of us, however—remember it will be to eat at 6 p.m. and to have the meeting at 7. See You There!



Check out Sherrods' new wheels!

## NEVER SAY NEVER!

By Tony Sopranni

Truth be told, it all started the day Dewey expressed an interest in my just procured 68 Buick California Gran Sport. I knew the car was a little too "sedate" for my liking to begin with, but Given it was a rare model, the body and drive train were in such good condition plus the price was right I thought it would be a good way to get my feet wet with a classic car after so many years of restoring wood boats and outboard motors. As they say, nothing is ever easy and along with the many little details that needed tending too, the in-car HVAC vacuum system was a real bear to correct. shoe-horning this near 77 year old body of mine under the dash to work on it was a challenge in itself - but thanks to a willing (and much more elastic 17 year old grandson) we managed to get it done - notwithstanding a few months of searching for a NOS vacuum valve switch. That said, with the car completed, Dewey "skinned" me in his own inimitable way and took possession. That's when the new search started for something a little more exciting - but not before I avowed that I would never buy another car that had a malfunctioning in-car HVAC vacuum system. As luck would have it, I came across the 72 Firebird Formula 350 I now have. It was a two-owner car, the second owner having owned it for 9 years whom I am told by his

wife lavished a budget on it every year until he hit a brick wall. Well Lucky me, another beautiful body (the car that is) and drive train and Yep - you know whats coming next; a screwed up HVAC in-car vacuum system. Back in the day we had a 70 Ram Air IV formula 400 which we adored but our 3 kids and the dog found it a bit cramped on trips in the back seat. This very nice 72 was reeking with nostalgia and buoyed with the insistence of my Grandson (teenagers are perpetual optimists) with carloads of "how hard can it be - we fixed the Buick didn't we?) I negotiated the deal. Truth be known (again), I really wanted it anyway. I love the 70-73 model years.

The next several months were spent baselining and prioritizing everything in the Pontiac and making a list of what needed attention. The car was produced with a factory AC system but the compressor was not installed in the car nor were any of the hoses - they were in a box with various and sundry other items of parts, nuts and bolts and unopened cartons of trim pieces. First item on the list was engine performance. The initial timing was set at near full advance because the previous owner and his mechanic had plumbed the Transmission Control Switch "back asswards" and connected the switch's vent pipe to the distributor's vacuum advance input (thanks to member Vinnie Pellegrino's diagnosis). That corrected, the initial timing was re-set to factory specs and "Voila"! Smooth idle, good low to midrange performance etc. Sweet.

Next on the list was the vacuum system and another pesky vacuum control switch quite different than that of the Buick. Fortunately, the vacuum lines and the vacuum motors on the flapper valves checked out ok so onward and upward. Thats when the fun began. Two (one NOS and one used) vacuum switches later, I still could not get the beast to work so I sent the car's original off to Franks Pontiac Parts in Tampa for a rebuild and another to Texas to a high end rebuild. I can say that Franks switch held vacuum the best by my test (and Jim Weiss's hand vacuum pump) and decided to move forward with it. Schematic diagrams are not foreign to me and looking at the vacuum schematic for my model year made sense and I thought I had it under control. In hindsight, I made the mistake of testing the vacuum switch (hooked plumbed into the cars vacuum system of course) by itself - that is not being mounted in the cars control box and there was no way I could get what was happening with

