



TREASURE COAST VINTAGE CAR CLUB

Vintage Times

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General Meetings

The June 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.

Greetings and Salutations from your Prez.

Boy, this virus is long and drawn out isn't it? If you are like Jay and me we are getting lazier by the day. Working in the yard (which looks great right now) is about the only exercise I'm getting, and Jay has read every book in the house.

So, how does life look in your part of the woods? I hope you think of TCVCC once in awhile and don't think the club has gone away. Sally sends out news clips to all every so often and there are some things you may want to join in as you see fit to do so. The Newsletter is going out each month also to keep all informed.

Board Meetings are at a stand still until further notice.

I want to take this time to inform all members that Dave and Amy Brown will not be planning any tours soon such as HOT AUGUST NIGHTS. Other obligations are filling their days and it's not a good time to be roaming around Florida anyway. If anyone else feels they want to plan some sort of tour feel free to do so. Just let us know.

I hope by now you all got your Roster. They have a great cover this time thanks to Cathie and if you notice any mistakes with your name etc. let Cathie know.

Bob Ridle is my Cars Under The Canopy person this month. He's finally getting all of his collection together now that his new garage is completed. You're sure to enjoy his article.

Doing the Cars Under The Canopy has given us all a look inside of our members treasured collection and why one may be more loved than others. I hope you enjoy this each month.

Please take time to check out our new Website sometime. Sally has made some up-dates and changed some photos around and we hope you like what you see. If you have thoughts as to what you would like to see added or done differently do not hesitate to let Sally know. And, if she asks you to supply her with some information, please make her life easier by replying in a timely manner. She will appreciate it.

Jay and I send many thoughts to you all to stay safe.

Bye for now. Jo Ann, President

Jo Ann





AACA Event Cancellations & Updates

We have rescheduled the Annual Grand Nationals at The NB Center for American Automotive Heritage in Allentown, Pennsylvania, to August 21 and 22, 2020. This will include our annual Zenith competition on the 21st. The 22nd will be the date of the show itself. We will send out an email to all those who register for the event with further instructions and information. Naturally, there will be quite a few changes. A couple of very important items to note is that the grounds at The NB Center will be available to **current AACA members only** and that everyone will have to sign a waiver of liability to The NB Center. There also will be no closing banquet, but we are working on a potential replacement event on the field.

Any AACA member who would like to register for the Grand Nationals, please do so [online here](#). **The limit on cars has been reduced to 600! HURRY!! The deadline to register is July 2nd!** If you have already registered, there is no need to re-register. Anyone who cannot make the new date can request a refund by emailing our registration chairman Pat Buckley at pbuckley@aaca.org.

Again, please understand preparation for this event is fluid, but we will communicate all details to registrants in plenty of time prior to the show. Also, we have called all the hotels on our original list to let them know about the date change, but **please call your hotel and confirm new dates. There will be no Thursday activities.**

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JULY 10, 2020 COLLECTOR CAR APPRECIATION DAY

The SEMA Action Network (SAN) announced that the next Collector Car Appreciation Day (CCAD) will be officially celebrated on July 10, 2020. The date marks the eleventh consecutive commemoration in what is now an annual holiday to raise awareness of the vital role automotive restoration and collection plays in American society. As part of this event, the Covid Rebel Cruisers are inviting everyone to join us on a special car cruise on Friday, July 10th. See the details below.

When: Friday July 10, 2020. 2:00pm, leave at 2:30 pm.

Where: Meet at Flagler Park in Stuart

What: Covid Rebel "Collector Car Appreciation Day" mini Cruise through Jensen Beach, Sewalls Point and finally to Hurricane Grille on Indian Street in Stuart for an "Early Bird" dinner which will be in the restaurant. Due to extreme popularity, please RSVP to Sally at (314)324-5192 or sfranklin_2000@yahoo.com.

