

FLORIDA REGION – ANTIQUE AUTOMOBILE CLUB OF AMERICA

The Running Board

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

July 2016



1967 Shelby GT 500

Photo from www.russoandsteele.com

Coming Events:

- | | | |
|----------------|--|----------------|
| July 3 | First Sunday Breakfast, Denny's Restaurant, 351 East Main Street, Apopka, FL | 8:00 AM |
| July 11 | Florida Region Board Meeting, Kress Memorial Church, 746 Formosa Ave., Winter Park, FL | 6:00 PM |
| July 11 | 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



The Running Board

July 2016

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www.aacaFloridaRegion.com

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

President's Letter

Thanks to Larry Mills for his story about how he converted his **1966 Corvair Convertible** to an all electric vehicle (Electrovair III). And Michael Zimmermann for how he got into the Antique Car Hobby with the influence of his grandfather. The Club membership is giving positive feedback on these presentations. July's volunteer for an antique car story is Dick Gauchat. We still need one volunteer for the Show 'N Tell segment. If no one comes forth, it will have to be me. You don't want that!

Now here is a story that I can't wait to share with you. Some of you may have noticed that Al Adkins attended the Board Meeting but was absent from our General Meeting. It turns out that it was his Birthday. Al lives in Deltona, a pretty good ride, especially at night. I told him that we would sing his Birthday song at our General Meeting. He replied that he couldn't stay for the General Meeting. I asked 'why?'. That is when he told me he needed to attend his Birthday Party that was waiting for him back in Deltona. I was perplexed and asked him why he would drive in for a Board Meeting while a Birthday Party was awaiting him in Deltona. He said he believed that when one volunteers for a job or activity, one has the obligation to fulfill that responsibility. WoW!! It isn't often that you know someone with such character. Thanks, Al, for being a part of our Club. Happy Birthday!

Several Club members asked where were Dick and Millie Gauchat ? I told them they couldn't make it because they didn't have a ride. Before I finished my reply Steve Tunney, Wayne Bostak and Mary Rose broke in and volunteered to bring them in the future. So Dick and Millie, no excuses. Hope to see you in July.

Now all we need is a volunteer to Show 'N Tell an item for our July meeting. Anybody? You don't even have to let me know. Surprise me. Just show up and do it !!

Howard Gilkes

Minutes of the Florida Region AACA Board Meeting – June 13, 2016

The Board met at the Kress Memorial Church in Winter Park, Florida. Present were Howard Gilkes, Don Allen, Darrel Cole, Nelson Lawhorn, Al Adkins, Wayne Bostak and Steve Tunney.

President Gilkes called the Board Meeting to order at 6:00 pm.

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

The May Board Minutes were approved as published in *'The Running Board'*.

Don Allen proposed that we issue a new Membership Directory every third year with a single page update each other year. This will save our treasury \$250 each of those years. Al Adkins made the motion to accept Don's proposal. It passed unanimously.

Darrel Cole agreed to set up a garage tour to Larry Cole's Antique Car Warehouse in Mount Dora as our July event.

Jerry Eakins reports (in absentia) that the First Sunday Breakfast/Apopka at Denny's at 8:00 am had nine (9) in attendance on June 6.

The Board Meeting was adjourned at 6:38 pm.

*Howard Gilkes, Acting Secretary
Florida Region AACA*

Minutes of the Florida Region AACA General Meeting – June 13, 2016

President Howard Gilkes called the General Meeting to order at 7:00 pm at the Kress Memorial Church in Winter Park, Florida. Thirty-one (31) members were in attendance.

Howard led the Pledge of Allegiance to the flag of the United States of America.

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

The Minutes of the May General Meeting were approved as published in *'The Running Board'*.

Larry Mills told his story with video about how he converted his **1966 Corvair Convertible** to the Electrovaair III. Electrovaair I and II were prototypes by GM. This electric car conversion has reached speeds of ninety (90) miles an hour.

Michael Zimmermann told his story of how he got into the Antique Car Hobby and the influence his grandfather had on his interest in antique cars.

Mickey Bryant made a motion to accept Don Allen's proposal regarding publishing Membership Directories every third year. Motion passed unanimously.

Mickey Bryant reported that he is presently working with his daughter to get our web-site up to date and requested stories from the General Membership.

Darrel Cole requested feed-back from members on successes from their distribution of old national magazines (Antique Automobile) with 'Stickers' attached. The results were very positive.

Howard thanked Darrel for sharing his new garage with our Club. Darrel received a round of applause for his fine Garage Warming.

Darrel also reported that he will arrange with his dad for a July 2016 garage tour in Mt. Dora.

Kendra sought approval for our Christmas Party to be at our meeting room with the same caterer as last year on December 5th. Approval was granted.

