'UNNAMED'

Dixie Slo-Riders

Dec 2025 Newsletter Vol 25 No 1



Dixie Slo-Riders

Dixie Slo-Riders Contacts:
President: Russ Boyle: rjb72@aol.com
Vice President: Jeff Berdass: jeffberdass@gmail.com
Secretary/Treasurer: Steve Cook:
dr_steve_cook@hotmail.com
Board of Managers: Russ Boyle
Jeff Berdass
Steve Cook
Newsletter Editor: George Cole, gtcole@peoplepc.com
Website/webmaster: help needed!

Table of Contents

Club Contacts	Page 2
Copywrite Release	Page 2
President's Corner	Page 2
Editor Ramblings	Page 2
Membership:	Page 3
Dream Big!	Page 3
HCCA National News	Page 4
Dixie Slo-Riders 1-2 Cyl Tour	Page 5-9
Hershey	Page 10
Hershey Hangover XIV Tour	Page 11
Snappers Summer Horsehead Tour	Page 12
HCCA 2026 Convention & Tour	Page 13
Delray Beach Concours	Page 14
Member Spotlight—The Editor	Page 15
2026 Upcoming Events	Page 16
HCCA FL Region Spring Tour Flyer	Page 17
HCCA Annual Tour 2026 Flyer	Page 18
History in Motion Festival	Page 18
HCCA N Jersey Head to Hills Tour	Page 18
Technical-	Page 19
Membership Application/Renewal	Page 20
Time Marches On	Page 21

Copywrite Release: HCCA and it's regional groups/members may copy material from this newsletter for **NON-COMMERCIAL** purposes, if source credit is given. Likewise, contact information provided here is for club business and activities, and **NOT** to be used for commercial or advertising purposes. i.e., **DO NOT** use this distribution list as your company or activity mailing list or your membership may be suspended.

President Russ' Corner:

I hope all have started the holiday season with great happiness with family and friends.

The week of October 19th, the Dixie SloRiders held their 3rd annual 1&2 cylinder tour in Nashville, GA. What a great tour, the people, weather, roads, stops—and of course the food. A big thank you to Pam & Ed Prince for hosting this year's tour. I would like to give a special thanks to the city of Nashville that went all out to make us feel welcome. Read more about this tour in this newsletter.

As a reminder the Dixie SloRiders Registry was started to promote early car touring in the southeast, specifically 1&2 cars. So far, we have had 3 very successful 1&2 cylinder tours and a big car progressive. We would like to keep this trend going. In order to do this, we need volunteers to host future tours. If you want to host a tour, please let me know when you would like to do it and where. Remember we want to hold a weeklong 1&2 cylinder tour late October but are open to additional tours.

We also need a volunteer to help create and/or manage a website.

As a Registry of the National HCCA we are required to do several things such as provide a list of officers, members, and pay for insurance. Because of this and to help the club grow the board has decided to initiate annual dues of $10 per year per household. This will do several things for the club: Help identify people who want to be a member and report to the national HCCA, create and support a website, and newsletter. Extra funds will be donated to support each year's tours.

George Cole has graciously volunteered to write the newsletter. Thank you, George.

I wish you all a very Happy Holiday Season
Russ Boyle

Editor Ramblings: Merry Christmas, Happy New Year, Happy Hannukah, etc., to all. This is the premiere newsletter edition for the Dixie Slo-Riders. We'll start by trying a quarterly publication, IF there is enough 1-2 cylinder activity to report. At present, the newsletter is nameless. We have some possible candidates, but how about YOU naming it for us? Email suggestions to President Russ and Editor George, for consideration.

You'll see several times throughout this newsletter of pleas for tour organizers/hosts. Even if you've never hosted a tour before, please offer...we'll help you with it. Obviously 1-2 cylinder cars cannot mix with traffic everywhere. But outside most suburban areas, less-travelled roads can be found to accommodate our not-so-fast Slo-Riders.

