

FLORIDA REGION – ANTIQUE AUTOMOBILE CLUB OF AMERICA

The Running Board

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

July 2015

1931 La Salle 4 Door Sedan



Coming Events:

- | | | |
|----------------|--|----------------|
| July 12 | Florida Region Sunday Breakfast, Bahia Shrine, 2300 Pembroke Drive, Orlando, FL | 9:00 AM |
| July 13 | Florida Region Board Meeting, Kress Memorial Church, 746 Formosa Ave., Winter Park, FL | 6:00 PM |
| July 13 | 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 2015 / Volume 39 / Issue 7

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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

At our last board meeting we had a discussion on ways to increase our membership. Several good ideas came from board members and also from members at the regular meeting. Hopefully, we can attract younger members to carry on in later years. Not an easy job, but we all need to work together on this endeavor. I think we are having a great turnout at our monthly meetings but inviting someone to come along would be great. At our last meeting it was nice seeing the four cars that were brought by our members. It would be wonderful to see some of our members cars at each meeting. I plan to bring mine to the next meeting, think about bringing your car sometime.

The garage tour we had on June 14, 2015 was great. Our first stop was at Dan Brennan's garage. Dan went the extra mile and had good coffee, donuts and juices for those that came. We also saw Dan's beautiful **1957 Lincoln Premiere Coupe**. We also looked at Dan's full-frame off in progress restoration on his **1956 Ford F-100 pickup**. Dan gave us a great "show and tell" on doing the restoration; for one, I learned a few things that I did not know. Thanks Dan for opening your garage for us.

We left Dan's place and continued to our next garage in DeLand. We cruised together and Bob Coolidge led the way. Upon our arrival we were greeted by our hosts Tom and Cheryl Chess. They made us feel like family and told us to feel at home. They also had coffee, deserts and drinks for us. We spent time enjoying there large collection of antiques in several rooms and learning the stories about them. Then we went out back and went through two buildings loaded with cars, motorcycles and another ton of antiques. One cannot see every thing on one visit. Thanks to Tom and Cheryl Chess for opening there house and garage for our AACA club.

Nelson Lawhorn



Minutes of the Florida Region AACA Board Meeting – June 8, 2015

The Board of the Florida Region AACA met at the Kress Memorial Church in Winter Park on June 8, 2015. The meeting was called to order by President Nelson Lawhorn at 6:05 pm. Other Officers, Board Members and guests present were Jerry Eakins, Tom Holt, Howard Gilkes, Wayne Bostak, Dick Gauchat, Darrel Cole and Steve Tunney.

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

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

Nelson reminded the Board of the June 14 garage tour to Chess' garage in DeLand. Leave Dan Brennan Bodyworks at 9:30am, arrive at Chess' garage at 10:45am. Tom Chess has 81 motorcycles, 15 cars and tons of antiques.

Steve Tunney reported on our Old Town Car Show and lead a general discussion on future Florida Region Car Shows.

There was a general discussion on possible August events. If any member has a suggestion for our August event, please contact any Board Member.

The Board Meeting was adjourned at 6:45 pm.

*Howard Gilkes,
Florida Region AACA Secretary*

Minutes of the Florida Region AACA General Meeting – June 8, 2015

The General Meeting of the Florida Region AACA met at the Kress Memorial Church in Winter Park on June 8, 2015. The meeting was called to order by President Nelson Lawhorn at 7:05 pm. Thirty four (34) members and guests were in attendance.

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

The program, presented by Nelson, was a DVD of the beginning to the end of the Model T.

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

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

Our guest was in attendance seeking our guidance on pricing several antique cars for sale.

Nelson reminded the Membership of the June 14 garage tour to Chess' garage in DeLand.

Steve Tunney reported on our Old Town Car Show. Fifteen (15) cars attended. We lost a couple hundred dollars between entrance fees and expenses.

Lee Dunkin announced that he is scheduling a new date for the Herndon Airport Control Tower visitation. There was a positive response from the membership.

Dena Holt gave the Sunshine Report.

Dena managed the 50/50 raffle that was won by Jerry Eakins. Green Dollar winners were Wayne Bostak, Tom Holt and Tom Rose.

The General Meeting was adjourned at 7:58 pm.

*Howard Gilkes
Florida Region AACA Secretary*

Can You Identify This Car?



This interior door panel has a door release lever both for the front and back seat passenger. Name the year, make & model of this USA made car.

