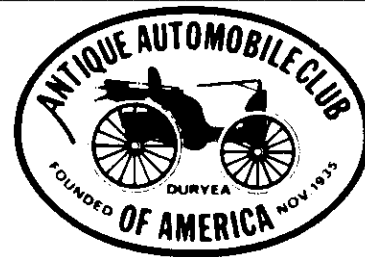




Since 1983

Olde News



Since 1935

St. Augustine Since 1565

Ancient City Auto Club
Antique Automobile Club of America

October, 2014



It was the day before Dewey Porter's birthday and he sent out an SOS for cars to grace the portico at Emeritus Senior Facility to entertain the residents living there. A really nice selection of beauties gathered and enjoyed music, ice cream, cookies and camaraderie. Shown above is Sidney Hobbs's '27 Buick, newly acquired, adorned by Carley King's artful presentation. Following you will find an assortment of the vehicles and

people who enjoyed this mini-car show without all the hassles.



Doug Hunsworth relaxes in the shade while his beautiful '39 Ford Deluxe Tudor shines in the benevolent sunshine.



Pretty in pink and turquoise, the ladies gathered on the porch for the show that materialized before them.



Brian Wirz, Sidney Hobbs, and Tony Sopranzi share in the fun.



Sidney Hobbs' '57 T-Bird was a big hit. Mark Young was there with his faithful '34 Ford and Carley drove Sid's '57 Cadillac Convertible. The '67 ElCamino was displayed by Dave Lock and from the St. Augustine Cruisers we had the '66 Shelby Cobra owned by Tom and Kay Wells along with Becky and Taft Stone's '74 Volkswagen Bug and Garret & Peggy Hutchison's '55 Chevy Belair.



Dick Sherrod and Bob Beach cornered the market on beautiful red T-Birds



Notice how nicely Donna's red shirt matches the '02 T-Bird Sherrods brought. Similar shirts in your choice of color and style are available through Mark Young-904-687-3894.





This photo is a little dark, but you can see that Dewey was honored by a cake for his birthday which is September 11.



Tom & Kay Wells' '66 Shelby Cobra



Mark and Kathy Young's '34 Ford



Dick and Donna's '02 T-Bird



Bob Beach's '55 T-Bird



Bill Soman's beautiful red '61 Corvette Convertible. There was no shortage of red cars that converged on Emeritus that day.

BIGGEST BAIL OUT SINCE GENERAL MOTORS

As most of you know I sent out a panicky email requesting cars to be displayed at Emeritus Rehab. I had mixed up the two rehab facilities on Mariner Way and did not realize it until Lisa Vaughan, the

activities director phoned me to ask “are we still on for tomorrow?” OOPS !!! Well I started getting email replies and was able to phone Lisa back with a promise of 8 cars which would be displayed.. This even though no promises were made as far as refreshments, food etc.

The day was perfect weather, Wednesday Sept 10, and cars started arriving at the appointed 2 PM time and very shortly we had SIXTEEN CARS. After I was relieved at the big turnout I went around expressing my thanks to my good car friends. Several of them told me this was a one time “get out of jail free card” and not to expect it again. Another words, don’t expect us to bail you out next time.

My grateful thanks to my bail out friends who were:



Sidney Hobbs 1927 Buick roadster (first outing)



Carley King driving Sidney’s 1957 Cadillac convert



Tony Sopranzi driving Sidney’s 1957 Ford T Bird

Mark Young 1934 Ford Coupe

Bob & Jinny Quackenbush 1951 Ford Woodie wagon

Dave Lock* 1967 Chev El Camino

Tom Wells* 1966 Cobra replica

Garret & Peggy Hutcheson* 1955 Chev 2 dr HT

Bill Soman 1961 Chev Corvette

Dick & Donna Sherrod 2002 Ford T Bird

Doug & Marion Hunsworth 1939 Ford Tudor

Bob Beach 1955 Ford T Bird

Becky Stone* 1974 VW Beetle



Walter & Ella Wesley 2009 Chev Corvette

Mike Grace* 1939 Ford Coupe

Dewey Porter 1936 Ford 4 dr sedan

*Cruiser members

Photos of all cars attending will be sent in a separate email. –Dewey Porter



Dewey Porter's 1936 Ford 4-dr. Sedan.

