

FLORIDA REGION – ANTIQUE AUTOMOBILE CLUB OF AMERICA

# *The Running Board*

Published Monthly in the Interest of the Preservation of Antique Automobiles

**October 2012**



**The Gauchat's 1940 Buick Special Coupe**

## *Coming Events:*

- October 7** Florida Region Sunday Breakfast, Bahia Shrine, 2300 Pembroke Drive, Orlando, FL **9:00 AM**
- October 8** Florida Region Board Meeting, Kress Memorial Church, 746 Formosa Ave., Winter Park, FL **6:00 PM**
- October 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](http://www.aacaFloridaRegion.com)**



# The Running Board

October 2012 / Volume 36 / Issue 10

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**Contributors:** Darrel Cole  
Bob Coolidge  
Howard Gilkes  
Dena Holt  
Jim Prior  
Mark Regnier

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*Send your article submissions  
to: [EditorTRB@gmail.com](mailto:EditorTRB@gmail.com)  
Deadline is the 20th of the month*

# President's Letter

by **Darrel Cole**, Florida Region AACA President

Good afternoon members. We had a good membership turnout for the September 15, 2012 garage tour at Orlando Classic Cars and at the Cole Warehouse and lunch at Sonny's Barbecue. About 35 people attended the car event, and about 30 people came out for lunch. We also had about three people from the club possibly interested in buying some classic cars from Dave Murray at Orlando Classic Cars. You can go to both of the car websites for more information.

<http://www.orlandoclassiccars.com/index.html>  
<http://www.colesclassiccars.com/index.php>

Our September 10, 2012 Pot Luck Dinner was also a great turn out for great food, and fellowship.

We have acquired several new member in our club over the last 3 months. Our newest member joined at the last car club meeting, so help me in welcoming Robert Shelton to the club. We are also trying to get his dad to join as well.

Always help spread the word that we are always looking for new members to help continue this great club and hobby that we all love so much!

Best regards,  
Darrel Cole



## Minutes of the Florida Region AACA Board Meeting – September 10, 2012

Members Present: Howard Gilkes, Bob Coolidge, Dick Gauchat, Jerry Eakins, Gene Roy, Marilyn Roy, Tom Holt & President Darrel Cole.

The Board of the Florida Region AACA met at the Kress Memorial Church in Winter Park on September 10, 2012. Darrel Cole called the board meeting to order at 5:40 pm.

The Treasurer's Report was presented by Treasurer Marilyn Roy.

The color cost of pages in the Running Board was discussed. Advertisers/sponsors will be sought to help cover the cost of production of the Running Board.

The August Board Meeting Minutes were approved as published in the September edition of the Running Board.

Participating with a car show as part of the Taste of Apopka will not work as the event is an evening event.

Darrel mentioned the potential of working with the Winter Park Concourse show. He will investigate this.

Joe Showater with the Auto Show at the Convention Center will let Darrel know soon whether the FL Region will be invited to display antique vehicles as part of the November New Car Show.

The annual Christmas Party will be held as announced last month. The date is Saturday evening, December 1, 2012. The location is Carrabba's on the NE corner of Red Bug Lake Road and Tuscawilla Road in Winter Springs. A final number of participants is needed by November. Each member is to pay \$20.00 for each meal with the car club discount. A non member is to pay \$34.00. Each member is to mail their payment to Marilyn Roy, Treasurer.

Gene Roy reported on the 24th Founders Tour. The 25th Founders Tour will take place in 2013 in the Huntsville, Alabama area. Gene and Marilyn Roy have participated in each tour.

The Board Meeting was adjourned at approximately 6:19 pm.

*Respectfully Submitted,  
Bob Coolidge, Secretary*

## Minutes of The Florida Region AACA General Meeting – September 10, 2012

Florida Region members present: Approximately 33.

The Florida Region AACA met at the Kress Memorial Church in Winter Park on September 10, 2012. President Darrel Cole called the meeting to order at 7.10 pm.

Dick Gauchat led the pledge to the flag.

A wonderful pot luck dinner was held as customary for the September meeting.

Marilyn Roy presented the Treasurer's Report. The Treasurer's report was filed.

