

FLORIDA REGION
ANTIQUÉ AUTOMOBILE CLUB OF AMERICA

The Running Board

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



1960 Oldsmobile Super 88

May 2021

Coming Events:

May	Florida Region board Meeting	To be scheduled
May 10	Florida Region General Meeting, Magnolia Park by Lake Apopka at the #2 pavillon	3:00PM
May 10	Florida Region General Meeting, Magnolia Park by Lake Apopka at the #2 pavillon	3:00PM
May 23	Amelia Island Classic Concours, Golf Club of Amelia Island, Amelia Island, FL	9:30AM to 4:30PM



For the latest Florida Region club news visit our website

www.FloridaRegion.aaca.com



THE RUNNING BOARD
May 2021 Volume 45 / Issue 5 Editor/Designer: Glenn Harris
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Send your article submissions to:
boardeditorfl@gmail.com
Deadline is the 20th of the month

President's Letter

Greetings All,

Have you been to some of the many car shows springing up - if you have, make notes of your experience. We will continue to work on our annual car show ideas - come with your ideas with some thought given to the show itself, ie., activities, awards, advertising, etc.

Those of you who may be interested in our Annual Convention, it has been scheduled for June 3-5, 2021 in Williamsburg, Virginia. This is a great location with the normal scheduled activities like some of the dinners, the trade show and many of the seminars being eliminated this year. There will still be some memorable moments to attend like a visit to Jim and Donna Elliot's car and memorabilia collection. The Club is recommending you plan a few days extra just to take in Colonial Williamsburg along with some other local fair.

Our next activity will be our meeting at Magnolia Park by Lake Apopka at the #2 pavillon at 3 in the afternoon on the 10th of May. Keep in mind that changes may be

made due to weather or scheduling due to park needs, but you will be informed by email of changes as soon as we know.

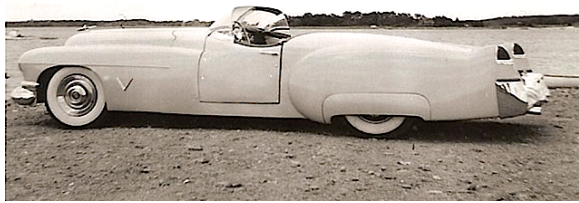
Keep up with the Running Board and the Florida Region Website. Stay tuned-up and healthy in your travels or idling at home!

Happy Motoring!!!

Mickey Bryant

Letter from the Editor

Bits and pieces of news and items of interest:



Now this a real 2-seater sports car



Left to right: Eddie Sachs, Wayne Weiler, Jim Hurtubise, Don Branson, Parnelli Jones, and Lloyd Ruby. They're standing with Sachs' dirt car; this photo was likely taken during the

summer of 1960. Back then most of the teams worked out of the IMS garages during the racing season; not just in May. If you had entered a car in the 500 you got the use of your garage for the entire year at no additional cost.

[Ultimate Collection Tours | World's Rarest Cars](#)

The Petersen's network of collectors have opened their private and secret garages up for you to view. Enjoy american cars, european cars, race cars, and everything in between. We explore the car collections of celebrities, royalty and more.



SLS Core Stage is at KSC and the assembly of the SLS moon rocket is next.

General Meeting –

The Florida Chapter of AACA met on Monday, April 12, at Magnolia Park on Lake Apopka. President Mickey Bryant called the

meeting to order and Don Allen presented the treasurer's report.

Mickey led a lengthy discussion about the possibility of our club hosting a car show in the near future. Several ideas were bantered concerning locations, food suppliers, advertising, vendors, etc. No concrete plans were made, but this issue will be addressed at future meetings.

Several members talked about recent car shows they have attended in the area. Many members decided to support the upcoming Volusia County AACA car show, which has been moved from Lake Helen to Cassia.

