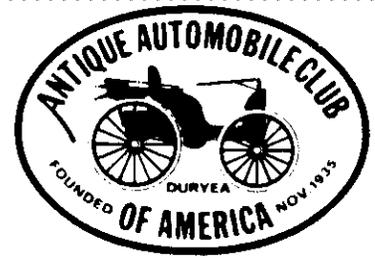




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Olde News



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Ancient City Auto Club

Antique Automobile Club of America

April, 2017



Taking the De Soto to Ocala

By Brian Wirz



The Tuesday night Group that meets at my shop had “finished” the De Soto project about a year ago. So, when Dewey announced that a National AACA meet was going to be held in Ocala in March, I was very interested. I had been looking for the right place to show the car and have our work expertly judged. This looked like a good fit. So, I talked to the guys and we decided to go for it.

Our first step was to print out a judging sheet off the AACA web site and have Jim Weiss, our In-House judge, review the car. When Jim got finished, we realized we weren't. He had identified a myriad of small details that had to be corrected as well as a couple of major issues like upholstering the trunk.

In addition to the items needed for the judging there were a couple of things I wasn't satisfied with. The car was hard to start and didn't idle properly, it didn't handle well at any speed over 45 MPH, and the gas gauge didn't work properly.

Gary Steinberger worked on the carb. This corrected the starting and idling issues. I was sure that the handling problem originated in the rear end; so we pulled the springs and found that the bushings were destroyed. It was quite a job to find the correct bushings and get them installed. If you've done this task on a leaf spring car you know what I'm talking about.

The gas gauge problem was diagnosed as a failed sending unit. Ninety dollars later this was fixed.

Now it was on to the cosmetic issues. Tony Castellano painted the rear seat ash tray.

I searched for its handle for two days tearing all my parts bins apart and finally found it sitting on a window sill upstairs in the mezzanine, storage area.

Jim insisted that we change out the modern hose clamps on the car. This also proved easier said than done. I had most of what we needed. However, the proper clamp for the low pressure power steering line couldn't be found. Restoration Specialties, usually a sure bet for clamps and clips seemed to have every size but the one we needed. We were stuck until Dick Sherrod, who I'm sure has parts for just about anything old stored somewhere in his garage, came to the shop one night and casually threw the clamp we needed up on the bench.

I welded up a battery hold down and Osphoed some rust on the engine block to finish off the engine compartment work.

Next we moved on to the trunk. I had a post for the jack but no base. After searching in vain on the internet, I got a junk base and machined it to fit. Then I bead blasted and painted it and installed it in the proper location. It came out great.

O' Reilly auto parts had a spare tire hold down. Sanford and Son at NAPA had Hood and Trunk props to make up for the weak springs in those areas.

After extensive research, we couldn't identify what the proper upholstery material was for the trunk. Jim and I did some additional research and came up with what we thought was the best idea. I ordered the material and Carolyn expedited it. It took weeks. We were running up on the show date before it came in.

The guys and I lifted and moved Jim's sewing machine. Other than that Jim did all the work on the trunk interior. It came out great.

Next was several days of cleaning and polishing. The white walls were a nightmare. The Bleche- Wite product got them clean but it took hours. Then Carolyn and I washed the car and detailed it with quick wax. Carolyn washed the windows inside and out and I polished the chrome and stainless.

Ancient City Auto Club Minutes
March 2, 2017 ACAC Membership
Meeting
Murray Brother's Caddy Shack
Restaurant
Members attending: 27 No guests

Jim provided his truck and trailer. The guys came over and we loaded the car on Tuesday before the show. It had taken about 3 months to get the "finished" car finished. But, it was done and we were ready to go.

The show was a great experience. The weather was great. We met some really nice people and saw some outstanding cars.

The judges were very thorough. One of ours had actually been a De Soto salesman. They examined every inch of the car inside and out. They checked tires, rims and hubcap. They even looked at the undercarriage.

One judge came by later and asked how we were so well prepared. He knew we were first time participants. I told him about our process and his comment was that our judge must have known what he was doing.

Gary Steinberger overheard the judges commenting on the excellence of the engine compartment work.

Later in the day, a representative of National came by and explained that certain cars were chosen for consideration for a national award. He carefully reviewed the car and said we would be notified by mail if we were being considered further.

Finally, the car was videotaped by a show representative.

About a week later we were notified that the car had been awarded a first national (junior) award.

I later checked with the head of judging at National requesting information so that we could improve the car. He basically responded that very little needed to be fixed, a small dent on a hubcap, and a nick on a door handle were all that were noted on the judge's sheet.

So, in summary, it was a lot of work to "finish" the car the first time. It was really a lot of work to finish it for the second time. But it really felt good to get the positive feedback of a First National, consideration for a National award, a pretty clean judging sheet, and being selected to be videotaped.

I'm not sure I'll do it again, but like a lot of things in life it was worth doing once.

