

FLORIDA REGION – ANTIQUE AUTOMOBILE CLUB OF AMERICA

# *The Running Board*

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

**March 2016**



**1897 Vallée Vis-à-Vis**

*Photo from rmsothebys.com*

## ***Coming Events:***

- |                 |                                                                                                              |                |
|-----------------|--------------------------------------------------------------------------------------------------------------|----------------|
| <b>March 6</b>  | Florida Region Sunday Breakfast, Bahia Shrine, 2300 Pembroke Drive, Orlando, FL                              | <b>9:00 AM</b> |
| <b>March 14</b> | Florida Region Board Meeting, Kress Memorial Church, 746 Formosa Ave., Winter Park, FL                       | <b>5:30 PM</b> |
| <b>March 14</b> | Florida Region General Meeting and Pot Luck Dinner, Kress Memorial Church, 746 Formosa Ave., Winter Park, FL | <b>6:30 PM</b> |



For the latest Florida Region club news visit our web site

**[www.aacaFloridaRegion.com](http://www.aacaFloridaRegion.com)**



# The Running Board

**March 2016**

Volume 40 / Issue 3

**Editor/Designer:** Mark Regnier

**Contributors:** Carole Allen  
Howard Gilkes  
Mark Regnier

**CLUB WEB SITE:**

[www.aacaFloridaRegion.com](http://www.aacaFloridaRegion.com)

**CLUB WEBMASTER**

Heather Trinh

## FLORIDA REGION AACA

### PRESIDENT

Howard Gilkes 407-425-6409

### VICE PRESIDENT

Dick Gauchat 407-695-4412

### SECRETARY

Jerry Eakins 407-880-2697

### TREASURER

Don Allen 863-604-3148

### BOARD OF TRUSTEES

Alson Adkins 386-742-7554

Wayne Bostak 407-671-0479

Kerry (KC) Camp 407-365-7969

Matt Cannizzaro 407-977-1028

Darrel Cole 407-963-9089

Nelson Lawhorn 321-295-6855

Steve Tunney 407-704-4503

### MEMBERSHIP CHAIRPERSON

Carole Allen 863-324-4055

### CLUB HISTORIAN

Howard Gilkes 407-425-6409

**Send your article submissions to:**

**EditorTRB@gmail.com**

**Deadline is the 20th of the month**

# President's Letter

Last month I looked back at what a great year we had under the leadership of Nelson Lawhorn. This month I want to look forward at what we can accomplish by carrying forward what Nelson got started.

On January 20th Nelson initiated a tour from Apopka, to Eustis, through part of the Ocala National Forest, to Barberville for lunch and then back home. What a great tour! Local tours are events that many members can participate in.

Reminiscing, it reminds me of the Florida Region Tour we took to Inverness, overnight at the Crowne Hotel, and back home the next day after breakfast. My son, Jason, (10 years old) and I took our '31 Ford Tudor on that tour. What a lonely road from Orlando, through Wildwood, then Inverness and back home the next day. We had no digital cell phones and we made the mistake of not returning home with the other tour participants. We went antique shopping in downtown Inverness. We had our fingers crossed and made it home safe and sound. Great Memories!

But looking forward for 2016, in addition to tours and events, as I mentioned at our February meeting, I would like to do a couple of things at our meetings that would help us to get to know each other better and be entertaining. I would like to have a volunteer member tell a SHORT story about an old car/motorcycle/scooter experience as our program every other month, a different volunteer for each such program. Thank you Charlie Steffy for being our first volunteer for our April meeting. Hearing individuals tell their personal stories is a great way to get to know each other. Be forewarned, if nobody else volunteers, I will. This should be interesting.

I would also like a different volunteer member the same month as above to Show 'N Tell an antique or specialty item, talking two (2) to five (5) minutes about the item. Once again, if nobody volunteers, I will.

**Howard Gilkes**



## **Minutes of the Florida Region AACA Board Meeting – February 8, 2016**

The Board of the Florida Region AACA met at the Kress Memorial Church in Winter Park on February 8, 2016. The meeting was called to order by President Howard Gilkes at 6:00 pm. Other Officers and Board Members present were Matt Cannizzaro, Don Allen, Nelson Lawhorn, Darrel Cole, Steve Tunney, Wayne Bostak, K C Camp and Dick Gauchat.

