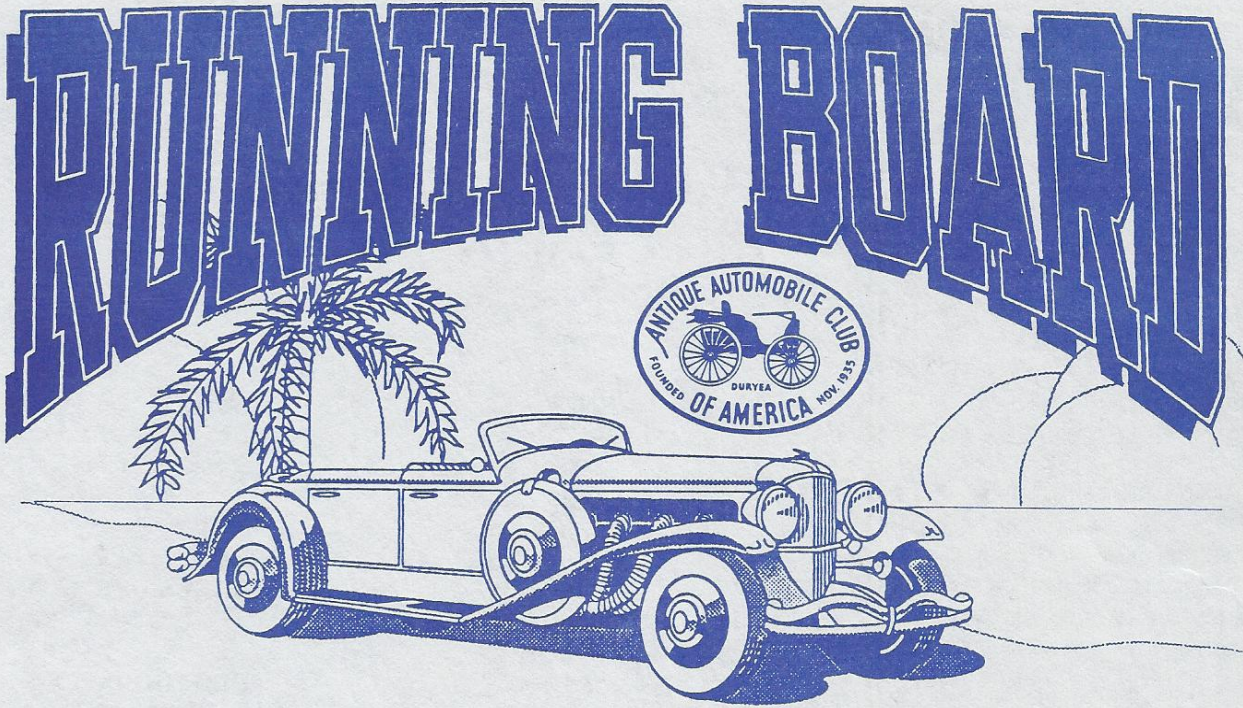


NAPLES • MARCO ISLAND A.A.C.A.



**July 2021**



**Rudy Socey's 1930 Model A**

This is the  
Official Publication of

# Running Board



## Directory

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*Additional contact information for Naples-Marco Region AACA members is available in the 2020 Membership Directory.*

### **General Meeting:**

Regularly scheduled meetings are expected to resume in the fall. Cook's Day Off events are planned for noon on Saturday July 17, and Aug 21 (3<sup>rd</sup> Saturday each month).

### Facebook

<https://www.facebook.com/naplesmarcoaaca>

### Internet

<http://www.naplesmarcoaaca.org>

### Contributors to this issue :

Peter Blackford  
Tom De Shane  
Hank Feinberg  
Kathy Hollis  
Patricia McNally  
Edythe Newbourne  
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### **Cover Photo**

*A black & white film photo of Rudy Socey's 1930 Model A. The photo was taken at the May Depot Meeting by non-car guy visitor "Tony" using vintage equipment. See the story inside on page 8 and additional photos. Contributed by Malcolm Newbourne.*



## President's Page

Hello from beautiful Naples!

This town could not be more active. So very much construction everywhere. Wonderful weather- beaches -great restaurants-glad to be here!!

Our club did a small show at Keystone Place at Naples Preserve which was appreciated by residents, lots of which are Veterans of our great USA

AACA club had a well attended luncheon at Seasons 52 restaurant (tks Peter Blackford) . It also gave us time to start a discussion concerning hosting a 2022 Depot Show Event possibility.