If you would like relevant information included in the newsletter, please submit it or a flyer to above newsletter editor contact email requesting inclusion, pending space-availability. If you share this newsletter with non-members, please delete prior email distro addressees.

Front Cover: Richard & Nancy Frasier in 1904 Cadillac Model B.
Back Cover: Wayne & Marsha Hadden's 1911 Renault, and JR & Vicki Frey and Dave & Margie Durr in 1907 Maxwell

Membership:

Everyone needs to RENEW YOUR 2026 MEMBERSHIP. For a mere $10 over the cost of HCCA National membership dues, how can anyone not want to join or renew with Dixie Slo-Riders? Come on...ante up! The form is the last page of this newsletter. Current membership is required to tour, for event insurance coverage.

Dixie Slo-Riders was formed 3-years ago with the intent of promoting 1&2 cylinder touring, with a tour each year in late October. In addition, it promotes all Brass-era touring with spring tours, contingent on tour host volunteers. Although events are held in the south-east U.S., Dixie Slo-Riders welcomes members from anywhere nationwide, as well as individuals from any other state or country. The only requirement is to be a member of HCCA National, and have an interest in 1-2 cylinder or equivalent (electric or steam,) as well as all other Brass-era vehicles. Ownership of a 1-2 cylinder vehicle is not a requirement. With the implementation of the annual $10. dues, a 'Hamilton' is now required to be an active member.

The primary club activities have been 1-2 cylinder tours in the fall, and starting in 2024, an all-Brass-era tour in the spring. However, TOUR ORGANIZERS/HOSTS ARE BADLY NEEDED! It's not that difficult, and we'll gladly help. Contact Russ Boyle to start the wheels turning.

If You're Going to Dream, Dream Big!

HCCA and Snappers Brass & Gas member Randy Marcus, (personal friend of the *Cracker Trail II* editor,) travelled to England with the Curved Dash Olds Club to watch the Royal Automobile Club's Annual London to Brighton Run. The run has been held every year since 1896, interrupted only by WWI and WWII. It is open to all pre-1905 vehicles. Little did Randy imagine that he would get an opportunity to participate. But incredibly and entirely unexpected, 2-days before the race, he was invited to fill in as a replacement navigator for USA driver, Pete Wood, in Car #177, a 1903 Cadillac. Over 400 entrants, represented over 100 marques, included almost 20 different USA-makes, i.e., Olds, Cadillac, Packard, Rambler, Haynes-Apperson, Stevens-Duryea, Locomobile, Ford, etc. They assembled on a very rainy and chilly pre-dawn 2 November, in Hyde Park. And off they went, passing Buckingham Palace and on to Parliament Square, Big Ben, across Westminster Bridge, and into the English countryside for their 60-mile journey to Brighton, on the southern coast. For Randy, it was a dream come true, and a check on his personal bucket list. The London-to-Brighton Run was not Randy's first rodeo. In the 8,600-mile 2019 Peking-to-Paris Race, he successfully navigated Alex Vasbotten's(NL) 1933 Alvis Firefly. When Randy dreams, he dreams big!



Pete Wood, driver/owner, Randy Marcus, navigator, 1903 Cadillac

HCCA NATIONAL NEWS

MERRY CHRISTMAS!

- **Museum of the Horseless Carriage** - The BIG News! The MHC received a donation of an extraordinarily rare 1910 Olds Limited Roadster! Words cannot describe this car. You had better go take a look for yourself at the Gilmore Museum in Michigan. The Celebration of Brass VI is July 16-18, 2026.
- **Harrah's Homecoming** - Will be a grand tribute to the iconic Bill Harrah, celebrated for his world-renowned collection of antique automobiles. Taking place July 27–August 1, 2026, in Reno, NV. For details: (775) 333-9300 or see the Gazette article.
- **HCCA Education Link** - The HCCA Website has a link for Education information and activities for teachers, students, the general public, HCCA members, or anyone planning to visit an educational site on a tour. The Education Committee is working to expand the education offerings on the website, and the HCCA YouTube Channel to support Regions and members. Want to hear more? See the Gazette, or contact Chris Brewer at brewerc@prodigy.net
- **HCCA 2025 Awards** - Have you sent in your Marian Welch Service Award, Art Twohy Service Award, and Joyce Chase Award nominations yet? What are you waiting for?

