

FLORIDA REGION – ANTIQUE AUTOMOBILE CLUB OF AMERICA

The Running Board

Published Monthly in the Interest of the Preservation of Antique Motor Vehicles

October 2016



1936 Pontiac Six Motorhome

Photo from www.bonhams.com

Coming Events:

October 2 First Sunday Breakfast, Denny's Restaurant, 351 East Main Street, Apopka, FL 8:00 AM

October 10 Florida Region Board Meeting, Kress Memorial Church, 746 Formosa Ave., Winter Park, FL 6:00 PM

October 10 Florida Region General Meeting, Kress Memorial Church, 746 Formosa Ave., Winter Park, FL 7:00 PM



For the latest Florida Region club news visit our web site

www.aacaFloridaRegion.com



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Editor/Designer: Mark Regnier

Contributors: Carole Allen
Jerry Eakins
Howard Gilkes
Mark Regnier

CLUB WEB SITE:

www.aacaFloridaRegion.com

CLUB WEBMASTER

Heather Trinh

FLORIDA REGION AACA

PRESIDENT

Howard Gilkes 407-425-6409

VICE PRESIDENT

Dick Gauchat 407-695-4412

SECRETARY

Jerry Eakins 407-880-2697

TREASURER

Don Allen 863-604-3148

BOARD OF TRUSTEES

Alson Adkins 386-742-7554

Wayne Bostak 407-671-0479

Kerry (KC) Camp 407-365-7969

Matt Cannizzaro 407-977-1028

Darrel Cole 407-963-9089

Nelson Lawhorn 321-295-6855

Steve Tunney 732-895-1227

MEMBERSHIP CHAIRPERSON

Carole Allen 863-324-4055

CLUB HISTORIAN

Howard Gilkes 407-425-6409

Send your article submissions to:

EditorTRB@gmail.com

Deadline is the 20th of the month

President's Letter

Kendra and I were pleased with another successful Fall Pot Luck Supper (46 participants). The food and fellowship were excellent. What a great group! We are so sorry that several regulars were unable to attend. We look forward to their return as soon as possible. We are also looking forward to our December 5th Christmas Party.

Carole Allen will present her Show 'N Tell item in October. Anyone with a member Old Car Related Story for October?

The bicycle pictured in the August and September "The Running Board" is a late 40s or early 50s. It's the type of bike I delivered papers with in Coronado Beach (now New Smyrna Beach - NSB) back in those years. It is a variable speed Murray (it went as fast as you pedaled). The Murray was known for it's twin head lights mounted on the fork stem with a battery pack located right behind it between two frame bars.

There is a luggage rack over the front fender as well as the rear fender. That's a description of this one of ten bicycles.



Now here is the story.

Back in 1981, Kendra and I bought this little beach house in NSB with an un-attached garage. We never had a reason to explore the ten rusty old bicycles hidden back in a corner of the garage. But this year we were scheduled to demolish the old garage as part of our house expansion project. (We will end up with a 3 & 1/2 car garage complex). All of the rare antiques (including a Cushman Eagle parts scooter) from the old garage had to be re-located to a "Pack-Rat" (Pod). So finally I was able to see the types of bicycles the other nine were. Among them was another Murray, Schwinn, Columbia and some unknowns. But this Murray with twin head-lights will be the first to be back on the road again

Howard Gilkes

Minutes of the Florida Region AACA Board Meeting – September 12, 2016

The Board of the Florida Region AACA met at the Kress Memorial Church in Winter Park on September 12th, 2016. The meeting was called to order by President Howard Gilkes at 5:38 PM. Officers and Board Members present were Matt Cannizzaro, Don Allen, Darrel Cole, Steve Tunney, Dick Gauchat and Jerry Eakins.

Treasurer Don Allen presented the Treasurer's report and it was filed.

The minutes of the August Board Meeting Minutes were approved as printed in the September *"The Running Board"*.

Matt Cannizzaro reported on the New Membership Drive. Matt called for a review of results of the drive and further ideas for recruitment at the October Board Meeting.

President Gilkes reviewed upcoming events concerning the Region. The Garage Tour is October 29, 2016 (Saturday). An announcement will appear in the October *"Running Board"*.

The College Park Parade of Homes is in November. Steve Tunney will contact the coordinator of the event to confirm the date, location and time. The Christmas Party is December 5th. Hershey is October 5th – 8th. Lake Mirror is October 15th. Darrel Cole reported on the New Car Show during the Thanksgiving holidays at the Convention Center. Darrel has not been officially contacted but expects to need more cars than previous exhibitions. He will be contacting members for commitments. This show provides much needed revenue for the Region.

President Gilkes asked for volunteers for the Nominating Committee and since there were

none he suggested the entire Board act as the committee. The Board agreed and several potential nominees were discussed. President Gilkes will ask for volunteers at the General Membership Meeting that follows.