I want to congratulate our club newsletter editor Ron Schlechtweg for achieving the 2020 AACA Award of Excellence with our "The Running Board". Well done!!

On a personal note. Paul and I celebrated our 50th Wedding Anniversary in June. We are still trying to figure out how we accomplished that!!!

See you at our July Luncheon get together

Happy Trails

Yvonne Rhoads

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### *Your Input Needed for Depot Show...*

The Club needs to think long and hard concerning a 2022 AACA auto show. There has to be a lot of changes if we are to manage this event. We have less able-bodied persons to do all the many jobs required.

*I really need your feedback from all members with suggestions, ideas as to how we can maximize the enjoyment and minimize work.*

Example. Fencing. Judging. Trophies

PLEASE. Email me so that when we have our board meeting in September we have fresh ideas. [Chevy57merc49@aol.com](mailto:Chevy57merc49@aol.com)

Thanks- Yvonne



## Editor's Note

Hope everyone's summer is going well. If you're up north, I hope it's a little cooler than here.

In June, Yvonne was able to arrange a car show at Keystone Place Retirement Community. We had ~10 cars there (see page 10). We also had our first Cook's Day Out at Seasons 52. For July, if you're in town, make sure you attend the luncheon Cliff has planned (page 5).

In this issue, read Malcolm's contribution about a guest at the May meeting who took some black and white film photos of our cars. Tom De Schane sent a note and picture of an abandoned "tree in a truck" that has become a local landmark near his place in Wisconsin. Hank Feinberg sent us few pictures from a northern Indiana car rally, tracing the route of a 375 mile 1909 race that evolved into the Indy 500. Read an article from the Lowell Indiana paper, as it describes the 1909 event. Grant tells us that July 9 is Collector Car Appreciation day (see pg. 6).

On another note, each month, we (along with other regions and chapters) submit a copy of our newsletter to AACA headquarters for scoring. It is scored against some specific criteria such as format, content, presentation, etc. Last month, we were notified that the Running Board was rated "Excellent" for 2020. The member input that we receive each month, both the standard items and the special articles, go into this. Congratulations and keep up the good work!

Please answer Yvonne's request for your thoughts about the Depot Show. Also, let us know what's going on this summer wherever you are. Send future articles, comments, pictures, ads, etc. to [ron.schlechtweg@gmail.com](mailto:ron.schlechtweg@gmail.com). Cut-off date is the last Thursday of each month.

Take care, safe travels, thanks

Ron

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## From Facebook, Twitter, etc.

*People often mistake me for being a good listener. The truth is, I really just don't want to talk.*

*I'm not the kind of guy to distance himself from anything... Far from it.*

*My wife and I have a perfect understanding. I don't try to run her life and I don't try to run mine.*

*"I am sure the universe is full of intelligent life. It's just been too intelligent to come here".... Arthur C. Clark*

*I don't make mistakes too often, but when I do it's your fault.*



From [breakthruvisuals.com](http://breakthruvisuals.com)

## Events

**Every Saturday...** 8:00 am Breakfast at Perkins (Pine Ridge Rd., just west of I-75).  
Appropriate "keep your distance" in place.

**July 17...** Naples-Marco AACA Cook's Day Off. Noon at Saigon to Paris Café, 3915 Arnold Ave., Naples. Hosted by Cliff Harrington. Bring your cars. Contact Cliff to let him know you're attending. [cliffharrington5@gmail.com](mailto:cliffharrington5@gmail.com) , 612-859-7604. See also note below.

**Aug 21...** Naples-Marco AACA Cook's Day Off. 12:00 noon. Yvonne to host. Details to follow..

**Every Saturday...** Cruise-ins at Stock Plaza by Cool Cruisers. 9am-12pm 7711 Collier Blvd., Naples, and also at NCH Health Center by Marco Island Corvette and Muscle Car Club 10am-1pm, 40 S. Heathwood Dr., Marco Island.

**Third Sunday each month...** Cars and Coffee 239. 9-11am at Mercato, 9132 Strada Place, Naples. All makes welcome. See <https://carsandcoffee239.com> for details.