The Minutes of the August meeting were approved as printed in the September edition of The Running Board.

The newly revised Running Board was discussed. The general consensus was the new format is ok. It was noted that one does not have to print out the Running Board in color. This will save on individual printing costs.

Dena Holt gave the Sunshine Report. Nellie Adkins' hospitalization was reported on as well as Marianne Main and Dave Main's.

The number attending and the choice of meal selection for the Christmas Party needs to be finalized and reported to Darrel by the early part of November. The Christmas Party will be held on Saturday night, December 1, 2012 at Carrabba's on the NE corner of Red Bug Lake Road and Tuscawilla

Road, Winter Springs. A sign up sheet for the event was circulated. Each member is to pay \$20.00 per dinner and mail their payment to Marilyn Roy, Treasurer by early November.

The Garage Tour scheduled for September 15 was described. A sign up sheet for the tour was circulated. Lunch will be held at the Sonny's Bar B Que near the Cole's automobile warehouse in South Orlando.

The November meeting will be an auction to benefit the Florida Region AACA.

Tom Holt reported on the AACA tour in PA.

Gene Roy showed the certificate awarded to Marilyn and him for the 24th Founders Tour. The Roy's have participated in every Founders Tour held to date.

The meeting was adjourned at approximately 8:25 pm.

*Respectfully Submitted,  
Bob Coolidge, Secretary*

## SUNSHINE AND TIDBITS

by **Dena Holt**, Florida Region Member

Congratulations to Carole and Don Allen who celebrated their 50th wedding anniversary on September 8th. Their love is as strong today as it was the day they wed and wishing you many more years of continued love, happiness and togetherness.

Wishing Nellie Adkins a speedy recovery from her recent and successful brain tumor/mass surgery at the Halifax Hospital in Daytona Beach on September 7th. Flash... Nellie arrived home on September 12th and even prepared dinner, how about that. Still waiting on the final findings from pathology as sent on to Johns Hopkins for further analysis.

Pat Dunkin attended her 55th high school class reunion the week of September 10 in Sutton, MA.

From a class of 22 students it will be interesting to see the turnout. With that size class you felt guilty to skip a day! Enjoy!

Jerry Eakins is now the proud of owner of a **1955 Pontiac Hardtop** and we will be anxiously awaiting to see it out and about. More fun times in the offing!

Congratulations to our first lady Sally Cole who recently earned her Certification of a Registered Therapeutic Horseback Riding Instructor for PATH International. She will be working with disabled children. What a wonderful profession to get into and know Sally will excel!

Marianne Main came home on September 6th after an extended stay at Rehab after her shoulder surgery and other complications but is doing nicely now. Hope to see you out and about soon Marianne.

Marilyn and Gene Roy headed up to Clinton, NJ to attend the Buzzard's Breath Tour on September 26-28. It is great seeing how well Gene has recuperated and back to their enjoying all the AACA National tours and shows once again.

Annette Morrison spent a few days in the hospital for severe pains which were finally diagnosed as an attack of diverticulitis and now the strict diet begins. Stay well Annette.

Ray and Annette Morrison will also be attending the Buzzards Breath Tour in Clinton, NJ. A fun time will be held by all and no doubt some great planned sights to enjoy.

Rachel Veitch wants to express her sincere thanks to all the members who were so caring and thoughtful with cards and calls in the loss of her great-grandson. We can never understand when a young life is lost at the prime of their life, only God knows.

Tom Holt bought back his **1950 Olds Sedan** from Frank Borman a couple months ago and tuned around and sold it recently to a fellow in West Palm Beach. That car sure got around in

two years from Florida to Montana and back to Florida and who knows what lies ahead for it next.

And once again our many thanks to Kendra Gilkes who undertook the September Pot Luck Supper and a fun time for all of us with delicious food, great desserts and wonderful camaraderie which is what it is all about. Thank you, thank you!

Happy Birthday to our October members with our wishes for happy times, good health and contentment. Enjoy!

