



TREASURE COAST VINTAGE CAR CLUB

Vintage Times

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General Meetings

The May General Meeting was cancelled so there are no minutes.

All June Meetings and Outings have been cancelled due to the current COVID-19 epidemic.

We will keep you updated as things progress.

Hello to all of my fellow TCVCC members.

This President's epistle will probably be short and sweet as not much has been going on concerning official TCVCC business.

I got a short e-mail on May 10th from a person named Jim Elliot who supposedly was AACA President wanting donations of gift cards for Veterans at care places to help with preventive items against the virus. Well---it

smelled like Scam to me so I e-mailed the real Jim Elliott at AACA to alert him of this. He said this often happens and thanked me for making him aware of this. How they picked my name, I have no idea, and I was wondering if any other members got this. (AACA never solicits donations for "outside charities".)

For my "Under The Canopy" this month, John Giltinan is going to have an interesting story about his 1949 Cadillac he has owned since he was 16yrs old. A car that has been owned by the same person all those years surely has a story to share. Enjoy!

On May 28th, another e-mail came informing everyone that all events at Hershey have been cancelled. They said it was a hard decision to have to make but felt it in the best interest of all concerned. It concluded saying refund information will be sent soon regarding payments already received by the Hershey Region AACA.

Linda Bollman forwarded a note to me she received from someone named Steven wanting the car club to have a meeting at his place in Tradition. I tried to call him, left him a message, and got no response. I will look into this again and see what it's all about.

After taking a vote via phone it has been decided by the board to mail the new rosters out to members. It may take a week or two (Cathie is still working) but look for them in the near future. I am sorry for this delay but I guess I had high hopes for a gathering before now and that just didn't happen. Sorry!!

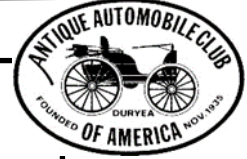
This has not been an eventful year for TCVCC but maybe that gives us something to look forward to as the hope for the upcoming days and weeks find our country trying to Reopen. We will see. So for now, you all stay safe, do what's right to keep you safe and others alike. One day the Journey for TCVCC members will continue.

Thinking 'bout ya all,

Your President,

Jo Ann





AACA Event Cancellations & Updates

AACA Hershey Region

It is with great regret that the AACA Hershey Region Executive Board informs you that the 2020 Hershey Fall Meet has been cancelled. This decision was not arrived at lightly. Our Club prides itself on producing a world-class event that thousands of people anticipate every year, so we felt the heaviest of burdens when faced with this decision.

While making the difficult choice to cancel, the Board took many obstacles into account, including but not limited to: the health and welfare of our volunteers, vendors, partners, and visitors; the unknown restrictions and/or guidelines that may be in place at the time of our show; and the volunteer-only workforce we rely on to prepare for a show of our magnitude.

We appreciate you understanding how difficult this decision was for the Executive Board to make. We know that some people will be upset by the decision and others will applaud it. Either way, please know that the Hershey Region Executive Board has acted in what they believe are the best interests of the Club, and we ask for your continued support as we navigate these unprecedented times.

Refund information will be sent very soon in regards to all payments already received by the Hershey Region AACA.

Please know that we continue to explore ideas to benefit the hobby and are working toward the possibility of still hosting our usual car show on Saturday in October. While this may not be doable, AACA and the Hershey Region along with other constituencies are working hard to make this possible. Please visit our [website](#) and [social media](#) as often as possible for the latest news.

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HURRICANE PREPAREDNESS TIPS

Instead of meeting notes this month, we offer these tips to stay safe when riding with others in a car. Thanks to Rosemary for supplying them.

COVID-19: Protecting Yourself and Others While in A Car

Excerpt from USA Today, May 2020

The typical family car interior has a volume of about 100 cubic feet (a 10th the size of a bedroom). We might cram four – or sometimes five – people into that small space. It is impossible to social distance in the car. Here is the potential problem as it relates to COVID-19. Over the decades, we have done a really nice job of sealing up our cars. Ever notice how quiet they are on the inside these days? That is because every effort has been made to seal up every gap possible so there are better acoustics. The result is that the ventilation rate – how much fresh air comes into the car – can be quite low.