*Some notable events outside Southwest Florida.....*

**July 23-25...** Concours d'Elegance of America, Plymouth Mi., <https://concoursusa.org>

**Aug 15...** Pebble Beach Concours d'Elegance, Monterey Ca., <https://pebblebeachconcours.net>

**Aug 21...** Woodward Dream Cruise, Metro Detroit, Mi., <http://www.woodwarddreamcruise.com>

**Oct 22-24...** Greenwich Concours d'Elegance, Ct., <https://www.greenwichconcours.com>

**Dec 3-5...** Gasparilla Concours d'Elegance, Tampa Fl., <https://gasparillaconcours.com>

AACA National Meetings and Tour info can be found at <https://www.aaca.org/meetinfo>

*The information listed here is for Car Shows and Meets and other activities of interest to our members. Please let Ron Schlechtweg know of any additional events. [ron.schlechtweg@gmail.com](mailto:ron.schlechtweg@gmail.com)*

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## July 17 Cook's Day Off

*At noon on Saturday, July 17, we will meet at the "Saigon to Paris Café" at 3915 Arnold Avenue in Naples. Arnold Avenue can be reached from Mercantile Ave. off of Airport Pulling Rd. or from Progress Avenue off Livingston Rd.*

***We will have reserved parking. Bring your cars as the owner wants to photograph our cars to display in his restaurant.***

*This is a unique restaurant, specializing in French and Vietnamese cuisine. We plan to order from the menu.*

***Please let Cliff know if you plan to attend at [cliffharrington5@gmail.com](mailto:cliffharrington5@gmail.com) or 612-859-7604***



## June 19 Meeting Minutes

Meeting was at Seasons 52 for lunch. Thank you to Peter for arranging everything. There were 17 attending.

There were discussions and suggestions for next year's Depot Show. The club would welcome all suggestions and ideas for the show **from the membership**. Examples were: Contact New Car Dealers, Board Meeting in September, Door Prizes,.. and more. The perennial need for new members and volunteers was discussed.

Also discussed were ideas for events and things to do at meetings. There was discussion on a Bingo and ice cream event. Again, all thoughts are welcome. Notices will be sent for July's meeting (3rd Saturday).

Respectfully submitted

Edythe Newbourne, Secy.

## Legislative

### **July 9, 2021 Marks 12<sup>th</sup> Annual Collector Car Appreciation Day**

Collector Car Appreciation Day (CCAD) will be celebrated this year on July 9, 2021. At the request of the SEMA Action Network (SAN), this holiday has been marked each year since 2010 by a U.S. Congressional Resolution recognizing that the "collection and restoration of historic and classic cars is an important part of preserving the technological achievements and cultural heritage of the United States." States, local governments and Canadian provinces have adopted similar commemorative declarations, making it an international recognition of the collector-car hobby and the millions of individuals who support it.

### **Update: Illinois Bill to Expand Antique Vehicle Usage Sent to Governor**

- H.B. 2548 would ease the usage restrictions on "Antique Expanded Use" vehicles by allowing them to be driven without limitation for additional time during the warmer part of the year (March 1 through November 30).
- H.B. 2548 creates a more reasonable standard for antique collectors and expands opportunities for owners to be able to enjoy recreational driving of these prized vehicles.
- H.B. 2548 provides added incentive to owners of qualifying antique vehicles register as "Antique Expanded Use."
- H.B. 2548 would bring the state in line with other states seeking to reward automotive enthusiasts and continue expanding opportunities for these prized vehicles to be enjoyed.
- H.B. 2548 recognizes that the collection and restoration of historic and classic cars is an important part of preserving the technological achievements and cultural heritage of the United States.

**Overview:** SAN-supported legislation (H.B. 2548) has been introduced in Illinois to allow "Antique Expanded Use" vehicles to be driven without limitation for two additional months.

Currently, expanded-use antique vehicles are defined as being more than 25 years old "or a bona fide replica" and are limited to traveling to and from auto shows, exhibitions, service stations and demonstrations during the colder months (November 1 through March 31) but can be driven without limitation during the warmer months (April 1 through October 31). The bill proposes the months without driving limitations to be expanded to March 1 through November 30. It passed the legislature and has been sent to Governor JB Pritzker for final approval.

Grant Simon, Legislative

## History

Margaret Knight died in 1914. The year the Framingham, MA newspaper reported that "Her Silent Knight Engine was Heralded all over the World as the Latest Refinement in Automobile Motors."