We need **YOU** to nominate those members who have made a significant contribution to keeping the Club running, and helping others, at both the National, and the Regional level.

Please, see the Gazette for detailed criteria.

Send member nominations to the HCCA Office address. ***Nominations for individuals are accepted up to March 31, 2026***. Nominations can also be submitted by email,

to: office@hcca.org

Don't put it off until "later", send your nominations Now!

- **Technical Advisors** - The HCCA has a list of Affiliated Registers in the back of every Gazette issue. Have a question about your brass car? Ask the Register contact. Don't see your year, make and model listed? You can create another Register. Contact the HCCA Office at: office@hcca.org
- **Club Benefit!** - What is more important than Santa Claus? **Club Insurance is the most important!** Contact Jeff Lesher for details jeff.lesher@outlook.com Don't Wait!
- **Club Banners Missing** - Who has the HCCA banners? We need those banners for our Club events. Please contact the HCCA Office at: office@hcca.org
- **Want a FREE Gazette?** - Sharon Gooding has 11,000 of them to give away. You can have one, or more or many more, just for the cost of postage/shipping! Contact Sharon at: sharonekgooding@gmail.com Sharon wants her garage back! Deadline is March 31, 2026.

Doug Tomb / *Douglas.tomb@verizon.net*

Board Member – HCCA NN Editor …

Dixie Slo-Riders 1-2 Cylinder Fall Tour

There's no questioning that fast is fun...but the Dixie Slo-Riders prove that slow can be just as much if not more fun than fast. Daily venues on their 19-24 October Fall Tour took the 11 teams up to 50-miles in and around Berrien County, in south-central Georgia. Outstanding 'home -base' and hospitality support at the Community Center and elsewhere throughout the city, by Nashville City Manager Hayden Hancock, and his staff, Ashley Deloach-Smith, Darla Trevino, and Dawn Morrison was beyond reproach. A continental breakfast awaited tourists each morning, plus drinks and snacks throughout the day.



Jeffery Berdass & Steve Cook in 1909 Buick

All tour roads through the Georgia countryside were flat and traffic was light,...perfect for tour cars cruising between 18–30 mph. First on the docket was a 20-mile trip to Lakeland, and a visit to Georgia Olive Farms where tourists witnessed olive oil production. Most purchased fresh Virgin Olive Oil, and olive trees to take home. Another 10-miles took tourists to lunch at the Gopher Hills Farm, where the huge antique tractor collection was overwhelming, to say the least. Back to Nashville for the evening, with a pizza dinner, Bingo, and the movie classic, 'Genevieve', in the Community Center. Day two found tourists on their way to visit Jerry Kelley's race and classic car collection. While the men tinkered with the cars, wives relaxed and socialized in the Kelley's plush garage apartment. Continuing on, the tourists wound their way into Hahira, for a leisurely lunch at the Fancy Girls Farm Restaurant. After some free time back in Nashville, where our hosts provided an Italian combination dinner.



Ed & Pam Prince in 1914 Renault Model EK

Following the morning assembly and breakfast on day three, tour cars were taken to the Village Square, and left on display for the morning. Ladies broke from the men, and spent the morning visiting various local millinery and dress shops. The men headed to Heme Head Garage, where detailed engine restoration machining processes were demonstrated. From there, they were given a tour of Nashville's Berrien County History Museum, with it's rich and proud military heritage. Ladies and men regrouped for a Mexican lunch at the Rancho Allegre restaurant. City Manager Hayden Hancock gave a behind-the-scenes look at the in-progress restoration of the historic Nashville Berrien County Jail. Built in 1903, the jail is one year older than the oldest centurion being driven on the Dixie Slo-Riders tour.