## October Birthdays

Annie Juergensen	October 9
Kendra Gilkes	October 10
Dick Gauchat	October 12
Carl Weisinger	October 12
Thomas Embree	October 14
Earl Beauchamp	October 19
John Mathias	October 27
Cloteen Morris	October 28
Frankie Weisinger	October 28

## TRB MAILBOX

### September 2012: 1929 Duesenberg Article

Your recent issue had a release on the **1929 Duesenberg** that sold for \$1.98 million. That car was a part of the collection of William A. C. Pettit, III, of New Smyrna Beach. It was upgraded by LeBaron in 1934 plus or minus with the smaller wheels, the swept split windshield, the exhaust pipes, and the wind wings among other things. The release refers to it as Blue J, but Bill called it Blu J.

The car had not been restored. Bill liked to drive his cars. Blu J was one of three Duesenbergs purchased by Bill and his father from a German artist's estate. That artist designed the "Last Duesenberg" which is also known as the "Bauer Duesenberg".

**Jim Prior**, Lake Mary, FL

*Mr. Prior also sent some digital photos of another of Mr. Pettit's Duesenbergs, via email, one of which is posted below.*

*He also mailed me a really informative six page summary of the "Last Duesenberg" history. In the written article is a reference to a web site with a 5 minute video about the "Blu J" Duesenberg.*

*[http://www.oldcarsweekly.com/collector-cars/last\\_duesenberg](http://www.oldcarsweekly.com/collector-cars/last_duesenberg)*

*– MarkR, Editor*



## DEARPHOTOGRAPH.COM



**"Grandfather's Franklin in front of his house in 2012"**

**SOURCE:** <http://dearphotograph.com/post/20245226715/dear-photograph-my-grandfather-died-three-decades>

# COVER VEHICLE FEATURE ARTICLE

## The Gauchat's 1940 Buick Special Club Coupe

Owners: Dick & Millie Gauchat, FLA Region members

1) Dick purchased this car in 1985 in Casselberry, Florida. After a 4 1/2 year complete body off frame restoration it's back to its original factory condition. The drivetrain, fuel system and brake system were all rebuilt or are brand new.

2) As a passenger in this full size "Model 46S" with a 121 inch wheelbase, the ride is very comfortable and quiet. The engine will pull without complaint from third gear. The 3 speed manual transmission is located on the steering column. The windshield wipers are vacuum operated.

3) The 248 cubic inch (4.1 liter), 107 horsepower, overhead valve, straight Eight "Dynaflash" engine comes with a one barrel Carter carburetor. The engine compartment is completely "1940" stock.

4) The interior comes with standard cloth seats. The 17 inch steering wheel makes it easier to turn the manual steering box. The doors close solidly.

5) The vehicle is factory stock down to the wide white wall bias-ply tires. Dick added the fender skirts, fog lights, outside mirrors and spotlight. All were available from Buick as add-on accessories. This was the last year running boards appeared on a Buick. This Buick earned its Senior AACA in 1993 and a Buick Club Senior in 1996.



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Phone					Car Corral \$20.00 = \$
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Make	(Model)	Year	Additional Car @ \$20.00 = \$		
CLUB AFFILIATION					Total \$
CLASS	Car # 1 <input type="text"/>	Car #2 <input type="text"/>	E-Mail <input type="text"/>		

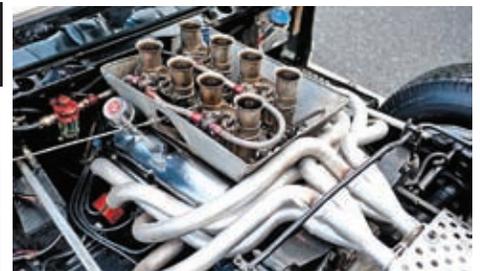
## 1967 Ford GT40 sells for \$2.86 Million

At the August 2012 Monterey Auction (California) held by RM Auctions a 1967 Ford GT40 Mark 1 road car, chassis #P/1059 (Lot #226 with 5,000 road miles), sold for \$2.86 million. This was the highest priced American made car sold at this auction (7th overall).

This car is one of 133 GT-40s (of all factory variations) originally produced by Ford Advanced Vehicles' Studio in Slough, England. Only 31 (of 133) cars were outfitted as street legal road cars.