The meeting was called to order by President Arpaia at 6:58PM. The following items were discussed:

1. The date of the next meeting will be on a Wednesday. The date is April 5th.
2. Treasurers Report. Donna gave the report. A motion was made and seconded to approve the report. Motion passed. Chris Koch was given a gift card in appreciation of hosting club members recently allowing members to see his antique car collection and barbershop memorabilia.
3. Secretaries Report. A motion to approve the February minutes was made and approved.
4. Activities. The list of March activities is in the Olde News. Upcoming activities include April 8th event at Fruit Cove Baptist Church and May 19th lunch cruise on the Sternwheeler out of Sanford.
5. Membership. Joe Greeves is updating the membership list.
6. Newsletter. Jinny needs articles from members for Olde News.
7. Scholarships. No applications from students have been received to date.
1. New Business. A lengthy discussion was held regarding making changes to how we judge cars at our annual car show at FSDB. It was noted that of the 199 entries in our 2016 show, 43 were from cars 1992-2017. Possible changes would be for cars 1992 or newer. The applicant could receive a ballot to vote on their choice for first, second and third for 1992-2017 entries. Cars 1991 and older would be judged as was done in prior shows. It was discussed that entries from 1992-2017 could be given a participation plaque. Jim invited club members who have suggestions to attend a future meeting to discuss this more thoroughly. NOTE. A meeting to discuss changes to the judging procedure was held on March 13th.
2. No members drove a classic car to the meeting.

The meeting was adjourned at 7:58.

Respectfully submitted,
David Cameron, Secretary

Special Meeting March 13, 2017

A special meeting was held to discuss suggested changes to the judging procedure for the club's annual car show at FSDB. The meeting was called to order at 2:20.

Attending: Jim Arpaia, Dewey Porter, Donna Beard Sherrod, Jim and Tuni Weiss, Bob Quackenbush

There is a concern about the difficulty of fairly judging late model cars (less than 25years old). Dewey Porter offered the following motion which was seconded by Dick Sherrod and unanimously passed by board members present at the meeting

Tuni and Dewey will draft a flier with these new changes.

The following motion was made by Dewey Porter and seconded by Jim Arpaia and approved by board members present at the meeting. The purpose of this is to attract more older entries.

Free entry will be given to all pre-war stock autos 1942 and older. No modified cars are eligible for free entry.
Respectfully submitted,
Dick Sherrod, Secretary Pro Tem

Ancient City Auto Club Board Meeting President Jim Arpaia's house March 23, 2017

Board members present: Jim Arpaia; Dick Sherrod; Donna Sherrod; Bob Quackenbush; Jinny Quackenbush; and David Cameron

Meeting called to order by President Arpaia at 7:13PM

NEW JUDGING PROCEDURES

It was noted that the judging procedure for the club's annual car show at FSDB was discussed and approved at a special meeting on 3-13-17. Cars 25 years and older will continue to be judged the same as in previous annual car shows. Cars 24 years and newer will have participant voting. The person paying the entrance fee will be given a ballot matching the entrance number given to the car as part of the registration process. The ballot will allow for 5 choices for cars 24 years or newer the participant likes best. Awards will be given to the top 20 cars 24 years or newer based on the results of the participant voting.

TREASURERS REPORT

Donna disseminated copies of the March, 2016 report.

MEMBERSHIP

New members are Peter and Lynda McManemy

ACTIVITIES

March 30 monthly dine out, Salt Life, 6PM
April 2. Minorcan chowder event
April 15 Picnic at Butler Park West
May 10 Lunch cruise, Sanford, Sternwheeler, 10-2

MEETING DATE CHANGES

April 5 Regular monthly meeting, Caddyshack
April 12 Board Meeting, Dick Sherrod's

NEWSLETTER

Jim Weiss will give Jinny info for an article in Olde News.

CAR SHOW UPDATE

Bob reminded everyone that the no member has yet to step up to act was chairman of the annual car show at FSDB. Dick will get with Karen to establish a timeline of things that needs to be done to prepare for the show. A motion was made and passed to allow Donna to purchase an alphabet organizer and other supply items needed to organize judging for the show.

GENERAL MEMBERSHIP MONTHLY MEETING LOCATIONS

A discussion was held concerning having our monthly meetings at locations other than Caddyshack. David reported on his findings when he visited Applebees, Red Lobster, and Creekside. The pros and cons of having meetings all three restaurants were discussed. Jim will report on this to the membership at the April meeting to obtain the membership's thoughts on having future meetings at different locations. In the meantime all meetings will continue to be held at Caddyshack.

The meeting was adjourned at 8:25PM.

Respectfully submitted,
David Cameron, Secretary

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Caddy Shack
WEDNESDAY,
April 5—6 to eat 7 to meet.**

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Thoughts from Under the Shade Tree— Getting Betsy Going Again

Chuck Richardson, Paul Fitzpatrick, Tom Rasmussen

After months if not years of surfing the internet, climbing thru old barns, harassing newly bereaved widows, peering into stranger's garages, and thumbing Hemmings until you have carpal tunnel syndrome, you finally find your gem, the car you have been seeking since you were knee-high, your dream drive. It's covered in dust, or under old canvas, often piled with years and years of accumulated valuables obviously too important to consign to the recyclers or trash truck. But there it is, your dream car, right and ready to fire up and drive off into a happy motoring sunset...

