

FLORIDA REGION – ANTIQUE AUTOMOBILE CLUB OF AMERICA

The Running Board

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

September 2016



Photo from www.goodingco.com

Coming Events:

- September 4** First Sunday Breakfast, Denny's Restaurant, 351 East Main Street, Apopka, FL 8:00 AM
- Sept. 12** Florida Region Board Meeting, Kress Memorial Church, 746 Formosa Ave., Winter Park, FL 5:30 PM
- Sept. 12** Florida Region **Pot Luck Dinner and** General Meeting, Kress Memorial Church, 746 Formosa Ave., Winter Park, FL 6:30 PM



For the latest Florida Region club news visit our web site

www.aacaFloridaRegion.com



The Running Board

September 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

Many thanks to Auctioneer Darrel Cole and assistant Wayne Bostak for a very special performance at our Club auction. Not only did they also entertain the group along the way, but it contributed significantly to our treasury. And thanks to all those members who brought auction items and those who purchased them.

There is a country song that encourages everyone to be *Humble and Kind*. I truly believe that our members are both humble and kind. It got out there during the meeting that Howard was limping because he tore a tendon in his left knee. In talking to Tom and Mary Rose during refreshment time, they mentioned how Tom had an injured knee and used a particular elastic knee support to assist in his recovery. He really thought it was a special support that I should try. I was already familiar with a couple of knee supports so I didn't give it another thought. That was Monday Meeting night. The very next Thursday a package arrived in the mail. You guessed it. Tom had sent to me three of those particular elastic knee supports. I'm wearing it every day since it's arrival. I only take it off during bed time. I'm sure it is hastening the healing process. Thanks Tom and Mary.

Kendra asked me to remind everyone of our Pot Luck Supper at our regular meeting on September 12, 2016. The more the merrier.

Carole Allen will present her Show 'N Tell item in October.

We have an opening in October for a member Old Car Related Story. Anyone?

For those of you that don't already know, Nelson and Jan Lawhorn will be traveling Route 66 and other venues during September and October. They have their motor home fully functional and ready for the trip. WoW!

Last month I stated that the picture was a preview of September's "President's Letter". Due to lack of space, now I'm planning on that for my October "Letter". However, I'm including another related picture to show continuity. I know you can hardly wait.



President Gilkes discussed upcoming club events.

Tonight will be the Auction and September will have the annual Potluck Dinner arranged by Kendra Gilkes. October 29 will have the Garage tour. November 6 will have the College Park Tour of Homes coordinated by Nelson Lawhorn. December will have the Club's Christmas Party.

Nelson Lawhorn told the Board he was touring the Route 66 in September.

Jerry Eakins said seven members came to the First Sunday Breakfast on August 7, 2016.

Don Allen explained the new AACA National Membership forms.

Howard Gilkes told us that he had torn a tendon in his left knee while removing a tree root.

Howard Gilkes

Minutes of the Florida Region AACA Board Meeting – August 8, 2016

The Board met at the Kress Memorial Church in Winter Park, Florida. Present were Howard Gilkes, Jerry Eakins, Dick Gauchat, Don Allen, Al Atkins, Wayne Bostak, Kerry Camp, Matt Cannizzaro, Darrel Cole, Larry Cole, Nelson Lawhorn.

President Gilkes called the meeting to order at 6:04 PM. Don Allen Read the Treasurer's Report and there were no corrections.

The July Board Minutes were approved as published in "The Running Board".

Matt Cannizzaro reported on the Membership Drive. More magazines will be available at the General Membership Meeting but stickers will be delayed because Charlie Steffey is delayed due to airline problems.

Al Adkins suggested an idea about the First Sunday Breakfast. He suggested that several venues be chosen so that the location would be more convenient depending on where one lives. These could be rotated during the year. President Gilkes will bring this up at the General Membership Meeting.

Darrel Cole told the Board that the October 2016 Garage Tour would include a tour of Bill Morris' garage, his Dad's Mount Dora warehouse and the Mount Dora Museum of Speed. The Museum regular cost is \$15/person but will only be \$10 for attendees with Larry making up the difference. Lunch will be at Jeremiah's.

Matt Cannizzaro told us about two new museum openings, the National Mustang Museum and the American Muscle Car Museum.

Al Adkins volunteered to tell a story about his mother's cookie jar that he has.

President Gilkes adjourned the meeting at

6:32 PM.

Jerry Eakins

Florida Region AACA Secretary

Minutes of the Florida Region AACA General Meeting – August 8, 2016

President Howard Gilkes called the meeting to order at 7:00 PM at the Kress Memorial Church in Winter Park, Florida. Thirty-nine members and guests were present.