JOHN'S OLD GUYS BREAKFAST SEPT 12, 2014



Twelve Old Gus enjoyed car talk and breakfast served by the ever popular



Marsha, who keeps the coffee coming and knows each of our names. Happy to see three of our newest members: Vin

Pellegrino, Tony Sopranzi and Walter Wesley participating . Mark Young drove the oldest car, a 1934 Ford, Joe Greaves drove the newest a 2012 Lexus, and Bob



Quackenbush drove the biggest, a 1948 Buick Convert. Also attending were, Dewey Porter, 36 Ford sedan, Gary Steinberger, 1970 Chev Z28, Jim Weiss, 1965 Falcon convert, Max Miller 1957 Chev station wagon, Brain Wirz 1999 Dodge pickup, and Stan Zwiercan in a Jeep SUV. Walter Wesley drove his 2009 Corvette.

The Crosley Car

Industrialist [Powel Crosley, Jr.](#), of [Cincinnati, Ohio](#), owner of [Crosley Broadcasting Corporation](#) and the [Cincinnati Reds](#) baseball team, had ambitious plans to build a [subcompact car](#) and with the able assistance of his younger, graduate engineer brother Lewis Crosley, developed assembly plants at [Richmond, Indiana](#), and [Marion, Indiana](#). In May 1939, the first car was shown at the [Indianapolis Speedway](#). It was a two-door [convertible](#) that weighed under 1,000-pound (454 kg) and sold for [US\\$250](#). It did not achieve sales success, but in 1941 more body styles were introduced.

The chassis had an 80-inch (2,032 mm) [wheelbase](#) using half-elliptic springs with beam [axle](#) in front and quarter-elliptic springs in the rear. The power came from a two-cylinder [Waukesha](#) air-cooled engine that had the fan as an integral part of the [flywheel](#). The engine was connected with a three-speed [transmission](#) and then directly via a [torque tube](#) to the rear axle, thus eliminating the need for [joints](#). However, this arrangement was judged unreliable, and conventional [universal joints](#) were fitted beginning in 1941.

In 1941, the body styles available were expanded to include two- and four-passenger convertibles, a convertible [sedan](#), a [station wagon](#), a panel [truck](#), a [pickup](#), and two models called "Parkway Delivery" (a mini-panel with no roof over the front seat) and "Covered Wagon" (a convertible pickup truck with a removable back seat). Crosley's first metal-topped sedan (the Liberty Sedan) was introduced for 1942.

During [World War II](#), the Crosley became attractive because of gasoline rationing and the good mileage it could achieve: 50 miles per US gallon (4.7 L/100 km; 60 mpg-imp).[1] Crosley was the last company to cease production of civilian vehicles in 1942, partly to aid Crosley sales to facilitate fuel conservation, and partly because the [War Production Board](#) needed time to determine a use for Crosley's small factories.

Civilian car production resumed at the Marion facility in 1946[1] with the new, larger and aerodynamic CC model, designed by the firm of [Sundberg & Ferar](#) of Royal Oak, Michigan. (The Richmond facility had been sold during the war years.)



Crosley Farm-O-Road

Crosley introduced several "firsts" in the American automobile industry, including the first use of the term '[Sport Utility](#)' in 1948 (albeit on an open model based on the wagon, not a wagon on a truck chassis); first mass-market single [overhead camshaft](#) (SOHC) engine in 1946; first slab-sided postwar car, also in 1946; first all steel-bodied wagon in 1947; first American car to be fitted with 4-wheel caliper type [disc brakes](#) in the 1949 model year ([Chrysler Imperial](#) introduced four-wheel disc brakes as standard equipment on Crown Imperials at the beginning of the 1949 model year, but they were not of the caliper type); and the first American sports car, the Hotshot, in the 1949 model year.[2] 1950 brought the Farm-O-Road model, a 63-inch (1,600 mm) wheelbase utility vehicle predictive of the [John Deere Gator](#) and other UTVs.