the flapper valves to correlate with the schematic for the specified switch positions on the vacuum switch. Now this is the part in the movie where the hero doesn't wish to embarrass himself here any more than he has to by revealing how long he stubbornly pressed on in this vane. Suffice it to say, I threw in the towel and located a NOS control box with its vacuum valve switch still intact. I ordered it without delay and it was eventually the key to everything. Whereas I had been heretofore testing the unmounted rebuilt switch using the port assignments on the schematic as the equivalents to the mechanical slide lever positions on the control box, I could not get the flapper doors to function in correlation to the corresponding valve assignments indicated on the vacuum schematic. In short, if I rotated the switch manually to the designated port for the defroster door, I should get air out of the defroster right? WRONG!! it was not until I had the NOS control box on the bench that I discovered not all things necessarily are what they seem or what you think they are. DUH! The way the switch installs in the control box, it sets the vacuum valve switch position about a quarter of the way between ports 5 and 6 as its starting point. The indicated numerical port assignments are only the indicators of where the switch will send the vacuum across the various vacuum lines the vacuum motors. They have almost no relationship to the INTERNAL positions or workings of the switch. In fact, if you look at the schematic it would leave you to believe (well me anyway) that the mechanical range of the switch would have to be almost 360 degrees. Not so, when you look at the mechanical drive of the control box. The mechanical movement of the control box slider allows barely 45 degrees total movement on the round switch. Its all about how the switch works internally to distribute the vacuum selectively to all the ports within the 45 degree mechanical limit. Sheeeesh!! What price learning!! But it all works now with the switch installed including getting 12vdc on the line that goes to the compressor clutch actuator when AC is selected. Lastly, in my humble defense, I had opted to test the vacuum switch uninstalled because it is very difficult to get it and its six vacuum lines plumbed in correctly and the switch mounted. I wanted to make certain that everything was working correctly before I re-installed it.

That behind me it was on to the rear suspension which had been jarring my innards loose since I took delivery of



the car. In short, the car had air shocks and larger tires in the rear to give the previous owner the "look" he desired. Since I wasn't into the jacked up car look, I decided to remove some air out of the shocks to lower the chassis. WRONG! there was no air in the shocks at all - so no help there. Hmmm. I took the car to Rays Tire to have a set of standard shocks installed - another WRONG! The service manager called me and said the springs were so stiff, they couldn't jack the rear axle high enough to reach the fully extended new shocks and that they were a little shorter than the air shocks. They offered that perhaps removing the bottom leaf of each spring might do it but I didn't want to go there (Why me Lord!!). My preferred solution was to replace the really super duty springs with stock units to go with the stock shocks. Once the guys at Rays swapped all that out, the ride height of the car returned to where the designers intended and the ride is now much better without giving up good handling performance. It really is a nice driver and I had forgotten the bold and aggressive look the car has from behind the wheel with that twin scoop hood. The 350ci Pontiac V8 doesn't put out the punch my old 400ci Ram Air IV did, but its spunky enough for my slower 77 year old reflexes. there are a couple of minor details I forgot to mention. When I took delivery of the car, there was a high end sound system installed in it. The trunk was full of sealed "10" speaker enclosures and two custom mounts for two - count em - two power amplifiers in the trunk. No room for a spare by the way - not even one of those compact donuts or even a compact blow up tire. I have my own hi-end multi channel expensive sound system in the way of hearing aids so who needs all that stuff. It didn't take long for me and my grandson to rip (yes rip) it all out of there because that was the only way it would come out. My grandson gets to sell all the equipment to some of his high school buddies and pocket the change for his own car. There were also speakers in each kick panel in the passenger compartment that were fitted to the original kick panels. And yes- since it was built as a factory AC car, the right kick panel had a obviously annoying fresh air door getting in the way so the previous owner conveniently removed it to get the speaker installed (which he epoxied in) and then threw the whole door assembly in the trash. That little maneuver required that I buy two new kick panels, the fresh air door assembly, linkages and vacuum motor to be able to control inside and outside air in

the cabin. Fortunately, the front dashboard speaker which had been disconnected had a loose pigtail hanging under the dash so it was a quick hookup to the radio's audio harness. We also saved the two speakers on the parcel shelf so we now have front and rear sound but we had to run new wires to get the audio to the rears. The protective grills over the speakers, however, have a penchant for flying off the speakers when cruising with the windows down. The first time it happened it scared the hell out of me as one of them came flying by my left ear and fell on the floor in front of the drivers seat!. I must move that repair up on the cars "to-do" list. Here I must comment on two wonderful teenagers - my grandson Daric and his best buddy Troy. They offered to remove the back seat, pull out the old wires, run the new speaker wires, install the new kick panels and all the bits and pieces that had to be removed to get all that done. No fool being I, I accepted the offer and watched in amazement how these two kids went through everything in short order like they had been doing it all their short lives. Where and when did they learn all this?? Moreover both of these kids are large athletes and how they were able to contort their bodies into such small spaces (without complaint) is - well, simply beyond me. Ah yes, lest we forget, the car's radio. The hi-end sound system included a super zoomy Pioneer digital radio. You know the kind that requires 3 finger strokes to get it turned on and to get the radio selected out of the myriad of other things the beast has programmed in it - that is assuming you have dainty fingers and can make contact with the microscopic pushbuttons made for Japanese fingers and certainly not for people like me with "ham hocks" for fingers. Yes and try doing all this in a moving car with a performance suspension! Good luck with that! Ok, so now what's a classic car without a classic radio. Certainly not that digital thing, so yours truly orders a nice classic am/fm solid state radio replicating the standard Pontiac issue for the Firebird back in 1972. It even came with a decal to put on the radios dial window that proudly proclaims (it or the car or both) that it is a "Pontiac". I even ordered some extra fillers and face plates just to make sure I had a good fit - WRONG again. The previous owner had to modify the opening so wide to get the Pioneer radio installed he fabricated a neat filler surround for the Pioneer radio to cover everything nicely but he epoxied to the radio. Unfortunately wouldn't fit the replica's form factor anyway. As such, there was