Charles Yale Knight, cousin of Mattie, managed her business affairs and headed her organization. He was credited with patenting her invention, but he did not invent the Knight engine. He was not an engineer, but a business man. Mattie alone invented the sleeve-valve engine.

In all Mattie had patented 267 inventions, almost all in the field of machinery. Not bad for a lady without a formal education and no training in mechanics.

The K-D Motor Co, was started in 1912 in Brookline, MA. The K for Margaret Knight and the D for her partner, Anna F. Davidson. The K-D engine was a 4-cylinder, 301 ci unit. The five passenger K-D was on a wheelbase of 137 inches and had wire wheels. Production of this car, which cost \$6,000, was very limited. Some of the American autos that used the engine included: Willys-Knight(1914-1933) Yellow-Knight (Cab Company) Atlas-Knight (1913) Edward-Knight (1913-1914) Falcon-Knight (1927-1928) Handley-Knight (1921-1928) and many more.

All information submitted by Mo Tremblay.

*Don't try Passing/ On a Slope/ Unless you have/ a Periscope. Burma-Shave*

Kathy Hollis, Historian

## Sunshine

Patt Ryan - Sympathy - death of husband Thomas  
4530 Gulf Shore Blvd. N #312  
Naples, FL 3410

*"There is nothing that draws us closer to our friends as much as praying for them." Unknown.*

Patricia McNally/Sunshine  
[patjeanmcnally@gmail.com](mailto:patjeanmcnally@gmail.com)/978-853-5067



## The Tree in a Truck Landmark

Tom De Shane recently sent in a note and photos of an abandoned truck (with a tree growing in it) that has become a local landmark near Tom's place in northwest Wisconsin. Located at the intersection of 2 highways, the 1942 Dodge grain truck has been in place for a half century. Photos of the truck with the tree growing in it appeared in the St. Paul Pioneer Press in 2009, and local papers in 2012 and again this April.

It was used on a local farm until the land was sold and the buildings were torn down. The truck stayed where it had been parked, accompanied by the growing tree.



1942 Dodge Truck with a tree near Rice Lake WI.

*Contributed by Tom De Shane. See also: The Early Bird Weekender/APG Media of WI. Rice Lake, WI., April 30, 2021*

## Photographs from Tony - by Malcolm Newbourne

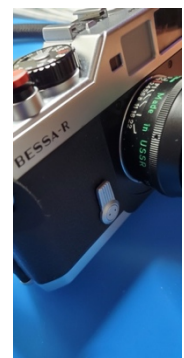
The last General Meeting we had was at the parking lot of the Naples Depot. Yep, our favorite location for the annual show our club is well known for.

George Nosky was not there with his fabulous cameras to take car shots, but a non-car guy (Tony) was taking pictures with cameras most of us haven't seen in 50 years... talking to him it turns out he is fascinated by cameras that depend on film.

The cameras he had with him, and uses in his hobby, a reflex and a 35MM are film dependent. Despite the fact that film is no longer available for casual purchase and use, Tony finds it to buy on eBay and like sources. In this instance, black and white.

The pictures shown here, of cars and people, John, Pat and Pickup, Cadillac, Model A, are samples of what he took that day. Sent them along for us to share, and agreed to have them shown in the Running Board, if Ron had the space.

And so it goes. Readers in our Club know I have been fascinated with Photoshop for years, but these are not really like what I can produce by removing color from my digitals. Enjoy. They are rarities.



### *Tony's Response...*

*That day I took pictures with some vintage '70s Soviet hardware. The twin lens reflex camera was my Lubitel 166U. I had it filled with Lomography Lady Grey 400 film; it's a kind-of artsy sort of film and a rather modern formulation. The other camera was reasonably modern--a Voigtlander Bessa R (vintage 2001) but on it I had some old Soviet glass: a Jupiter-8 50mm/f2 lens made in 1973. The film in the Voigtlander was my favorite: Ilford HP5+ ASA 400.*



*And while I purchased the cameras from eBay, I find buying film and developing chemicals cheaper and easier on either Amazon or B&H ([bhphotovideo.com](http://bhphotovideo.com)) in case anyone is interested. If one doesn't mind waiting on shipping, film remains fairly available, and I dare say it's making something of a comeback. Just in the past six years or so, used film camera prices on eBay have gone up about 50%. So, hold on to your old film cameras; don't sell 'em cheap!*