VINTAGE TIMES

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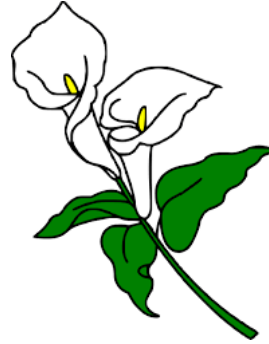
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SUNSHINE REPORT

A sympathy card was sent to Club Member Chuck Batey for the passing of his brother Larry Batey.

Please pass on information to Ann Ridle:
email: ahr3206@verizon.net phone 540-255-6181. Let me know so we can shine some Sunshine for our club members



Events and Happenings

As the Covid 19 pandemic continues to disrupt lives and worse, there is no official July General meeting.

However.. I offer you the following event: (hurricane season permitting)

July 26, 2020 Meet at Cracker Barrel in Stuart at SR76 and I95 at 4:00 pm, depart at 4:30pm

We will take a leisurely ride through the back roads and enjoy an early dinner at Bonefish Mac Grille on Becker Road.

We have the back room reserved, however it is limited to 23 people under the Covid 19 "rules du jour", so you must RSVP. If you don't wish to sit in the room, then please indicate so in your RSVP.

RSVP by July 19,2020 to Andre arayman@aol.com or leave a message at 561-818-6212.



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What's Happening?

Events

Hot August Nights will not be happening this year. We look forward to our next tour with the Brown's. In the meantime, there is not a lot going on right now, but a few events are planned. Since things are changing on a daily basis, we're going to send out email updates with up-coming events.

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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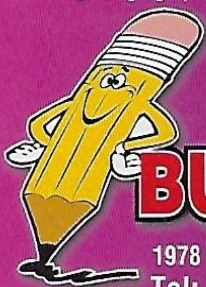
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What's Happening, continued...

Sep 19-20 - 2020 Palm Beach Automotive/Car Swap and Car Show. South Florida Fairgrounds, 9067 Southern Blvd, West Palm Beach, Fl 33411. Enter Gate 8. Car Corral featuring cars for sale. Go to www.southflcarswapmeets.com and signup. Early birds signup - Save with coupon code "save50" and Save. 952-205-7813

Nov 7 - 5th Annual Car, Bike & Truck Show at First Presbyterian Church of Vero Beach, 520 Royal Palm Blvd. 10am to 3pm. Pre-register for \$15 or \$20 day of show. Awards for 1st, 2nd & 3rd place. Dash Plaques for first 50 entries. Food and beverages available. See attached Flyer and registration form.

Jan 29 & 30 - River Ranch 32nd Annual Rod Run. Register January 29 or 30th. Accommodations and Food and entertainment available. See attached Flyer. \$100 cash drawing for pre-registered entrants only. Registration \$15 and \$20 day of show. There will be a swap meet. See Flyer and Registration form. The Summer Crush Winery car show season is set to begin in October. Details will be published as soon as they are available.

Cruises:

Saturday evenings in Vero Beach at the McDonalds on US1 and Oslo Rd. 5pm to 8pm.

Mondays - At the McDonalds in Sebastian 5 to 8 pm.

The monthly Cars & Coffee at the Elliott Museum will start up again on Saturday July 11th 8 am to 1030 am. In an effort to reduce/prevent the risk of spreading disease, we will distribute donuts using tongs, ask that you bring your own coffee container and please wear a mask when not practicing social distancing. The museum is located at 825 NE Ocean Blvd in Stuart. There are plans to conduct a cruise to three assisted living facilities located in Jensen Beach after this event. More details to follow.

Regarding the weekly show on Tuesday nights at Lowes in Stuart, the event is still on hold for now and we are awaiting an okay to start it up again. We'll keep everyone informed as soon as we know more.

Cars Under the Canopy

By Bob Ridle

This will be a little different “Cars Under the Canopy” story. You see, this story is more about a person, than it is about a car. It’s more about someone who came to see a car at a car show, than it is about the car’s actual restoration. It’s about our one car that did not make the trip to Florida, when Ann and I moved here in 2017, as we had sold it to a collector in North Carolina before the move. But, I’m getting ahead of myself, so let’s get started.