no way that replica radio was ever going to look right. So there it sits on my workbench languishing in its box while I continue to struggle with Pioneer Radio Corp's. modern technological wonder. Simple solution is that I leave it on all the time on my favorite station.

I still need to adjust the transmission's shifting linkage, install a new bulb socket into the instrument cluster, replace the back up light sockets, hookup the second horn which has a cut wire for some reason, figure out why I can't get the drivers side headlamp adjusted correctly and repair the window mechanism in the drivers door so the window goes all the way down rather than two thirds of the way down. I then need to polish out some scratches in the door glass. The bullet type glasspac mufflers on the car are a little too loud for my taste so when the mood strikes, I'll probably have them cut out and have a pair of Flow Masters installed. Then there is that little annoyance that I'll probably never get to; the "T" in the Pontiac name plate installed across the filler panel above the rear bumper. Each letter is secured to the panel by its own nut. To get to the nut, however, I would have to remove the bumper, then completely remove filler panel to expose the nuts. Brilliant!!

In summation, everything is proceeding along nicely and we're really enjoying the car. And yes, I do now have a proper spare tire in the trunk along with the car's original jack. I have also been in conversations with Nostalgic AC (via Jim Weiss recommendation) in Tampa to have a kit assembled for all the necessary pieces I will need under the hood to get the AC working again.

Are we having fun yet?? You bet we are!

P.S. - Late News Flash

The windshield washer pump attached to the wiper motor mechanism decided to quit and in the remove/replace process, I had to pull out the distributor coil wire out of the coil as it was in the way. The pump replacement went smoothly and tested fine. However, I tried starting the engine but it wouldn't fire. Aha! I remembered, I forgot to re-install the distributor wire into the coil. That done, the engine still would not start. I pulled the wire completely and it passed a continuity test so I didn't break anything when I pulled it out of the coil. Put it all back together - still nothing. Now I'm an old points, coil and condenser guy and my car came with a MSD "ready to run" distributor installed in it. Well it indeed ran fine until I pulled

the coil wire out and tried starting it with the coil wire laying somewhere (exactly where I can't recall) to the side of the windshield washer pump. In short, running a couple of quick tests for voltage to the coil on the positive side and triggering on the negative side indicated that the distributor was not triggering at all. MSD offered to completely overhaul the beast for a mere \$125 - Sheesh. So that's where it is. A hard lesson to learn. These MSD ready to run distributors are sensitive so those of you who have them, be careful when working around them. Makes a good case for a pertronix or, just going back to a stock factory point and coil distributor.

Yeah, we're still having fun.

Tony Sopranzi

Many Winners  
At  
Rodeheaver  
March 12, 2016







The Emerys and Bob Q. with Bob Hubbard



Emery's gorgeous Ford



Toby & Karen Erwin's Model A



Sidney's Trans Am (I think) Lower Left.



Alternative "Beach" time for car Lovers—Jim Weiss and Doug Hunsworth



The clouds were beautiful and protecting.



1956 Chevrolet—Yummy!





Quackenbush, Arpaia, Burrows, Hubbard, Lando



Weiss, Wesley, Erwin, Soman



Such a happy group of our guys!



Corvettes of every color



Ron Leone's Spectacular Spread (with refreshments) (of course)



This Edsel was for me the best in show-Jinny



My favorite - from the back!