Mary Rose gave an extensive report on Gene Roy's recovery from his stroke. His brain is as sharp and alert as ever. Paralysis hit his right side (arm and leg). Extensive re-hab at home is showing progress with assistance from 7 am to 7 pm.

Howard won the 50/50 drawing (at last!). Silver dollar winners were Wayne Bostak, Don Allen and Don Allen (twice).

The meeting was adjourned 8:29 pm.

*Howard Gilkes, Acting Secretary
Florida Region AACA*

Garage Photo



Two cars owned by Gene Roy (Florida Region member). An original **1947 Kaiser Frazer** banner hangs on the wall in the background.

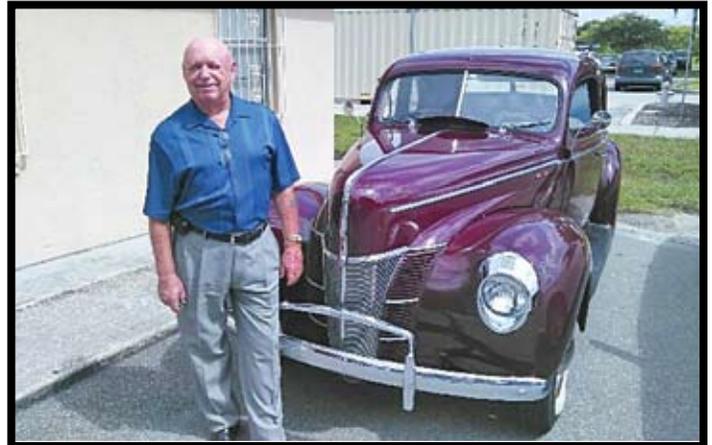
The green car on the left is a **1951 Frazer Vagabond** 4 door sedan powered by a 6 cylinder engine with an automatic transmission.

The white car on the right is a **1952 Kaiser Virginian** 2 door coupe powered by a 6 cylinder engine with an automatic transmission.

This photograph was taken at Gene's car storage warehouse in Casselberry, FL.



Member Vehicle Restoration



Steve Yancey (Florida Region member) reports that he just completed the paintwork on his **1940 Ford Deluxe Opera Coupe** (the featured cover car in the March 2014 issue of *The Running Board*).

Steve said he disassembled and reassembled the car himself for the paintwork. The car was stripped down to bare metal. Someone else painted the car. He ordered some replacement trim pieces from a parts company in North Carolina.

The type of paint he used was Urethane/Base/Clear. The painter used 1 coat primer, 3 coats base and 3 coats clear, for a total of seven coats.

The car was then wet sanded with 2,000 grit sandpaper then high speed buffed and then waxed. The whole job, total from start to finish, took Steve only 45 days.

The color he used is listed as "Dark Burgundy"

The lesson Steve learned from this endeavor was... "Patience. Go SLOW and do it right".

(Photo by Nelson Lawhorn)

Auction Results

Mecum Auctions / Portland, OR / June 18, 2016

1928 Chandler Six / Lot S45 / Sold for \$13,000

“ Inline 6-cylinder engine, 3-speed transmission, Wooden spoke wheels, JC Penny tires, Wood framed body, Wood steering wheel, Tan cloth upholstery, Suicide doors.”



1918 Cadillac 7 Passenger Touring Car Lot S119 / Sold for \$70,000

“ Original 314 CI V-8 engine, 3-speed transmission, Hickory spoke wheels, Original

‘fat man’ steering wheel, Original leather interior. Convertible top updated with original material, Unique spark plugs and apparatus to inflate its own flat tires. Rear Opera seat for two .”



Photos & Text from:
www.mecum.com

COVER VEHICLE FEATURE ARTICLE

1967 Ford Mustang Shelby GT500 Fastback

Russo and Steele
Collector Automobile Auction
June 12, 2016
New Port Beach, California

Lot 6141, Sold for US\$ 159,500

“ Finished in Wimbledon White over a black interior, this **1967 Shelby GT500** is rare thoroughbred as car number 1867 of only 2,048 examples produced. As we approach the 50th Anniversary of the iconic Shelby GT500, we’re reminded that 1967 was a big year for Ford’s Mustang and in turn for the Shelby lineup. The first ever body change to the Mustang meant a more aggressive appearance, its first real competitor – the Camaro and Firebird were coming out and the larger front end could now accommodate a big-block Ford motor. Shelby introduced the GT500 with a 428 Police Interceptor motor making the GT500 ready to take on the competition. The **1967 Shelby GT500** is so influential that design elements of the 1967 model were used in today’s Shelby GT500s.