The car is a 1951 Studebaker Champion, 4 dr. sedan. A friend of mine found it in a family’s pole-barn outside Roanoke, VA in 2005. It had been sitting under a tarp since 1987. Surface rust abounded, the engine was locked up tight, the car looked awful... but, the odometer showed only 24,000 miles (verified), the interior was intact and original, and the factory Firestone tires were still on it. My friend bought the car, called me and said, “Bob, I just purchased your next project car!” Indeed he had. I’ll save the restoration story for another day, suffice it to say I did buy it from him, restored it and in 2011 took this “Car Under the Canopy” to the AACA Eastern Division Meet in Hershey, where I met a man who would make this meet so special for me.

I have long held the opinion that what makes an AACA car show a special event is the people. Oh yes, the cars are the stars, but it’s the people who own them, the people who restore them, the people who vend parts for them, the people who provide services for them and the people who come out to see them that make it so special. It’s in this latter group where my story begins.

Saturday, October 8th, 2011 dawned clear and crisp. I awoke early, ate breakfast, checked out of the motel and drove my 51 Studebaker down to the showfield. Amid the steady flow of spectators admiring the antique cars there was one I’ll never forget. Long after the judging team had departed, he arrived. As I sat in my lawn chair at the rear of the car, he circled the old “Bulletnose” several times...looking in the trunk, checking out the engine compartment, and then backing up to take in the entire car. Then he would repeat this routine. Finally he stood facing the driver’s side of the car, leaning over a bit, with his arms behind his back, craning his head forward to see the interior...keeping a respectful distance so as to not touch or scratch anything. I should mention the car doors were closed and the windows rolled up.

For the longest time, he just stood there staring...lost in his thoughts. Finally I said to him, “You can open the doors if you wish.” My voice almost seemed to startle him. “You’re sure it’s okay?”, he replied. “It’s just a car, you can’t hurt it by opening the doors.”, I said. And so he swung the driver’s door open to the left and rear suicide door to the right, stepped in between them and crouched down to give the interior a good look. He ran his hands across the seats, gently touched the steering wheel, and followed the contours of the headliner with his eyes. After awhile he stepped back, shut the doors and began to talk.

Cars Under the Canopy, continued...

It seems back when he was a young enlisted man in the Navy, a used 51 Studebaker was all he and his new bride could afford. The old Stude served them well...taking them from base to base, bringing the newborn babies home from the hospital, taking the family to church and shopping, and more. He and his wife, who had passed away recently, had fond memories of their first car. He told me he started going to old car shows hoping to see a 51 Studebaker, but had no luck.

Then someone suggested he go to the Hershey Show because there would be so many cars there, he was bound to spot one. As it turned out, he did better than that, he saw several 51 Studebakers that day, but what he didn't expect to see was an exact match to his car, and mine was...make, year, model, equipment, right down to the color! So now I understood why he lingered so long with the car.

He had "time travelled" over the distances and the years to a time long ago, to a place where a 51 Studebaker still sat in his driveway, and where he could wander among the memories. Maybe it was my imagination, but his eyes seemed a bit misty as he shared the memories evoked by my car. I offered him my extra lawn chair and a cold drink from the cooler, and simply listened. After a while, he shook my hand, thanked me for preserving the car, and disappeared across the field.

At the end of that day, the old Stude was awarded a Second Junior. But the best award I have ever received came from that spectator. His stories had made my day. It had made all the hours of labor and every busted knuckle worth it. I had received his "People's Choice" award, making the 2011 Hershey Meet a special one for me. So, at your next meet, spend some time talking with the people who just came out to see the cars. Talk with them and listen to them. There are plenty of awards awaiting you there.



