

FLORIDA REGION – ANTIQUE AUTOMOBILE CLUB OF AMERICA

The Running Board

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

June 2015

1927 Ahrens–Fox Fire Truck Fully Restored on TV Show



Coming Events:

- | | | |
|---------------|--|----------------|
| June 7 | Florida Region Sunday Breakfast, Bahia Shrine, 2300 Pembroke Drive, Orlando, FL | 9:00 AM |
| June 8 | Florida Region Board Meeting, Kress Memorial Church, 746 Formosa Ave., Winter Park, FL | 6:00 PM |
| June 8 | 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

June 2015 / Volume 39 / Issue 6

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Deadline is the 20th of the month

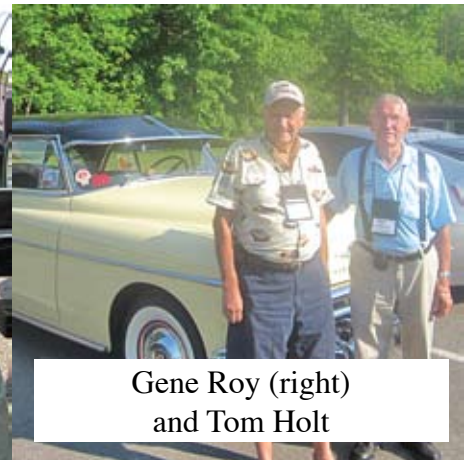
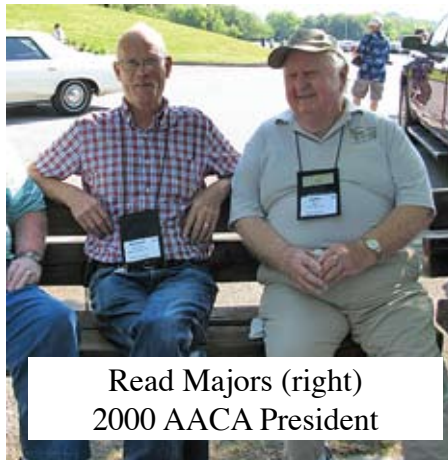
President's Letter

Jan and I left for the East Tennessee Regional Tour (Moonshine & Mountain Mist) with 142 vehicles in the Smoky Mountains May 1. The Tour kick off was the evening of May 3. The three day cruise started on Monday, May 4 and ended May 6. The other club members that were there were Ray and Annette Morrison, Tom and Dena Holt, Charlie Steffy, Bob Coolidge, Gene and Marilyn Roy. A good time was had by all, the weather was great and all made the three day, 350 miles without a problem. Since this was Jan and my first AACA Regional Tour we followed Ray and Annette Morrison to get the hang of it. Thanks Ray for your helpful guidance.

On Sunday, June 14 at 8:30 am we still plan to have our club garage tour that starts from Dan Brennan's garage. The garage tour will go from Dan's to Tom Chess' garage who has many cars and motorcycles in DeLand. Tom has 81 motorcycles, 15 cars and tons of antiques including coin operated machines.. Look for an email with details.

The summer is here and yes it is hot already, but we can still have small cruises. Let's get out and enjoy our antique cars. Local get together tours and bring your own picnic would be great. One place in mind is the water management park in Christmas. Please let me know about your suggestions and ideas.

Nelson Lawhorn



Minutes of the Florida Region AACA Board Meeting – May 11, 2015

The Board of the Florida Region AACA met at the Kress Memorial Church in Winter Park on May 11, 2015. The meeting was called to order by Vice President Dick Gauchat at 6:05 pm. Other Officers and Board Members present were Jerry Eakins, Tom Holt, Howard Gilkes, Dan Brennan, Matt Cannizzaro and K.C. Camp.

Jerry Eakins presented the Treasurer's Report and it was filed.

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

Dick Gauchat reminded the Board to tag December 7th on our calendars for our Christmas Party catered at our meeting location.

Howard reported that the trophies for our show at Old Town were ready to go.

Jerry Eakins and K.C. Camp reported that the Mount Dora Car Show was a great show with fifty (50) cars in attendance.

Dick suggested a location/direction map be issued for the June 14th Garage Tour to Tom Chess' garage.

The Board Meeting was adjourned at 6:43 pm.