The meeting was adjourned at 6:09 PM.

Jerry Eakins
Florida Region AACA Secretary

Minutes of the Florida Region AACA General Meeting – September 12, 2016

The General Meeting of the Florida Region AACA met at the Kress Memorial Church in Winter Park on September 12th, 2016. The meeting was called to order by President Howard Gilkes at 7:33 PM. Forty-six members and guests were present.

President Gilkes told us to save the tabs from our soft drinks served at the Potluck Dinner for Dena Holt and that Charlie Steffy had new magazine stickers for the New Membership Drive.

Treasurer Don Allen presented the treasurer's report and it was filed.

The minutes of the August General Meeting were approved as printed in the September 2016 *"The Running Board"*.

Kendra Gilkes thanked Annette Morrison and Betty Hopkins for furnishing the meats for the Potluck Dinner. She told us that the Christmas Party was December 5th the first Monday in December. President Gilkes thanked Kendra for coordinating the Potluck Dinner.

President Gilkes gave the table decorations, a cardboard antique car donated by Gene and Marilyn Roy, to a chosen person at each table.

President Gilkes asked for volunteers to run

for Region Officers and Board Members and explained that since no one on the Board had volunteered to be on the Nominating Committee the entire Board was acting as the committee. The Board had discussed several potential nominees at the preceding Board Meeting.

Matt Cannizzaro reported on the New Membership Drive. Matt explained that a review of drive results and further ideas for recruitment would occur at the October Board Meeting.

Steve Tunney was asked to report on the Region website. Tom Holt said no changes or updates were apparent when he recently visited the site.

Darrel Cole explained the October 29th Garage Tour plans. He asked for a show-of-hands on who is attending and who would go to the Museum. An announcement will appear in the October "The Running Board".

President Gilkes said the College Park Parade of Homes is in November.

Dena Holt gave The Sunshine Report. She said she didn't have any reports of sick members. Mary Rose told members that Gene Roy was slowly improving. Darrel Cole said Jim Centrella will have surgery on September 14th. It was reported that Robert Shearer of Mims, Florida died. Bob had a large car collection visited by many members.

The meeting was adjourned at 7:45 PM.

Jerry Eakins
Florida Region AACA Secretary

Members Birthdays

Earl Beauchamp	October 19
Dick Gauchat	October 12
Kendra Gilkes	October 10

Betty Hopkins October 7

Annie Juergensen October 9

Cloteen Morris October 28

October 2016 Club Event Schedule Two Garage Tours, Lunch and Car Museum Visit

October 29, 2016 (Saturday), starts at 9 AM

First Stop: Bill Morris' Garage Tour (9 AM)
24719 Kingdom Court
Sorrento, FL 32776

Second Stop: Larry Cole's Warehouse (10:15 AM)
1164 Camp Street
Mount Dora, FL 32757

Third Stop: Jeremiah's Restaurant in Mount Dora (around 11:30 AM) for Lunch
500 Highland Street, Mount Dora, FL 32757
Phone: (352) 383-7444
Website: <http://www.jeremiahsmtdora.com>

Fourth Stop: Mount Dora Museum of Speed (around 1 PM), \$15 admission fee

Museum exhibits include American muscle cars, automobile memorabilia and an Americana collection.

206 N Highland Street, Mount Dora, FL 32757
Phone: (352) 385-0049
Website: <http://www.classicdreamcars.com/THEMUSEUM.html>

For more details call Darrel Cole
(407) 963-9089

Why Are Tires Black? A History of Tires and the Rubber From Which They're Made

By Ryan Lee Price

If you roll down through this history of the tire, most of names associated with its development are ubiquitous with the tire industry today: Charles Goodyear first vulcanized rubber in 1844; John Dunlop developed pneumatic tires in 1888 (albeit for bicycles and was later invalidated when someone found out Robert Thomson had done it 40 years earlier); Andre Michelin first used pneumatic tires on cars in 1895 and first offered steel-belted radials in 1948. Goodyear patented the first tubeless tire in 1903 (and was first used on the 1954 Packard) and the first synthetic rubber tires in 1937.

Rubber has been used for thousands of years, specifically by the Olmec people during the Aztec era (Olmec means rubber line or lineage). In 1525, historian and explorer Padre Peter d'Anghiera reported that he had seen South American tribes people playing with elastic balls, but it wasn't for another 200 years that the substance would be studied. While drawing the first map of the Amazon in 1736, Charles de La Condamine saved samples of a hyper-elastic sap from the Para tree (*Hevea brasiliensis*) and introduced them to France's Académie Royale des Sciences. The father of waterproofing, François Fresneau, published in 1755 the first scientific paper on the properties of rubber, and 15 years later, Joseph Priestley (who discovered soda water and isolated oxygen) observed that the substance was especially good at rubbing out errant pencil marks, hence the name rubber.