Dick Gauchat led the Pledge of Allegiance.

Howard Gilkes told members that his story next month would involve a very special bicycle.

Don Allen presented the Treasurer's Report.

Minutes of the July General Membership Meeting were approved as printed in the August "The Running Board".

Matt Cannizzaro reported on the Membership Drive. He has magazines to use for distribution but no stickers because Charlie Steffy has them and he has been delayed due to airline flight cancellations.

President Gilkes told us about possible venue opportunities for the First Sunday Breakfast. Al Adkins has made an open ended suggestion that includes several possibilities. No action was taken.

President Gilkes told us that he had planned a short business meeting with the auction following. The 50/50 drawing and refreshments would be after the auction.

Mike Montague reported on museums he and Diane had visited, one in Iowa and one local.

Don Allen told us about the new AACA National applications.

Tom Holt requested member's participation in a car show to be at the Jewish Community Center on August 28th. The club will receive a donation for cars in attendance.

Tom also said an all General Motors show will occur at Silver Springs on October 1, 2016.

Darrel Cole told us about the upcoming Garage Tour on October 29th. The tour will start at Bill Morris', continue to Larry Cole's warehouse and then to the Museum of Speed in Mount Dora. There is a fee for the museum of \$15 but members will only be charged \$10 with Larry Cole making up the remainder. Lunch will be at Jeremiah's in Mt. Dora. A notice will be in "The Running Board".

The meeting was adjourned at 7:21 PM. Tom Rose won the 50/50 drawing. Don Allen, Dick Gauchat and Betty Hopkins won a green dollar.

Jerry Eakins

Florida Region AACA Secretary

Auction Results

RM Sothesby's Vehicle Auction
August 19, 2016
Monterey, California

1952 Allard K2 Roadster
Lot 101, Sold for US\$ 137,500

" 108 bhp, 331 cu. in. Chrysler V-8 engine
with two-barrel carburetor
four-speed Muncie manual transmission
four-wheel hydraulic drum brakes
Wheelbase: 106 in.

Rare example with Chrysler Hemi power from new. Perhaps unique Hemi with side-mount

spare and De Dion rear axle, Older restoration presents superbly, Archetypal Anglo-American sports racer; a terrific event car

As the **Allard J1** became the **J2**, so the **K1** evolved to a **K2** version in 1950. The aluminum body was redesigned, adopting a smoother look with a Healey-inspired grille. The Ballamy front suspension was changed from leaf springs to coils, and De Dion rear suspension was optional, as were wire wheels....

it was constructed in left-hand drive form and outfitted for a Chrysler Hemi engine, to be fitted in America, rendering this lightweight machine a ground-pounding rocket. The Chrysler engine is in its original configuration, including the two-barrel Carter carburetor...

The **Allard K2** was a rare commodity when new, and no less so today. With just 119 built, this example is offered “on the button,” ready for its next owner to drive it as intended... with great enthusiasm. ”

Photos & Text from:

<https://www.rmsothebys.com/en/home/results/2016#vl-MO16>



Pot Luck Dinner at Next General Meeting!

Pot Luck Dinner Meeting Night

September 12, 2016 – 6:30 p.m.

**at the Kress Memorial Church,
746 Formosa Ave., Winter Park, FL**

The Club furnishes the Meat & Drinks



**Bring a Dish to Share
Bring a Healthy Appetite**

**Questions? Call Kendra Gilkes
407.425.6409 HOME
407.920.3136 CELL**



COVER VEHICLE FEATURE ARTICLE

1931 Marmon 16 Convertible Coupe

Gooding & Company Vehicle Auction
August 21, 2016
Pebble Beach, California

Lot117, Sold for US\$ 1,210,000

“ Howard C. Marmon’s preoccupation with speed garnered notoriety in May 1911 when a Marmon Wasp won the inaugural running of the Indianapolis 500. Twenty years later, that focus on speed manifested itself in the introduction of the Indiana firm’s finest offering: the Marmon Sixteen.

Proclaimed as “the world’s most advanced motor car,” this was not just marketing bravado, as the car had the mechanical and aesthetic elements to back it up. The advanced Marmon chassis combined with the finest coachwork produced by LeBaron made for a motoring experience unlike any other, particularly in an open model such as the sporting Convertible Coupe presented here.

Introduced a year after Cadillac’s V-16, the Marmon engine bested its nearest rival in a number of ways. It produced 200 hp to the competition’s 175 hp rating. Torque, at nearly 400 lbs./ft was significantly higher than that of the Cadillac. But power ratings alone were only half of the equation. This prodigious output came from an aluminum-alloy engine that weighed just 930 pounds, providing the Marmon Sixteen with the highest power-to-weight ratio of its time...