Not so fast. At this year's Trek, Jeff Hasslen led a conversation on what to do before firing up your barn-find.

The following steps are a bare outline of how one might proceed. If you have more ideas or amendments to this list, please send them to the Service Station. When we feel we have a fair and useful plan of action, perhaps it can be printed up in a handout for new air-cooled car owners.

Our presupposition in compiling this list is that the car in question can be driven; that is, given a modicum of effort, lubrication, cleaning and care, the car can be safely operated. These suggestions in no way are intended as a guide to restoration or refurbishment of a motor car. They are to be considered as tentative and subject to modification as they might pertain to different models, marques and ages of the car in

question.

That said, let's assume you have dragged the machine in question out of its cave and hiked it home on a trailer. The wheels turn, the clutch disengages, the gears shift and the emergency/supplementary brake holds.

Fuel, air, spark and lubrication are the essentials of motor movement. That's what we are going to check.

READY

- €If there is an old battery still in place, take it out, and use it for exchange. The electrolytes have likely dried out and it will contain a more concentrated form of sulfuric acid. It will not recharge.
- €Wash and clean out assorted bugs, animals, dust, dirt, rodent droppings and or nests. from around the engine and fan shrouds. Check the fins on the jugs for clogging. Be sure to check the exhaust pipe, a favorite nesting site. If there is animal spoor present, it is possible that there are nests further up the line. Where there are nests, there are toilets; enough said about that.
- €Having checked the exhaust end, then go for the front and check that the carburetor intake is also free of old habitations.
- €If you find evidence, it means pulling the exhaust or intake manifolds to assess the problem and you are on the journey to rebuilding or restoration, not restarting.

- €Do not try to turn the engine over at this stage. SET

Cylinders:

1 • €Pull the sparkplugs and using a flashlight look in at the tops of the pistons. If they are covered in oily-looking carbon, that's good. If they are covered in dry carbon there will be thicker carbon deposits above the top piston ring and around the edges of the combustion chamber that can crack, flake, and come loose. That carbon can damage the piston rings and score the piston and cylinder walls. A '26 motor that had sat for years came in for rebuild. The carbon had dried out. The customer checked all the obvious things and then started the engine. The carbon chunks came loose and badly scored the pistons, rings, and bores and then cracked the #6 cylinder. Valves:

2 • €Motors move. We need to be sure this can happen. Air-cooled motors, with their higher operating temperatures than the teapots that others operate, offer greater opportunities for binding of valves.

3 • €Before cranking (by hand, not starter) check to be sure none of the valves are frozen, paying attention to the exhaust valves. Pop off the valve covers and press down each valve. Check the walking beams (as known on Franklins, rocker arms elsewhere) for looseness. If everything is good, now is the time to replace the pads and oil everything. If you have a sticky valve, try some penetrating oil (or a 50:50 mixture of acetone and AFT for the thrifty among us). If this doesn't work, you're going to have to pull the jug and we are beyond this discussion. Moving the valves will also allow you to check that none of the

valve springs are broken and that the general fit of the valve stems in their guides is not loose. If possible, you can also check the cold valve clearances. Crank:

4 • €Turn the motor over once by hand. If it won't move, you are seized. You are not driving this car to next Saturday's car corral. Crankcase:

5 • €It is time to get down and dirty.

6 • €Pull the oilpan. Try not to destroy the gasket, but don't fret too much. They're easy to replace and the car is likely leaking anyway. The bottom of the oil pan is probably full of sludge. (If it's shiny clean, you are one lucky duck.) Clean it out. Remember to discard the old oil and sludge properly.

7 • €Now that you're down there, it's a good time to check out the main and connecting rod bearings. Try to move the rods. If there is any perceptible play, check the bearing clearances using plastigage. A good range is 0.0015-0.0025" on connecting rod bearing and 0.0015-0.0035" same for the main bearings. (Note 0.0015" is new bearing clearance, but is rarely seen in a used, low mileage engines. Wear up to 0.0035", is the point at which bearings should be replaced.) This operation will also allow you to assess the bearings themselves. If you have old poured

babbitt, check for crumbling and cracks. As babbitt ages it will look like it has crystalized and become brittle. Clean the surface of the bearings with solvent and look at the babbitt under a good light. If it sparkles like very fine metallic paint, don't use it, it will crack and the bearing will fail. When that happens there is the

strong possibly of damaging other parts of the motor. At the minimum, a failed bearing will strand you somewhere needing a trailer to get home. With inserts, check for wear or scoring on the journals. Bad bearings: no go. A bearing knock was often the reason (now forgotten) that the car was garaged in the first place. If the bearing are over the limits, check to see if they are shimmed. If so equipped, then you might be able to bring the clearances back to range by the usual method of shim removal. If there are no more shims, then it is time for new bearings.