Bonus Cars Under the Canopy

I Confess-Big Black Cars are My Weakness (continued from last month)

By: John Giltinan

So, where was I? Oh yes. I have always wanted a big convertible sedan with side mounted spare tires. A few years ago, an acquaintance named Bonnie Franko (past president of the Packard Club of America) ran an ad for an un-restored 1937 Buick Roadmaster Series 80-C convertible sedan.

Naturally, the car was/is black and what a car it is! Powered by a 320 cubic inch overhead valve in-line eight, it has a long 131" wheelbase and beautiful Streamline Moderne styling. The original owner's son put the car in storage in 1955 where it remained until about 2015.



I purchased the car from Mr. and Mrs. Franko and had it shipped to Florida. The engine and some of the mechanical systems have been restored but she retains her original paint, top and upholstery. This is an exceedingly rare car. Only about 1,000 were made and only a handful have survived. I am trying to do conservation work on the car in order to retain as much original content as possible.

Some features will have to be replaced so that the car can be used and enjoyed. The fabric top has not been lowered in my lifetime and I fear that it

will fall apart if I put it down. Accordingly, the old top will be used for a pattern to make a fully functional new top. The seats will be recovered with fresh leather as the old leather will not take very much use.

Again, the originals will provide patterns for exact replacements. I will retain the door cards and other original interior features along with the battle-scarred original paint. This car drives like a dream; silky smooth, it has loads of torque and handles very well for such a large machine.



Bonus Cars Under the Canopy

(continued from previous page)

My third black car is a 1930 Franklin Series 147 Salon Special. The car has side mounted spare tires and “coach” doors. Franklin’s were made in Syracuse, New York from 1904 to 1934. All Franklin cars featured air-cooled engines. These were very well engineered, well built cars. They were expensive, costing as much as a Cadillac or a Packard of the day.



The body for my car was made by the Walker Body Company in Amesbury, Massachusetts. Walker built the bodies “in white” (unpainted), shipping them by rail to Syracuse for paint, upholstery and mounting on the Franklin chassis. My Franklin is built on the long 133” wheelbase chassis with an elegant five-passenger body in place of the larger and more common seven-passenger body.

The engine is an overhead valve, air cooled in-line six which makes 95 horsepower. Like a motorcycle engine, each cylinder is a separate “jug” with cooling fins surrounding it. There is a powerful squirrel cage blower mounted in the front which ducts air around the driver’s side of the engine, blowing it across the fins. This was called “Side Draft” cooling and it was highly effective.

The transmission is an unsynchronized four-speed. I have learned (the hard way) that you simply can not run it through the gears as one would do with a modern synchro box. She insists on being shifted at low RPM’s. If you do that, she can be shifted without crunching the gears (most of the time). The engine has so much torque that it can be driven in top gear from about 5 mph without any complaint. Brakes are advanced four-wheel Lockheed hydraulics.

The car features full elliptical springs which give it an amazingly smooth ride. Traffic “rumble strips” cannot be felt in this car. This Franklin was restored by Clarence Borgmeyer of Palm Beach Gardens. Mr. Borgmeyer is a retired Pratt and Whitney engineer. Prior to restoring the Franklin, he restored the red 1930 Packard convertible currently owned by Barry and Lynda Parizio.



MEMBER'S STORIES, BY BILL HOWELL

The REVS Institute, Naples, Florida

The Revs Institute, a 501(c)(3) not for profit organization, is dedicated to the preservation of automotive history. Revs is comprised of an automotive preservation workshop, extensive archives, research library and four thematic galleries featuring the Miles Collier Collections of automobiles.

The Revs Institute was established in 1988. The Miles Collier Collections include more than 100 automobiles manufactured between 1896 and 1995 - a purposefully curated assemblage of the most profound and rare automotive innovations of our time. Declared the finest sports car collection in America by The New York Times, Revs Institute attracts a worldwide audience of automotive enthusiasts, preservationists and industry scholars.

