

FLORIDA REGION – ANTIQUE AUTOMOBILE CLUB OF AMERICA

The Running Board

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

January 2019

Larry and Barbara Cole's 1957 Oldsmobile 98 Two Door Holiday Coupe



Coming Events:

- | | | |
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| January 14 | Florida Region Board Meeting, Kress Memorial Church,
746 Formosa Ave., Winter Park, FL | 6:00 PM |
| January 14 | 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 website

www.FloridaRegion.aaca.com



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CLUB WEB SITE:

www.FloridaRegion.aaca.com

Florida Memory



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Tamiami Trail Blazers holding sign

Photographed in April 1923, Tamiami Trail, Florida

“The Trail Blazers were the first men to cross the unfinished portion of the trail (from Fort Myers to Everglades City) in automobiles. The group included one commissary truck, 7 **Model T Fords**, and a new **Elcar** but only the 7 **Fords** made it.

The Tamiami Trail, which now carries U.S. Highway 41 across the Florida Everglades, was once a muddy quagmire for much of its route. The highway was completed in stages.”

Text & Photo from www.floridamemory.com

*The automobile is a beautiful toy,
And a useful one, too, as everyone knows;
But you really can't count it an unalloyed joy
For it's only a pleasure, as far as it goes.*

— Florida Highways, December 1923

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

Minutes of the Florida Region AACA General Meeting – December 13, 2018

Following our Club Christmas Party at Golden Corral on State Road 434, Altamonte Springs, FL, President Steve Tunney called the General Meeting of the Florida Region AACA to order at 7:30 p.m. on December 13, 2018. Twenty-Eight members and Two guests were in attendance.

Officers and Board Members present were Steve Tunney, Howard Gilkes, Darrel Cole, Matt Cannizzaro, Dick Gauchat and Jack Scott.

Chairman of Nominations Howard Gilkes presented the slate of Officers and Board Members for 2019 as published in the December 2018 *“The Running Board”* with the exception of Howard volunteering to be Secretary. Howard asked for any additional nominations from the General Membership. There were none. Charlie Steffy made a motion to close nominations. There was a unanimous vote for the Slate as presented.

The meeting was adjourned at 7:45 pm.

*Howard Gilkes, Secretary
Florida Region AACA*

January Birthdays

Melanie Boden January 1

Amy Streich January 17

Thomas Greve January 24

Joyce Harris January 27

Walt Juergensen January 21

Carmine Mancuso January 21

James Prior January 11

Marilyn Roy January 29

New Members

Jeff and Patricia Quicksell
Davenport, FL

They have a **1924 Star Touring car**

Parking Lot Cars

Seen November 22, 2018 at the main entrance to Disney’s Beach Club Resort, Lake Buena Vista, Florida was this **1920-30’s Chevrolet Woody Wagon** with removable side curtains and Mint Green solid steel wheels. Kids were seen climbing in and out of it for photos.





Seen October 31, 2018 in a Eustis, Florida parking lot is this **1967 Chevrolet Corvette**. The dash sign states it's an "all original, numbers matching 327 cu. in. engine, 350 H.P., 4-speed transmission, power steering, side pipes, deluxe wheels, red stripe tires, head rests"

1963 to 1967 **Corvettes** are considered "C2" or second generation models.



Seen December 5, 2018 in a Eustis, Florida parking lot was this **1920-30's Ford Roadster** with a Mercury V-8 flathead engine with 3 single barrel carburetors and wide white wall tires,



Seen December 14, 2018 in a Winter Park, Florida parking lot was this gorgeous deep burgundy colored, Virgil Exner designed **1956 Imperial Four Door Hardtop** with perfect chrome work and wide white wall tires on Kelsey-Hayes chrome wire wheels. Strong styling cues are the egg-crate grille long chrome side spears and 'gun-sight' taillights. At 226 inches (18.8 feet) long the car is almost as long the new **Ford F-150 Crew Cab** pickup parked next to it.



Seen October 24, 2018 in a Eustis, Florida parking lot was this **1956 Cadillac 2 Door**. The owner told me it was all original. He said he found it in a barn in Ohio.



Dixie Highway

Text from <https://www.floridamemory.com>

“ Florida is one of several states where, once in a while, you’re subject to come across a road called “Old Dixie Highway.” Some of the roads with this name are prominent thoroughfares, while others have become mere side streets over the years, bypassed by larger highways built along the outskirts of town. In the early twentieth century, all of these roadway segments were stitched together into what was briefly the largest interstate highway system in the United States.

The Dixie Highway was the brainchild of Carl Graham Fisher, the same entrepreneur who helped develop Miami Beach in the early 1910s. Fisher believed northerners would pay top dollar for lots in South Florida, but he recognized the need for a reliable highway to funnel his customers southward. He had already been involved in promoting the Lincoln Highway, an east-west route across the northern United States. That project had run into trouble, however. Promoters had expected private funding to cover the cost of building the road, but they were never able to raise the necessary ten million dollars. Fisher realized that for a highway connecting Miami with the northern states to succeed, it would require both private and public backing.

Continued on Page 7

COVER VEHICLE FEATURE ARTICLE

1957 Oldsmobile 98 Two Door Holiday Coupe

Owners: Larry & Barbara Cole
Florida Region members

1) Larry bought this car in December 2018 from a man who owns a chrome shop in the Chicago area. The “98 Series” Oldsmobile is their top of the line car for 1957. This car has about 36,000 original miles.

2) The engine is period original. It’s a 371 cubic inch (6.1 liters) V-8 that puts out 271 horsepower at 4,400 rpms and 400 ft lbs of torque at 2,800 rpms with a single 4-barrel Rochester carburetor.

3) The interior upholstery is period correct with power steering, power brakes, power windows. It has a 4-speed HydraMatic automatic transmission.