Pre-war production with Waukesha air-cooled I2:

- 1939: Series 1A including

convertible Coupe and convertible Sedan

- 1940: Series 2A including Sedan, Deluxe Sedan, Coupe, Covered Wagon, and Station Wagon
- 1941: Series CB41 including Sedan, Deluxe Sedan, Coupe, Covered Wagon, and Station Wagon
- 1942: Series CB42 including Convertible Sedan, Deluxe Sedan, Convertible Coupe, and Station Wagon (all 2-Doors)



1950 Crosley station wagon on display at the [Central Texas Museum of Automotive History](#)



1951 Crosley Super Sport



1952 Crosley Super Station Wagon. Post-war production with CoBra water-cooled [I4](#)

- 1946: CC Four including Sedan and Coupe

- 1947: CC Four including Sedan, Coupe, and Wagon 2-Door
- 1948: CC Four including Sedan, Sport Utility Sedan, convertible Coupe, and Wagon

Post-war production with CIBA water-cooled [I4](#)

- 1949: CD Four including Deluxe Sedan, Coupe, Station Wagon, Pickup Truck and Panel Truck; VC Four including Hotshot Roadster and Super Sports Roadster
- 1950: CD Four including Sedan, Super Sedan, Coupe, Super Coupe, Station Wagon, Super Station Wagon; VC Four including Hotshot Roadster and Super Sports Roadster; FR Four including Farm-O-Road (in various submodels)
- 1951: CD Four including Business Coupe, Super Sedan, Station Wagon, Super Station Wagon, Super Coupe; VC Four including Hotshot Roadster and Super Sports Roadster; and FR Four including Farm-O-Road.
- 1952: CD Four including Standard Business Coupe, Super Sedan, Station Wagon, Super Station Wagon, Super Coupe; VC Four including Hotshot Roadster and Super Sports Roadster; FR Four including Farm-O-Road. (Crosley, Encyclopedia of American Cars, 2003,)

With 24,871 cars sold, Crosley's best year was 1948. Sales began to slip in 1949, and adding the Crosley Hotshot

and a combination farm tractor-Jeep-like vehicle called the Farm-O-Road in 1950, could not stop the decline. In 1952, only 1522 Crosley vehicles were sold. Production ceased after the July 3rd shift that year, and the plant was sold to the [General Tire and Rubber Company](#). A plan to sell the Crosley auto concern to Nash failed to materialize, when Nash merged with Hudson. (Nash, Club Newsletter 1986, Vol. 1)

The preceding article was taken verbatim from Wikipedia—With all the emphasis on fuel economy and alternate fuel, I thought you might like to have this information just for fun. — Jinny

Last weekend we visited Hal, Bob's friend that most of you have seen in the old movies of teenagers driving old cars around the woods of Hillsdale, NJ, in the fifties. Hal has recently relocated to Vero Beach so of course the first thing you should do when you do anything is buy another car. Here are photos:



Bob and Hal grew up together, raced boats together, lived in New Jersey and Upper New York State, always sort of parallel lives. When Hal got interested in purchasing this 1951 Hot Shot Crosley, Hal called Bob to be a part of the auction negotiations.

Hal had supposed that a golf cart might do, but this would be so much more exciting. Of course, having "won" the auction, he had to negotiate the delivery. He had just gotten the car the day before Bob and Jinny arrived for the weekend, so paperwork with the government precluded any ride in the new toy. But they were able to start it up and it runs well.

As Bob recently sold his Crosley, he was envious of Hal's new acquisition. (Bob's had the propeller in center of grille '51.)



Ancient City Auto Club Savors the Salt Life!!