Dixie Slo-Riders Tour (continued): Tour cars drove to a local nursing home, providing the residents a drive-by show. Ron Ganster opened his car collection and restoration shop to the tourists, before everyone headed to the old train for a cheese and wine-tasting cocktail hour. After a rest-and-recovery, everyone reassembled at South House Brewing beerhouse, for libations and a low country boil, shrimp, sausage, and potatoes dinner.

The final tour day once again began with breakfast at the Nashville Community Center, and then almost 30-miles to Barney to visit the huge Burton Brooks Orchard, vegetable and fruit stand, and ice cream shop. After a box lunch picnic, everyone headed back to Nashville, and then boarded an old time trolley bus for a short trip to Tom & Kathy's massive Old NOS parts warehouse. Here, thousands and thousands of antique car parts are researched, tagged, and available for sale, as well as that many more which have yet to be identified and cataloged. The immensity of their two-person operation is mind boggling, to say the least. After a short break, tourists reassembled at the Cadillac Café, where Dixie Slo-Riders President Russ Boyle held a short pre-dinner club business meeting. After eating, everyone moved to the back room for an evening of 50s and 60s music and dancing to the Ken Fox Band.

So ended a week of touring. Everyone agreed this was the perfect place for a return tour, as the Nashville hospitality was over the top. Hat's off and a huge thank you to Ed and Pam Prince for providing an outstanding tour.



Donna & Russ Boyle's 1914 Renault Model EK



Nancy & Richard Frasier's 1904 Cadillac Model B

Dixie Slo-Riders Tour (continued)



Dinner at the Cadillac Cafe



Margie Durr & Vicky Frey Doin' Time in Nashville Jail



Ed Prince Crankin' his 1914 Renault Model EK



Line Boring Mains at Heme's Machine Shop



Honing Cylinders at Heme's Machine Shop

1907 Maxwell & 1909 Buick





JR Frey Cranking 1907 Maxwell



Jeffery Berdass with his 1909 Bukci



Nancy & Richard Frasier



Wayne & Marcia Hadden in 1911 Renault Model AX

Dixie Slo-Riders 1 & 2 Cylinder Club contact, Russ Boyle at: rjb72@aol.com.



Ladies in Waiting at Jerry Kelley's Race and Classic Car Collection Garage



Norm & Kathy Madsen's 1905 Buick Model C



Wayne & Marcia Hadden in their 1911 Renault Model AX



JR & Vicki Frey and Dave & Margie Durr in 1907 Maxwell



Stevie & Hubb Wyatt in 1909 Maxwell Model A



1906 Cadillac Model K and 1914 Renault Model EK in Village Square

2025 Hershey Swap Meet & Show It's no secret that in early October every year, thousands and thousands of 'antique car people' migrate into a sleepy little town in south-east PA, for their annual pilgrimage. What can be said about it that hasn't been said before. Over 20-miles of aisles and aisles of cars, parts, and memorabilia, waiting to find new homes. Several Dixie Slo-Riders were there, including Milt Roorda, Joe Goss, George Cole, and most likely many more, looking for whatever they didn't realize they needed until they saw it there.



1903 Opal Darracq





1906 Cadillac







Hershey Hangover IV Tour No, nothing to do with over-imbibing...it's for those wanting the 'Hershey Experience' to last a bit longer. Two cylinder car owners, Jeff Lesher and Shawn Achtel once again hosted a multitude of pre-1916 Brass cars to tour south-east PA, 10-13 October. Although not a an exclusive 1-2 cylinder car event, several were there, including Mike and Avery Romano in their 1908 REO. Shawn Achtel also brought his 1904 Oldsmobile.



