

FLORIDA REGION – ANTIQUE AUTOMOBILE CLUB OF AMERICA

The Running Board

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

May 2016



Mercedes-Benz Photo from Bonhams.com

1961 Mercedes-Benz 190 SL Roadster

Coming Events:

- May 9** Florida Region Board Meeting, Kress Memorial Church, 746 Formosa Ave., Winter Park, FL **6:00 PM**
- May 9** 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



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May 2016

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Editor/Designer: Mark Regnier

Contributors: Carole Allen
Jerry Eakins
Howard Gilkes
Nelson Lawhorn
Mark Regnier

CLUB WEB SITE:

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@mail.com

Deadline is the 20th of the month

President's Letter

Thanks to Charlie Steffy for our first SHORT story about his family **1919 Buick** and **1941 Studebaker**. And to Don Allen for his Show 'n Tell of a photograph of the Bus he used to ride in as a kid. Feedback from Club members was very positive. May's volunteers are Matt Cannizzaro and Jerry Eakins who are both going to tell SHORT stories about an old car experience.

Some of you don't and some of you do know that Kendra and I live in New Smyrna Beach two (2) weeks each month. I was lucky enough to have been brought up in NSB since 1945. To my good fortune, Kendra loves NSB just as much as I do.

A couple of weeks ago, Kendra was taking our dog Jake for his morning walk to the Beach (not on the beach). And low and behold, she was surprised in what she saw on the distant beach, a **Model 'A' Ford** just like ours. You don't see antique cars on the Beach very often. She took several pictures of it with her 'Flip Top' cell phone. (Yes, Charlie, we still have 'Flip Top' cell phones.) When she returned back home, she couldn't wait to share her photos with me. I was just as surprised as she was. Through several miracle maneuvers of modern technology, we were able to get the photos to my computer and then through cyber space to our Running Board Editor. One of those photos is displayed below.



This photo started me reminiscing of when my buddies and I would race our **Model A's** on the Beach when we were teenagers in the 1950s. But our races were like none you ever heard of. We would individually (one at a time) race down the beach at full speed (about 60 mph), then turn straight up a sand dune. The challenge was to see how far up the sand dune we were able to travel before we would bog down to a stop. Then three (3) or four (4) of us would rock the front-end of the vehicle around facing downward and drive down the dune. The race winner was the one that traveled the farthest up the sand dune. And we would repeat this race the next week-end all over again.

In closing, I would like to seek an answer to a question in my memory. In the 1950s, there was a 'Pig 'N Whistle' drive-in restaurant in Sanford. I used to frequent that one, looking for girls to



Photo by Patricia Hurst

pick up. Do any of you old time locals remember if there was a 'Pig 'N Whistle' in New Smyrna Beach? I don't remember one; but, a local newspaper thinks there was one... \Just wondering!!!

Howard Gilkes

Minutes of the Florida Region AACA Board Meeting – April 11, 2016

The Board met at Kress Memorial Church in Winter Park, Florida. Present were Howard Gilkes, Don Allen, Steve Tunney, Nelson Lawhorn, Al Adkins, Wayne Bostak, Matt Cannizzaro, Darrel Cole, Dick Gauchat and Jerry Eakins. President Gilkes called the meeting to order at 6:02 PM.

Don Allen presented the Treasurer's report.

March 2016 Board Meeting minutes were approved as printed in the April 2016 issue of "The Running Board".

Matt Cannizzaro discussed several issues relating to recruitment of new members. Design for the peel-and-stick labels for members to use for distributing old issues of the "Antique Automobile" is nearly finished with the help of Don Allen. Don has a vendor to produce the

labels. Steve Tunney made a motion, seconded by Nelson Lawhorn to purchase 250 labels. Instructions for the members on suggested venues in which to distribute the magazines and how to affix the labels will be available at the May 2016 General Membership Meeting. Matt recommended that all members be asked to bring a prospective new member to the May General Membership Meeting and that the May program be changed so that he and Jerry Eakins can continue the "Story Telling" concept. Matt told the board that all Board Members should be willing to do a story concerning automobiles since it sets a good example for the membership, is less boring than a video and is more in line with the true goal of the Region, conservation of antique automobiles. Mike Zimmerman and Larry Mills are slated to tell their story at the June General Membership Meeting.

Darrell Cole recommended that Mark Regnier design business cards for the Region. President Gilkes told Darrell that he most likely had the design formally used and would send an electronic copy to Darrell for consideration.

Dick Gauchat and Steve Tunney told the Board about the April 16 Secret Lake Park Picnic. Steve has a supply list provided by Dick and will coordinate with Mark Regnier and Kendra Gilkes to purchase them. Don Allen reimbursed Dick for the park deposit. (The picnic has been cancelled due to lack of participation based on a show of hands at the General Membership Meeting.)