This is really not just a car museum; rather it is a celebration of all the innovations of cars throughout the ages. They don't just fix old cars up and put them on the floor; they show the evolution of cars. Many cars still have all their dings and scrapes on them - and they have a picture behind the car of it winning a race while acquiring those paint flaws. They display the first cars with the engines in the front, the first cars with the engines in the rear, the first cars with the mechanic riding along the outside of the car to adjust fuel, etc.

Being a Porsche owner, I especially loved the Porsche gallery, with the very first Porsche, the first Porsche 911 to win a race, and all the various Porsche experimental race cars. On a recent visit (my first to The REV) I expected to spend about two hours.....not enough time! Had lunch in Naples and headed back as your entrance fee is valid all day. I suggest that you get the earliest possible time slot as it took another two hours to get through the entire collection.

The institute is bigger inside than it appears on the outside, with plenty of parking. It is only open on Tuesday, Thursday and Saturday and you must reserve your time slot for the initial entrance.

Website: revsinstitute.org

Address: 2500 Horseshoe Dr S, Naples, FL 34104

Phone: (239) 687-7387

Note: Due to the Covid19 situation, the REVS is close at the present time. Call to see when it might open.



MEMBER STORIES

Covid Rebel Cruise to Granger's Grille, Delray Beach **By Andre Rayman**

We thought that the 155 mile ride to Marsh Landing in Fellsmere would have been sufficient to satisfy the cruisers, but no such luck. Lacking any car shows to sit at and watch cars rust, and be able to listen to the idle banter of the spectators, the cruisers demanded more driving entertainment.

If you have ever been on the TCVCC board and held a monthly meeting, you have an idea of the planning and organization required. Luckily there is none of that for the Covid Cruisers because just like the Cracker tour or Hot August Nights tour, if you have a bad time, no one cares! And much like those tours there might be an unwanted competition for a hard luck award, but regardless of the malady, there will be no award given.

It seems like we had gone in every direction possible except the Atlantic Ocean, and lacking any Amphicars or Ferrys to take us and our cars to the Bahamas, we would have to come up with something better.

If we can't drive across the Atlantic, the next best thing would be to drive along the Atlantic... but to where.

As I studied my face book friend list, I remembered a fellow foodie- Shelly Petrola from Delray Beach. Surely she would have a place that would be fitting for our adventure. I had thought of some of the better eateries along "The Avenue" (Atlantic Avenue") but the parking is dismal and we would be forced to park in the garage and walk. Many years ago we had visited Ellie's 50's diner in Delray, and I thought that would be a good fall back spot.

Shelly was most helpful and she and her husband often ate at Granger's Grille. She was certain that we would like it. So for 3 days straight over the Memorial Day weekend, I called Grangers, and only got an answering machine. Things were not looking good. Putting on the thinking cap, I looked them up on Facebook and sent a message which was promptly returned. Yes, they could handle our group even with the 50% rule in place.

Later in the week I called and spoke to the manager who asked when we would be there. I said well... we are leaving at 10:30 from Hobe Sound, and taking the ocean route so I'm guessing 2 hours. "Hobe Sound" she said.. that's where I live! Some small talk later I realized that I knew her husband from the local Quick Lube oil place. Things were looking up because I knew Christina would give us the HSL (Hobe Sound Local) treatment.

Covid Rebel Cruise continued...

Our crew gathered at the Racetrack Gas station in Hobe Sound for our prompt 10:30 departure. One thing about these rebel cruises.. they leave on time. Firstly it was a good spot to congregate (and get gas), and second, I had directions from a previous cruise that started here and so we were able to recycle them.



Eleven of us left the gas station (all classics) and headed down Jupiter Island and into Tequesta. Summer was upon us, and I hoped we would not get caught at the US1 Bridge, and our luck held as we passed it without stopping.