Mike & Avery Romano in their 1908 REO



Shawn Achtel's 1904 Curved Dash Olds



Pretty Maidens All in a Row

Snappers Brass and Gas Summer Tour: 27 July—1 August found close to 50 Brass cars touring the Horseheads, NY, area, with the Snappers Brass and Gas Summer Tour. There were no less than four 1-2 cylinder cars registered, although seemingly only 2 attended. Cars were challenged with ups and downs of winding mountain roads, scaling no less than 2 separate mountains to visit the National Soaring Museum, and NASCAR's Watkin's Glen Road Course. Other venues in the NY Finger Lakes region included local museums, the Corning Glass Factory, a winery, and a lunch cruise on Seneca Lake. But the highlight of the tour, at least for the 1-2 cylinder centurions was a tour of Tom Overbough's 50+ car collection, including no less than nine two-cylinder REOs, as well as other 1-2 cylinder cars..

George & Nancy Haley's 1908 REO, sandwiched between a 1909 Locomobile and a Model T Ford





Roger Garnett's 1908 1908 Maxwell rubbing shoulders with a Cadillac and a Model T Ford

Tom Overbaugh with his ultra-rare REO limousine



HCCA Annual Convention & Tour: Orange, VA, hosted the HCCA annual Convention and tour, 27 April—3 May. Multiple participants proved tour routes don't have to be flat and level for 1-2 cylinder cars to participate. Daily tour routes ran into and through the Blue Ridge Mountains. Cars overcame the challenges of many seriously steep ascents and descents of the tours, including driving a leg of Skyline Drive. Roger Garnett's 1908 Maxwell, Tom Johnson's 1907 Model N Ford, Matt Rising's 1905 Cadillac, and Mike Romano's 1908 REO huffed and puffed, but proved they were the little engines that couldn't be put down.



Mike & Riley Romano in 1908 REO



Matt & Marcia Rising in their 1905 Cadillac



Tom Johnson & Mark Altom in 1907 Ford Model N



Roger Garnett tweaking his 1908 Maxwell



Roger Garnett (right) with his 1908 Maxwell

Delray Beach Concours: Earlier this year, Dixie Slo-Rider member JR Frey supported the 27 April Delray Beach Charity Concours. JR displayed several 1-2 cylinder cars, which 'took home the gold.'

19th CENTURY HORSELESS CARRIAGE - BEST IN CLASS -- 1899 Marot-Gardon

DELRAY BEACH HISTORICAL SOCIETY - CHARITY AWARD -- 1904 Cadillac

Congrats to JR.



JR Freyin his 1899 Marot-Gardon



JR Frey's 1904 Cadillac Model B

JR Frey's 1907 International Harvester Auto Buggy



Member Spotlight – Newsletter Editor George Cole

Most Dixie Slo-Riders members have me at a disadvantage…very few of you know me. But the situation is reciprocal. I know very few of you. With that, I'd like to share a bit about myself.

I spent 19-years in upstate New York before I realized there were placed in the world where it didn't snow. Then the Air Force (AF) spent the next 20 years sending me to more places where it did, with some places much worse, like the upper peninsula of Michigan where wintertime temps would hit -40F, with a 40-mph wind. Don't get me wrong, the summers there were beautiful, but they were extremely short, and I usually had to work that day. Mid-1970s, the AF sent me for a 3-year tour to Patrick AFB/Cape Canaveral Air Force Station in central Florida. It was Heaven compared to everywhere else I'd been. So, when leaving for England, my late wife and I agreed if we didn't find any place we liked better for the remainder of my AF career, we'd return to central Florida when I retired. After almost 20-years as a bomb disposal tech (EOD), the AF and I parted ways in 1991, and we headed back to Florida. I spent the next 27 years working at the space center, retiring from NASA in 2018. I also spent much of my life moonlighting in various occupations, including as an Adjunct Professor at Embry-Riddle Aeronautical University, where I taught over 100 undergraduate and graduate classes, retiring from that in 2015. Sadly, none of my children or grandchildren share my passion for Americana and old cars. To most of them, a car is a disposable commodity.