*I think film and traditional paper developing produces an aesthetic which digital just can't duplicate (no matter just how darn good and convenient digital photography is!). Thank you for letting me share my hobby with y'all, and thank you for sharing yours with me!*

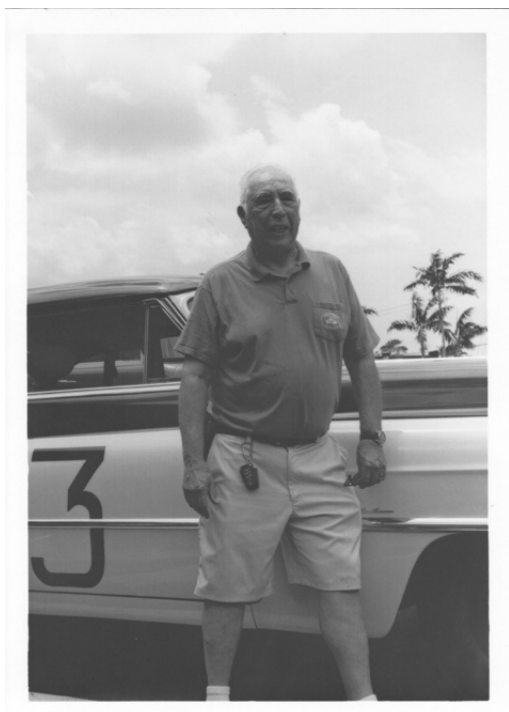
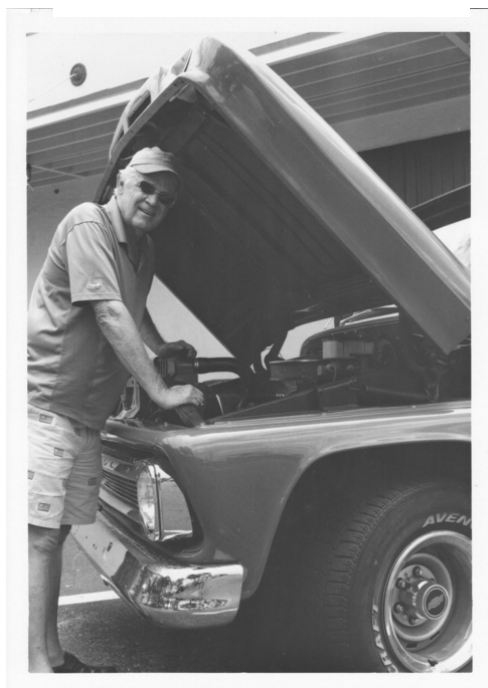
*I hope to see y'all again soon when the car meetings begin again...and if it's okay, I'll bring along a couple cameras again. I had a lot of fun just taking those few pictures and enjoyed meeting everyone.*

## Photographs from Tony...



Rudy's Model A... (also on cover)

Patrick Parker and his pickup



John Aibel and 2 photos of his Cadillac

## Keystone Place June 18 Event

The club was able to support a lunchtime Father's Day Car Show event at the Keystone Place Retirement Community with ~10 cars present. Residents enjoyed viewing our cars and the club plans a contribution to the Boy Scouts from the proceeds.



## The Cobe Cup Cruise

Hank Feinberg sent in a few photos of this year's Cobe Cup Cruise that Hank has attended in the past. It's held in Northern Indiana each year to commemorate the original Cobe Cup race that was a forerunner to the Indianapolis 500. The cruise follows the route of the original 1909 race, travelling between the northwest Indiana communities of Crown Point, Lowell, and Cedar Lake, a distance of over 25 miles. This year's cruise attracted nearly 60 drivers in 6 categories of cars.

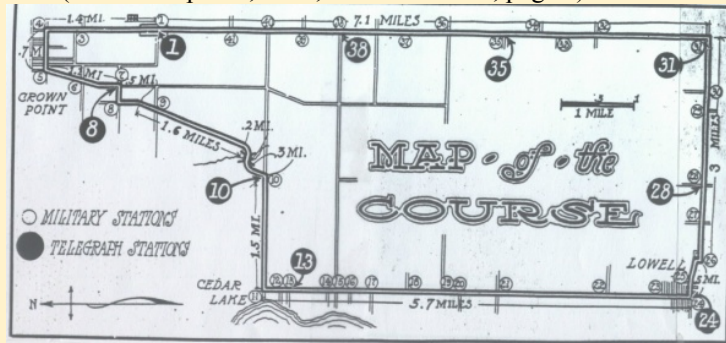
The winner of the 1909 race received the "Cobe Cup Trophy" which was donated by M. Cobe, president of the Chicago Auto Club. The race was heavily promoted as the "Vanderbilt of the West" after a well known, long distance race in Long Island, NY. The winner of the race was Louis Chevrolet. The next year, the race was moved to the Indianapolis Motor Speedway and became the Indy 500.