Twenty or so members of the ACAC enjoyed a wonderful meal and fellowship at Salt Life, a relatively new restaurant over on Anastasia Island on the 25th of September. Dewey Porter hosted the group in Ron Leone's absence. Bill and Dee Soman, Mary and Joe Lando, Bill and Pat Meyer (back from Canada,) Bob and Jinny Quackenbush, Dave Burrows with friend Dudley New, who is a Ford V-8 guy from Savannah, and who sat next to Joe Greeves, who was demonstrating his new pen, cartridge loading, --guess what Dudley collects?—Pens. Ann Greeves was there also, enjoying chocolate cake. Dave reports that he passed out flyers for our car show at the Ponte Vedra show on Sunday, but the Porsche owners do not leave their car windows open.



Ken + Lauren Bryan enjoyed private dining



You can see Max Miller and Jim (part of Tuni) (Weiss) and the Devilbisses over in the corner, next to Dewey.



Max is busted.

Here are the cars that came:



Dave Burrows' Woody



Bill and Dee's Corvette



Ken and Lauren's 'Vette



Mary and Joe's Mustang



Jim and Tuni's Falcon



Bob and Jinny's Caddy

Ancient City Auto Club

Minutes: September Club Meeting
 Date/ Time: Thursday September 4th, 2014
 @ 7:00PM
 Location: Murray Brothers' Caddy Shack
 Restaurant, 455 South Legacy
 Trail, St Augustine FL

Minutes:

After dinner and prior to the start of the formal meeting, Vice-President Max Miller introduced Fred Spencer jr. Fred is the owner of Classics and Collision, the company that recently completed restoration work on Max's 57 Chevy wagon. Fred provided an interesting and informative presentation on the vehicle restoration process employed on Max's car.



Following the presentation, President Dick Sherrod called the meeting to order. The following issues were covered:

1. Max Miller announced that Cliff Williams, Sponsorship Chair for the Car Show, has already secured two sponsorships.
2. Max also revealed that he still has elegantly designed, iron on, multi-colored, club patches available for the incredibly low price of \$2 or five for \$10.
3. Max reported that he is working on getting membership oriented publicity into local publications.
4. Donna Sherrod provided a detailed Treasure's report outlining changes in the Clubs financial position since the last meeting.
5. Secretary Brian Wirz asked for and received approval of last month's Club and Board Meeting Minutes as published in the Olde News.
6. Dewey Porter provided a brief activities update including:
 - a. Old Guys Breakfast Friday September 12th
 - b. Cruisn' to the Creek on Saturday September 13th
 - c. Cruisers' cruise in
 - d. Ponte Vedra show on Sunday September 28th
 Dewey will be issuing an updated Activities e-mail in the near future.
7. Car Show Chair, Karen Erwin provided a report on the status of preparations for the show:
 - a. We have already received 18 pre-paid entries
 - b. Unused trophies from last year are being updated and will be used this year at a savings of fifty percent.
 - c. An artist rendering of the 30th Anniversary Show logo was presented at the meeting. The design was the result of a collaboration between Karen and club member Dee Alvarado.
 - d. Atlantic Dodge has signed on as a \$200 sponsor.
 - e. Custom Coatings has signed on as a \$100 sponsor.
 - f. There will be an article in the October issue of Old City magazine featuring ACAC



cars and publicizing the show.

- g. The show will be prominently listed in the Visitor and Conventions Bureaus publication.
 - h. Entertainment at the show will be furnished by the St. Augustine Line Dancers and the Jazz Ensemble.
 - i. **Judges training will be held at the October club meeting which will be hosted by Mark and Kathy Young.**
 - j. Wear your official, green, show t-shirt on the day of the show. **New members should contact Karen for a shirt.**
 - k. Karen has registration forms for use and distribution by Club Members.
8. Scholarship Chair Bill Soman reported that he is working with a whole new cast of characters at the Technical school. So, he is working to educate them on both the Scholarship program and the transfer of the pickup truck title (see action Item # 5).
9. Dick Sherrod led a discussion of the Halloween party scheduled for October 25th.
- a. Jan Miller has identified a disc jockey.
 - b. The caterer is charging \$16 per person.(based on a minimum of 35 people)
 - c. A show of hands at the meeting showed strong support for the party at a price of \$20 per person.
 - d. It was agreed that Carley King will issue an e- mail to the membership asking whether or not they plan to attend. Final approval for the party will depend on the

number of positive responses.