When the windows are closed, COVID-19 (in fine aerosol particles) accumulates in the car cabin. With each new cough, the concentration builds up with no significant dilution happening. But even cracking one window open just 3 inches can keep this at bay. So, the next time you are in the car — be it your own vehicle with others or in a taxi, Uber, or Lyft — open the windows just a bit, even if everyone is feeling fine.

Respectfully submitted, Rosemary Rayman, Secretary

Events and Happenings

SAVE THE COOL DATE

Saturday, December 5

If you have been a volunteer in past shows or shown a car or just observed the festivities, count on doing it again this year! Stay healthy. Stay positive. We will make the 40th annual COOL show as fun as it ever was!



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What's Happening?

Events

There is not a lot going on right now, but a few events are planned. See the following pages for more information.

Strictly Classified

Got something to sell or announce?
Put it in a Vintage Times Classified ad
Classified ads 50 words max.
Members: No charge
Non Members \$20 per issue
Submit copy in an email message or a Word attachment to sfranklin_2000@yahoo.com.

Like Old Club Pictures?

Here is the link that has pictures going back to 2003 (so far), and will be expanding in the future.

<https://www.flickr.com/photos/135383894@N05/albums/with/72157661067140746>

Save this link on your computer and you can pull up pictures from years gone by, anytime you want.

NEW PROJECTS

Do you have a new (antique) car you have recently purchased? Or would you like to share with the club the progress on a restoration project?

Please email pictures and a short story to sfranklin_2000@yahoo.com to have it included in a future issue of the Vintage Times.



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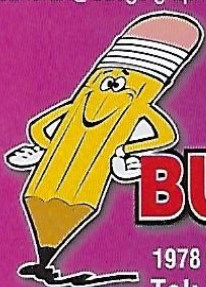
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Cars Under the Canopy

I Confess-Big Black Cars are My Weakness

By: John Giltinan

This all started in 1972 when I was 15 years old. I found an ad in the local newspaper for a nice original (black) 1949 Cadillac Series 62 sedan. I took my dad to see the car. One look and he was smitten as it was identical to the car that was used in my parents wedding in January 1950. I can still hear dad say, "It is exactly like aunt lbbys car, we must have it!" He proceeded to write a check for, get this, \$295.00 and I had my first car.

The 1949 Cadillac was a milestone car for Cadillac. It represented the second year for Harley Earl's dramatic new tailfin styling as well as the first year for the brand new 331 cubic inch high-compression overhead valve V-8 engine. This engine was smaller and lighter, yet more powerful than the old "flathead" V-8 it replaced. The new engine was so good that it would, with upgrades in displacement, power all Cadillac cars made through 1963. The 1949 Caddy also



featured G-M's innovative Hydra-Matic 4-speed automatic transmission. Introduced on the 1939 Oldsmobile this was the world's first fully automatic transmission.



In 1949 if you wanted a luxury car with an automatic your choices were Cadillac's Hydra-Matic, or Buick's Dynaflow. Lincoln was reduced to purchasing Hydra-Matic's from G-M as they did not have their own automatic. Rolls-Royce, Hudson and other manufacturers would buy G-M transmissions as well.

In the 48 years that I have been caretaker of this car I have had everything rebuilt or restored back to factory specifications. It has been a labor of love and today the car is as close to the way it was in 1949 as I can get it. The car is a joy to drive; smooth, quiet and powerful enough to keep up with modern traffic.

(See more on John's love affair with big black cars in next month's Vintage Times.)

MEMBERS PROJECTS!

Unusual resto on a beat-up Ferrari F-12 Berlinetta—Roadster?

