

**FLORIDA REGION – ANTIQUE AUTOMOBILE CLUB OF
AMERICA**

THE RUNNING BOARD

**PUBLISHED MONTHLY IN THE INTEREST OF THE PRESERVATION OF
ANTIQUE MOTOR VEHICLES**



1940 Ford pickup truck at Old Car City USA

MARCH 2019

COMING EVENTS:

MARCH 2	ANNUAL CELEBRATION OF CARS, MUSCLE CAR MUSEUM, MELBOURNE, FL	10:00 AM
MARCH 9	APOPKA FAIR CLASSIC CAR SHOW KIT LAND NELSON PARK, APOPKA, FL	9:30 AM
MARCH 10	24TH ANNUAL AMELIA ISLAND CONCOURS D'ELEGANCE	8:30 AM
MARCH 11	FLORIDA REGION GENERAL MEETING, KRESS MEMORIAL CHURCH, POT LUCK DINNER	6:30 PM
MARCH 16	42ND ANNUAL ANTIQUE AUTO SHOW, RIVERSIDE PARK VERO BEACH, FL	8:00 AM



For the latest Florida Region club news visit our website

www.FloridaRegion.aaca.com



THE RUNNING BOARD	
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<p>CLUB WEBSITE</p> <p>HTTP://FLORIDAREGION.AACA.COM/</p>	

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SEND YOUR ARTICLE SUBMISSIONS TO:
 BOARDEDITORFL@GMAIL.COM
 DEADLINE IS THE 20TH OF THE MONTH

<p>POT LUCK DINNER MONDAY, MARCH 11, 2019 6:30 PM GENERAL MEETING FOLLOWS DINNER YOU BRING A DISH – THE CLUB WILL FURNISH THE MEAT, DRINKS AND PAPER GOODS</p> <p>BRING YOUR APPETITE AND JOIN THE FUN!</p> <p>KRESS MEMORIAL CHURCH, 746 FORMOSA AVENUE, WINTER PARK, FL</p> <p>QUESTIONS? CALL KENDRA GILKES AT 407-920-3136</p>
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PRESIDENT'S LETTER

It is with a heavy heart that we say goodbye to another member, Bill Morris's wife, Cloteen passed away on Feb 20 - please keep Bill and his family in your prayers. Also remember Larry Mills who is recuperating at home now.

Looks like the car show circuit is heating up quickly: Just had the AACA winter meet in Ocala on the 23rd with a great turnout and show. Some other events pending are the Cape Canaveral Region AACA - Celebration of Cars, Saturday March 2, 2019. The Apopka Fair Classic Car Show, March 9th, 2019. The Amelia Island Concours d'Elegance, March 7th-10th, 2019. The Indian River AACA - 42 Annual

Antique Auto Show, March 16th, 2019 and a number of other local show.

Some great opportunities are coming - so let's keep in mind our own clubs activities and schedule that we need to work on and make happen with everyone getting involved in some way.

Best Regards,

Mickey Bryant

Minutes of the Florida Region AACA Board & General Meeting – March 11, 2019

The Florida Region AACA met at the Kress Memorial Church in Winter Park on February 11, 2019. President Mickey Bryant called the Board Meeting to order

at 6:04 pm; General Meeting at 7:00 pm. Officers and Board Members present were Jack Scott, Steve Tunney, Howard Gilkes, Darrel Cole, Larry Cole, Bob Coolidge and Don Allen; General Meeting had twenty-two members. President Mickey Bryant led the Pledge of Allegiance to the Flag of the USA. The Minutes of the January Meeting were approved as printed in "The Running Board". Don Allen presented the Treasurer's Report for January 2019. Don also discussed with the Board the status of ten members who hadn't paid their dues. There was a general discussion of possible changes to the format of our Roster Of Members. Howard Gilkes made a motion at our Board Meeting to continue with the existing format as is. The motion passed

unanimously. Steve Tunney made a motion at our General Meeting to donate \$500 to the AACA Building Fund. The motion passed. There was a general discussion at our Board Meeting of upcoming 2019 Florida Region events. The discussion zeroed in on visiting Gatewaay Classic Cars in Lake Mary in June.