We continued along the ocean through Jupiter and Juno Beach, and made our way back to US1 for a quick ride to PGA boulevard where we could head back to the ocean. Two more cruisers joined us at PGA Boulevard and US1- Lisa and Lou in her Mercedes and Kathy in her 1962 Tempest convertible, where a mini Chinese Fire drill took place... in the middle of moving traffic. Ugh



After cruising along the beach we returned to the mainland over the Blue Heron Bridge and went south over the FPL flyover and then to Flagler Drive. We then made our way down Flagler Drive to the North Bridge (Quadrille) Some of us were lucky but about half the group got caught by the bridge. There was nowhere to pull over in Palm Beach, so we continued south to Mar-a-Lago and to the

employee parking lot for the Palm Beach Bath and Raquet club which provided a good rally spot.

About 10 minutes later the remaining group showed up, and we ushered them in. Off we went again with three of the old Sunshine State GTO club guys- Tom, Dave and Frank joining us at Lake Worth Beach. With them were 2 other cars, a Corvair driven by Wes and Tom and Karen in their Chevelle. Our group had grown to 18 cars.

Covid Rebel Cruise continued...

We continued south to Briny Breezes where an entourage awaited our arrival. It was led by Mike and Leigh McMorrow. I had purchased their 1967 GTO almost 3 years ago, and they were now full time residents of Briny, and hanging out at the Texaco gas station is the Briny thing to do. For this reason, I had made sure to drive their old car Sure enough, they were there in force cheering and yelling (and enjoying cocktails as it was after 12pm).

Bob Zigenfuss in his 1965 GTO convertible joined us there and our ranks were finalized at 19, just short of the record that we had when we went to Vero Beach.

Arriving in Delray Beach, I opted to take us over the George W Bush bridge which was not part of the directions and of course we got caught by the bridge, but it was quick and 5 minutes later we arrived at Grangers. Well most of us anyways. Apparently some of us were having such fun driving that they drove right past the restaurant.



Christina did not disappoint and her staff had roped off 20 spots for us. We parked and quickly made our way towards the diner where we were greeted at the front door by Shelly and Christina. Apart from being a foodie, and longtime Delray resident, Shelly is also the mayor of the city, and later took time to come to each table and thank us.

There were some locals dining, but we were fortunate that there were enough seats for us to all dine inside.



I spoke to the Joyces, and learned that we had our first mishap in over 10 cruises. The radiator on their Cougar had given up and dumped its contents on the tarmac. A quick once over indicated that the fitting where the transmission lines connected had broken, and unfortunately they would have to be towed home on a flatbed... to Ft Pierce. Luck was with them as the Browns were also in attendance and could take them home in a/c comfort of Dave's 1974 Grand Am.



Covid Rebel Cruise continued...

After a leisurely 2 hour lunch it was time to head home... I had the brisket with potato salad and baked beans! The tow truck had not shown up yet, but the rebel



cruisers were being rebels demanding ice cream. The southern participants headed for home and the remainder of us headed on our return route up US highway One. Well almost all of us... The Hoffmanns in their 1957 T-Bird were right behind me, but kept on going south. Later I found out that when they pulled out, they realized that they did not have any brakes so they made a beeline for

I95 and drove all the way to Hobe Sound using the gears and the E-brake. That must have been quite the adventure.

We worked our way north to West Palm Beach and along portions of Flagler that we had not travelled before and finally arrived at The Ice Cream Club in North Palm Beach. There was some cheering as it was discovered that this place had soft serve ice cream. Apparently the Bortnicks opted out of ice cream, and also choose the fast I95 route, but began to overheat and pulled off at Indiantown Road. There was so much steam that the car wash guys were afraid the car was going to exploded. They had obviously been watching too much movies. So that was our third hard luck award.

Our fourth hard luck award went to the Elzins. They had developed a vibration in their Fairlane which turned out to be a worn tie rod, but it did not prevent them from making it home under their own power.

We finished up our ice cream and continued North and headed back to Hobe Sound. That was 96 total miles driven, but it was quite slow.

In my mind, this was the last cruise till the fall, but these rebels are restless and apparently hate staying at home, and no sooner was I at home in the comfort of the a/c that I was receiving texts about where were we going to go next. Fortunately for the restless relentless rebels, Mike Searle had a plan in mind for the following weekend.