Dave Burrows, Bob Hubbard, Rita and Jim Arpaia, Bob Quackenbush, Mary and Joe Lando, Dewey Porter, Toby Erwin, and Ron Leone—all gathered early morning with Lando's pooch for a happy car day.

relaxing with friends in the company of fine metal. Here is a List of the ACAC winners:



Dewey Porter's (formerly Tony Soprano's) Buick Bill Soman was so kind to give me a List of the winners at Rodeheaver. Many of our members went home with prizes. All enjoyed the camaraderie,

Ron Leone  
 Toby and Karen Erwin  
 Bob Hubbard  
 Sidney Hobbs  
 Doug and Marion Hunsworth  
 Bill Soman  
 Tony Castellano  
 Dave Burrows  
 Rita and James Arpaia  
 Ray Emery  
 Paul McCarthy





Castellano's celebration of St. Patrick's Day!



It almost looks like a midget standing on the bike.



## How to get a Club Shirt!

For our new members, I have included an attachment to show you what the logo on the stuff we order from [queensboro.com](http://queensboro.com) looks like. We can get the embroidered logo in most any color, the only restriction being

that it has to be the same on same colored and styled garments. If we order less than four items total, there is a surcharge.

I do have three orders for short sleeve tan twill with blue logo for Bob Elkins, Joe Greeves, and Tony Sopranzi.

I also have an order for a short sleeve light blue twill for Paul ????. I don't remember which Paul, and we now have four of 'em in the club.

The Style number for that shirt is 3558.

Log on to [queensboro.com](http://queensboro.com) to see all the selections. My customer number is 101779. We can mix all styles in one order.

My mobile is 904-687-3894. Home is 904-794-9172. email [34beachrod@gmail.com](mailto:34beachrod@gmail.com)

Thanks,

Mark Young

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Augustine, FL 32080



One of our members has been cruising along in olde cars for a long time. He supplied this olde photograph showing that he has been playing with olde cars for many years. The questions for our readers are these:

What make is the car?

What year is the car?

What age is the driver?

Who is the driver?

Was the car in running condition at the time of the photo?

Please submit your answers to the editor for publication next month and include olde photos from your albums to be published for our members to enjoy. Have fun! Thanks, Jinny  
(If you do not read the newsletter, you need not submit any photos or answers.)

## JOHN'S OLD GUYS BREAKFAST MARCH 11, 2016

Attendance was down due to other car related activities going on but we still had 21 Old Guys driving 17 collector cars. Service was good and our food came reasonably fast giving us time to tell tall car tales. If you have not attended the breakfasts, come and see what goes on and bring a friend, neighbor or relative (but John's rule, no females).



### **ACTIVITIES**

**April 7-10 AACA Southeastern Spring meet Charlotte N.C. phone 704-847-4215**

**April 7 ACAC Monthly meeting  
Caddyshack WGV 6 PM dinner 7 PM meeting**

**April 8 Johns Old Guys Breakfast 9 AM  
Steak & Shake, drive that collector car and get expert opinions unsolicited.**

**April 15-17 Mustang Club of America car show at the FSD&B School campus, St. Augustine, FL for info  
<http://www.mustang.org/content.php/238-Mustang-Shows>**

**April 16 2016 Fruit Cove Baptist Church Car Show & Spring Fest is returning once again. Online registrations will be available the first week in January 2016. Info or questions email  
. <http://fruitcove.com/event/carshow/>  
ACAC will caravan leaving the Winn Dixie parking lot on US 1 North across from Schooners seafood restaurant at 8:30 AM**

**April 16 St. Paul's Episcopal Church, Federal Point Annual Fish Fry, All you care to eat Noon to 4 PM Live music, clam chowder, fish, fries, cole slaw, hush puppies, choice of desserts reserved parking for collector cars. Lots of shady oak trees, picnic table seating under a canopy while you enjoy your food. Live music by gospel singers, bring chairs.**

**April 16 St. Augustine Cruisers monthly cruise night. DJ, 50/50 , door prizes 5 PM-7:30 PM**

**April 21 ACAC Monthly Board Meeting at Wirz residence 7 PM**

**April 23 Crankin A's annual car show at the restored Pioneer Village, Barberville, FL Awards, food available, no registration fee or admission charge. Bring chairs. All cars parked on grass. ACAC will leave Publix, Wildwood Drive (North end as South end is under construction) 8:30 AM.**