Mike Mucci, North Carolina

In this unprecedented time of a world pandemic, I would imagine most of us have attempted to pass the days with some sort of activity to speed things up. As car people, we've worked on restorations, detailing for future shows, model car building (Remember Revell?) and simply on-line shopping for cars, parts and accessories.

Well, we're all of like mind, so I was attracted to a front yard display of stuff for sale which included a Ferrari Berlinetta that had been abandoned for years and crudely painted yellow "glob" with little regard for overspray on tires, headlight lenses, etc. When I asked the price, the seller quickly caved to a number I couldn't refuse. So the Berlinetta was mine. Rare? I didn't know how rare until I did some research and discovered that this Berlinetta Roadster was not in the Ferrari line-up. So I went to work on it...anxious for the day of completion when I could add it to my "scuderia di veicoli."



MEMBERS PROJECTS CONTINUED...

Ferrari F-12 Berlinetta—Roadster? Continues...

If you have followed this line of fantasy so far, let me explain with pictures. First, is the crude condition of the body—layers of what appears to be “house paint” that had to be stripped from each body part individually. Then, the revealing view of the car up on it’s “restoration stand” revealing that it is a $\frac{1}{4}$ scale model of a battery-powered kiddie-car, produced by an outfit called “Rastar” in amazing licensed faithfulness to the original Berlinetta—except of course for its roadster configuration.



When finished it'll be painted Ferrari Red and suspended from the ceiling of the garage/man-cave that displays my Mopars and other marques, pedal cars, memorabilia, etc. Hopefully I'll get the Ferrari finished before all quarantines are lifted. I'll send pictures of the results.

It just confirms that restoring a classic and rare Ferrari can be simple and inexpensive—if you pick the right project car!

Mike, Carol & Heidi Mucci

ANOTHER DAY, ANOTHER PROJECT!

We bought “Parts and a Car” Ed and Barb Joyce

Well, if you haven't heard, Barb finally retired at the end of February, right before the Covid-19 breakout. We decided to buy a retirement gift for all our decades of hard work. Ed found a beautiful 1968 Mercury Cougar XR7 down in Pembroke Pines, FL from Vernon Craig on the Hemmings website.

The Cougar was originally a California car, then owned by a collector in New York, and eventually bought by Vernon 10 years ago with the intention of getting the Cougar back on the road. Between buying parts Vernon only put 979 miles on the car in that 10 years mostly in his gated community.

When we first looked at the car it was in great shape was virtually rust free unlike a northern car driven through the winter salt roads. At this time Vernon showed us a sampling of the extra parts he had purchased to complete the car. He cautioned that the parts were a considerable amount. I was skeptical until we went with our trailer to pick up the car on March 15th.



We loaded the car onto the trailer, loaded the complete interior of the Cougar with parts, underneath, in front and back of the Cougar, and the bed of the pickup with sideboards on the ladder rack with parts. We still had not pulled out all of the spare parts he had purchased.



ANOTHER DAY, ANOTHER PROJECT!

“Parts and a Car” continued...

We drove back down the following Sunday for another pickup load mostly from a storage unit nearby. I'll just say that Vernon loved to buy Cougar parts. More notable items include 3 extra sets of window glass, 8 sets of hubcaps, door panels, dash fronts, etc. By now Barb has become well experienced in packing and shipping parts sold on eBay.



After getting the Cougar in the garage we found that there were many uncompleted little projects that just required looking through the parts inventory and then installing. The biggest project involved replacement of 52-year-old front end suspension joints.



The purchase of the car was perfect timing as we were stuck in the house anyway and people were still buying parts on eBay. We now have it on the road and still working on small uncompleted issues as time allows. Yes, we are still selling parts on eBay and probably will be for a couple months until they are gone.



MEMBER STORIES

Covid Rebel Cruise to Marsh Landing, Fellsmere, Florida **By Andre Rayman**

You may have read about these “Covid Rebel Cruises”, and thought what the heck is this all about. Let me give you a little background on how these came to be. Back in March, the day before the Cars N Coffee cruise at the Elliot, several of us learned that the event was cancelled. Instead of staying home, we decide to go to the Metro Diner for breakfast. As it turned out it was just Sally and Larry, and Andre, and later joined by Bob Sees. Apparently no one else had gotten the cancellation notice, so there were about 50 cars at the Elliot Museum, and the only thing lacking there was the coffee and donuts.