For the meeting's entertainment, Mickey queried the members about the many new improvements that Preston Tucker had included in the new 1948 Tucker automobile, of which there was one actually introduced 44 yrs before. A discussion ensued about the number of revealed improvements and which one it might be. After many guesses - it was presented that the Beverly Touring Car (sometimes called a car from the Upton Motor Company) of 1904 had swivel headlights, both of them, while the Tucker had a center swivel light head (Cyclops) that turned with the front wheels.

After the formal part of the meeting, members participated in a sort of competition regarding car trivia by Mary

Rose. Because the members were sitting at three different picnic tables, each of those groups became a team and they discussed the questions and multiple-choice answers. Carole Allen was sitting too far away from her team members to hear, so she just worked on her own and had the most correct answers. After being praised for knowing so much, she admitted that she just used common sense and some lucky guessing.

After the answers were given and discussed, there was a drawing for the 50/50.

The meeting was concluded with refreshments which were wonderful cookies that Mary had made.

Mary Rose, Secretary, Pro Tem

May Birthdays

Mike Adams	May 26
Don Allen	May 4
Clayton Elliot	May 9
Becky Koehn	May 24
Larry Mills	May 7
Ray Morrison	May 16

1916 Owen Magnetic Tourer

https://www.youtube.com/owens_magnetic_1916



The first Owen Magnetic was introduced at the 1915 New York auto show when Justus B. Entz's electric transmission was fitted to the Owen automobile. Walter C. Baker, (of Baker Motor Vehicle) owned the patents on the Entz transmission, and Owen Magnetics were advertised as "The Car of a Thousand Speeds".

The car became as famous as the company's clientele, which included Enrico Caruso and John McCormack.

In December 1915, Owen Magnetics of 1915 were manufactured in Manhattan (factory on 5th Ave!). In 1916 production was moved to Cleveland and for a couple of years the newly merged Baker and Rauch and Lang electric car company also made the Owen Magnetic. The Baker Electric Car company would produce the car, and Rauch and Lang would build the coachwork. Because of the combined resources, the 1916 Owen Magnetic increased its model

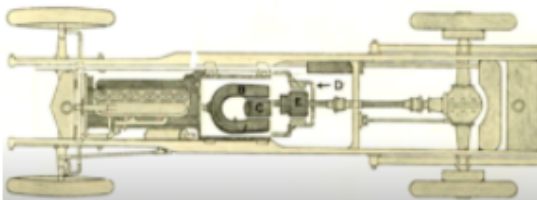
range for 1916 model year, with prices in the \$3,000 to \$6,000 dollar range. A 1917 Ford Model T cost \$360; Cadillacs ran about two grand. An Owen Magnetic started at \$3700 and went up from there.

The Owen Magnetic was the perfect vehicle for the first decade of mass produced automobiles, since it has no clutch or gear shifter. In 1916 hybrids made more sense than they do today because early manual transmissions were such a bear to operate. Most cars of the era had straight-cut gears and heavy clutches. If you were a man or a woman with a bad leg, or you simply weren't able to drive, shift, and double-clutch at the same time.

The car's other advantage was its electric brake. There's a cockpit lever that turns the traction motor—the one that drives the rear wheels—into a generator. So when it's time to slow down, you move the lever, and the resistance provided by the motor slows the car and charges the batteries—the same kind of regenerative mode that's found in today's hybrids.

The drive mechanism had no direct connection between the engine and the rear wheels. Instead of a flywheel, a generator and a horseshoe shaped magnet were attached to the rear of the engine's crankshaft. On the forward end of the car's drive shaft, was an electric motor with an

armature fitted into an air space inside the whirling magnet. Electric current, transmitted by the engine's generator and magnet attached to the armature of the electrical motor, providing the energy to turn the drive shaft and propel the engine's rear wheels. Speed for the car was controlled by a small lever adjacent to the steering wheel.



1926 Chevrolet Superior Touring Car Sold for \$9,350 Hemmings Auction online April 2021



1959 DeSoto Firesweep Explorer Sold for \$89,250 Hemmings Auction online April 2021

Auction Results

1948 Chevrolet Fleetmaster Sport Coupe Country Club Sold for \$15,225 Hemmings Auction online April 2021

