

FLORIDA REGION – ANTIQUE AUTOMOBILE CLUB OF AMERICA

# *The Running Board*

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

**January 2017**



## **1957 Chevrolet Bel Air Convertible**

*Photo by Mark Regnier*

### ***Coming Events:***

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

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



# The Running Board

January 2017

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*Send your article submissions to:  
EditorTRB@gmail.com  
Deadline is the 20th of the month*

# President's Letter

Last February I discussed with the Board my plans for programs to be volunteer member stories of some special 'old car experience' every other program starting in April. I also was looking for a volunteer to present a single 'Show 'N Tell' at these same program nights. The idea was to get to know each other a little better.

In April, Charley Steffy presented his story about a **1919 Buick Touring** car that has been in his family for decades. The Buick remains in Lancaster County, Pennsylvania and is used in parades and shown annually at Hershey. The 2nd car in Charlie's story was a **1941 Studebaker Commander**, a personal favorite of his. He drives this one on tours and says it is very reliable and comfortable to drive.

In April, Don Allen showed a black & white photo of an example of the Orlando Transit Company's buses he rode to Winter Park Elementary School.

In May, Jerry Eakins told a story about several old cars he had owned, particularly a **1940 Plymouth Sedan**.

In May, Matt Cannizzaro told a story about a **1965 Porsche** that stranded him in the Bonneville Salt Flats and how he was able to get the car repaired for his trip home to New York.

In June, Larry Mills told his story with video about how he converted his **1966 Corvair Convertible** to the **Electrovair III**. This electric car conversion has reached speeds of ninety (90) miles an hour.

In June, Michael Zimmermann told his story of how he got into the antique car hobby and the influence his grandfather had on his interest in antique cars.

In July, Dick Gauchat told a story about wheels from street cars, roller skates, a Motorcycle and several old cars he has owned, particularly a **1938 Ford Tudor** and a **1940 Buick Sedan**.

In July, Howard Gilkes' Show 'N Tell involved a pair of reading glasses his mother purchased in 1946 and he still uses them.

In October, Don Allen presented his Show 'N Tell of a very rare Columbia paratrooper bicycle that he used to have.

Many thanks to all the volunteer participants in all these programs.

Maybe in 2017 we'll hear more 'old car experience' stories and get to know each other a little better. I never got to tell any of mine and I have a slew of them !!

Thanks to the Club for supporting me as your President

**Howard Gilkes**

## ***Minutes of the Florida Region AACA General Meeting – December 5, 2016***

The General Meeting of the Florida Region AACA met at the Kress Memorial Church in Winter Park on December 5th, 2016. The meeting was called to order by President Howard Gilkes at 7:22 PM. Twenty-four members and guests were present.

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

President Gilkes reminded the membership that his wife Kendra had written the President's Letter in the November Running Board.

The November General Membership Meeting minutes were approved as published in "The Running Board".

President Howard Gilkes presented the slate of officers and board members for 2017:

**President** – Steve Tunney

**Vice-President** – Michael Zimmermann

**Treasurer** – Don Allen

**Secretary** – Jerry Eakins

### **Board Members:**

Matt Cannizzaro

Dick Gauchat

Alson Atkins

Nelson Lawhorn

Kerry Camp

Wayne Bostak  
Howard Gilkes

The membership unanimously approved the slate.

Tom Holt reminded the membership that to participate in the Winter Nationals, National dues must have been paid.

President Gilkes adjourned the meeting at 7:36 PM.

*Jerry Eakins*

*Florida Region AACA Secretary*

## ***Members Birthdays***

Peter Barr                      January 31

Melanie Boden                January 1

Gerry Camp                    January 21

Joyce Harris                  January 27

Walt Juergensen              January 21

James Prior                    January 11

Linda Tunney                 January 28

Marilyn Roy                    January 29

## ***Two Tape Tech Tips***

**TAPE PROBLEM #1:** Your roll of yellow masking tape tears apart when you try to tear off a long piece. You do not want to throw away your last full roll of masking tape.

**SOLUTION:** Place the roll of tape in the

microwave between 10 to 30 seconds. This will “loosen” the adhesive on the tape for use.

**TAPE PROBLEM #2:** You want to remove a piece of yellow masking tape from a newspaper article without ripping the paper.

**SOLUTION:** Use a hair dryer (or heat gun) on the lowest setting and heat the entire piece of tape. Start pulling on one end of the tape and as you peel the tape back continue to heat the underside of the tape. This also works on automotive tint.

## *Lincoln Car Show*

On December 3, 2016 (Saturday) a car show for **Lincolns, Mercurys and Edsels** was held at the Parks Lincoln Car Dealership in Longwood, FL. The show was to celebrate the release of the new **2017 Lincoln Continental** automobile. The weather was partly cloudy and in the low 70's. The cars were grouped by make. The **Mercury Cougar Car Club** also had their own section at the show.