The next evening we went to the Highway 55 diner and there were about 10-12 cars. They reverted to the old days and a “car hop” came to the parking lot (no roller skates) and took our orders and brought our food out. It was a good event, but frankly there was just too much sitting .

The following week we planned a driving trip. The intent was similar in nature to a TCVCC general meeting. We met at Prawn brokers in Sewell’s Point, and drove down Indian River Drive to Seahouse BBQ where we ordered our lunch, and then ate it picnic style by the river at the Ft Pierce Yacht Club. The turnout that day was 5 cars but it certainly seemed like the format was better.

In general the format was meet for a half hour, drive a circuitous route (with a leader and directions), pick up something to eat, and do a return drive with an ice cream stop. It had morphed itself into a combination of general meeting and mini cracker tour. The biggest difference being there was no RSVP, and random people would show up from time to time to participate. The prior notice was usually only one week, and the planning was strictly seat of the pants as someone from the previous cruise would plan the next one.

Under the rules of the state at the time, you were allowed to drive your car to get food, but the intent was never that you would drive 30+ miles, so that was a bit of a rebellion. Thus the name “Covid Rebel Cruisers” was coined with simple goals of driving our classic cars on back roads, having a lunch, and hoping there would be a stop for ice cream.

Covid Rebel Cruise continued...

Our latest cruise was planned by Sandee Searle, and it was to an old TCVCC favorite - Marsh Landing in Fellsmere. The club had apparently been there before, but I had not, so it was a great opportunity to add a new restaurant to my list for 2020.

We choose Flagler Park parking lot in Stuart for our commencement point. This would be our longest drive yet, and promised to take us down roads that were seldom driven except by the locals. Marsh Landing had promised us the back room, but having had 20 cars on our cruise to Johnny D's in Vero Beach a few weeks earlier, we weren't sure how many cars would be in attendance. We had 10 cars to start with 3 joining us on the way for a total of 13, and 23 people in attendance.



We left at 10:30 sharp, and with directions in hand, we followed the leader Mike Searle down the Greenway, along Village Green drive by Charlie Ulrich's shop, over the new Crosstown Bridge, up Floresta Drive, Airoso, 25th, Kings Highway, 66th Ave and several other streets in between, and we finally found ourselves at Marsh Landing at 12:30 PM. And not a minute too soon, as my stomach was grumbling.

This was our first opportunity since we had been cruising under the rules that we could actually eat in a restaurant and be served in a climate controlled environment (a/c)

Marsh Landing is known for some true Florida food like frogs legs and gator tail. I was torn between the fried chicken and the smothered pork chops. The chops were the winner.



Covid Rebel Cruise continued...

Lunch was everything we had hoped it would be and with full bellies we headed down the road on our return trip. Some cruisers opted to visit family in Fellsmere, some took shortcuts, and others decided that a full belly meant it was time to go home for a nap.

The return trip was a more direct route as we crossed the bridge at Wabasso and turned right on A1A. The first portion of the drive was not one that we had done before, as on previous cruises we had only gone as far as Riverside Park in Vero Beach. We continued down to Seaway Drive to Cream Republic for a cool tasty treat of ice cream. They are a new establishment, and have been open for only a few weeks, but the service is great and the ice cream was cold. After that break, we were back on the road and headed home. To recap the day, I had left the house at 9:30 am, and returned home at 5 pm for a 155 miles driven.

Just a reminder, this is NOT a club event, and there are no rules except newest car driven buys lunch for everyone else. (I'm kidding, but there should be a rule that says newest car driven buys lunch for oldest car driven), but since we are rebels, the rules are more like guidelines open for your own interpretation.

