

FLORIDA REGION
ANTIQUÉ AUTOMOBILE CLUB OF AMERICA

The Running Board

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



1913 Stutz Bearcat

March 2020

Coming Events:

March 9	Florida Region board Meeting, Kress Memorial Church	5:30 PM
March 9	Florida Region General Meeting, Kress Memorial Church	6:30 PM
March 23	AACA Indian River Region's 43rd Annual Antique Auto Show, Riverside Park Dr. Vero Beach, FL 32963	10:00 AM
March 29	AACA Venice Region's 32nd Annual Car Show, Centennial Park, Downtown Venice, FL.	8:00 AM



For the latest Florida Region club news visit our website

www.FloridaRegion.aaca.com



THE RUNNING BOARD
March 2020 Volume 44 / Issue 3 Editor/Designer: Glenn Harris
Contributors: Mickey Bryant Glenn Harris Carole Allen Don Allen Howard Gilkes Club website http://floridaregion.aaca.com/

PRESIDENT	
Mickey Bryant	407-889-7806
VICE PRESIDENT	
Howard Gilkes	407-920-3136
SECRETARY	
Howard Gilkes	407-920-3136
TREASURER	
Don Allen	863-604-3148
BOARD OF TRUSTEES	
Darrel Cole	407-963-9089
Larry Cole	352-735-1655
Larry Mills	954-871-7837
Bill Morris	407-493-2809
Jack Scott	407-830-4954
Bob Coolidge	386-956-3465
MEMBERSHIP CHAIRPERSONS	
Don and Carole Allen	863-604-3148
CLUB HISTORIAN Howard Gilkes	
	407-920-3136

Send your article submissions to:
boardeditorfl@gmail.com
Deadline is the 20th of the month

President's Letter

Here we are in March already and have no time to lose. We have our mid-year potluck dinner scheduled for our next meeting along with the awards presentation. Those of you who was not at the last meeting, missed discussion of some activities that have yet to be scheduled - so keep close attention to your club emails for upcoming events.

But by missing the meeting you not only missed some great camaraderie and hopefully some interesting stories but some great bake goods after the meeting that were provided by Kendra and Mary. At this last meeting we had 3 specials created by Mary - so you missed out!!!

So all in all - Happy Motoring!!!.

Best Regards,
Mickey Bryant

Letter from the Editor

The car action in north Alabama has shifted from the streets to inside because of the cold wet winter weather up here. I had to

go to a custom car show in Birmingham to



see old cars.

Also I went with the local AACA club on a tour of The Veterans Memorial Museum in Huntsville.



Message from Membership Chair

2020 club directories are ready for pick up at the March meeting. Please make an effort to attend so you can get our new directory.

We will be having our next meeting on March 9th. It will include the semi-annual pot luck dinner. When we have dinner, we always start half an hour earlier. So the board meeting will be at 5:30 and the dinner will be at 6:30 followed by a short business meeting which will include the awards for 2019. The club will provide the meat, beverages, and table set ups. We ask each person to bring a dish to share. It is normal at the potluck dinner to figure each person should bring enough to serve 8 people.

Don Allen MEMBERSHIP CHAIR

POTLUCK DINNER
MONDAY, MARCH 9
2020
6:30 PM

You Bring a Dish
(For approx 8 servings)-
The Club will furnish
Meat, Drinks and Paper
goods

**Bring your appetite and join
the fun!**

Mickey Bryant

General Meeting –

February 10, 2020

The Florida Region AACA met at the Kress Memorial Church in Winter Park on Feb 10 at 6:15M. The General Meeting was at 7:05PM.

The attending Officers and Board Members were Mickey Bryant, Bill Morris, Bob Coolidge, Jack Scott, Don Allen, Larry Cole & Larry Mills. The General Meeting had 26 present.