*Howard Gilkes,
Florida Region AACA Secretary*

Minutes of the Florida Region AACA General Meeting – May 11, 2015

The General Meeting of the Florida Region AACA met at the Kress Memorial Church in Winter Park on May 11, 2015. The meeting was called to order by Vice President Dick Gauchat at 7:00 pm. Forty two (42) members and guests were in attendance.

Dick Gauchat led the Pledge of Allegiance to the flag of the United States of America.

The program was Three Story Tellers led by member Al Adkins.

Jerry Eakins presented the Treasurer's Report and it was filed.

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

Larry Cole reported on the Mount Dora Car Show at Lakeside Inn on May 9th. Fifteen (15) percent of the participants were from Florida Region AACA.

Tom reported driving 1,840 miles on a trip to several car shows.

Tom also reported on the accident that Nelson Lawhorn was involved in while trailering his '48 **Chevrolet**. The Chevy is o.k. ; oh yes, and so are the people.

Lee Dunkin is setting up a Herndon Airport Control Tower visitation on June 7th , Sunday from 4-6 pm. Mark your calendars.

Dick reminded the members of the June 14th Garage Tour to Tom Chess' garage in Deltona.

Dena Holt gave the Sunshine Report.

Ray Eckhart reminded the members of the Edgewood Farmer's Market and Car Show on May 14th.

Dena managed the 50/50 raffle that was won by Al Adkins. Silver Dollar winners were Marianne Main (twice) and Matt Cannizzaro.

The General Meeting was adjourned at 8:13 pm.

*Howard Gilkes,
Florida Region AACA Secretary*

Custom Built Aluminum Fuel Tank

Text and Photos by **Mark Regnier**, Editor

Back in March 2015, Bill Morris and I had a fun project making a fuel tank for a 1940's World War II vehicle. We found a metal fabricator in Tavares, FL who custom builds marine fuel tanks. When all was done, we learned several things along the way.



Bill Morris (right) and the fabricator inspecting the original WWII 60 gallon steel fuel tank.

The 70 year old tank had severe internal rust issues that was causing intermittent fuel delivery problems. This fuel tank spans the full width of the vehicle's engine compartment. Removal of this tank from the vehicle required an engine hoist.



The new fuel tank (left) next to the old one.

The new tank was pressure tested by the fabricator to make sure there were no air leaks. We estimated the fuel capacity of the new tank at 23 gallons.

The aluminum tank is about one third the size of the steel tank and can now be lifted with one hand.



The new fuel tank installed in the vehicle.

We covered the tank in aluminum heat insulation since it is located next to the engine. We reused the original metal strap to secure the fuel tank to the firewall. Fuel outlet (not connected yet) is now on top left instead of on the bottom of the tank. We reused the original fuel level sender unit.

Some of the things we learned/did:

- Fuel tanks need baffles built in to slow down the sloshing of the fuel.
- The fuel outlet is on top of the tank to lessen the chance of sucking trash into the 1/4 inch fuel line.
- A six pound per square inch (psi) air pressure test is all that is needed to check for air leaks.
- We installed a modern spin on canister fuel/water separator filter to keep the gasoline clean.
- The tank is made out of 5052 aluminum alloy, as used in modern marine fuel tanks. This aluminum alloy has the best combination of corrosion resistance and ease of welding /metal bending.
- Building a custom non-square tank from scratch is pricey. This fuel tank required several precise angle bends and lots of TIG (Tungsten Inert Gas) aluminum welding. It cost over \$500 to build but it was worth it. The vehicle now runs great.

May 16, 2015 Florida Region Car Show Report

Text by **Steve Tunney**, Florida Region Member
Photos by **Mark Regnier**, Editor

The Florida Region hosted its 1st annual Car Show on May 16, 2015. It was held at Old Town in Kissimmee, FL. Our weather forecast was for a 40% chance of rain but, as a participant who stayed for the Old Town Saturday Night Cruise to the end, I can say that it never did rain at all. That was fortunate. What was unfortunate was the turnout for the show. Only 15 cars attended our show. Disappointing to say the least.



Those who did attend had a good time. Old Town was a gracious host and I would like to thank the Buick Club members and some other participants from outside the Florida Region for coming out.