Don Allen presented the Treasurer's Report and it was filed.

The Minutes of the January 2016 Board Meeting were approved as published in *'The Running Board'*.

Howard reported that Steve Tunney, Howard Gilkes and Don Allen performed the annual audit of the Club's books and found everything to be in good order.

Matt Cannizzaro, New Membership Committee Chairman and members Nelson Lawhorn, Steve Tunney, Darrel Cole, Al Atkins and Wayne Bostak presented recommendations for consideration.

Darrel Cole made a motion to start out the New Membership Committee with up to \$500 for Business Cards and Two-Sided Brochures. The motion passed unanimously.

Events Coordinator Steve Tunney gave an update on the Living Legends of Auto Racing Meet scheduled for February 15th at South Daytona Shores.

Howard discussed his plans for programs to be volunteer member stories of some special 'old car experience' EVERY OTHER program starting in April. (Thank you Charlie Steffy for volunteering for our first story in April) Howard will also be looking for a volunteer to present a single 'Show & Tell' at those same program nights.

Howard also reported that Kendra will be ready for our March Pot Luck Supper.

The Board Meeting was adjourned at 6:49 pm.

*Howard Gilkes*  
*Acting Florida Region AACA Secretary*

## **Minutes of the Florida Region AACA General Meeting – February 8, 2016**

The General Meeting of the Florida Region AACA was held at the Kress Memorial Church in Winter Park on February 8, 2016. The Meeting was called to order by President Howard Gilkes at 7:00 pm.

Thirty-two (32) 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 a video of a 1960 car commercial along with a video explaining what share of our population is directly and indirectly involved in automobile production.

Don Allen presented the Treasurer's Report and it was filed.

The Minutes of the January 2016 General Meeting were approved as published in *'The Running Board'*.

Reports detailed in the Board Minutes were shared with the General Membership.

Darrel Cole made a motion to start out the New Membership Committee with up to \$500 for Business Cards and Two-Sided Brochures. The motion passed unanimously.

Matt Cannizzaro, Mike Montague and Wayne Bostak gave show and auction reports.

Kendra Gilkes gave the Sunshine Report.

Kendra and Jan Lawhorn managed the 50/50 raffle which was won by Charlie Steffy. Silver Dollar winners were Charlie Steffy, Shirley Dawson and Wayne Bostak.

The General Meeting was adjourned at 7:50 pm.

*Howard Gilkes*  
*Acting Florida Region AACA Secretary*



## **March Birthdays**

Dot Clark	March 31
Russell Dawson	March 24
Frances DenBesten	March 12
Cecil Goff	March 1
Dena Holt	March 10
Jim Lane	March 18
Lon Miller	March 4
Mary Rose	March 17
Tom Rose	March 16

## **Wooden Car**

A man wanted to build a complete wooden car.

The car frame he made was wooden.

The body he made was wooden.

The steering wheel he made was wooden.

The car's wheels he made were wooden.

But, when he made the wooden engine, the engine wouldn't start.

“ An interesting attempt to revive the electric car in the United States was made in the late-1950s by an unlikely corporate combination.

The National Union Electric Company (NUEC), the parent company of a coachbuilder called **Henney** best known for building hearses and ambulances, joined forces with the Eureka Williams Corporation (Eureka vacuum cleaners) and the Exide Battery Corporation (another NUEC subsidiary). Together they embarked on a project to build an electric car.

And so the **Henney Kilowatt** was produced using **Renault Dauphines** supplied by the French automaker less a drivetrain. Two models were produced; the 1959 model used 18 two-volt batteries and had a dismal top speed of 64 km/h (40 mph) and could only cover a total distance of 64 kilometers on a full charge.

Victor Wouk from Caltech developed a new controller and a 72-volt system (12 six-volt Exide batteries) which increased the top speed to 96 km/h (60 mph) with a full-charge range of 96 kilometers to match.