- •€If your car has an oil filter, remove the old filter, clean out the holder if it is a cartridge type, and replace with a new filter. You might want to fill the filter if it is a top loader with fresh oil to limit dry cranking.
- •€Is everything okay? Great. Get a new gasket and seal her up. Now is a good time to refill the crankcase with fresh oil. Fuel: Gas tank, fuel lines, fuel filters, fuel pumps, carburetors.
- •€With luck, your find was stored dry. If not, the leftover gas in the tank, filters, pumps, and carb has turned bad and/or into lacquer. There is also a good chance that there is water in the tank, condensation. The tank needs to be emptied and cleaned.
- •€Further up in time, on cars that have fuel pumps, you are likely to be faced with either a Stewart vacuum pump or a mechanical pump. The vacuum pump needs to be opened and cleaned. Be careful with the lids, they are die-cast potmetal and subject to disintegration. Repair kits are available, but at a minimum new gaskets will be needed.

- •€Blow air thru the fuel lines to be sure they are clear.
- •€Get a carburetor kit, pull the carb, clean it with spray-can carb cleaner (do this outside with good face protection, this stuff can shoot back at you from some obscure nook or cranny in a carb right into your peering eye: don't ask). Once clean, an easy check on the dry carb's fuel intake valve is to blow in the gas inlet lightly with it open and closed. Early car fuel systems are low (1-3 psi) pressure so you can see if the valve needs replacing. This is a good time to see if the butterfly shafts are snug; if they're loose, now is a good time for a fix. This doesn't mean you cannot start and run the car, but it won't run well.
- •€Don't assume a spray clean, plus installing a "carb kit" will solve updraft carburetor problems. Updraft carbs are unique because they have submerged fuel controls for the fuel circuits within the carb. Just doing a "dip and rinse" cleaning job on them, or even "putting in a rebuild kit" will not necessarily fix them, as you can with downdraft carbs. If they are not properly rebuilt by someone experienced in updraft carb rebuilding, they will leak causing the carb to run rich, carbon deposits to build up on the intake valve stems that eventually leads to burned intake valves.

[N.B. Because the ignition system can mimic carburetor trouble, the ignition system, including all wires and grounds back to the battery, and proper ignition timing, must be at 100% before assuming any running problems are the fault of the carburetor.] Spark/Electrical:

- •€On early cars with buzz coils there is a good chance the coils will need

new capacitors. If the original coils have been replaced with Ford Model T coils, you are in luck, as these coils are readily available. If you have Pittsfield or other coils, it is a job to replace the original glass/foil capacitors and points and to readjust the coils to fire at the correct amperage. It can be done and there are specialists who can do it for you.

- •€ Magnetos need to be checked to see if they still throw a spark. If not, a cure might be as simple as remagnetizing the magnets. If the magneto sticks, it will need rebuilding. Heat and age can cause the armature to swell.
- •€ Distributors will need to be checked for gap clearance and the condition of the points. It is likely you will need that point-file lurking in the back bottom of your tool kit to even up the points. Just for the heck of it, replace the condenser (buy a couple new ones, the reported quality of replacements, now that contemporary cars eschew them, is not good).
- •€ Do not use NOS condensers. The old insulation does not age well and they are prone to shorting out. New ones are cheap.
- •€ Check potmetal distributors for any cracks. If cracks are found they will get worse and the distributor will fail in use from heat cycling and vibration. Look for rotor tip rub marks on the insides of the terminals of the distributor cap. That is an indication that the distributor head base has warped out of shape causing cap to rotor misalignment. Don't assume NOS distributor caps are perfect. Some NOS Delco Remy caps have short circuited through the cap walls on twin ignition Pierce Arrow caps. Check used

distributor caps for carbon tracks that indicate the cap is shorting to either the ground or cross-firing from one cap terminal to another. The carbon tracks look like a pencil line etched into the surface and can be outside or inside the cap.

- •€ Check the spark plug wires for wear and clean up the connections to the plugs. Replace as necessary.
- •€ Check the plug gaps and set appropriately.
- •€ Now is a good time to check all of the wiring you can see for shorts, usually caused by wear. Early cloth covered wire can get brittle with age and the insulation can chip off.
- •€ If any wiring insulation feels brittle there are many areas where wires go through holes with sharp metal edges. These can cause an electrical fire. Replace the wiring harnesses with new ones from a good supplier like Rhode Island Wire back east or YnZ on the coast. Blown fuses are a warning there is a short somewhere that needs to be chased down.
- •€ But be advised. Many original sized fuses used in late 1920 and early 1930 wiring systems were too big. Some fuses have more carrying capacity than the wires and other parts of the circuits they are supposed to be protecting, meaning a fire will start before the fuse will blow out. Never put high amperage fuses in an old car's wiring system. Only use the smallest amperage fuses that will not blow out in normal use. Lubrication:
- •€ Drain and replace the gear oil in the transmission and differential. If you see lots of shiny glitter in the drained oil, you have a problem.