This show was not judged by AACA standards but we did have some special awards for those in attendance. The judges for these special awards have chosen to remain anonymous (for security reasons) but I think they did a great job. The decisions were difficult as all the vehicles in attendance were awesome.



The categories and winners are:

Greenest Paint Job – Gene Roy, **1953 Oldsmobile**
Dirtiest Whitewalls – Dick Gauchat, **1990 Buick Reatta** (Raised letter blackwalls but the judges considered them to be dirty whitewalls)

First Registration Received – Fred Kaufman
1971 Lincoln MK III (Thanks Fred)

Longest Drive – Bob Coolidge, **1966 Ford Mustang**
DeLand to Kissimmee is a good long ride.

Oldest Vehicle– Steve McCullough

1930 Ford Model A Cabriolet

Hard Luck Trophy (Deadest Battery) – Warren Wubker
1956 Ford Thunderbird (Warren said it's a brand new battery!)

Congratulations to all the winners, I think.



I would also like to thank the Florida Region members who helped plan and set up the show. Specifically, Howard and Kendra Gilkes, Matt Cannizzaro, Mark Regnier, KC Camp and Wayne Bostak contributed to getting things done. Like I said above, those who attended had a good time. I certainly did.



COVER VEHICLE FEATURE ARTICLE

1927 Ahrens–Fox Fire Truck

By **Mark Regnier**, Editor

In March 2015, our local PBS television station (WUCF, Orlando, Florida) aired an 8 part television series called “Ultimate Restorations” (UltimateRestorations.com) where they restore “forgotten treasures” like a train, yacht, airplane, church organ, etc. For me, the best hour long episode deals with the restoration of the Kansas City Fire Department’s **1927 Ahrens–Fox** fire truck.

Back in 1920’s, the **Ahrens–Fox** was the finest, most expensive fire truck “ever conceived or built” and was referred to as the “Rolls–Royce of fire engines”.

Ahrens–Fox started in Ohio in 1910 and initially built horse–drawn steam fire pumps. They built in–house their own chassis, engines, transmissions, differentials, bodies and pumps. Production ended in 1977 with roughly over 1,500 fire engines built.



This fire truck is a right hand drive model with a T–head monobloc six cylinder overhead valve motor. Each cylinder is a separate casting. According to the show, the fully assembled engine weighs almost 3,500 pounds!



The front (water) pumper has 8 pistons (4 on top and 4 on the bottom). It could still be turned by hand after being retrieved from long term storage. According to the show, this piston pump was one of the most powerful units at the time. It could shoot water up 40 stories!



The TV show follows the restoration along as each piece is rebuilt or custom made. There are some tense moments as the magneto fired engine is brought back to life after many years asleep. The engine & front mounted pump are bolted together as one unit which makes any major service of the engine more difficult.



The large chrome sphere on the pumper (at the front of the vehicle) holds air and smooths out (dampens) the outgoing water pulses from the piston driven water pump. Today’s modern fire engines use a centrifugal water pump which do not require this.



Sources: First 3 photos are screen shots from the TV show, Last 2 photos are from <http://reliancefiremuseum.org/1927-ahrens-fox-kansas-city.php>

Sold on eBay

This 1964 Pontiac Bonneville Limousine (with 58,091 miles) with a 389 cubic inch V-8 and Automatic Transmission, located in Olympia, WA sold for \$2,800 (35 bids) on April 5, 2015. Seller's description says...

"...very rare they only made 67 limos in 1964 less than half are left this car was special ordered by green lake funeral home in seattle washington they owned the car and used it till 1984 it dose run and drive ... it has the big aluminum finned brake drums 15 inch wheels... 20 feet long"



Reader Mail

By **Jim Prior**, Florida Region Member

I enjoyed (*last month's*) Gilkes' article on their **BSA** bike and its history. I was reminded of a friend at KDI Corporation where I worked in the early 70's. He was a young fellow in a different division who had lost his lower leg in a motorcycle crash. He had a prosthesis, but had to ride an English bike, possibly a **Triumph**, where the shift lever was on his good leg's side.

He told the story of a day in downtown Cincinnati where a lady ran a red light and hit him. The bumper hit his prosthesis and mushed it; otherwise, he wasn't hurt. He got up and tried to stand, but his broken prosthesis was bent and broken and he had to lean on the car. He had on long trousers, but the damage to the leg was obvious. The woman, now out of her car saw the dangling leg and said "Oh my God. What have I done?"