Pictured above is **1956 Lincoln Premiere 2 Door Hard Top** painted in Summit Green and Starmist

White owned by Wayne Leithner, Ormond Beach, FL. It is powered by a 368 cubic inch V-8 with 285 horsepower. The total **Premiere Coupe** production in 1956 was 19,619. This car features Factory Air Conditioning, Power Steering, Power Brakes, Power Windows, Power Seat and Power Antenna. Car weight is 4,357 pounds. The car's original sale price in 1956 was \$4,601.00.



**1957 Lincoln Continental Mark 2** owned by Terry Bangs, Winter Park, FL



**1960 Edsel Ranger Two-Door Hardtop** painted in Polar White is owned by Dave Houchin, Crescent City, FL. Very rare 1960 model as only 243 were made! Original Sticker Price was \$2,705. Curb Weight: 3,641 pounds, Wheelbase 120.0 inches.



The lineup of various **1958, 1959 and 1960 Edsel** models along the front of the car dealership was very impressive.

by being offered in six and nine passenger styles. The **Villager** was available in a four-door configuration only. Total 1959 station wagon production (includes both 6 and 9 passenger wagons) was 7,820.



**1970 Mercury Cougar Eliminator** painted in Competition Yellow with a factory sunroof is powered by a 351 cubic inch V-8 engine with a four barrel carburetor. It has white bucket seats and an automatic transmission.



Dan Brennan (Florida Region member) had his gorgeous **1957 Lincoln Premiere Coupe** on display. This car was the feature car in the August 2013 issue of *The Running Board*. There were only 15,185 **Premieres** made in 1957. This large personal luxury coupe's one year only body style element was the rear canted tail fins.



**1959 Edsel Villager Station Wagon** owned by Jeff Cocking, Saint Cloud, FL.

The **Villager** represented the lower trim level available within the Edsel brand for station wagons, but differed from the two-door **Roundup**

# COVER VEHICLE FEATURE ARTICLE

## 1957 Chevrolet Bel Air Convertible

**Owner:** Steve Tunney  
2017 Florida Region President

Steve bought this car in January 2014 after seeing the Onyx Black car advertised online in *Hemmings Motor News* for sale in Texas. Steve's first car he ever owned was this same model car, only in white. The vehicle had a 10 year frame off, nut and bolt restoration done back in the 1980's and still shows well.



The drivetrain is all original and numbers matching. The 265 cubic inch V-8 engine was rebuilt recently by Gene's Repair Shop in Casselberry, FL due to an excessive oil burning issue. Steve is very happy with the repair. The 4 barrel carburetor was also professionally restored by a Florida carburetor shop. The two-speed Powerglide automatic transmission remains untouched since Steve bought the car.

The car came from the factory with power steering, electric wipers, tri-bar spinners, door handle shields, rear mounted antenna, lower trunk edge molding, front bumper cushions, deluxe heater and defroster, back up lights, push button radio and outside rear view mirrors. All these upgrades would have pushed the base price of a V-8 Bel Air convertible from \$2,611.00 to \$3,140.00 which would have been almost a year's salary in 1957.

The only modern upgrades Steve has made to the vehicle are a Petronix electronic ignition and modern wide whitewall radial tires.



Steve enjoys driving this car to local car shows, especially to Old Town in Kissimmee, FL on Saturday nights. He plans to keep the car stock with no major upgrades planned in the near future. The car purrs along effortlessly at 70 mph. The longest distance Steve has driven the car is to a car event in Daytona Beach, FL.

In 1957, the **Chevrolet Bel Air convertible** represents only 3 percent of the total production (47,562) of the model's production which includes the One-Fiftys, Two-Tens and Bel Airs series. Although convertibles are not the rarest of the "Tri-Five" models (1955, 1956, and 1957), they are probably the most sought after model today.

Steve has owned other collector cars such as a **1957 Chevrolet Bel Air sedan**, **1955 Ford Thunderbird**, **1949 Mercury** and a **1963 Studebaker Avanti**. This convertible shares garage space with Steve's other collector car, a **1961 Ford Thunderbird**.

## Sold on eBay

This 1956 Heinkel Kabine 150 Microcar with a 175-cubic centimeter motor, sold for \$24,900.00 on December 24, 2016 (36 bids). Seller's states...