March 11	Pot Luck Supper
April	Spring Picnic
May 11	Longwood Car Show
June 29	Gateway Classic Cars
July 8	Auction
August	Too Hot!
September 9	Pot Luck Supper
October	Sugar Mill Restaurant
November	College Park Tour of Homes
November 28-Dec 1	New Car Show
December 12	Christmas Party – Golden Corral

President Mickey Bryant attended the 83rd AACA Annual Meeting on February 7-9 in Philadelphia. He gave a comprehensive report to the General Membership on ways to increase membership and attract youth to the antique car hobby. Steve Tunney reported that Old Town will have their Anniversary Car Show on April 6. The Board Meeting was adjourned at 6:53 pm; General Meeting at 7:47 pm.

Howard Gilkes, Florida Region AACA
Secretary

Thank You

We would like to thank everyone who came to visit Jerry. He enjoyed the visits and they kept his spirits up. He liked nothing better than to talk about cars.

I also would like to thank the club for the donation in his memory to the AACA Library & Research Center.

The Eakins Family

February Birthdays

Dot Clark	March 31
Russell Dawson	March 24
Frances DenBesten	March 12
Dena Holt	March 10
Jim Lane	March 18
David MacMillan	March 20
Mary Rose	March 17
Tom Rose	March 16

Parking Lot Finds

Seen February 15, 2019 in New Smyrna
Speedway parking lot- 1973 Cadillac
Eldorado Indy 500 Pace Car Edition,
Cotillion White paint with Red interior- 1 of
566 produced. This was up to 1973 the

most powerful pace car ever! The sheer



weight of the Eldorado convertible forced the Cadillac engineers to take some measures to allow the car to reach the high speeds needed. The 8.2 liter (500 cubic inch) engine was tweaked. Also this was the second time ever that a front-wheel drive car was leading the pack of race cars down the start lap, the first front-wheel drive pace car was a Cord in 1930.

Seen February 15 in New Smyrna
Speedway parking lot





Seen February 17 at George Koehn's Annual Concours



Annual Koehn Concours





FLORIDA MEMORIES

DeSoto County Crotonaria association used



the Ford Model A and converted it to a crotonaria thrasher to bag the crotonaria seed to sell to truck farms. Crotonaria avonensis is a rare species of flowering plant in the legume family. It is endemic to



Central Florida in the United States, where it is known from only three sites.

<https://www.floridamemory.com>

2019 Celebration of Cars

Cape Canaveral Region AACA - Celebration of Cars, 10:00 AM Saturday March 2, 2019
Location American Muscle Car Museum
3500 Sarno Road. Melbourne, FL

<https://www.antiqueautoclubcc.com>

Apopka Fair Classic Car Show

Saturday, March 9, 2019 in Kit Land Nelson Park, 35 South Park Ave, Apopka, with registration still only \$10 day of show and begins at 9:30 a.m. and always includes FREE hot coffee, cold OJ, and fresh donuts. Custom designed dash plaques to the first 125 cars registered, neat door prizes, 50/50 drawing which in 2017 paid \$510 to the winner, and music by DJ, Dan, "JR" Goodman. There is a stirring tribute to all Veterans at the 11 a.m. Opening Ceremony with the Awards Ceremony at 2:30 p.m.

42nd Annual Antique Auto Show

Sponsored by the Indian River Region in Vero Beach on March 16th, 2019. This is a one day show in Riverside Park right on the Intracoastal. Auto registration 8:00 to 11:00AM, show 10:00AM to 4:00PM.

Local.aaca.org/indianriver

The CERV Concept Car

By Peter M. DeLorenzo

www.autoextremist.com

The CERV program originated with Corvette icon Zora Arkus-Duntov, who envisioned it as a platform for engineers to use in order

to develop Chevrolet - specifically Corvette - body, chassis and suspension systems. The CERV I was developed between 1959 and 1960 as a functional mid-engine, open-wheel, single-seat prototype racing car. The bodywork was designed by industry legends Larry Shinoda and Tony Lapine.



The CERV I was originally equipped with a fuel-injected 283 cu. in. 350HP small block V8 that weighed only 350 lbs. Intensive use of aluminum and magnesium engine components saved more than 175 lbs. from previous Chevrolet V8s. The body structure was constructed out of fiberglass and weighed only 80 lbs. The body structure was attached to a rigid 125 lb. chrome-molybdenum tube constructed frame, welded in a truss-like configuration. Combining these lightweight components contributed to the CERV I's weight of 1,600 lbs. The 96-inch wheelbase chassis features a four-wheel independent suspension, uses independent, variable rate springs with shock absorbers and stabilizer bar in the front, and multilink, variable rate springs, with double-acting shock absorbers in the rear. The wheels are cast magnesium alloy. Steering is recirculating ball type with 12:1 ratio.