10. Membership Chair Carley King announced that we now have 56 membership families.



11. Bill Soman won the 50/50 drawing. His car will be featured on the web site this month.

Action Items:

- 1. Dewey to e-mail out current activities information to the membership. **Ongoing**
- 2. **Complete**
- 3. Ron Leone to provide details on the proposed joint Cruise In at the city pier. **Ongoing**
- 4. **Complete**
- 5. Bill Soman and Sydney Hobbs to coordinate the transfer of the 1981 Dodge truck to The Rodeheaver Boys Ranch. **Ongoing**
- 6. **Complete**
- 7. **Complete**
- 8. **Complete**
- 9. **Complete**
- 10. **Complete**
- 11. Max Miller to work with Ron Leone to get the dates confirmed for the Arnold's Dine Out. **Complete**
- 12. Carley King to reschedule the computer class. **Ongoing**
- 13. Board members need to consider the matter of next year's Scholarship program at their next meeting. **Complete**

14. Carley King to issue an e-mail to club membership soliciting interest in the Halloween party.

Minutes prepared September 6th, 2014 by
Brian M. Wirz, Secretary



Cary and Jim O'Connor made the trip to the meeting to try out and show off their newest addition, a 1973 Mercedes Benz 450 SL. It was so good to see them!

NOTICE: THE BOARD MEETING FOR SEPTEMBER WAS CANCELED, SO NO MEETING MINUTES ARE HERE INCLUDED.

Tony Sopranzi

Bio sketch

I'm originally from Newark N.J. where I lived the first 18 years of my life. Lived the next 4-years wherever the Air Force sent me but the most impressionable during that time was Anchorage, Alaska and St. Lawrence Island in the Bering Strait. The happiest location was Central N.Y., where I met Angela, my wife, best friend and mentor for now over 50 years.

Reaching back into my youth, I cannot remember when I was not fascinated with cars, radial airplane engines, wood boats and outboard motors. While I never did obtain a plane with a radial engine, I had my share of cars and attempted to hotrod every car the family (both sides) ever had much to the

consternation of my relatives as I didn't always ask for permission. My own personal vehicles were a 1941 Chevy coupe, a '56 Chevy BelAir, a '69 Pontiac Catalina, a '63 Pontiac Catalina, '65 Pontiac GTO, 70 Pontiac Ram Air Firebird, two 1961 Alfa Romeo Giulietta Spiders (I needed the second for parts.) a couple of Volkswagen Beetles, a '72 Olds Vista Cruiser with a 455ci engine (the family car), a '67 Pontiac Tempest wagon affectionately dubbed "The Gray Ghost", a '73 Volvo 240 Station Wagon which Angela adored and cried like a baby when she wiped out the 4-speed transmission shifting into first whilst still rolling backwards, a 1982 Pontiac Bonneville Brougham sedan dubbed by our kids and neighbors as the "Mafia Staff Car" (Black with red pin stripes, padded black vinyl roof wire wheels and a burgundy velour interior. I'd love to have another. Somewhere in there a full size Chevy pickup followed me home and gave me the opportunity to learn how to use bondo when rust started appearing all over the place. Also had a Peugeot 505S turbo sedan. Terrific road car up to 50,000 miles when it liked to routinely crack exhaust valves, a couple of Saabs, one 900 coupe (no-one else has achieved the tactile feel of that cars silky controls and gear shift,) and one 9000 series which was terrific except for the automatic transmission which just couldn't keep quiet. Had a couple of commuter rats for a while; a supercharged Buick Roadmaster, Honda Civic, a Buick regal affectionately dubbed "The Blue Bomber", and the all time winner - a 93 Lexus LS400 we bought used. I thought Angela was going to have a heart attack the day she wrote the check - it was more than we paid for our first house in rural Virginia but it was the first car we ever owned that went 170k miles and nothing ever broke and never had to use the extended warranty. Just an Incredible Automobile. Always said I would have another, and I now do - a 2000 LS400 I bought last November - a snow bird car with only 23k miles on it. Its even better than the 93. We drove the wheels off of a Subaru Outback, and bought a Subaru Forester to serve as our beach rat and antique boat tow vehicle. Darn, forgot about the Mazda Sport truck that survived me and two college tours at the hands of our daughters. Also forgot about the Porsche 914-4 that I restored; and it survived a college tour at the hands of our son. Eventually sold it to a Agency colleague who wanted it as a father and son project.