Thanks to its multiple applications, particularly in the expanding automobile industry, rubber produced from latex tapped from rubber-trees became a product in demand worldwide. This led to a Gold Rush-like explosion in Brazil's rainforests, with thousands of immigrants flooding the area for jobs and the potential to get rich. In 1876, the British smuggled out rubber-tree seeds from Amazonia to the Botanical Gardens in London. Through grafting, they developed more resistant varieties that were later sent to the colonies in Asia where massive rubber plantations were established, particularly in Malaysia, Ceylon and Singapore. Brazil couldn't compete and production there dropped off.

Uncured natural rubber is sticky, deforms easily when warm, and is brittle when cold. In this state (long polymer chains moving independently), it is a poor material when a high level of elasticity is needed. When a tire is vulcanized—a process that increases the temperature of the polyisoprene and styrene-butadiene rubber (which are used for most passenger car tires) to 338-degrees Fahrenheit during compression molding—the addition of sulfur and other chemicals prevent the polymer chains from moving independently. This creates elasticity.

Charles Goodyear understood the process but took several years and much help from other people (namely Nathaniel

Hayward) to perfect it; once he did, the rubber industry expanded into tires for vehicles. Though Robert Thomas first fitted rubber pneumatic tires onto carriages in 1845, they were leather covered over inflated tubes of heavy rubber stretched around the rim. It wasn't until December 1892 that Alexander T. Brown and George F. Stillman were granted a patent for an inflatable car tire that could be "easily detached or mounted to the rim of the wheel." The first gas-powered vehicle to receive a set of tires was an 1892 Peugeot Type 3.

By the early 1900's rubber-coated cotton cord canvas cloth was being used. It was produced using an interlaced, over-under-over weaving technique called "warp and woof." The technique was imperfect as the strips were subject to rubbing and easily cut. In 1903, C.H. Gray and T. Sloper invented the corded tire, which eliminated the need to "warp and woof."

Today, more than one billion tires are produced annually in over 400 tire factories around the world. In recent developments, it appears as though tire technology has come full circle, as several companies are researching and testing airless (aka non-pneumatic tires) tires on automobiles. At the forefront is Michelin's Tweel, a cable-reinforced band of rubber supported by energy-absorbing polyurethane spokes.

But why are tires black, especially since natural rubber is white? The answer is simple: Tires dry out. The major factor degrading tires and other synthetic and rubber products is ozone, an odorless gas which is part of the air. When combined with ultraviolet light, a reaction occurs that attacks the tire polymer. To protect against ozone and UV damage, a stabilizer molecule called a "competitive absorber" is blended with the tire polymer. Competitive absorbers work by capturing and absorbing UV radiation and converting it to heat, which is dissipated harmlessly. All tire manufacturers use the same competitive absorber, carbon black, and the key word is "black." Put simply, carbon black is manufactured by the incomplete combustion of heavy petroleum products. It reinforces rubber, increasing its durability and strength, while conducting heat away from the tread.

The Binney & Smith Company earned its early claim to fame by developing an inexpensive red iron oxide paint (which is why most all barns were red) as well as the carbon black chemicals in tires. When black tires were introduced (originally, tires were white), it was a mark of prestige to have them instead of white tires or even white walls. Soon, Binney & Smith moved away from the pigment market and focused on school supplies. The company's name changed to something more familiar to us all: Crayola.

Text from: http://community.cengage.com/Chilton2/info/b/davids_blog/archive/2013/08/15/why

COVER VEHICLE FEATURE ARTICLE

1936 Pontiac Six Motorhome

Bonhams Vehicle Auction
September 10, 2016
Chichester, Goodwood, United Kingdom

Lot158, Sold for US\$ 44,759 inc. premium

“ This Pontiac motorhome was ordered new by a Captain Dunn of Bexhill, Kent through a local coachbuilder by the name of Russell. The vehicle was ordered in 1935 from the USA and arrived in this country as a driveable chassis with front wings, bonnet, and scuttle. Russell’s then built the entire motorhome body with expert craftsmanship. This is apparent from such details as the trailing edge of the front wings, where a thin line of the most perfect welding shows how they were altered to fit around the corners of the motorhome body. When he sprayed the wings of this vehicle in hand-flatted cellulose back in the early 1990s, the vendor so admired this perfect panel beating that he did not fill the weld, which remains as it was back in 1936. Captain Dunn took delivery of his completed Pontiac in early 1936. He then proceeded to tour Southern England in the vehicle, which comes with four large albums of photograph full of pictures of the Dunns’ holidays in it.