- •€Check and lube the steering box.
- •€Grease everything that has a Zerk or other lubrication point.
- •€Check the wheel bearings for grease. Stopping and Going:
- •€For all brakes, check to see that the linings are not worn out.
- •€Mechanical brakes need to have the joints from pedal to brake checked for wear and to be lubricated. With the car on jacks, check for evenness in the stopping power.
- •€Juice brakes need to be checked for leaks. Have someone pump and see if there is any pedal. Since brake fluid is hydrophilic (loves water), it will need to be replaced. Flush the lines with denatured alcohol, blow the lines dry with compressed air, replace with fresh brake fluid, and bleed the system.
- •€Because of the number of brake line flare nuts that have shown up with age stress cracks in recent years, it is strongly recommended that all brake lines be replaced with new copper/nickel alloy lines and new brass flare nuts. All the parts needed to do that are available through the Franklin Club projects sales in the "parts for sale" section of the Club's website. It was the sudden cracking of an original flare nut that led to a rollover accident a number of years ago at the Trek.
- •€Adjust the brake shoe clearances to spec.
- •€While we are here, might as well look at the wheels. Check spoke tightness on wooden wheels. Loose spokes will break and need to be

replaced. Tap all metal spokes with a small wrench and listen for any that give off a dull sound. That's an indication that they are loose, or broken.

- •€Check the rims on metal wheels. There have been several instances of rim separation at the shoulders on late 20s/early 30s cars. And with snap rings flying off when a rusted rim edge breaks off while adding air to a tire.
- •€Check the tires. If the rubber is cracking off, they have to be replaced.
- •€Never use old tires with canvas cords in the treads and sidewalls, no matter how good they look. Paul Fitzpatrick spent an hour picking dirt out of a fellow Club member's eyes after he tried to inflate an old tire in a junk yard. The tire blew up, throwing dirt into his face as he crouched down to inflate it.
- •€If the tire rubber is hard, but not cracked, don't use them. Tires that have turned hard with age will over heat, crack, and suddenly blow out. Not to mention they have no traction or adhesion ability.
- •€Keep in mind that it's actually the inner tubes that hold the car up, the tires only protect the tubes. If the tubes are of unknown age, replace them, or risk loss of control with a blowout. GO All systems are ready. You have a fresh battery installed (you might want to include an easily accessible kill switch at this point). Fresh gasoline is in the tank. Fresh oil in the crankcase.

Don't start yet.

- •€Pull the plugs and turn over the motor with the spark and gasoline

off. This means with the magneto off (grounded), or no power to the coils. This is done to get oil moving thru the oil pump, thru the galleries and into the bearings. Your old car has not run for a long time and is pretty dry. If you have a crank, you can do this by hand, turning the engine over about 10-12 full revolutions, enough oil will flow to the bearings to make for a safe first startup.

- •€A warning, don't over-crank with your starter motor. With the exception of the starter/generators combos you find on late model M and Series 9 Franklins, and some Dodges, starters are not designed for continuous operation. They will and can burn out. Once you are showing oil flow it is time to get serious.
- •€Replace the plugs. Power up everything.
- •€On early cars with priming cups, fill them with gas and dump into the cylinders; then tickle the carburetors until you see gas. Retard the spark. Retard the spark. Retard the spark. Open the throttle slightly. If there is a choke, use it and turn her over. On later cars, turn the key in the ignition, pull the choke and hit the starter button. Having been assiduous in your preparations, your car will roar into new life; advance the spark, push in the choke, throttle her down to a nice easy idle. Your garage baby has been reborn to travel the highways once again.
- Chuck Richardson
- Paul Fitzpatrick
- Tom Rasmussen
- submitted by Jim Weiss—Thanks to “The Franklin Service Station”-- Franklin Club

ACAC Officers for 2017

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Activities—Dewey Porter, see VP

Car Show—TBD

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5TH ANNUAL RODEHEAVER BOYS RANCH CAR SHOW

Perfect weather for this annual fundraiser for the boys ranch brought out 13 members entering 18 collector cars (Sidney Hobbs one of the prime movers of the annual show brought 6 cars and was the MC for the event) plus several members attended driving modern cars. Top 30 award plaques were made by the boys and each containing a photo of the vehicle were given out at 3:00 PM. If you have never attended this event put in on your list for next year. The venue all on grass and food available is top grade.





(Thanks to Westly for these photos which he took just before we left (Bob and Jinny Q. and Westly due to feeling pretty bad (Jinny)—I just asked him to take photos of the cars he thought were beautiful—I guess he likes the front view!)

Back to Dewey's report on the Rodeheaver Boy's Ranch Car Show:

I did not record which members won Top 30 awards but there were several.