Darrell Cole agreed to check with the Elliot Museum in Stuart for a day trip in May. Darrell also suggested that the Mount Dora Classic is May 7, 2016 and could be substituted for the Elliot Museum.

The meeting was adjourned at 6:44 PM.

*Jerry Eakins,
Florida Region AACA*

Minutes of the Florida Region AACA General Meeting – April 11, 2016

President Howard Gilkes called the meeting to order at 7:08 PM at the Kress Memorial Church in Winter Park, Florida. Thirty five (35) members were present.

President Gilkes led the Pledge of Allegiance to the Flag of the United States of America.

Don Allen presented the Treasurer's Report.

Charlie Steffy presented a personal story about antique automobiles he owns. The first story was about a **1919 Buick Touring** car that has been in his family for decades. The car was originally owned by a Mr. Keller who used it as the delivery vehicle for his grocery store in Lancaster County, Pennsylvania. Charlie's father, who worked in the family Buick dealership, purchased the car from Mr. Keller. The Buick remains in Lancaster County and is used in parades and shown annually at Hershey.

The second car in Charlie's story was a **1941 Studebaker Commander**, a personal favorite of his. This car was also from Lancaster County and Charlie knew the family who owned it until the 1980's. Charlie uses the **1941 Studebaker** on tours and says it is a very comfortable and reliable car to drive.

Don Allen showed the members a black and white photo of an example of the Orlando Transit Company's tractor/trailer buses he rode to Winter Park Elementary School. The tractors were manufactured by General Motors. Don told us that he had tried for years before he obtained the photo. He also said he wanted to drive the bus and felt he could since he faithfully observed the driver when he rode.

The minutes of the March 2016 General Business

Meeting minutes were approved as printed in the April 2016 issue of "*The Running Board*".

Membership Chair Matt Cannizzaro explained the membership drive using old copies of the "Antique Automobile" magazine to the members and inviting potential new members in May. Some members do not have many old copies so Matt told everyone who had extra copies to bring them to the May Meeting. Charlie Steffy volunteered to print the stick-on labels free using the wording furnished by Matt and Don Allen. A motion to buy the stickers from Don Allen's vendor was withdrawn.

Matt told the members that he and Jerry Eakins would tell car stories at the May 2016 General Membership meeting.

Steve Tunney told the members about the April 16, 2016 Secret Lake Picnic. Due to construction detours, Don Allen will email members a map with driving instructions. Mark Regnier and Kendra Gilkes will assist in the picnic logistics and cooking. Jerry Eakins will take photos. A show of hands totaled only about 10 persons who would attend. (The picnic was later canceled due to lack of interest).

Darrell Cole spoke about the proposed Elliot Museum trip and proposed that the members choose between the Museum and the upcoming Mount Dora Classic on May 7. A show of hands chose the Mount Dora show.

Lee Duncan told the members that Marianne Main would have a sale beginning Friday April 15 through Friday April 22 for all of Dave's automobile paraphernalia and antique cars. The sale will be at Marianne's home in south Orlando.

Peter Foley told us he won a Preservation Award at the AACA Winter Meet in Naples, Florida for his **1933 Ford Cabriolet**. Matt Cannizzaro won a First Junior for his **1990 Ford Mustang**.

Tom Holt reported on Gene Roy. He is home and taking physical therapy there. He is showing improvement.

Peter Foley reported that when he removed the oil pan from his **1933 Ford** it was full of sludge. Peter said he was using a well-known oil and the motor only had 900 miles on it since he last had the pan off. He said he was going to a high detergent or synthetic oil now.

The Volusia AACA Region's Lake Helen show is Saturday, April 30, 2016.

Dena Holt was not aware of any ill members except Gene Roy in her Sunshine Report.

Larry Mills won the 50/50 raffle and Charlie Steffy, Wayne Bostak, and Betty Hopkins each won a dollar.

The meeting adjourned at 8:07 PM.

*Jerry Eakins,
Florida Region AACA Secretary*

May Birthdays

Mike Adams	May 26
Don Allen	May 4
Nancy Barr	May 10
Clayton Elliot	May 9
Bud Gross	May 17
Denise Jackson	May 25
Becky Koehn	May 24
Larry Mills	May 7

Robert Modseitt May 24

Ray Morrison May 16

Tina Prior May 17

Brookdale Car Show

By **Nelson Lawhorn**, Florida Region member

Another great car meet at Brookdale Retirement Center in Longwood, FL on March 31, 2016 (Thursday) We had a perfect day for taking our cars out for Show-and-Tell. Anne is the entertainment committee person at Brookdale. The theme this year was "the Fabulous Fifties". Several of the staff were dressed for the occasion.