When my interest in cars waned just a little, I took up restoring antique wood boats. First was a 18' Chris Craft Sea Skiff. I had to make a lot of repairs on the planking under the motor as over the years the oil drips had taken their toll. It was then that I had this epiphany - cruising around in an old wood boat with 600lbs of cast iron sitting in the middle of it suddenly made no sense to me. That was my first and last inboard. I then switched over to outboard boats. I enjoyed bringing them back to life as well as restoring the old outboards - mostly Mercurys with a few Evinrudes and Johnsons thrown in because they always seemed to "follow me home." We joined the Antique and Classic Boat Society and attended shows in Maryland, Virginia and Florida. Won a few trophies, but that's not what it was all about. It was the sense of accomplishment, meeting new people and promoting the hobby. I've restored an Old Town lapstrake, a couple of Lyman clinker builds, a couple of Penn Yan cedar strips, a Sid Craft racer and one Crestliner Aluminum boat that I had intended to use as my Florida flats fishing boat until I discovered during the course of the restoration that the mahogany deck stain slathered all over the wood seats, console and trim in the boat was concealing gorgeous Philippine Mahogany which was just crying out to be stripped and varnished. Can't count the outboards, just too many of them. Evinrudes and Johnsons can be worked on with just about anything in your garage tool box, but the Mercurys - like high strung racing steeds required a lot of specialized tools and had design quirks that defied explanation. But they ran faster than anything else on the water and had their own unique exhaust note.

Then my interest in boats and outboards started to wane in favor of owning a classic car. I love anything that has wheels and a motor so I'm not hung up on any one brand, engine, or body style. I sold my last boat and a friend recently retired bought my collection of Mercurys and all of the special tools I had accumulated leaving me free to hunt down a classic car. I can be a fussy sort, and it took me a year and a half to find a car that I felt good about buying. Well truth be known, having a beer bankroll and champagne taste indeed also had something to do with that seemingly endless search. As I did with the boats and motors (I'd go anywhere for a good boat and some good motors), I looked

all over Florida, Georgia, the Carolinas and the Gulf Coast and out of the blue one afternoon while spotting quality cars for a local dealer on



Craigslist to buy I came upon a 1968 Buick California Gran Sport that really looked good - but then everything looks terrific in a photo. More significant it was out near World Golf Village in a garage. The ad indicated that it had been placed only 3 hours ago and with that I



made the fastest phone call known to man. I just new it was going to be right for me. I arranged to go out with a neighbor and dear friend to look at it. Didn't hurt either that my dear friend Vinnie Pelligrino (also a new ACAC member) has 40 years as a hot rodder, professional GM automobile technician and one time helicopter mechanic. How could I go wrong with someone along with those credentials. Turns out the car was treated to a decent restoration some years ago and used sparingly since. The underbody looked incredibly clean for its age and it did not require any body work. The paint was still decent and shiny, the engine started, idled smoothly and the transmission shifted the way it should. The car had been lying dormant since it was last registered in 1996. Brakes were too mushy and the master cylinder had some sludge in it so Sidney Hobbs rode in on his white

horse and hauled the beast home for me on his flat bed. Amen! Joined the ACAC, and have started working on bringing the car back to life. Just completed installing new front brakes, wheel cylinders, wheel bearings in front and plan to do the rears next. Vinnie stood over me to make sure I didn't screw anything up, kept giving me advice and worked me like the proverbial dog. Not fun doing it in ones garage with the car on jack stands and laying on ones back bleeding brake lines and adjusting the drums.