### VEHICLE SPECIFICATIONS

289 cubic inch engine, 380 Horsepower  
Weber Downdraft Carburetors  
ZF 5 speed manual transmission  
95 inch wheelbase, Weight: 2,200 Lbs.  
Borani "Knock Off" Wire Wheels



SOURCE: <http://www.rmauctions.com/auction-results-overview.cfm?SaleCode=MO12#>

# THE GLIDDEN TROPHY & TOURS

by **Jim Prior**

with thanks to the AAA (American Automobile Association)

*“To our mind, this whole thing has been an almost entirely unmitigated nuisance. The lives and property of a perfectly helpless people have been seriously menaced, the laws have been willfully disregarded, and for no earthly reason other than to afford amusement to a lot of strangers. Take the record of their run from Concord here, 18 miles in forty minutes. Have they any right to do such a thing? We say it is an outrage, and if these people think of coming here another year, we hope the law against speeding and scorching will be promptly and vigorously enforced against every offender. Let a few of them stay in jail for two or three days and they and the rest of us will be better for it. We like automobiles. We hope they have come to stay, but to turn loose a lot of crazy mountebanks bent on making a record is a distinct outrage and ought to be stopped once and for all.”*

(Manchester Union, New Hampshire newspaper, on the first Glidden Tour of 1905)

Charles Jasper Glidden retired from his Boston varnish manufacturing business and devoted extensive time to his hobby of the horseless carriage. From “The Horseless Age”, September 2, 1903:

*“Charles J. Glidden, of Boston, Mass., who last year made a very successful automobile tour of 3,820 miles through France, Germany and Switzerland, is now making a trip through Sweden. This year’s trip, which is made in a 16 hp Napier car, started in Boston, and six miles were covered in American territory before the car was loaded on the steamer. Mr. Glidden then drove through England (155 miles) and from there shipped the car to Denmark. He covered 118 miles in that country, the only untoward incident being a fine of 20 Kroner, or about \$5, for driving on a restricted road.”* The account continues: *“The drive in Sweden began Friday morning, July 31, from Helsingborg and was continued via Jonkoping, Skillingaard and Grenna to Stockholm which was reached on August 3.”*

In a letter from R. W. Tupper, AAA Associate Director, Public Relations, dated October 30, 1968, to a distant relative of Mr. Glidden, it was noted that Glidden crossed the Arctic Circle (in Sweden) on August 16, 1903. Continuing from Mr. Tupper’s letter, Glidden took part in the AAA Reliability Tour from

New York to St. Louis starting on July 28, 1904. Glidden was so enthused by this event, that he commissioned and donated the trophy that gave his name to the future tours. Of course, Glidden only seemed to be warmed up by the St. Louis run. At the end of the tour, he and his wife drove to Minneapolis. “There, they removed the tires and drove on railway tracks 1803 miles to Vancouver. The next place we pick them up is much later, on February 5, 1905, where they are at the southernmost part of their journey, Ward’s Parade, Bluff, New Zealand. What route they followed to get there; what route they took back to the Suez Canal and so, presumably to Europe, is something I can’t determine from the available records.”

American Endurance Touring started in 1895 with the Chicago Times Herald race within Chicago. In 1896, the Cosmopolitan Race was run from New York City Hall to Irvington-on-the-Hudson and return.

The Automobile Club of America sponsored several races: June 1900 (New York to Philadelphia), September 1901 (New York to Buffalo), May 1902 (New York to Southport, Connecticut and return), and October 1902 (New York to Boston and return). The Long Island Automobile Club sponsored a Roads of Long Island run in April 1902. Also in 1902, the National Association of Automobile Manufacturers sponsored a race from New York to Pittsburgh.

The first AAA sponsored tour was the one mentioned above from New York to St. Louis for the Louisiana Purchase Exposition. After the donation of the trophy, the Glidden Tours started in 1905 and continued through 1913. The 1912 tour was abandoned entirely due to spring floods and bad road conditions.