A great lunch was had by all. My quarter dark chicken was delicious (the key lime pie and apple cobbler were also good) and provided free by the Brookdale Retirement Center.

Thanks to the following club members for bringing their cars to this event to bring a smiling face to those that saw our cars. Henry and Betty Hopkins-**1964 Ford Mustang**, Wayne Bostak-**1970 Oldsmobile Cutlass Convertible**, Tom Rose-**1960 Chevy Corvette convertible** , Mark Regnier-**1966 Ford Mustang**, Nelson and Jan Lawhorn-**1948 Chevy Fleet Master**.



COVER VEHICLE FEATURE ARTICLE

1961 MERCEDES-BENZ 190 SL ROADSTER

Bonhams Auction
Mercedes-Benz Museum
Stuttgart, Germany
March 19, 2016

Lot 104, Sold for US\$ 167,852 inc. premium

“For those insufficiently wealthy to afford its hyper-expensive race-bred sports car - the 300 SL - Mercedes-Benz offered the less exotic but no less refined 190 SL. Announced in 1954 and based on the 180 saloon whose all-independently-suspended running gear it used, the 190 SL did not enter production until January 1955, the delay being caused by alterations aimed at strengthening the saloon’s shortened platform to compensate for the open body’s reduced stiffness. ‘Very few new sports cars have been so eagerly awaited or so long in coming as the moderately priced SL version of the Mercedes-Benz,’ observed Road & Track magazine. Mounted on a detachable sub-frame along with the four-speed manual gearbox, front suspension and steering, the power unit was a 1,897cc overhead-camshaft four - the first such engine ever to feature in a Mercedes-Benz. Breathing through twin Solex downdraft carburettors, the M121 unit produced 105bhp DIN (120bhp SAE) at 5,700rpm, an output sufficient to propel the 190SL to 100km/h (62mph) in 14.5 seconds and on to a top speed of 171km/h (106mph). With its four-speed, all-synchromesh gearbox, servo-assisted hydraulic drum brakes and fully independent suspension, the 190 SL was both more refined and more comfortable than any contemporary British sports car. The model was a big hit in the USA where many of the slightly fewer than 26,000 produced between 1955 and 1963 found homes.”

Photos & Text from:
<https://www.bonhams.com/auctions/23590/lot/104/>



Sold on eBay

This 1954 Studebaker Commander Conestoga (77,261 miles) with a 232 cubic inch V-8 engine, 3 speed manual transmission, located in South Bend, Indiana sold for \$7,600 on April 19, 2016 (25 bids).

Seller's description says...

Engine holds good oil pressure at approximately 2000 rpm... Radiator leaks from core. Brakes are inoperable. Transmission operates in 1st and reverse, operational status of overdrive is unknown. Clutch engages very near limits of travel. Exhaust system is poor. Is equipped with exhaust cutout operated from firewall... Proceeds from sale benefit the Studebaker National Museum Collections fund."



1910 Pickard Touring

**Pickard Manufacturers
(Pickard Brothers)
1908-1912**

"In 1896, the Pickard brothers, Emil J., Benjamin, and Alfred established a bicycle repair shop in Brockton (Massachusetts) as its main business, but soon they began repairing automobiles at the turn of the century. They built their first car in 1903, powered by a single cylinder 5 horse power engine and road tested it for four years before deciding to put it into production. The production Picard was powered by a 4 cylinder air cooled engine with a sliding gear transmission and shaft drive. The brakes were lined with camel hair. Originally, the touring car sold for \$1500 but needing cash, the price was reduced. For lack of local support the production finally ceased in 1912."

Text and Photos from:

<http://www.earlyamericanautomobiles.com>



Pickard Runabout, \$750
MANUFACTURERS

One of the staunchest, most attractive rigs on the market, at the price. Its low price does not mean cheap, flimsy construction; on the contrary, it is built for hard use and plenty of it. 4 Cylinder, 25 H. P. motor equipped for magneto—a Spalding being furnished for \$50.00 extra.

MODEL "E"
"A LOT OF CAR FOR THE MONEY"

The PICKARD RUNABOUT is an excellent proposition for the dealer. It sells on sight. Write for particulars.

