

FLORIDA REGION
ANTIQUÉ AUTOMOBILE CLUB OF AMERICA

The Running Board

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



Charlie Steffy's 1919 Buick H 45

February 2023

Coming Events:

Feb 4	AACA Winter Classic, 1000 E. 1st Ave, Mt Dora	8:00AM
Feb 13	Florida Region Board Meeting, All Saints Episcopal Church, Mary Martha Room, 338 East Lyman Avenue, Winter Park FL	6:00PM
Feb 13	Florida Region General Meeting, All Saints Episcopal Church, Mary Martha Room, 338 East Lyman Avenue, Winter Park FL	7.00PM



For the latest Florida Region club news visit our website

www.FloridaRegion.aaca.com



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

February Birthdays

Ron Adderley	February 2
Leonard Smeenk	February 4
Larry Golub	February 5
James A. Centrella, III	February 11
Peter Foley	February 15
Darrel Cole	February 21
Joshua Cole	February 21
Vicki Sorenson	February 25

Ann Verner February 25

Andy Sorenson February 27

Board and General Meeting –



The Florida Region AACA Club Board/General meeting was held on January 9th at the All Saints Episcopal Church in the Mary Martha Room. Ten members attended the general meeting.

The club general meeting started after the club Board meeting. Club President Charlie Jones opened the meeting. Treasurer Don Allen presented the budget report. The 2023 board members were announced: Darrel Cole, Larry Cole, Larry Mills, Bill Morris, Betsy Campbell and Bob Coolidge. The 2023 club officers will be Charlie Jones as President, Mickey Bryant as Vice President, Don Allen as Treasurer, and Glenn Harris as Secretary.

Next the status of the club show on Feb 4th in Mt Dora was presented by Josh Cole, show organizer. Josh reported that our show at the MT Dora Baptist Church will be on the same day as the annual Mt Dora Arts

and Craft Show. This will impact our show in two ways: part of the church parking lot will not be available for club use and the church cafe will not be open. Josh has arranged to have a food truck on site to replace the church cafe. We estimate the remaining church parking lot will provide adequate space for the show.

The next subject addressed in the club discussions was the need to generate club activities that will interest club members and attract new members. Charlie Steffy proposed that the club should hold a regional meet and Charlie has volunteered to organize a AACA regional meet for the club using his experience gained from organizing a meet last year.

The club meeting was closed with Mickey Bryant providing entertainment with trivia questions. Betsy Campbell provided excellent cookies and drinks afterward.

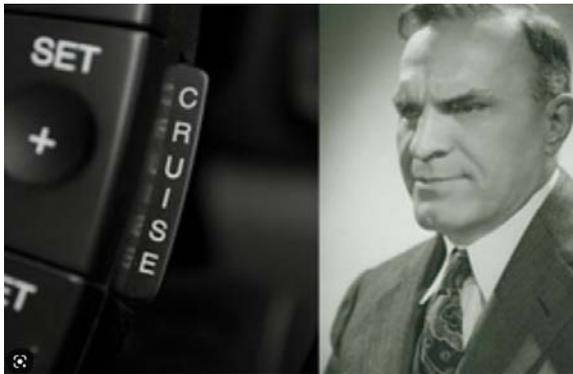
Glenn Harris, Secretary

Did you Know?

A blind man invented cruise control.

Modern cruise control (also known as a speedostat or tempomat) was invented in 1948 by the blind inventor and mechanical engineer Ralph Teetor. He came up with the idea due to being frustrated by his driver's habit of speeding up and slowing down as he talked. Ralph Teetor

was personally inspired to create cruise control for cars after a few too many frustrating drives with his talkative lawyer, who had a nasty habit of speeding up and slowing down too frequently. Teetor also designed improved piston rings and patented a gear shift, which he sold to the Bendix Corporation in the 1920s. He developed cruise control in the 1940s and patented it in the early 1950s.



Ralph Teetor

Get Ready for Speedweeks

<https://www.youtube.com/watch?v=C-gHZnSj3cg/>



1903 "Pirate" with R E Olds, testing prior to his 57 mph run Ormond Beach at Daytona FL,

which was a world speed record at that time, only matched by Winston in his "Bullet" also at Ormond.

In December of 1947 at the Masonic Temple in Detroit, Hudson introduced its all-new Step-Down series, beating Ford, General Motors, and Chrysler to the punch with an all-new postwar automobile. Radical for its time and incorporating a number of advanced features, the Step-Down Hudson has made a lasting impression to this day. This is by no means a complete history of the 1948-1954 Hudsons, simply a look at some of the more fascinating details.

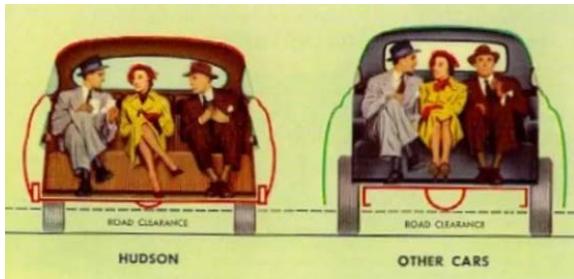
The Hudson Hornet- Step Down



<https://macsmotorcitygarage.com/secrets-of-the-1948-1954-step-down-hudson/>

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and incorporating a number of advanced features, the Step-Down Hudson has made a lasting impression to this day.



Not an originator of unit body/frame construction, more of an early adopter, Hudson called its design Monobilt. Under chief engineer Millard H. Toncray, the company's design philosophy was based on a property he called "roadability," which emphasized ride, road holding, and passenger comfort on the less than optimal two-lane roads of the day—there were no Interstates then. As a result, the Monobilt structure was massively over-engineered and overbuilt for maximum stiffness and silence. Note the beefy frame rails and heavy cowl structure.

In another radical departure, the frame rails passed outboard of the rear wheels, as also shown above. This produced a tanklike structure capable of absorbing a tremendous pounding, as NASCAR racers would discover. The unusual chassis configuration also created an extremely wide rear seat, widest in the industry, but at the cost of a narrow trunk compartment, and it didn't readily support a station wagon body style. In seven model years, Hudson never offered a production Step-Down wagon—an

unfortunate gap in the lineup with the rapid growth of suburbia.



Hudson offered a variety of six and eight-cylinder inline L-head engines over the Step-Down's seven production years, but the most famous of the bunch was the H-145 Hornet six introduced in 1951. Based on a high-chromium alloy block, the Hornet displaced 308 cubic inches—relatively enormous for a straight six at the time—and was offered in standard 145 hp form and in optional Twin-H tune with twin Carter WA-1 carburetors and an initial rating of 160 hp.



With their stiff, tough chassis, superb handling, and muscular engines, Hudsons were the sensation of the stock car circuits in the early '50s. The Fabulous Hudson Hornets, as they were known, were the dominant brand in NASCAR and elsewhere in these years, driven by Marshall Teague, Tim Flock, Frank Mundy, and others. But arguably the most dominant performance was turned in by Herb Thomas and his crew chief Smokey Yunick (above). They went on a two-year tear in 1953-1954, winning 24 of the 71 races they entered and cementing Smokey's reputation as one of the sharpest minds in racing.

Auction Results



1955 Chrysler Ghia ST Special sold for \$770,000 on Mecum Kissimmee Auction January 2023



1956 Mercury XM-Turnpike Cruiser show car sold for \$350,000 on Mecum Kissimmee Auction January 2023



1970 Pontiac GTO Judge Ram Air IV Convertible sold for \$1,100,000 on Mecum Kissimmee Auction January 2023