Perhaps alerted by the Manchester Union article and the enthusiastic enforcement of speed laws by the local constabulary, the AAA posted notices in cities and towns before the event. An example of a poster in the AAA Library reads:

## NOTICE!

**During the day of September 23,**

**Exercise care to keep unattended pets, children and livestock off the highway.**

**115 automobiles will pass through your town in the Annual Glidden Tour.**

**Participants will not exceed the speed limit on any road.**

If the Constables couldn't nail them for speeding, they got them for impeding traffic. One of the tricks was for the Constables to hide in the bushes and pull ropes taut as cars were coming by. They did not have an appreciation of the time delay to function and the limited binding power of early brakes. I hope that they got the rope pulled out of their hands, or worse. Imagine the ignominy of a constable being pulled from his lair by a rope across the front end of a 2 hp car. Sounds like a Charlie Chaplin scene to me.

With the exception of 1905, tours were of at least 1,000 miles and were open to all members of the AAA or any club in the world recognized by the AAA. The Glidden Trophy was for Touring Cars. Other trophies mentioned in the literature were the Hower for runabouts and the Detroit for toy tonneaus.

The first Glidden Tour in 1905, with 32 automobiles, ran from New York City to Bretton Woods NH and return, a distance of 870 miles. The trophy went to Percy P. Pierce, driving a **Pierce**. Other cars with clean scores were a **White, Maxwell, Darracq,** and **Cadillac**. (The literature suggests that scoring discipline was quite lax, resulting in a high percentage of "clean" scores.) Mrs. Joan Cuneo competed in the Tour in a **White Steamer**.

She rammed a car that had stalled on a bridge (first case of road rage or just typical brakes of the time?). Mrs. Cuneo, her passengers, and the car went tumbling into the water. She paid dearly for the horse team that pulled the car from the river so that she could continue the tour.

The second tour in 1906 drew 57 automobiles for a distance of 1,200 miles from Buffalo, NY to Bretton Woods, NH, via Canada. Fifty one cars finished, twenty with clean scores. No award was made In accordance with the deed of gift, the trophy remained with Pierce's club since he was one of the perfect score performers. Cars with clean scores included three **Pierces, Knox, Pope Toledo, Marmon, Thomas, Columbia, Stearns, Peerless, Pope Hartford, Oldsmobile,** and **Packard**.

In 1907, the Tour attracted 49 touring cars and 12 runabouts for a tour of 1,570 miles from Cleveland OH to New York City via Chicago. The trophy went to the Buffalo Team with its **Pierce, Peerless** and **Packard**. (I wonder if they considered changing the team name to Puffalo?) Other clean finishing scores went to four **Pierces,** two **Thomas Flyers,** two

**Peerless,' Packard, Haynes, Welch, Reo, Walter, Berliet, Royal Tourist, Premier,** and **American Mors**. There was a tie for the Hower Trophy between a **White Steamer** and a **Stoddard Dayton** that was won by the **White** after an added contest.

The 1908 race had ten club teams of three cars each. The route of 1,676 miles started in Buffalo, NY with a route through much of Pennsylvania and New England, ending in Saratoga, NY. The touring car trophy was a tie between Buffalo (**Pierce**), Columbus (**Peerless**) and Chicago (two **Haynes** and an **Oldsmobile**). The tie was not run off. The Hower Trophy was also a tie with two **Pierce Arrows,** two **Stoddard Daytons** and one **Premier**. In the run off, the **Stoddard** cars were withdrawn as was one **Pierce,** and the **Premier** broke an axle. The remaining **Pierce Arrow** of Charles R. Clifton won the Hower. Two women competed in this event, Mrs. Joan Cuneo of the Chicago Motor Club team and Mrs. E. W. Shirley, competing independently for the Hower.

1909 was not as popular a year for the Glidden Trophy. Only thirteen touring cars were entered. Fourteen runabouts, and three miniature tonneau cars also competed. The route covered 2,637 miles from Detroit MI to Kansas City KA through a route that would have challenged the early explorers. It was another Pierce year. The Glidden and the Hower both went to **Pierce-Arrows,** Walter Winchester and John S. Williams respectively. Other touring cars with clean scores were two more **Pierce Arrows,** two **Premiers,** a **Marmon** and a **Moline**. The Detroit prize went to a **Chalmers-Detroit**. The deed of trophy was revised to award the trophy to the individual rather than the winning club.