Attending were:	Bob Quackenbush	1957 Cadillac 2 dr HT
	Ken Bryan	1965 Buick 2 dr HT
	Dewey Porter	1957 Ford Fairlane 500 2 dr HT
	Jim Arpaia	1950 Olds 98 convert
	Jim O'Connor	1973 Mercedes 450SL Convert
	Jim Salanitri	1957 Pontiac GTO 2 dr HT
	Tony Castellano	1968 Chev Camaro Z28
	Gary Steinberger	1970 Chev Camaro Z28
	Jim Battistini	1970 Chev Corvette Convert
	Jim Weiss	1951 Bentley 4 dr sedan
	Ray Emery	1967 Chev Nova 4 dr sedan
	Paul McCarthy	1957 Chev station wagon
	Sidney Hobbs	1960 Corvette convert,
		1968 Pontiac Firebird convert
		2014 Chev Corvette
		1957 Chev Belair convert
		1927 Buick Roadster
		1963 Chev Corvette convert

Thanks to Dewey Porter for these reports!!



AZALEA REGION AACA CAR SHOW PALATKA March 4, 2017

As always Riverfront Park (which the City of Palatka lets the car club use FREE) was the perfect setting with the cars all on grass and the river providing a cool breeze all day. You could even watch sail boat races if looking at the show cars got boring. Participants got ballots to vote for the Top 20 and club judges selected the Best of Shows.

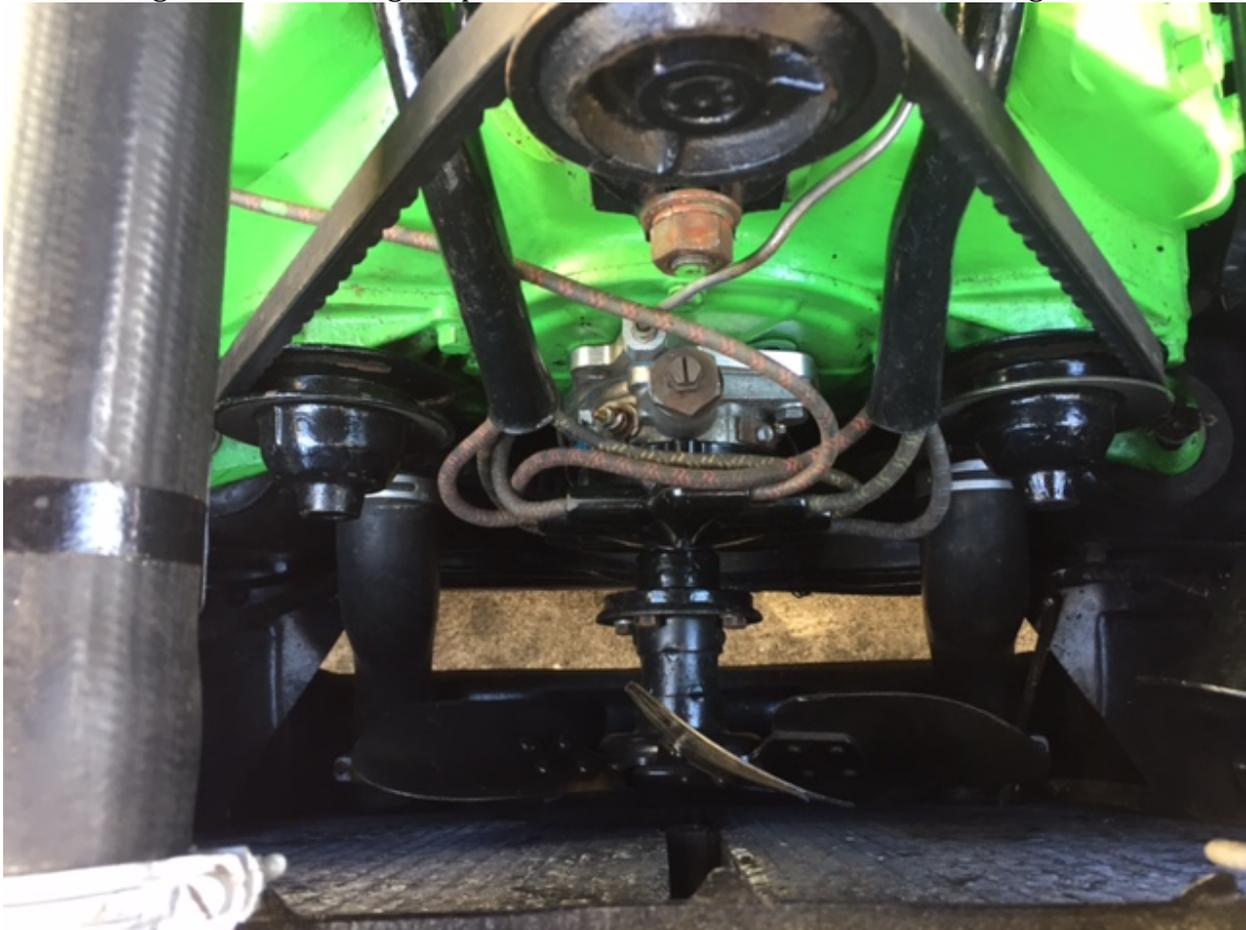
Seven ACAC members registered for the show. Receiving awards were: Best Ford Product Jim Arpaia with his 1956 Lincoln 2 dr HT. Best GM Product Doug Nietzel with his 1953 Pontiac 4 dr sedan and Ken Bryan won a Top 20 with his Modified Chev Pickup truck. Others entering were Ray Emery with his Chev Nova 4 dr sedan, Dewey Porter 1968 Buick Skylark GS, Doug Hunsworth 1939 Ford tudor, Jim O'Connor 1973 Mercedes 450 SL convert.