But when I mentioned to my bride that I was seriously considering taking the car somewhere to have the rears done, she promptly called me a "woos" - her rational being that since I had already awakened long dormant muscles, I should just continue to use them. Hobbs took pity on me once again and offered a lift we could use. Ya gotta love it. That's what this is all about--Camaraderie, new friends, new experiences. I did, however, need to make time to work and after my Air Force time, I worked briefly in the electronics industry building power transformers for naval fire control systems, and quality testing components that were to be installed in repeaters on submarine communications cables. From there I accepted employment with the Central Intelligence Agency and remained with them until my retirement. I served overseas in a variety of operational capacities, and also in the U.S., managing overseas operations and program managing a variety of different programs. After retirement I went to work in Industry program managing classified engineering support contracts.

It all ended very abruptly, however, when we visited St. Augustine to attend a reunion of retired agency officers at the old Ponce Golf Course. After 10 years of plying the eastern seaboard looking for someplace to retire to, our first glimpse of the coastline from the Vilano Bridge, Anastasia Island and Matanzas inlet was so overwhelming that we decided this was where we wanted to be. That was in May 12 years ago, and within months, I retired again and we were here "lock, stock and barrel" as they say; and we never looked back. We love it here. I have salt in my veins and sand between my toes from summers of my youth on the New Jersey shore. I never got over it and always

dreamed that I would retire near a beach. And here we are. -Tony Sopranzi—September 29, 2014

Editor's Note: Thanks Tony for letting us know about all of your car history. Sounds like you have had a great car life experience. Next month we'll find out about the trucks that have been in your garage/experiences!—Jinny Q.

For Sale

1953 Chrysler Imperial 4-door sedan—hemi powered. All there with car full of many 50's MOPAR parts—radios, washer jars of A.C. Parts, bumpers, wheels, windows, etc. \$1000 for alaots of good stuff or make a good offer. Bob Quackenbush, 904-797-5191 or 377-2886.



Officers—President-Dick Sherrod—904-940-1005

Vice President-Max Miller-904-460-0277

Treasurer-Donna Sherrod-904-940-1005

Secretary—Brian Wirz-904-940-0110

President Emeritus-Jim Weiss-904-827-7238

Scholarships—Bill Soman-billsomans4@gmail.com

Membership—Carley King; My55pontiac@yahoo.com

Activities—Dewey Porter – 904-797-7732

Dining Planner—Ron Leone-- rjleone111@yahoo.com

Car Show—Karen Erwin—staugwed@aug.com

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ACTIVITIES

Oct 2 ACAC Monthly Meeting 6 PM at Mark & Kathy Young's Garage Mahal 160 West Genung St. This will be a PIZZA NIGHT. Cost will be \$5 per person Beverage is BYOB or your favorite soft drink, Only bottled water will be included with the Pizza.. Let Mark Young know by email 34beachrod@gmail.com or phone 904 687 3894 not later than Sept 30 so he can place the pizza order. After a business meeting which will include final Car Show preparation comments from Karen Erwin, Car Show Chairman for the Nov 22 30th Annual Car Show. There will be a training session on judging at the show. For first time judges this should be very helpful and if you have judged before a good refresher. It is important for all members to attend so that our entire membership is prepared to make the show run smooth and successful for both guest and members.