**NEXT MONTH: ...the conclusion of this story**



The Glidden Trophy in the lobby of the AAA building in Lake Mary, Florida.

Photo credit: Jim Prior

# AUTOMOTIVE LOGOS REVEALED

## Rolls-Royce Spirit of Ecstasy

The origin of the Spirit of Ecstasy — also called the “Silver Lady” and the “Flying Lady” — is scandalous. The first iteration of the hood ornament was a custom creation by sculptor Charles Robinson Sykes for the Rolls-Royce Silver Shadow owned by John Walter Edward Douglas-Scott-Montagu, second Baron Montagu of Beaulieu and editor of *The Car Illustrated* magazine in the early 1900s. Sykes created a likeness of Montagu’s secretary and not-so-secret mistress Eleanor Velasco Thornton, depicting her in flowing robes with a finger pressed to her lips to signify the couple’s furtive love.



SOURCE: <http://editorial.autos.msn.com/the-history-of-car-logos-revealed#2>

# YOU TUBE WATCH



## “My Classic Car” TV Shows

Multiple seasons of the popular weekly cable TV show with Dennis Gage are posted. Season One was in 1997! The full length episodes are around 20 minutes long. There’s also 3 minute previews of the more recent shows. A sure visual treat for the classic car lover!

SOURCE: [http://www.youtube.com/user/myclassiccartv?feature=results\\_main](http://www.youtube.com/user/myclassiccartv?feature=results_main)

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## Antique Inventory Sheet for September 2012

1923 Ford Model T Touring	16,500
1927 Studebaker Victoria Coupe	18,500
1929 Ford Model A	13,500
<b>1939 Buick Century</b>	<b>15,900</b>
1948 Dodge Pickup, No trans/motor Black Primer	2,500
1950 Farmall Tractor	3,500
1951 Mercury Custom, Red	15,000
1952 Ford Tractor with accessories/implements	3,495 <b>OBO</b>
<b>1954 Plymouth Savoy New Arrival</b>	<b>12,500</b>
<b>1953 MGTD RED</b>	<b>22,500</b>
1957 Chevy Bel-Air Hardtop, 2-dr Yellow	40,000
1957 Chevy Bel-Air Hardtop, Red	49,995
1962 Harley Davidson MC	Make an offer!
1966 Chrysler Convertible 300	19,500
<b>1968 Pontiac Firebird ,Veduro Green</b>	
<b>Featured Car!</b>	<b>24,000</b>
<b>1968 Jaguar XKE</b>	<b>59,500</b>
<b>1969 Mercedes 280 SL Black</b>	<b>37,500</b>
1972 VW Frame with Bradley Body	4,495
1972 Chevy Pickup, yellow	9,995
1972 Buick Centurion	12,500
1979 VW Volkswagen Conv.	7,995
1980 Shay Model A Roadster	14,500
1981 Mercedes Benz White 2 Tops	7,000
1989 Bentley Turbo only 10,000 miles	34,900
2006 Royal Enfield, 3200 miles Red-good shape and drives well!	2500
Day Sailors Boat with Trailer .....	\$800
1924 Custom Sailboat	8,000
<b>1967 Camaro SS Silver with Silver spoiler and Black. Beauty strip...almost completed!!</b>	

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# The Man, The Machine, The Experience

By **Howard Gilkes**, Florida Region Historian

I dedicate this article to the late John Bowman. Without his influence and friendship I wouldn't be writing this article.

In 1951, I was riding my 500cc BSA motorcycle in Daytona Beach when a taxi driver ran a stop sign and nearly tore off my right leg. I spent the next three months in the Halifax Hospital.

I loved my BSA and always thought that some day I would be back riding one again. In late 2001 I started looking in every weekly Auto/Motorcycle Trader for a BSA for sale. Most BSA owners like to keep what they have. Finally, in 2003, I bought one sight unseen from a gentleman in Okeechobee, Florida.

John M. (Motorcycle) Bowman was tickled pink when I told him what I had purchased. It is a **1966 / 650cc Twin** (two cylinder) **BSA Lightning**. The Lightning Model was named for its speed and performance. It has two carburetors and a dual exhaust system and requires the highest octane gasoline.