Auction Results: Mecum Denver 2015

Colorado Convention Center, Denver, CO
June 26 to 27, 2015

1968 Buick Riviera GS

Lot F252, Sold for \$10,000
430/360 HP, Automatic, Turquoise/White
A/C, Buckets, Console, 2 owner car



1935 Packard Eight

Lot F173, Sold for \$22,500
3 Speed, Original Paint and Interior, Barn Find



1949 Ford F1 Pickup

Lot F95, Sold for \$18,500
3 Speed, Wood Rails, Bed Floor, Red/Black



Photos & Text from www.mecum.com

June 14, 2015 – Florida Region Garage Tour

Photos by Nelson Lawhorn, President, Florida Region
Dan Brennan's Garage & Tom & Cheryl Chess' Garage



COVER VEHICLE FEATURE ARTICLE

1931 La Salle 4 Door Sedan

Owner: Name Withheld

1) La Salles were made by the Cadillac Motor Car Company between 1927 and 1940. They were the brand positioned between a Buick and a Cadillac. The 1931 model differed from the 1930 model in the 5 large independent opening metal doors on the side of the engine cover in 1931 that replaced the stamped side louvers. The two front fender mounted lights are the parking lights and not turn signal lamps.

2) The 353 cubic inch (5.8 liter) V-8 flathead engine (90 degree Vee) was rated at 95 horsepower at 3,000 rpms. The engine features an "intake muffler" that "hushes the roar" of the air as it rushes in at wide open throttle.

3) Closed Body Styles featured "Whipcord" upholstery. Open and Convertible body styles had leather interiors.

4) A "Silent-Shift Synchro-Mesh" 3 speed manual transmission promised "noiseless and almost effortless" shifting. A throttle lever is mounted on the steering wheel.

5) A "Steering Modulator" is featured on the front suspension which "completely cancels front wheel shimmy and tramp and makes steering easy at all speeds." The sales manual states "15 sets of roller bearings are used in the braking system so that minimum pressure on the brake pedal is sufficient for a quick, safe stop." The 15 x 2 inch drum brakes help slow down this 4,650 pound luxury car. The wooden artillery wheels are covered with 6.50 x 19 bias ply tires.



Sold on eBay

This 1964 Studebaker Daytona Wagonaire (with 70,732 miles) with a 283 cubic inch V-8 and Automatic Transmission, located in Powhatan, VA sold for \$4,200 on April 30, 2015. Seller's description says...

"...This car is Automatic Trans, Power steering, has power front disc brakes ... has power rear window and all glass is good. Radio works. ... It has a Chevrolet 283 cid engine, I questioned if it was original being I understood Studebaker did not use chevy engines until 1965, this one has "Canada" on the intake manifold. I asked a few Studebaker guys about this at the National Studebaker Convention in Dover last year, a couple guys said No Way original but one said it could have been one of the last 1964s in the Canadian plant so they put this engine in it... the engine runs good, no smoke ..."



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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: 1942 Lincoln V-12 Flathead

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

Lincoln's V-12 derived much of its engine architecture from the Ford V-8's of the same period. The V-12's 306 cubic inch (5.0 liter) engine size produced 130 horsepower @ 3,800 rpms. The engine had 7 to 1 engine compression.

The photographs below are from a **1942 Lincoln Club Coupe**. Only 200 V-12 coupes were made before the auto industry converted to full time wartime production in the spring of 1942.



A 6 volt battery starts this small V-12. The dual radiator hoses to each cast iron head is similar to a 1942 Ford V-8.



An oil bath air filter in the large black canister is attached to the 2 barrel downdraft carburetor.



The driver's side exhaust manifold goes underneath the engine's oil pan and connects to the passenger side

manifold tube. The heat from the manifold is used to heat the interior of the vehicle. Fresh air is driven by an electric motor and mixed with the exhaust heat to modulate the air temperature inside the vehicle.



There are 6 spark plug wires feeding into a metal tube, on each side of the engine, that goes to the distributor at the front of the engine. There is plenty of room in this engine compartment to work on this engine.



Here's the distributor mounted at the front of the engine about a half inch behind the metal radiator fan. There are 6 spark plug wires going to each side of the distributor. There are 2 coil assemblies used for each side of the engine. If you have a 1942 Ford flathead V-8 engine, then this setup will look familiar to you.

For comparison, a 1942 Ford flathead V-8 of 221 cubic inches (3.6 liter) displacement produced about 90 horsepower @ 3,800 rpms.

Lincoln's V-12 had 75 degrees between cylinder banks compared to 90 degrees for a regular Ford flathead V-8.

Production of the V-12 engine lasted from 1936 to 1948.

Also of interest, the Lincoln V-12 engine was also used by British car makers **Allard**, **Atalanta** and **Brough Superior**.