This example in particular is very well equipped with its original 428 dual-quad motor with correct block casting, topped with the correct ‘BJ’ & ‘BK’ carbs, upgraded with a period correct Toploader four-speed manual transmission, along with original and correct features and options including power steering, power brakes, Stewart-Warner gauges, comfort weave bucket seats, factory 5-spoke Kelsey-Hayes wheels, wood-trimmed steering wheel, and functional factory roll bar finished in its original color of Wimbledon white with blue stripes.”

Photos & Text from:

https://russoandsteele.com/vehicle-details/?show_vehicle=153462¤t_index=5&total_results=129&auction_pk=172&=caryear=&caryear=&search_text=&page=&showpage=1



Sold on eBay

This **1956 Studebaker President** (227,944 miles) with a 289 cubic inch V-8 engine, automatic transmission, located in Macon, Georgia sold for \$3,029 on June 8, 2016 (29 bids). Seller's states...

"From BEFORE it was parked it has new paint, new interior, new tires, nicely painted grill and bumpers, headliner started. There is rust and bondo in the right rocker. Overall the car has a decent appearance. I put in a temporary battery and with very little effort had the engine running and sounding good. It does NOT draw gas, so no driving or report on trans, It has NO brake pedal, could not get master cylinder open, so no driving of the car."

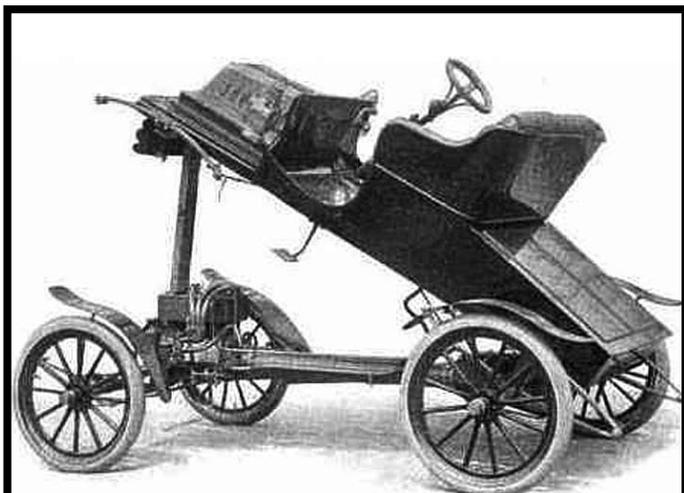


1903 Stoneham

"The Phelps Motor Company have begun the manufacture of gasoline automobiles at Stoneham, Mass. and will have their salesrooms at the Boston Automobile Exchange, Massachusetts avenue, Boston. The vehicle is said to be of 10 horse power and to weigh 800 pounds. The factory of the company is located on Tidd and Pine streets and has 40,000 square feet of floor space.

The 1904 was a three cylinder, twenty horse power side entrance tonneau (rear seat). The engine is mounted in front on a special spring and connected to the transmission case and rear axle housing by a large tubular construction within which the drive shaft is carried. This method is supposed to eliminate some loss of power for it is believed that vertical engines rigidly mounted to the frame loses power when changing speeds. This is a feature construction of the Phelps. It had an individual clutch transmission and used a bevel gear drive furnishing three forward speeds and the whole construction was fully enclosed. The Phelps was unusual because the whole body could be raised using the rear axle as a pivot. By using this method, the entire chassis became accessible for repairs and normal maintenance. Phelps built their own engines."

Text and Photos from:
<http://www.earlyamericanautomobiles.com>



The uniqueness of the Phelps, The body can be lifted to expose the chassis and engine for easy maintenance.

1931 Bugatti Type 41 Royale Convertible

“ Longer than a **Duesenberg**. Twice the horsepower of a **Rolls–Royce**. More costly than both put together. The **Bugatti Royale** was the ultimate automobile, making its owners feel like kings. Not only did it do everything on a grander scale than the world’s other great luxury cars, it was also rare. Bugatti built only six Royales, whereas there were 481 **Model J Duesenbergs** and 1767 **Phantom II Rolls–Royces**.

Specifications:

Make & Model: 1931 Bugatti Type 41 Royale convertible

Model year: 1931

Maker: Ettore Bugatti, Molsheim, France

Body maker: Weinberger, Munich, Germany

Engine: inline-8, overhead cam, 779 cubic inches

Transmission: 3-speed manual

Height: 62.5 inches

Width: 82.5 inches

Overall Length: 233 inches

Wheelbase: 169 inches

Weight: 7035 pounds

Horsepower: 300

Pounds per horsepower: 23.5

Price: \$43,000

Average 1931 wage: \$1,388/year

Time you’d work to buy this car: about 31 years”

Photos & Text from:

<https://www.thehenryford.org/collections-and-research/digital-collections/artifact/6103/#slide=gs-214333>