*Howard G. & John Bowman*

In February of 1954, **BSA (Birmingham Small Arms)** motorcycles won the 1st, 2nd, 3rd, 4th and 5th places in the 200 mile National Motorcycle Championship Race. At that time the race was run on the beach at Daytona Beach, Florida. Fifty years later on March 2, 2004, during Bike Week at the Daytona International Speedway, the first fifty BSA owners that signed up on the internet were invited to compete in a three lap (including the dog leg) *All BSA Race* to commemorate this remarkable achievement. John Bowman and I ran the race.

The *All BSA Race* was sponsored by the American Historic Racing Motorcycle Association (AHRMA). All vintage racers were required to go through a safety inspection the day before the race. This included the motorcycle



*Howard G. ready to race*

and the racer. Leather jackets, leather gloves and boots were required accessories.

I'm often asked the question "Did you or John win the race?". John had superior riding experience with his collection of **Royal Enfields, Nortons, Mustang Scooters, BSAs** etc. However, my **650cc BSA Lightning**, with dual carbs and exhaust system, had superior muscle compared to John's **441cc BSA Victor** which were known to have excessive vibration above 60 mph.

Who was the winner? Every one of the 50 BSA owners that took on the Daytona International Speedway on that race day in March, 2004!

The first BSA motorcycle was produced in 1903; the last one during the 1973 production year.



*Howard & Kendra Gilkes at the Daytona Speedway*

## TECH SPECS: BSA LIGHTNING

<b>Manufacturer</b>	BSA, Birmingham, England
<b>Also called</b>	A65L
<b>Production</b>	1965–1972
<b>Engine</b>	654 cc (39.9 cu in) OHV parallel twin
<b>Power</b>	53 bhp (40 kW) @ 7,000 rpm
<b>Top speed</b>	110 mph (180 km/h)
<b>Transmission</b>	Four speed gearbox to chain final drive
<b>Brakes</b>	Drum
<b>Wheelbase</b>	56 inches (1,400 mm)
<b>Seat height</b>	32.3 in (820 mm)
<b>Weight</b>	395 lbs. (179 kg) (dry)

## *The Running Board*

*Attn: Editor*

*260 Lake Seminary Circle*

*Maitland, FL 32751*

### *Coming Up a Little Further Down the Road:*

**November 4** Florida Region Sunday Breakfast, Bahia Shrine, 2300 Pembroke Drive, Orlando, FL **9:00 AM**

**November 12** Florida Region Board Meeting, Kress Memorial Church, 746 Formosa Ave., Winter Park, FL **6:00 PM**

**November 12** Florida Region General Meeting, Kress Memorial Church, 746 Formosa Ave., Winter Park, FL **7:00 PM**

### *October 2012 Car Events*

**October 7** **Venice** FL Region AACA, 25th annual collector car show, Contact: Gary Felker 941-493-3780

**October 10–13** AACA Eastern Fall Meet, **Hershey** Region, Pennsylvania, Phone 717-566-7720

**October 13** AMC Southeast Regionals, **St. Augustine**, FL, Noon–6pm, for all AMC, Rambler, Nash, Hudson & AMC–Jeep vehicles, Contact: Cliff Danley at 904-783-4177

**October 19–21** Lake Mirror Classic Auto Festival, **Lakeland**, FL, a concours show, a classic car show, a boat splash-in, a collector car auction, & more. Phone 863-683-2228  
<http://www.lakemirrorclassic.com/>

**October 21** Bahia Shriners Antique Car Club Car Show and Barbecue, Rain or Shine, 8am– 4pm, 2300 Pembroke Drive, **Orlando**, FL, Contact: Alan Husselman, 407-695-3173

**October 21–26** AAA Revival Glidden Tour (pre 1943) VMCCA hosted, **Brenham**, TX, patandjamie@hughes.net

**October 27** BOPC Car Show & Swap Meet, Old Town, **Kissimmee**, FL, 9am – 3pm, Presented by the Olds Club of Florida, open to Buicks, Olds, Pontiacs & Cadillacs, Phone: Karen at 813- 689-7855

*Send your event submissions to: [EditorTRB@gmail.com](mailto:EditorTRB@gmail.com)*