*"Accomplished engineer Professor Ernst Heinkel realized his goal of building his own version of the Iso Isetta, equipping it with a smaller engine from the Heinkel Tourist scooter but nevertheless ensuring that it would be lighter and faster... The body itself has never been restored and is in a fantastic original condition with great patina. It has no rust and was never repaired due to corrosion. The interior and the sunroof is still original, only the seat cover has been renewed with a original NOS sample in the right color combination."*



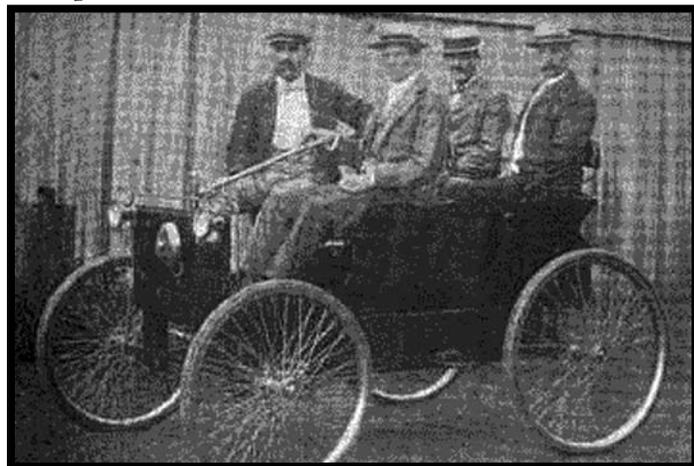
## Alternate Type of Power for Automobiles

### Carbonic Acid

Copied from the English Motor-Car Journal, 1899 Issue

#### "Carbonic Acid Motor-Vehicles

Renewed attempts are being made in the United States to propel motor vehicles by the aid of carbonic acid gas. Hitherto all attempts to solve the problems involved have proved unsuccessful, but some experimenters have now claimed that they have successfully solved all difficulties. The carbon-dioxide is admitted to the engines under the full vapour tension of the liquid under normal temperature, the gas being heated to a high temperature before being admitted to the cylinders of the engines. One company is reported to have secured a factory at Kingston, N.Y., in which locality several very extensive cement factories are operated. The reputed cause for the selection of this centre as a site for the factory is that arrangements have been made with these cement companies for the gathering and storing of the carbon-dioxide generated during the burning of the cement. It will need considerable and extensive experiments to convince us that the project is likely to be successful. It has been the dream of many engineers to successfully operate carbon-dioxide engines, but hitherto the difficulties encountered have been insurmountable—at any rate, from a commercial standpoint."



1898 Carbonic Acid Motor Carriage  
New Power Co., of Trenton, N. J

Text and Photo from:

<http://www.earlyamericanautomobiles.com/americanautomobiles2.htm>

# Automobile Auction Results

Bonhams Auction  
The December Sale  
December 7, 2016, London, United Kingdom

## Lot 366

### 1905 Ford 16hp Model F Tonneau

Sold for £37,950 (US\$ 46,646) inc. premium

Having cut his teeth on a succession of prototypes and race-cars during the 1890s, Henry Ford buckled down to the somewhat less glamorous, yet considerably more profitable, business of mass production. His first volume-produced car - the 8hp **Ford Model A runabout** - was introduced in July 1903, and by the time of its replacement towards the end of 1904 a total of 670 had been made. The **Model A's** immediate successor – the **Model C** – was likewise twin-cylinder powered, while the **Model B**, another 1904 introduction, was Ford's first four-cylinder automobile and represented a move up market. Production of **Models A** and **C** overlapped for a while, and the former could be ordered with the latter's more powerful (10hp) engine fitted, in which form it was known as the '**AC**'. Although he had a four-cylinder car in the range, Ford was not done yet with the twin-cylinder engine, and introduced a final derivative – the **Model F** – in 1905. Larger and more luxurious than its predecessors, the **Model F** was powered by a 16hp engine and carried four-seater phaeton coachwork as standard. A total of approximately 1,000 had been made when production ceased in 1906.



## Lot 306N

### 1961 FIAT 600D Multipla

Sold for £34,500 (US\$ 42,405) inc. premium

A concept successfully revived in recent years, the **Multipla** 'people carrier' first appeared in 1956. Based on the unitary construction 600 saloon, FIAT's first rear-engined car, the uniquely versatile **Multipla** featured front suspension taken from the 1100 model and forward controls. The latter arrangement enabled three rows of seats to be installed in the six-seater version that, with the rearmost two rows folded flat, provided a useful load-carrying platform of 18ft<sup>2</sup>. With just 22bhp available from the 633cc four-cylinder engine, performance was, necessarily, modest, the **Multipla's** top speed being around 55mph. Taxi and 4/5-seater versions were available also.

The performance of both the saloon and **Multipla** was considerably improved with the arrival of the 767cc **600D** version in 1960. Maximum power went up to 27bhp, which permitted a higher final drive ratio to be used, and top speed increased to around 68mph. Around 130,000 **Multiplas** of all types had been made by the time production ceased in 1966 and today these charming and highly practical little vehicles are among the most sought after of all post-war FIATs.



Text and Photos from:

<http://www.bonhams.com/auctions/23599/>