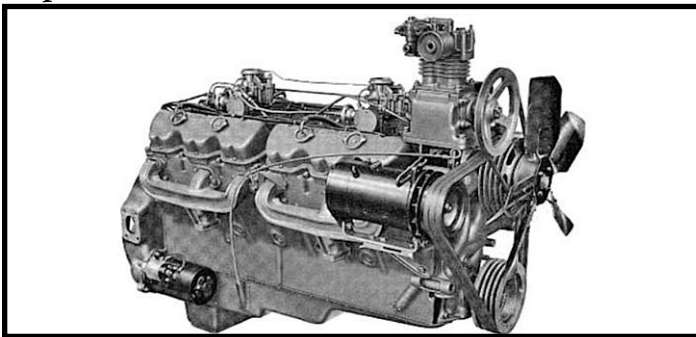
PICKARDS are also made in the following models:

Rumble Seat, Model F, \$800.	Model A, \$1400.
Surrey, Model G, \$825.	Model B, \$1400.
Touring Car, Model H, \$850.	Model C, \$1450.
	Model D, \$1500.

PICKARD BROS. :: :: :: :: Brockton, Mass.

From the 1960's – GMC's 702 c.i. V-12

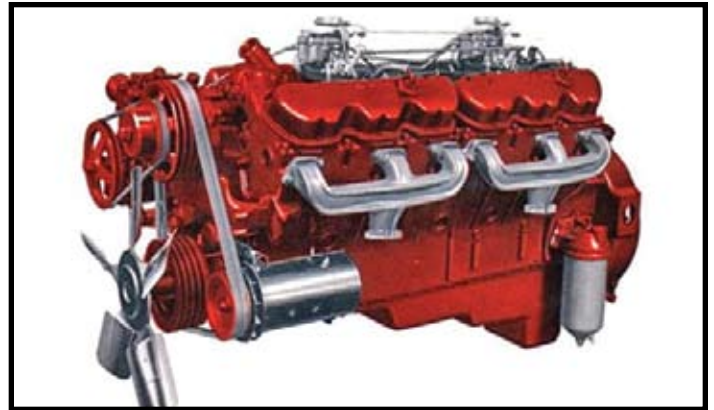
“ Not a common sight even in the GMC trucks it was intended for, the General Motors Twin Six of 1960 through 1966 was largely forgotten by gearheads until just a few years ago, when it suddenly captured the imaginations of extreme custom car builders, most notably Randy Grubb of Blastolene Special fame. The fabulous Blastolene B702 proudly sports a GMC V12, and why not? After all, bigger is usually better in the hot rod world, and there's no replacement for displacement.



Now, when we think of V12 powerplants for highway use, we usually recall the 12-cylinder luxury cars of the classic era, such as Cadillac, Packard, and Lincoln, or exotic sports cars like Ferrari or Lamborghini. But in fact, there's a solid historical precedent for V12 engines in large trucks. Seagrave and American LaFrance, to name two, offered V12 gas engines in fire trucks for decades. GMC's V12 came along toward the end of the gasoline truck era, when diesels were quickly taking over the industry but there was still a demand for large-displacement gasoline engines. Here's a look inside GMC's Twin Six.

Introduced in 1960, the Twin Six was based on GMC's 60-degree V6 engine series, also unveiled that year. Offered in 305, 351, 401, and 478 cubic-inch versions, the heavy-duty V6 was used across the GMC truck line in specific applications through 1974. The 702 CID Twin Six version was essentially two 351 CID V6 engines on a single cylinder-block casting (see above). The one-piece crankshaft forging weighed nearly 200 lbs., while

the cylinder heads, intake and exhaust manifolds, and so on, were taken from the 351 V6. There were 54 shared components in all, reportedly.



Compression ratio was 7.5:1. Bore and stroke were 4.56 inches by 3.58 inches, respectively, yielding a displacement of 702.4 cubic inches. The gross brake horsepower rating was 275 horsepower at a lazy 2400 rpm. And here's the number we were all waiting for: 630 lb-ft of torque at 1600 to 1900 rpm.

A block-mounted oil filter housing allows easy access, while oil sump capacity was a generous four gallons (16 quarts). The Twin Six was offered in 7000 and 9000 series chassis in a number of straight truck and cabover configurations, which explains the variations in exterior engine dress. Ready to run, the Twin Six weighed in at 1485 lbs.

In 1967 the big V12 was replaced by a V8 gas engine of 637 CID that offered more reasonable cost and packaging. While the GMC Twin Six was successfully used in thousands of big trucks in the 1960s, the engine was also a popular choice for irrigation pumps, especially in the American southwest. There, the V12 was prized for its ability to run 15,000 hours or more with only minor maintenance. It's no stretch at all to imagine that a few are still out there running today. ”

Text and Photos from:

<http://www.macsmotorcitygarage.com/2016/04/21/inside-gmcs-mighty-702-cubic-inch-v12/#more-50348>