Oct 4 Live Oak FL. a Day on the Suwannee River Auto Show and Cruise, A Benefit for ACV Adventure Camp - A weekend camp for children who cannot live at home due to no fault of their own. This event is located at Advent Christian Village Senior Living Community, Dowling Park, near Live Oak, Florida. Best of Show, Choice & \$100 Club Participation awards. Judges and People's Choice. The first 100 Paid Pre-Registrants will receive Dash Plaque, T-Shirt, Goody Bags and Lunch for 2. \$15 Fee per auto until September 20th. Add \$10 after. Additional T-shirts \$10. Free to spectators. Family and small paw friends friendly. Live music and DJ. Shuttle bus running throughout small community to Autumn Fest, Cafe's, Nature Trails, Tours and Riverside. You can email us for applications or download them on our website. The website should also be ready to take payments soon at www.ACVAutoShow.com.

Oct 5 St. Ambrose Church Fall Fair 12 PM – 4 PM .Reserved parking for collector cars. Great food and the Red River Band provides the music all afternoon. Bring a chair.

Oct 5 AACA Venice, FL Region 27th Annual Car Show 22 Classes including up to present. Info phone Gary Felker 941 493 3780 or www.VeniceAACA.com

Oct 10 John's Old Guys Breakfast Steak & Shake 9 AM

Oct 11 Clay County Cruisers 7th Annual Back to the Fifties car show Fleming Island Presbyterian Church info www.claycountycruisers.com Pre reg \$20 by Oct 1, \$25 day of show

Oct 15 ACAC Car Display for the residents at Moultrie Creek Nursing & Rehab Center 200 Mariner Health Way US 1 So. just south of Publix at Wildwood drive on the same side (West) 11 AM – 1 PM Barb B Que, hamburgers, hot dogs, chips, water, ice cream served in their Ice Cream Parlor. A Gift Bag for those who have a car on display. Email Dewey Porter if you plan to attend ddpnamp@aol.com . Questions phone Kelli Ellis or Gingie MacQueen 904 797 1800 The St Augustine Cruisers have also been invited to participate.

Oct 16 ACAC Monthly Board Meeting Location TBA

Oct 18 Amelia Cruisers annual show in Fernandina Beach. No info yet, on a flyer

Oct 25 ACAC will once again have a Halloween party hosted by Sherrod's at their home 8249 Colee Cove Branch Road (off SR 13) Carley King is a Co-Host for this event. Award for best costumes by participant voting. NOTE COSTUMES ARE OPTIONAL NOT REQUIRED. This will be the monthly dine out for October.: 6 to 9 pm. A catered meal will be served COST: \$20 per person-due prior to event, you can pay Donna at the Pizza Party at Young's Oct 2 or mail a check..

We already have 36 signed up to come so it is definitely ON !

Oct 25 Green Cove Springs, Downtown Street Festival, Old Karts & Arts 9 AM – 5 PM info at www.claycco.com

Oct 25 30th Annual BOPC Car Show Kissimmee, FL. Info <http://oldclubofflorida.com>

Nov 1 Ocala 27th Annual Mopars with Don Garlit's info kenmcnally@tampabay.rr.com

Nov 22 ACAC 30TH ANNUAL AUTO SHOW @ FSD&B School
<http://local.aaca.org/ancientcity/>

Nov 21-23 24th Annual Swap Meet & Car Corral Moultrie, GA. www.moultrieswapmeet.com

Nov 28 – 29 AACA Volusia Region 57th Birthplace of Speed car show & gaslight parade. Info: Bud Pike 386-677-9153.

Nov 27-30 41st Annual Turkey Run at Daytona Speedway, Daytona Beach, FL
www.turkeyrun.com



Brian and Carolyn Wirz at Caddy Shack, September 4, 2014



Dick and Donna Sherrod at Caddy Shack



Bob and Barbara Hubbard at Caddy Shack

Thanks to Dewey and Tony Sopranzi for supplying articles for *Olde News*—See you Thursday at Mark and Kathy's!—Happy Reading!
Jinny Quackenbush, Editor-in-Chief