Dick Cauchat opened the meeting with the Pledge of Allegiance. Don Allen presented the Treasurer's Report and a discussion ensued upon the activities for monthly meetings and activities. The Board continued discussion about the annual car show around the Apopka Parks and the James-town locations, the club meeting and monthly activities. At the general meeting the club was queried on the participation of the Sugar Mill Breakfast and having the Mid-Year Potluck Dinner at the March meeting along with the Awards Presentation. Phyllis mentioned a Point of interest for a tour that may prove to be very interesting - The Waste Pro Garbage Truck Museum in Sanford.

The Board adjourned at 6:55PM and the General Meeting at 7:40PM.

March Birthdays

Dot Clark	March 31
Russell Dawson	March 24
Frances DenBesten	March 12
Dena Holt	March 10
Jim Lane	March 18
David MacMillan	March 20
Mary Rose	March 17
Tom Rose	March 16

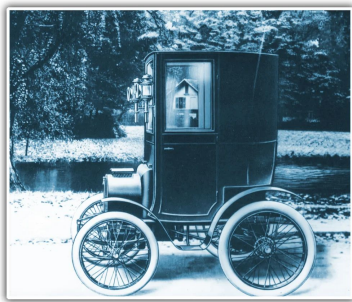
Welcome New Member

James "Jim" Pfeiffer
715 North Lake Pleasant Rd.
Apopka, FL 32712

The very first completely enclosed car. jalopnik.com



See that strange-looking car up there? It sort of looks like a phone booth that has landed on a pair of bicycles parked on either side of a patio fireplace? The strange little car happens to be one of the most influential cars of all time.



That strange looking car is an 1899 Renault Voiturette Type B, the very first completely enclosed car. It was a front-mid engine/rear drive design, with a single-cylinder De Dion engine making a 1.75 horsepower.

It's not like there wasn't a demand or need for automobiles that protected people from the element. For whatever reason, there was an understanding that placed the

burden of weather protection to people's clothing. This led to motoring wear that looked like the sort of thing you'd see someone wearing as a hazmat suit.



The first Voiturette was tiny and very, very open; you were essentially sitting on top of the car, and as such had really no protection. That same tiny chassis was used for the Type B, but Renault convinced a designer named Labourdette to design the enclosed body. While the proportions may look comical to us today, it's really a pretty elegant design, something that almost feels furniture-inspired, though the Hackney Cab is usually said to be the real source of the idea.

With its stubby hood housing the engine, a big middle box for the passengers, and at least the possibility of strapping a trunk to the rear, the Type B was the first real three-box design—the first true sedan.

The Type B also got a bigger engine (450cc!) and a power bump to handle the extra weight of the body, to a brutal 2.75 HP,

giving the defiantly non-aerodynamic car a top speed of around 22 mph. In something that seems that top-heavy, that may be fast enough.

Wooden Bumpers and No Car Production during WWII



Beyond rationing gas for their cars, people helped in the war effort by removing their metal car bumpers and replacing them with wooden ones. The metal was then sent to places like Pennsylvania, where recycled metal was used for building ships and other items.

This photo—taken in Wilmington, Delaware during October of 1942—depicts both a gas-ration sign (see the right side of the front-passenger window) and a wooden bumper. An "A" ration letter allowed people to buy four gallons of gasoline a week.

Even when people didn't turn-in metal objects to be used for the war effort, they had to find other ways of making-do with existing cars because the U.S. government

halted the making of cars, commercial trucks and auto parts during WWII.

President Roosevelt then subsumed the Office of Production Management into the new War Production Board (WPB). That change happened on the 16th of January,



1942. The WPB had significant powers. Not only did its officials regulate allocation of war materiel and fuel, it also regulated industrial production of war-related materials, coordinated heavy manufacturing and rationed materials like oil, rubber and metals.

Every American car manufacturer had to end car production by the 22nd of February, 1942. All cars and light trucks which hadn't been sold by that cutoff date—around 520,000 of them—became part of a new stockpile. While the war lasted, those stockpiled vehicles could be sold to "essential drivers" via a system of rationed sales.