His answer was "It's OK mam. I'll get a new one tomorrow." Then she fainted.

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Antique Inventory Sheet for October 2014

1927 Studebaker Victoria Coupe	18,500
1940 Mercury CUSTOM Hotrod	69,995
1951 MGTD	16,900
1952 Chevy 2-Door Sedan Business DLX coupe	27,000
1963 Ford Thunderbird	Call for pricing!
1964 ½ Ford Mustang	Make an Offer!
1969 Lincoln Mark III	4,250
1970 Javelin	6,200
1978 Volkswagon Beetle	10,995
1982 Chevy Corvette Collector's Edition	13,500
1984 Buick Grand National	16,900
1984 Chevy Corvette Coupe	12,900
1987 Ford Mustang GT	4,200
1988 Jaguar XJS Convertible	16,500
1993 Chevy Corvette Coupe	7,900
1994 Lincoln Town Car	3,500
1999 Dodge 3500 Dually	6,000
2004 Suzuki Burgman	3,300
2006 S&S Custom MC	6,000
2008 Saturn Sky 2-Seat Roadster	19,900
2008 Roketa 250 MC	1,149

Project Cars/Trucks

1988 Dodge Daytona	595
1967 Chevy Bel Air	3,500

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Engine Profile: 1927 Stutz Vertical Eight

Text and Photos by **Mark Regnier**, Editor

In the late 1920's the Stutz Motor Car Company was known as a maker of luxury performance vehicles. In addition to its many early Indy 500 track successes was their 1915 Los Angeles to New York City speed record of 11 days, 7 hours and 15 minutes set by Erwin G. "Cannonball" Baker in a **Stutz Bearcat**.

Frederick Moskowics (from Franklin Automobile Company) designed the **1926 Model AA Vertical Eight**. That straight 8 featured a link belt chain driven single overhead camshaft engine that displaced 287 cubic inches (4.7 liters) with 2 spark plugs for each cylinder and dual ignition coils (red arrow). That engine made 92 horsepower.

For the 1927 model year the engine was improved by increasing the displacement to 298 cubic inches (4.9 liters) and now making 95 horsepower.

The Stutz Motor Company began production in 1911 and went out of business in 1935.

The photographs below are from an original Stutz "Vertical Eight" in a **1927 Stutz Brougham**.

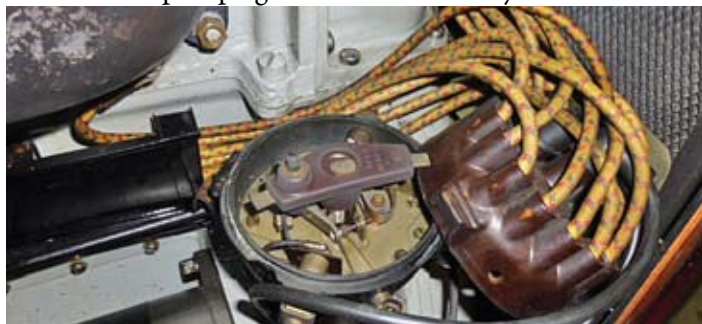


Driver Side Engine View: The first thing one notices when viewing the big straight 8 engine from this side is that there are no drive belts on this engine. The engine fan is driven directly off the engine. The water pump is connected mechanically to the generator on the other side.

The large black canister mounted on the firewall is the "Vacuum Fuel Feed System" made by Stewart Warner Speedometer Corporation, Chicago, IL.



Passenger Side Engine View: The first thing one notices from this side is the Delco-Remy distributor cap with 16 spark plug wires! Behind the exhaust manifold are 8 spark plugs. There is one spark plug on each side of the cylinder head.



Inside view of the distributor for the 16 spark plugs wires.



The 40 inch long oil pan holds up to 12 quarts of motor oil !



The engine's water pump (left) is connected by a shaft directly to the generator (right) located at the front of the engine that is in turn connected to the front chain drive.



The Zenith up-draft carburetor has a large float bowl on the left side. A modern washable cotton air filter is used. The black vertical rod (for the throttle) on the left (blue arrow) is connected to a small lever on the steering wheel.