4) The gasoline cap is under the left rear taillight. The car’s color is Jade Mist Metallic over Ice Green. The car weighs 4,347 pounds and is 216.7 inches (18 feet) long. In 1957 the car cost \$3,578.

5) Larry says his 1957 Oldsmobile 98 (with all its options) ” is just what I wanted ”. He plans to drive it to local car shows in the area.



Continued from Page 5

In November 1915, Carl Fisher announced his intention to build the nation's first true national automobile highway linking the North and South. He originally called it the "Cotton Belt Route," but the press quickly latched onto the road's symbolic value as a peace gesture binding the nation together. Keep in mind there were still a number of individuals living at this time who had lived through the Civil War and Reconstruction. The New York Times suggested the new highway ought to be called the "Dixie Peaceway." Over time, however, the name settled into the familiar "Dixie Highway" we still see on road signs today.

Fisher originally intended for the highway to run between Chicago and Miami, but the route in between was up for debate. Virtually every community between these two endpoints wanted to be located along the profitable new road. Fisher and his backers decided to organize a conference of governors and other state representatives in Chattanooga in April 1915 to hammer out the details and form the Dixie Highway Association. Constructing and maintaining the roadway would remain the responsibility of the states and communities along the route, but the Association would help with marketing, surveying, and other coordinating tasks.

The Dixie Highway Association called on each governor whose state would be traversed by the new road to appoint two commissioners to decide on the best route and report back with their views. Governor Park Trammell appointed George W. Saxon, a banker from Tallahassee, and Samuel A. Belcher, a road construction magnate from Miami, as Florida's commissioners. Carl Fisher and most of the road's advocates had long assumed the Dixie Highway would enter the state north of Jacksonville and simply follow the Atlantic coast to Miami. Highway enthusiasts in the middle of the state and along the Gulf Coast, however, wanted to reap some of the highway's benefits for themselves. The Central Florida Highway Association, a powerful lobbying organization with members from Naples to Tallahassee, argued for a western branch of the Dixie Highway that would offer travelers an alternate route between Macon, Georgia and Miami via a string of towns on the western side of the Florida peninsula.

Belcher and Saxon agreed a western route was needed, but they couldn't agree on where it should be located. Saxon and the Central Florida Highway Association wanted to include towns near the Gulf coast north of Gainesville, including Trenton, Perry, and Tallahassee.

South of Kissimmee, they wanted the Dixie Highway to proceed as far southwest as Arcadia before turning back east to rejoin the main route near Jupiter. Belcher thought this route was too long and winding to properly serve northern travelers. He envisioned a highway proceeding almost due north from Gainesville, passing through Live Oak or Lake City before entering Georgia near Valdosta. South of Kissimmee, he thought the road should head straight for the coast, hitting somewhere around Melbourne as U.S. 192 does today.

While Belcher's route was more direct, Saxon argued that the Gulf coast communities had already pledged considerable support for the highway, with taxpayers even voting to bond themselves for the necessary funding. If their communities were bypassed, he warned, those communities might withdraw their support for the project altogether. Belcher ultimately relented, and the Dixie Highway was established with two routes through Florida, connected by cross-state roads at several points.

The Dixie Highway was as successful as its founders had hoped, but it survived only a short time under its original name. All of the commotion over funding the road and selecting its route had provoked questions about the federal government's potential role in developing interstate highways. A coalition of local authorities, business owners, and auto industry leaders began calling for Washington to simplify the process of expanding the nation's highway infrastructure by funding and supervising a network of federal roads.

In 1916, President Woodrow Wilson signed the Bankhead Act, which pumped \$75 million of federal money into the idea. This was the beginning of the U.S. highway system we know today. As that system grew, older blazed trails like the Dixie and Lincoln highways were absorbed into it. Soon, the name "Dixie Highway" was only used locally on certain segments of the original route, usually with "Old" in front of it. The name "Dixie Highway" also lived on in the names of businesses like the "Dixie Highway Garage" or the "Dixie Highway Inn" that had sought to link themselves to the novelty of the new road.

Next time you're driving through Florida and encounter a portion of the "Old Dixie Highway," we encourage you to drive it and try to capture a bit of the excitement that must have filled northern travelers coming to the Sunshine State for the first time. You'll not only be getting off the beaten path for a while – you'll also be driving down a unique piece of Florida history!"

1931 Duesenberg Model J Chassis



One of the most interesting YouTube videos in the *Jay Leno's Garage* video channel (over 329 videos) is his **1931 Duesenberg Model J Chassis** episode (20 minutes in duration). It was published on December 9, 2018.

Jay Leno talks about the facts and history of his "Duesy" and then proceeds to drive this car on public roads (with no car body!)

SPOILER warning! If you want to discover the following video facts for yourself, click on the YouTube link below.

Here are some of the facts, per Jay Leno, I learned from watching this video.

Model J Duesenbergs were made in 1928–1929 and were titled in the year the chassis was sold. They sold until 1937. 470 were made.

The average price of a house in 1928 was \$2,000. The Duesy chassis alone (with no body) was \$9,000. A custom built body

could cost \$25,000 to build in 1928.

This chassis has a 153.5 inch wheelbase and weighs around 3,700 pounds.

The straight 8 was rated at 265 horsepower (320 horsepower if supercharged) and could do 89 miles per hour in second gear.

The Duesy used 3 speed non-synchromesh transmissions due to the engine's massive torque. Full synchromesh transmission that could handle the engine's high horsepower and torque were not invented yet.

This Duesy has a cast iron head and dual overhead camshafts (4 valves per cylinder).

An updraft carburetor was used because the carburetors of the day would leak gasoline. So gasoline leaked onto the ground instead of into the engine.

<https://www.youtube.com/watch?v=9vQ2Z08pdAU>