Fewer than half of the 100 Renaults were converted and the project died simply because they could not keep the sale price below the targeted \$3,600.

The unfinished Renaults were sold to a dealer in Florida who retrofitted them with Renault drivetrains and sold them as new Dauphines. “

**Photo & Text Source:**  
<http://timscartalk.ca/blog>

# **MARCH 2016 POT LUCK DINNER**

**Monday, March 14, 2016 – 6:30 PM**

**General Meeting follows Dinner**

**YOU bring a dish –  
the CLUB will furnish the  
Meat, Drinks and Paper Goods**

**Bring your appetite  
and join the fun!**

Kress Memorial Church, 746 Formosa Avenue, Winter Park, FL

# COVER VEHICLE FEATURE ARTICLE

## 1897 Vallée Vis-à-Vis

RM Sotheby's Automobile Auction  
February 3, 2016  
Paris, France

Lot 114, Sold for 84.000 Euros ( US \$91,216.44)

“4 hp, 2,230 cc horizontal side-valve two-cylinder engine with automatic intake, three-speed belt drive, tubular front axle assembly with cantilever coil-spring suspension, stub rear axle shafts with semi-elliptical leaf springs and double chain final drive, and two-wheel mechanical hand brake plus transmission foot brake. Wheelbase: 1,550 mm

Henri Vallée worked on the massive steam coach that Amadée Bollée built for the Marquis du Broc in 1885 and set up his own firm at Le Mans to make bicycles in 1890. Five years later, he built a tube-chassis car powered by a two-cylinder horizontal engine of his own manufacture. It was exhibited at the 1895 Cycle Salon in Paris. The following year brought two new models, a four-seat vis-à-vis and a four-seat Victoria.

In 1897, he was turning out automobiles of three-, four-, five-, and seven-horsepower, but by 1902, sales of **Vallée** cars had fallen, so Sté des Automobiles Vallée withdrew to motorcycle manufacture for several years before winding down.

This car, being offered from a private Swiss collection, is one of the four-horsepower models. One of only two **Vallées** known to survive, it was part of the Henri Malartre Collection in Lyon until 1970. It is in original condition, but for a repaint in green and new black canvas.”

Photos & Text from:  
<http://rmsothebys.com/pa16/paris/lots/1897-vallee-vis-a-vis/1078439>

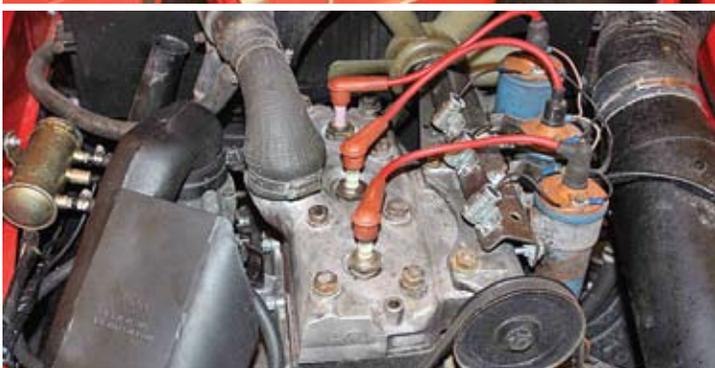


# Sold on eBay

This **1961 Audi Auto Union 1000 Sp Coupe** (with 36,308 miles), a 3 cylinder engine (55 Horsepower) and 4 speed manual transmission located in Denmark sold for \$17,000 on February 19, 2016 (22 bids).

Seller's description says...

*"Completely restored in 2016. One of only 5,000 built... The most powerful and desirable Auto Union 1000 model, a low-slung two-seater sports car that was produced for Auto Union by the Stuttgart coach builders, Baur. The fixed-head version was joined in 1961 by a cabriolet. Adorned with tail fins, the stylish modern look of the car gave rise to the "baby Thunderbird" (schmalspur Thunderbird) soubriquet in the press... It was the first model branded as an Auto Union by the manufacturer. As well as acting as an umbrella firm for its four constituent brands (Audi, Horch, DKW, Wanderer).*



# 1933 Chevrolet Mercury



The **Chevrolet Standard Six** (Series DC) was launched in 1933, initially as the **Chevrolet Mercury**, by Chevrolet as a lower priced alternative to the **1932 Chevrolet Series BA Confederate** that became the **Eagle** in 1933 and **Master** from 1934. It was advertised as the cheapest six-cylinder enclosed car on the market.