I've been a member of HCCA National for 8 years, and a member of the FL Region for six. I joined as an incentive to prod myself into working on my 2 Cole Cars, but so far it hasn't helped. I've been more of a lurker than an actual member, following the club's activities on their websites. I'm somewhat a more active member of other car clubs, including CCCA, AACA, VMCCA, AMCA, JCNA, and a host of others. I have a relatively meager stable of 10 collector cars and 5 motorcycles, and everything needs work to one extent or another. My only 1-2 cylinder car is a 1906 Maxwell Gentleman's Speedster. My other two Brass vehicles are a restored 1915 Saxon Roadster, and an unrestored 1915 B.S.A. motorcycle, which I imported from England several years ago. My collection is entirely self-generated. The only thing I inherited from my father was the bill for his mortuary expenses. I pretty much started with nothing…and still have most of it.

My stable includes the 3 previously mentioned, 1919 Cole Roadster, 1920 Cole touring car, 1947 Jaguar Mark IV saloon, 1957 Chevy Belair sport coupe, 1959 ElCamino, 1963 Corvette coupe, 1972 Corvette Coupe, 2003 Corvette coupe, 1925 Swallow Sidecar (Jaguar) sidecar, 1963 Harley Topper, 2003 Harley Electra Glide Classic w/matching sidecar, 2007 Harley Road King Screamin' Eagle CVO, and 2010 Harley Ultra Screamin' Eagle CVO. I/ve lived in the center of Cocoa Beach since 1991, vowing to never move again. As I'm less than 3 blocks from the ocean, my biggest enemy (other than zoning inspectors,) is salt air. For a lack of garage space and no room to build, I store most vehicles in enclosed trailers which line both sides of my front lawn. Some of the trailers are air-conditioned to mitigate corrosion.

I frequently tour and show my 1915 Saxon, 1947 Jaguar, and 1915 B.S.A. I also slalom race the Jag. I am the 2022, 2023, and 2024 Jaguar Clubs of North America Class A slalom champion. That class includes all 1928-1951 Jags in Canada, U.S., and Mexico. Granted, there is not a lot of competition, but... Anyone who has never slalom raced should try it. It's the most fun you can have with your pants on. The JCNA cancelled their slalom planned for the International Jaguar Festival in September, so I did not race in 2025. Future plans (at least for now,) do not include any more vehicles…unless something else jumps out and bites me. As previously stated, practically all of my vehicles need work from one extreme or another, so I'd really like to focus on getting at least some of them back into some semblance of presentable condition.



George Cole with 1915 Saxon

2026 Upcoming Events

1-2 Cylinder:
Mar thru Aug (?) VMCCA 1-2 cyl tour
5-8 Aug(?): New London to New Brighton Run, New London, MN
TBD Sept: Snappers Lansing to Dearborn 1-2 Cylinder Tour, MI
TBD Oct: Dixie Slo-Riders 1-2 cyl tour.
DIXIE SLO-RIDERS NEEDS TOUR ORGANIZERS/HOSTS!
HCCA FL Region:
5-8 Mar: Spring Tour, The Villages, Host: Scott & Shelly Thams
TBD Nov: Tour, Weeki Wachee/Homosassa/Gainesville, Hosts Morry & Michelle Osborne
Mar 2027: Tour, NEED LOCATION AND HOST.
Non-HCCA Florida:
9-12 Jan 2026: Suncoast Model T Round Up, Mt. Dora, FL
11 Jan 2026: Elegance Palm Beach, Palm Beach Waterfront, FL
17 Jan 2026: 100 Years of Cars, Pine School, Hobe Sound, FL
1 Feb 2026: Motorcar Cavalcade, Miami, FL
7 Feb 2026: Cars on 5th Avenue, Naples, FL
16 Feb 2026: Cavallino Classic Sunday, Mar-a-Lago, WPB, FL
28 Feb-1 Mar 2026 ModaMiami, Miami, FL
5-8 Mar 2026, The Amelia, Amelia Island, FL
28 Mar 2026: History in Motion Festival, Zephyrhills, FL
4 Apr 2026: Wheels Across the Pond, Jupiter, FL
17-19 Apr 2026: Delray Beach Concours, Delray Bch, FL
HCCA National:
6-10 May: HCCA National Tour & Convention, Friant, CA
May 8-9: Mid-Atlantic Pre-War Swap Meet, Luray, VA
1-5 Jun: ABC III Tour, Pine Mountain, GA
12-17 Jul: Head for the Hills Summer 2026 Tour, Stroudsburg, PA
16-18 Jul: Celebration of Brass VI Show & Pre-WWII Swap Meet, The Gilmore, Hickory Corners, MI
27 Jul—1 Aug: Harrah Homecoming, Reno, NV
1 Aug: Swigart Museum Car Show, Huntingdon, PA
4-8 Aug: New London to New Brighton Run, New London, MN
10-11 Sept: Lansing to Dearborn Run, Dearborn, MI
12-13 Sept: Old Car Festival at Greenfield Village, Dearborn, MI
12-13 Sep: Greenfield Village Old Car Festival, Dearborn, MI
20-25 Sep: 80th Revival AAA Glidden Tour, Dover, DE
23-26 Sep: Red Flag Motor Tour, Mount Pleasant, IA
Non-HCCA National:
1-2 May 2026: Bakersfield Brass Era Swap Meet, Shafter, CA (in conjunction w/HCCA National Tour)
2-5 May 2026: Yosemite Campout Bridge Tour, Oakhurst, CA (in conjunction w/HCCA National Tour)
6-9 Oct: AACA National Fall Meet, Hershey, PA
9-12 Oct: Snappers & AACA Hershey Hangover XV, Morgantown PA