The brake system on the CERV I uses front disc/rear drum, with a two piston master cylinder to eliminate the chance of complete brake failure. Fuel is delivered via two rubber bladder fuel cells (20 gal. total capacity).

At one point Duntov refitted the CERV I with a 377 cu. in. aluminum small block, an advanced Rochester fuel injection system and Indy-style tires and wheels. (That 377 cu. in. small block V8 became the mainstay in the Corvette Grand Sport racing program.) To match this mechanical updating, Shinoda redesigned its streamlined body structure for greater aerodynamics. Top speed for the CERV I was 206 mph, achieved on GM's circular 5-mile test track at its Milford, Michigan, Proving Grounds.

Excited by its impressive performance potential, Duntov had his eye on bigger things for the CERV 1 - including racing in the Indianapolis 500 - but due to the AMA (Automobile Manufacturer's Association) ban on manufacturer-sponsored racing at the time - which GM painfully adhered to - the closest Duntov could get to a major showcase for the car was when he drove the machine in a series of demo laps at the U.S. Grand Prix in 1960.

The next-generation Chevrolet Engineering Research Vehicle - the CERV II - was conceived early in 1962, developed over the next year and built under Duntov's direction between 1963 and 1964. By the time it was finished, Duntov envisioned the CERV II as a

possible answer to the Ford GT40 racing program. At this point it was also in Duntov's mind to develop a separate line of racing Corvettes to sell, an idea that was later rejected, of course, by GM management. Duntov wanted the CERV II to showcase future technologies as applied to a racing machine.



Chevrolet General Manager "Bunkie" Knudsen wanted to get back into racing so the CERV II was planned for the international prototype class with a 4-liter version of the Chevrolet small block V8. Knudsen has been given strict orders to stay out of racing by upper management at GM, but obviously that didn't dissuade Duntov and his team. Construction was started on the CERV II almost at the same time that the "no racing" GM management edict came down.

As with CERV I, the body was designed by the team of Shinoda and Lapine. The chassis of the CERV II consisted of a glued-together steel and aluminum monocoque with a steel sub frame to carry the suspension and engine. It was powered by a Hilborn fuel-injected, overhead cam, 377 cu. in. aluminum small block V8 with a 10.8 compression ratio and 500HP. By 1970, the CERV II ran a 427 cu. in. ZL-1 V8 with 550HP.

Titanium was used for the hubs, connecting rods, valves, and exhaust manifolds helping to bring the total weight of the machine below 1400 lbs.

The CERV's II engineering of the drive system and torque converter arrangement was handed over to GM's engineering team and it turned out to be its most fascinating development. The result? An advanced all-wheel drive system using two torque converters. This marked the first time that anyone had designed a variable power delivery to each end of the car, which varied according to vehicle speed. The very wide wheels carried experimental low profile Firestone tires mounted on specifically constructed Kelsey-Hayes magnesium wheels. The ventilated disc brakes were mounted outboard, with the Girling calipers widened to accept the vented rotors.

The CERV II was very quick: 0-60 in 2.5 seconds with a top speed of 190+ mph. During its extensive development Jim Hall and Roger Penske were among the top drivers who wheeled the CERV II.

The plan to use the CERV II as The Answer to the Ford GT40 program ended up being killed by GM management, as was their wont. The CERV II was used as a research tool for a mid-sixties super Corvette

program that was also cancelled by management. Never raced, the CERV II ended as a show and museum piece, a tribute to the True Believers at GM Design and Engineering.

Car Auction Results

1955 Kurtis 500 Swallow Coupe by Allied- Offered by RM Sotheby's | Ft. Worth, Texas May 2, 2015 Sold \$220,000 The Kurtis Kraft 500 was a racing car – an Indy Roadster. They built a (barely) fendered road version as well.

This is a KK500 racing

chassis. The body is by a company called Allied that built bodies, specifically near-copies of the Cisitalia 202. It's a short-wheelbase car and uses a 5.2-liter V-8 from a Lincoln that has been tuned to make 257 horsepower.



1957 Facel Vega FV3 sold for \$222200. Its original powerful V8 Plymouth/De Soto engine is mated to an automatic gearbox, and the car features rare, renovated Robergel wheels. Its present livery combines a cream shade with a brown roof and beige upholstery with brown piping, beautiful though not conforming to original.



Parting Shot

<https://www.ajc.com/news/local/photos-old-car-city-auto-graveyard>