The Standard was offered in three body styles all on a 107 inch wheelbase: coach, coupe and coupe with rumble seat. All bodies were by Fisher and featured 'no-draft ventilation'.

All models were powered by a 181 cubic inch (2,970 cc) six-cylinder valve-in-head engine producing 60 horsepower (45 kW; 61 PS) at 3,000 rpm and 125 lb·ft (169 N·m) of torque giving the car a top speed of between 65–70 miles per hour.

The Standard Six was discontinued for 1937 when the Master range was joined by the new Master Deluxe.

Text and Photo from:

[https://en.wikipedia.org/wiki/Chevrolet\\_Standard\\_Six](https://en.wikipedia.org/wiki/Chevrolet_Standard_Six)

# 1925 “Round Door Rolls Royce”

“ The first **Rolls-Royce Phantom** — then called the New Phantom, presently called the **Phantom I** — was introduced in 1925 in response to competition from European luxury marques like **Hispano-Suiza** and **Isotta Fraschini** and from premium American automakers like **Packard** and **Pierce-Arrow**. Based on the chassis of the outgoing 40/50 model, now known as the **Silver Ghost**, the Phantom introduced Rolls-Royce’s first overhead valve engine and four-wheel brakes (although some sources say front brakes were introduced in late production **Silver Ghosts**). The OHV engine was taller than the sidevalve motor. That affected styling. The bodies coachbuilt for the **Phantom I** had higher hoods, radiator shells and cowls.

This particular **1925 Phantom I** chassis, when new, was sent by the factory to London coachbuilder Hooper & Company, which gave it one of their cabriolet bodies. The buyer was a “Mrs. Hugh Dillman of Detroit,” as just about every source from The Old Motor to the Petersen museum that currently owns the car puts it. For some reason, the Phantom was never delivered to the United States. It’s thought Mrs. Dillman either didn’t like the body or simply exercised what was then called a woman’s prerogative to change her mind. Whatever the reason, she didn’t consummate the purchase and the car was instead sold to the Raja of Nanpara, who took it back to India. After passing through a series of owners, it ended up in Belgium in the early 1930s.

In 1934, an as-yet-unidentified owner took the **Phantom** to the Jonckheere body company near Roeselare, Belgium to be rebodied. Though Henri Jonckheere built his first luxury automobile in 1902, the company had transitioned to making mostly bus and coach bodies by the 1930s. It still exists today as VDL Jonckheere.

It’s not known who designed it, but Jonckheere built a radically different coupe body. Some say it was inspired by the aero designs of stylists Jacques Saoutchik and Joseph Figoni — but, to my eyes, it’s not nearly as elegant and flowing as their work. The squarish **Rolls-Royce** grill was retained, but it was sloped back to give the tall grill a more streamlined look. It is perhaps the only classic era **Rolls-Royce** whose grill is not vertical. To say the least, the car is a bit controversial with traditional **Rolls-Royce** enthusiasts. The windshield is also steeply raked. Bullet headlights and very long and flowing fenders continue the streamlined theme, but the car is so massive it’s hard for me to call it sleek. To finish off the aero look, Jonckheere put a big tailfin down the length of the middle of the trunk lid. Such fins were popular with European coachbuilders in the 1930s and you can see them on **Bugattis**, **Delahayes** and other custom-bodied cars of the era. Designer

Raymond Loewy added one to his customized 1939 Lincoln Continental.

Of course, the Rolls’ most distinctive features are its large rear-hinged round doors, which allow ingress for both front and rear passengers. Because of the odd door shape, the side windows are split vertically and open up like a scissors as they retract into the doors. Round fender skirts for the rear wheels echo the shape of the doors.”

## Photos & Text Source:

<http://www.thetruthaboutcars.com/2016/02/driving-mrs-dillman-tale-round-door-rolls-royce/#more-1289993>