**April 28 ACAC Monthly Dine out location TBA**

**May 5 ACAC Monthly meeting at Caddyshack WGV 6 PM dinner 7 PM meeting**

**May 7 2016 St Augustine Cruisers 14<sup>th</sup> Annual Car & Truck Show at FSD&B School 207 N. San Marco Ave, St. Augustine FL 3 awards in 28 classes  
[www.staugustinecruisers.com](http://www.staugustinecruisers.com) or visit them on Facebook**

**May 11-15 2016 14<sup>th</sup> Annual Vintage Chevrolet Club Southeast National Meet Mt. Pleasant, SC. Info meet chairman Neil Humbert 843-224-3692**

**May 13 Johns Old Guys breakfast 9 AM location TBA**

**May 19 ACAC Monthly Board meeting 7 PM location TBA**

**May 20-21 Moultrie, GA Summer Swap Meet & Car Corral ( a new SUMMER event of the long time Moultrie shows)  
[www.summerswapmeet.com](http://www.summerswapmeet.com)**

**May 29, 2016 Bob & Barbara Hubbard will host a cook out at their residence on Cherry Tree Lane. Members are invited to view their car collection and also exotic and domestic fowls and animals which are their pets. Plan to arrive about 11:00 AM to see all this and a**

**cookout lunch will be served about 1:30 PM. Let me know if you plan to attend by May 26 so I can give them a head count. In the event of rain, it will be moved to May 30, Memorial Day**

**Aug 4 – 7 National Street Rod Show, Louisville, KY. If you need info or plan on going contact Brian Wirz as he intends to go and will coordinate for the club.**

**August 11-13 AACA Southeastern Fall Meet, New Bern N.C. phone 252-637-2319**

**Oct 5-8 AACA Eastern Fall Meet Hershey Region Hershey, PA**

**Oct 15 Amelia Cruizers 20<sup>th</sup> Annual Car Show on Centre Street in Historic downtown Fernandina Beach, FL. [www.ameliacruizers.org](http://www.ameliacruizers.org)**

**Nov 19 ACAC 32<sup>nd</sup> Annual Car Show at FSD&B School. Plans are in progress.**

## **RODEHEAVER BOY'S RANCH CAR SHOW MARCH 12 2016**

The Fourth Annual show continues to get bigger and better and the weather committee did a great job with sunny skies all day. Sidney Hobbs works hard to make it successful and it is a great source of funding for some of the ranch endeavors.

ACAC supported the show with 18 members entering 24 vehicles.

Participating were: Sidney & Brenda Hobbs with the help of volunteer drivers brought 8 vehicles 57 Chev Belair convert, 2014 Corvette, 27 Buick roadster, 76 Pontiac Trans AM, 29 Shay roadster, 68 Camaro Convert, 59 Ford retractable, 66 Corvette roadster.

Jim & Rita Arpaia 56 Lincoln HT, Carl Brilliant 65 Cobra roadster, Dave Burrows 48 Mercury Woodie wagon, Tony & Barb Castellano 68 Camaro HT, Ray & Hope Emery 51 Ford Tudor, Bill Soman 54 Corvette roadster with Tony Evangelista riding along, Toby & Karen Erwin 31 Ford model A roadster, Bobby Guice 09 Corvette roadster, Bob Hubbard 60 Chev Impala HT, Doug & Marion Hunsworth 39 Ford Tudor with daughter Loren driving Sidney's Shay, Joe & Mary Lando 88 Pontiac, Ron Leone 63 Heinkel and 63 Motorbike, Dewey Porter 68 Buick Skylark GS HT, Bob Quackenbush 51 Ford woody wagon, Tony Sopranzi 72 Pontiac Formula, Gary Steinberger 70 Camaro Z28, Jim Weiss 65 Falcon convert.



St. Augustine Line Dancers performed.





Jack Wilson  
invited us for  
lunch, March 19



Edgar always enjoys putting on a show!



The group always feels better on a full stomach.



Late comers still were fed.



Nice line up.



Who can resist a red convertible?



Bob can't figure out why dust doesn't blow off.