If there had been an “ugly car award,” my vote would have gone to this very ugly mid-30’s coupe, which was for sale for ONLY \$8500. Thanks, Dewey



Bob Quackenbush has been working on fixing the ignition system for this '39 Ford for nearly 5 years. It would start beautifully, but it would only run for 20 minutes. He would change each component (5 different distributors) and then take a trip around the block. At the ostrich farm the car would stop each time, and a tow would be needed home. He last week decided to go back to the original parts and rebuild it. It seems to be working!



Here's the culprit.



A Colorful Circle of Friends Gathered at Salt Life March 30—l to r—Jim and Rita Arpaia, Ann and Joe Greeves, Ray and Hope Emery and daughter Jennie Christensen



Donna peruses the menu while Dick Sherrod confers with Bill Snyder whose table was filled with relatives enjoying FL.



Ron gave me two YouTube things that he says we all need to see:
1) DRIVING AROUND NEW YORK CITY--1928
2) VINTAGE CAR CRASHES
If you have a YouTube or website to share, just get it to me for sharing!



It was so nice to see Max and Jan Miller.



And the Salanitris joined Ron Leone at another table. Look for an article about Salanitri's Car at the Ocala AACA show next month.

ACTIVITIES

The second Saturday of every month there is a Cars and Coffee Cruise in at the Avenues Mall which attracts a lot of cars. Get there early about 8 AM

March 30 ACAC Monthly Dine out Salt Life A1A 6 PM

April 2 St. Ambrose Church 136th Annual Spring Fair, Minorcan Clam Choder, dinners, bake sale, hayride, tour of the old church, live music by The Red River Band, 12-4 PM, reserve parking for collector cars/trucks. Located on St. Ambrose Church Road in Elkton. Info 692-1366

April 5 ACAC Monthly Meeting at Caddyshack 6 PM Dinner 7 PM Meeting. **NOTE: The April Meeting will be held the first Wednesday instead of Thursday as Caddyshack is not available on Thursday.**

April 6-9 2017 AACA Southeastern Spring Meet Hornets Nest Region, Charlotte N.C. 704-847-4215

April 8 2017 Fruit Cove Baptist Church Annual Car Show. On line registration will be available after January 15, 2017. Info CarShow@fruitcove.com 904-287-0996

April 8 Downtown Gainesville Car Show, fundraiser \$20 reg. 10 AM – 2 PM, all makes, years 7 models. Info captainsofcommerce@gmail.com

April 15 ACAC Annual Frostbite Picnic Butler Park on the West (Intracoastal) side 11 AM, Noon Lunch paid by the club and prepared by Ron Leone, car games by Bill Soman with prizes for winners. Bring chairs. Let me know if you plan to attend so I can give Ron a headcount.

April 22 St. Augustine Outlet Mall on the East side of I 95 & SR 16 Car Display and fundraiser for the St. Augustine Children's Museum. No entry fee, free lunch for car driver's. They will asking for donations only. No trophies or awards, hospitality tent. Rain or shine. Info Audrie Simpson 904 813 5809

April 29 9 AM – 2 PM Cruisin' Mopars of Jacksonville and N. E. FL Region AACA Decades of Classics Car Show at Tulsa Welding School 1750 Southside Blvd Participant voting, Door prizes, 50/50 Dash plaques, DJ and food trucks. All makes, models and years . 1st & 2nd place in each decade (7 decades pre 1940 thru 2017). I have several flyers, there is no contact info on flyer.

April 29 Crankin' A's Annual car show at Restored Pioneer Village Park, Barberville, FL No entry fee, several awards determined by Crankin' A's members. Food available, bring chairs. Lot's to see, String instrument pickers doing improvised music all day. No pets (Park Regulations)

April 29, 41st Annual Heritage Classic Car Show Volusia Region AACA Blake Park 493 S. Lakeview Drive, Lake Helen, FL. Info 386-734-1912 (I have a flyer)

May 6 2017 St. Augustine Cruisers Annual Car Show at the FSD&B School, Top20, participant voting, no classes, park where you want.

May 10 ACAC Cruise on the *Barbara lee* sternwheeler out of downtown docks in Sanford, FL The cruise is 3 hours during which a sit down dinner in air conditioned dining room will be served. *Reservations are required* , cost is approx. \$50 per person. We have 22 people who indicated they were interested in going. AS the time gets closer further details will be announced.