Its clean lines, free of ornamentation, can best be described as Art Deco at its height. The bold grille design composed of horizontal bars makes for a broad-shouldered presence. In profile, the straight beltline is elegant in its simplicity, and the rear-end treatment of the Convertible Coupe is particularly attractive as it tapers gracefully to the bumper...

Production estimates for the three-year run of all Sixteen body styles range from 365 to 370, with likely fewer than 40 of those in Convertible Coupe form. Just eight examples of this body style survive today.”

Photos & Text from:

<http://www.goodingco.com/vehicle/1931-marmon-sixteen-convertible-coupe/>



Sold on eBay

This **1957 Mercury Voyager wagon** with a 368 cubic inch V-8 cylinder engine, (100,530 miles) and automatic transmission, located in Kissimmee, Florida sold for \$33,200.00 on July 17, 2016 (58 bids). Seller's states...

"Whisper quiet original 368 V8 engine, Superb transmission, Very good chrome, Superb glass, Very nice interior, dash and headliner, Good floors, frame and under carriage, Nice older paint, Nice power steering Cold AC, Nice brakes, Nice Tires and hub caps, Clear Florida title, Drives great it is in perfect condition... This classic cruiser is even cooler with the windows down as it then becomes a hard top wagon (there's no post)..."



1981 Ford Durango

"The **Ford Durango** is a two-passenger coupe utility sold in limited production by Ford Motor Company during the 1981 and 1982 model years. The vehicle was the result of a joint venture between Ford and National Coach Works, based in Los Angeles, California.

While not officially a production vehicle or a replacement for the **Ford Ranchero** (which ended production after the 1979 model year), the **Durango** was designed as a potential competitor as the newly downsized **Chevrolet El Camino**. Although no official production totals were kept by either company (estimated between 80 and 350), approximately 212 conversions were known to have been made by National Coach Works.

To produce the **Durango**, National Coach Works used the body of the **Ford Fairmont Futura** two-door coupe. Aft of the B-pillar, the roof was removed along with the trunklid and rear seating area. Behind the rear seats, the company added a flat-floor fiberglass cargo bed along with a bulkhead and new rear window behind the two front seats. The rear fascia above the bumper was redesigned into a fold-down tailgate. As the tailgate included the license plate and taillamps, the **Durango** was produced with a disclaimer warning drivers from driving with the tailgate in the down position.

As equipped from the factory, the **Ford Durango** was equipped only with a 200 cubic-inch inline six, the mid-range engine of the **Fairmont** line. The engine was paired with a three-speed automatic transmission. "

Text and Photo from:

https://en.wikipedia.org/wiki/Ford_Durango



1966 Ford GT40 Mark 1

Mecum Vehicle Auction
August 20, 2016
Monterey, California

1966 Ford GT40 MK1

Lot S103, Sold for \$4,400,000

“ First Road Car Delivered to North America
GT40 no. P/1028
Ford test and evaluation car
Ford North America Public Relations car
Early development road specification GT40
Same family owned for nearly 40 years
The only GT40 road car delivered new with air
conditioning, leather trim, luggage boxes, undersealed
chassis and painted with a special finish
11,000 original miles
289 CI V-8 engine, 5-speed manual transmission

Built at the Ford Advanced Vehicles factory in Slough, Buckinghamshire, England, P/1028 was the first road car delivered to North America. When P/1028 landed at the Ford Division headquarters in Dearborn, Michigan, it was briefly used as a test and evaluation car on Ford's test track. Shortly after, it served as Ford North America's official Promotional GT40.

In many ways, these early road cars were production racing coupes slightly converted for the street, but they still carried many of their competition features, including only driver-side seat support, two fuel pressure gauges, battery-mount brackets in passenger foot well, lighter fiberglass, etc. At the same time, they developed P/1028 to be as comfortable and luxurious as possible to show the U.S. market, and it is the only GT40 outfitted this way. Fully optioned and fitted with leather upholstery and trim, padded dash, air conditioning, centered rearview mirror, heated windscreen and luggage boxes. In addition, the build sheet noted “undersealed chassis” and a “High Performance” 289 with a single Holley 4-barrel carburetor and Sunbeam Tiger air cleaner and rated at a healthy 335 HP. Using the same ZF 5-speed gearbox as the race GT40s, the road cars employed special exhaust silencers, softer brake pads and shock

absorbers that were 25-percent softer than the race units. Making these road cars much more suitable for the street, still, the road coupes were capable of astounding performance, very similar to the production racing coupes. “

Photos & Text from:

<https://www.mecum.com/lots/CA0816-244573/1966-ford-gt40-mki/>