Note: although most of the above are not exclusive 1-2 cylinder events, 1-2 cylinder cars
are certainly welcome and encouraged to participate.



HCCA FL Region Spring Tour—The Villages

5-8 March 2026

Scott and Shelly Thams is welcoming everyone to tour The Villages and the surrounding area in north-central Florida.

The Villages is well known for its active retirement lifestyle. Arrival day for the tour is Wednesday March 5th. There will be three days of driving in and around The Villages with two 80-mile days and 50 miles on the third day. We will focus on the lake communities that surround The Villages. We will visit the historic Howie Mansion in Howie Fl as well as the lakeside communities of Tavares, Mt Dora and Eustis on day one. On day two, we will visit an amazing private local car collection and travel to historic Floral City followed by a lunch stop in Inverness. On Day three we will show you all around the The Villages Fl which is now home to over 160,000 people. You will get a sense for the tremendous growth happening in the largest retirement community in the world, visiting all of the city centers including one having its grand opening while you are here.



The host hotel is conveniently located in The Spanish Springs commercial district with great restaurant options within walking distance. On day two we will have a evening car show to show off our cars for the community. There will be live music and again numerous great restaurant choices for your dining pleasure. We will wrap up on Sunday March 8th with a group meal at one of the many fine country clubs in The Villages.

We expect to have the trailer parking in a large lot directly behind the hotel.



Host Hotel Information: Towne Place Suites by Marriott

1141 Alonza Ave.
Lady Lake, FL 32159
(352) 753-8686
The hotel rate is $149 per night and the last day to book under this rate is February 3, 2026 Please follow this link to book your reservation online:

https://www.marriott.com/event-reservations/reservation-link.mi?id=1746452863516&key=GRP&guestreslink2=true&app=resvlink

For more information regarding any aspect of the tour please contact:

Scott Thams

swthams@gmail.com

cell: (248) 613-4155







Journey through time as 'HISTORY IN MOTION' unfolds in Zephyrhills, Florida! This remarkable event is open to select vehicles from 1940 and earlier, including cars, motorcycles, bicycles, stationary engines, and more. No hot rods or modified cars allowed. The goal is to have spectators spellbound by 'history in motion'. Participants are encouraged to drive their vehicles on a small course. Designated parking/display area will be in a scenic historical railroad depot park. We're creating an immersive experience of the past. The event takes place on March 28th, 2026, from 8-4. This event coincides with Founders Day festivities in Zephyrhills, Florida. Free for all exhibitors!