Info on the boat and cruise www.stjohnsrivershipco.com Go to the website for full details

May 13 Rev it up Car Show Clay County Cruisers, Moosehaven 1701 Park Ave, Orange Park, FL \$25 reg. fee gates open at 9 AM. Register at www.carcouncil.org under upcoming events

May 20 2017 FCCC Brewery Tour Fundraiser for Ronald McDonald House, Registration \$25 8AM-10AM, Show is 10 AM- 2 PM pre register by May 13 \$25 www.carcouncil.org under upcoming events

June 2-3 Moultrie GA. Summer Swap Meet & Car Corral www.summerswapmeet.com

June 24, 2017 The Great Race will kick off in Jacksonville, FL. Approx. 120 cars dating back to 1916 up to 1972. Those of you that witnessed the finish of the race in downtown Jacksonville in 2015 know what an exciting event it its. More details of time and location will be posted as the date gets closer.

July 4 ACAC Party hosted by Sherrod's at their home on the St. Johns River. The club will provide the food. When the date gets nearer further details and a sign up sheet will be available.

Oct 4-7 2017 AACA Eastern Fall Meet Hershey Region , Hershey, PA.

Nov 18, 2017 ACAC 33rd Annual Car Show at the FSD&B School SAVE THIS DATE, all members needed to assist in making it a success. Details will be forthcoming as the date gets nearer.



Spotted at KFC; even had a handicap card!



Just a few days ago these young fellas went on a trip to Jacksonville to this old, old gas station. Handsome guys!

LOGO APPARREL UPDATE

We now have a new, easier access to apparel with our Ancient City Auto Club logo.

Ancient City Screen Graphics is located in the Moultrie Business Park just south of Watson Realty on US 1 South. They are just behind DiMare Construction in Suite A7-9. They have been in business for 25 years.

Lori and Gary Webb are the owners, and their right hand gal is Lisa Sopranzi. If that sounds familiar, it should. Her parents are club members Tony & Angela. The phone number is 904-797-1633 and the website is ancientcityscreengraphics.com.

They are now set up to embroider our logo on anything from knit polo shirts to sweatshirts. And the great deal is that they will do it on whatever you bring to them for \$10. In almost any color you can think of. For those who want to buy a complete garment with our logo, you can still use queensboro.com as we have for years.

You will have to set up an account in your own name, and tell them you want to use **logo 12,794,032**. They will call or email me to see if you are authorized to do so, and of course you are. Their phone is 1-800-847-4478. In the past both Dewey and Karen have done this, so I know it's possible.

Questions? 34beachrod@gmail.com or 904-687-3894.

Thanks, Mark Young

From the President:

I tried to come up with a good "April Fool's joke" but I guess I'm just not clever enough!

March was mixed as far as the Club goes, we settled the judging for our car show, but we still do not have a person to lead the show activities. we are still looking for an alternative to the "Caddy Shack" meeting place, but it is difficult to find one.

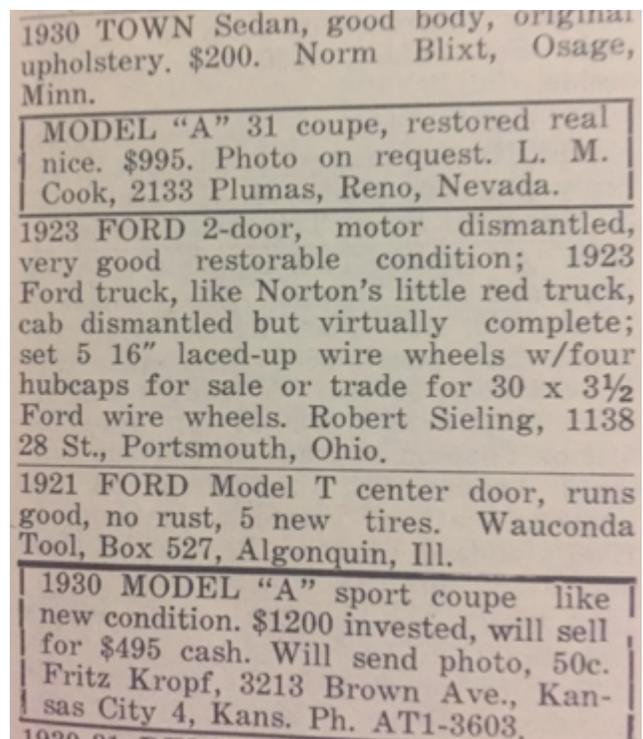
We are always looking for new places to show our cars, and I just got word of one for April 29th. It happens to be Flagler's 100th anniversary, and we are invited to participate in their celebration at the County Seat building at 1769 East Moody Blvd. (Rt. 100, exit 284) Bunnell, FL. We need to be there by 9:30 am. More info. will follow.

An interesting note is that Florida originally had TWO counties, St Johns and Escambia. All 65 other Counties were carved from these two with the panhandle counties coming from Escambia and all counties to the south from St Johns. YES, the Keys were once part of St Johns!

A Happy Easter to all, lets have a great April!

Thanks, Jim

James S. Arpaia arpaiajs@yahoo.com



From March, 1964 Hemmings Motor News