After replacing its old oil and petrol, and fitting a new battery, the 4.0-litre six-cylinder engine had started within one turn of the starter and has run sweetly ever since. As purchased, the Pontiac had been painted khaki in anticipation of its being used as an ambulance during WW2; thankfully this never happened, which is why it had survived in such good condition; even the exhaust system is the original factory-fitted item.

The interior remains just as it was found, though a boat builder was commissioned to re-varnish the woodwork in the correct dull gloss finish. All curtains and linoleum are original, as are all the fixtures and fittings. All the interior equipment came with the motorhome, from the delightful water softener to the old tins of jam! The exterior paint was matched to the original colours surviving in the door shuts.”

Photos & Text from:

<https://www.bonhams.com/auctions/23595/lot/158/?category=list&length=100&page=2>



Sold on eBay

This 1947 Dodge Power Wagon with a flat head 6 cylinder engine, 4 wheel drive and manual transmission, located in Saint Paul, Minnesota sold for \$47,200.00 on September 4, 2016 (40 bids). Seller's states...

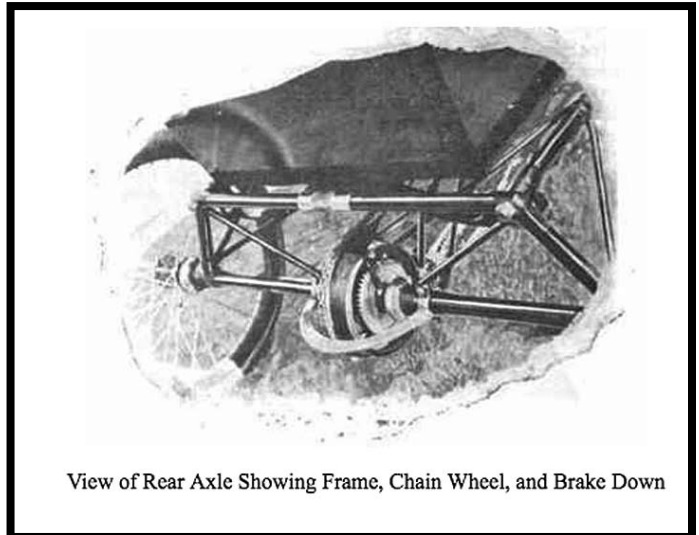
"Fully restored 1947 Dodge Power Wagon. Complete off frame two year restoration. The frame was sandblasted and painted. New brakes, bearings and tires. The original motor was completely rebuilt and runs great. ... The body had no rot, just surface rust. Everything original except tailgate. New wood floor... The gauges have been completely restored as was the windshield crank...."



1897 Stanley Steamer



Stanley Brothers in their 1897 Stanley Steamer



View of Rear Axle Showing Frame, Chain Wheel, and Brake Down

"The Stanley Brothers, of Newton, Mass., in their 400-lbs. steam carriage. This wagon was begun July 6th, 1897, and first placed on the road in October, 1897. The first engines in this wagon were a pair of inclined cylinders by the Mason Regulator Co., 2-in. bore, and having 3.5 in. stroke, link motion; then three more pairs of engines were supplied for this wagon by the Mason Regulator Co., which were over weight according to the Stanley idea, and all four of the Mason engines were laid aside, and the Stanley car is now driven by a pair of vertical engines, 1.5 in. bore, with 3.5 in. stroke, weighing only 19 lbs., built by J. W. Penny & Son, Mechanics' Falls, Maine. The Stanleys are not engineers, and hence depended on others for the practical details of their engines. There was no reverse gear which mason agreed that all vehicles should have one."

Text and Photo from:

<http://www.earlyamericanautomobiles.com/americanautomobiles2.htm>

1957 Willys Fire Truck

“ This **1957 Willys** fire truck was used by the Pittsburgh Plate Glass (PPG) glass research center in Harmarville, PA.

This truck served as a plant fire protection manned by their Fire Brigade.

Each Friday this truck was started and driven twice around the plant to keep it in running condition in case of fire. It has 5,889 original miles. It has been repainted, but the interior and fire equipment are original.

The body was made by Valley Equipment of Bay City, Michigan. They made fire engine bodies for commercial chassis.

The water pump is a Darley 500 gallon per minute (gpm) pump.

Features:

Fire engine body with hoses, fittings, etc.
Custom front bumper with 500 gallon per minute water pump
All original interior
226 cubic inch Super Hurricane engine
4 Wheel Drive
T-90 transmission
Dana Spicer 18 transfer case
Dana 53 rear axle
Dana 25 front axle

Wheelbase 119.5 in.
Length 221.0 in.
Width 74.0 in.
Height 80.0 in.
Curb Weight 6,200 lbs.

Production 1949-1964, Toledo, Ohio “

Text and Photo from:

<http://www.jeepcollection.com/portfolio/1957-willys-fire-truck/>