Accepting applications for vendors and crafters who can make their wares on site such as: broom makers, candle makers, wood crafts, cigar rollers , textile arts and crafts, honey sellers, flowers and plants, face painters, character artists, artists, antiques, primitives, antique auto related vendors, any type period crafters and vendors.

This event is designed to showcase early car history. There will be adequate space to display relevant artifacts and information with your car. We ask that you drive your car on a small course for visitors to see. Period dress is encouraged but not required. Be informative to guests who show interest in your car. Our goal is to educate everyone, but especially the young to keep the hobby vibrant for years to come. Truck/trailer parking provided within the festival but away from the display area. Gates open 5 am for exhibitors. Displays must be set up by 8 am. You must remain in the festival area until 4 pm. The festival is designed for visitors to enjoy while learning. Period exhibitors, including a blacksmith, will be on hand to show how early crafts were done. Vendors of historic relevant items will be on hand as well as select food vendors.

CONTACT ME ASAP TO REGISTER! We are limiting the number of cars to make it an intimate historic event and give everyone the opportunity to share their passion for the historic vehicles . Bicycles, motorcycles and any pre 1940 machinery is welcome! Thank you and happy motoring! The event takes place March 28th 8am till 4 pm at the historic Zephyrhills Railroad Depot Museum Park.

Call, text, or email: Bob Sell: 813-713-7277
sellsauction@yahoo.com

Technical – Lights

We're all well aware that slow is just as much fun as fast…but sadly, the rest of the world doesn't all agree with us. Mixing our 20-30-mph cars with modern traffic can at times be anything from dangerous to downright terrifying. The motto 'SEE AND BE SEEN.' Has been around for a long time. Most of us don't have a problem with the 'SEE' part of it. Either we don't drive our slow-moving cars in the dark, or we've outfitted them with more modern lights so we can see farther than acetylene or kerosene lights project. But for others who don't drive at night, there is still the issue of being 'SEEN.' It's self-preservation…trying to keep everyone else from running into these centurions so we can live to see another day. That's the point of this article.

It's understandable that many don't want to modify their cars by drilling holes and stringing wires here, there, and everywhere, to install running lights, brake lights, turn signals and emergency flashers. Likewise, if the 1–2-cylinder car is completely original, it won't have a battery to power the lights. So how do we keep the originality, yet keep the rest of the world at bay? Modern technology to the rescue. There are now self-contained wireless systems available which can be installed on a car in minutes, with no batteries, electrical connections, etc. The individual lights attach magnetically, and the transmitter can be hooked to the dash, steering column, or laying on the seat next to the operator. The rechargeable components are periodically removed and plugged into a charger. However, the system will provide weeks of use before recharging is required. As the system is completely self-contained, it can be easily swapped from one car to another. What could be simpler than that?



There are a variety of these systems on the market today. I recently purchased the Deec Wireless Lights System for $200. It's available from HCCA member, Scott Deno, 135 Watson Rd., State College, PA 16801. nsdeds@hotmail.com

---

Money can't buy happiness, but it can buy

TOOLS

Which is pretty much the same thing!

2026 DIXIE SLO-RIDERS

Membership Application

name(s): _____

address: _____

alternate address: _____

phone #: _____ alternate: _____

email: _____

email alternate: _____

HCCA National membership number: _____

(Note: Insurance requirements mandate individuals must be a HCCA National member to join an HCCA Regional club. Not maintaining HCCA National membership will invalidate or suspend Regional membership.)

Dixie Slo-Riders initial registration ( ) renewal ( )

Would you be willing to host/assist with a tour? If so, what general location?

_____

Do you own 1–2 cylinder Brass, other Brass, Nickel, Full Classic, other antique vehicle(s)? If so, please list:

_____

_____

_____

(Privacy information will not be published online or available to non-members.)

Submit with $10.00 annual dues payment to:

Steve Cook
Secretary/Treasurer Dixie Slo-Riders
18747 Oak Way Dr.
Hudson, FL 34667

Time Marches On