The preparation for the Cobe Cup race and race itself was quite elaborate. Grandstands were built and special telegraph stations along the route to report the race progress were added. In 1998, the Lowell Tribune (Indiana) ran a story about the preparation and race itself using early accounts. It is reprinted here with their permission on the following pages. Enjoy!!



# The Cobe Cup Auto Race of 1909

(from the Apr. 28, 1998, *Lowell Tribune*, page 5)



Route of the 1909 Cobe Trophy Race

This map shows the route of the 1909 [Cobe Trophy Race](#), a total of 23.37 miles from Crown Point to Cedar Lake and on to Lowell, then back to Crown Point via Indiana 55, the old "Nine-Mile-Stretch," so named at the time of the big race. National Guard soldiers were stationed at over 40 spots along the route. Nine telegraph stations were well-spaced along the raceway and relayed news about the race to spectators in the grandstands. Two corners shown on the east side of Lowell are now the Lowell cemetery road.

\* \* \*

Back in 1908 Ira Cobe, president of the Chicago Auto Club, wanted to prove that the Midwest could promote stock car races that could compare with those in other parts of the country. Plans took shape for the big race of 1909, an event that became the forerunner of the Indianapolis 500 Race.

Harold Wheeler of Crown Point was among those who planned the route from Crown Point to Cedar Lake, and on to Lowell, then returning to Crown Point, a route touching few towns, no railroad crossings, with tarred, stone roads.

Cobe offered an elaborate trophy bearing his name, and cars were to be of the same type sold to the public.

There were actually two races held the weekend of June 18 and 19, 1909, with the first race for the Indiana Trophy. The winner, Joe Matson, drove his Chalmers-Detroit racer the 10 laps in four hours, 31 minutes, and 21 seconds, averaging 52.2 miles per hour.

A huge grandstand was built in Crown Point on the "Nine Mile Stretch," described by Rev. [Timothy Ball](#) as follows in his report of 1909: "The stand was an immense structure, in length 864 feet, in depth 60 feet, in height about 25 feet. The number of seats 10,000. Amount of lumber used, 400,000 feet. 59 kegs of nails. Contract price for construction, \$10,000."

Grandstands were also built near Creston, Cedar Lake and in at least two sites in the town of Lowell. One location on North Clark St. was advertised as "safe from cars and the racers can be seen for two miles on the fastest part of the course." Tickets for the grandstand on Clark Street were on sale at [Fred Schmal](#)'s Hotel, according to an old advertisement in [The Lowell Tribune](#).

To keep the public from getting injured by the speeding racers, two walking bridges were constructed in downtown Lowell -- one over Clark St. at Commercial Avenue, and another arched over Commercial Avenue near the big [Soldiers' Monument](#).

An even larger viaduct for horses was constructed over the raceway at the corner of Main Street and Clark Street.

The racers roared down from Cedar Lake on what is now Morse Street and sped down Clark Street because there was no bridge over Cedar Creek on Mill Street. But a speed of only eight miles was recommended at the Clark Street intersection turning onto Commercial Avenue, where a barricade of straw bales was piled up in front of the business places on the south side of Commercial, including the [Ed Pixley](#) Jewelry Store

The daily papers advertised in advance that immense crowds would come and would not be accommodated at any price. They went so far as to picture hungry, crying children and people sleeping on the ground. According to editor [Ragon](#) of *The Lowell Tribune*, those terrible stories kept much of the public away.

The stories about the actual number of spectators present for the weekend vary, but most agree with Mr. Ragon, who estimated that less than 50,000 persons attended both days. One report: "All the grandstands in Lowell were crowded - with emptiness."

The Chicago Automobile Club went into debt for \$25,000, while folks who made hundreds of sandwiches and other refreshments, had to bury their unsold goods, which were spoiling in the June heat. Most of the spectators brought their own picnic lunches and did not pay to sit in the many grandstands because there was plenty of room along the race route.

Former Lowell businessman Harold Love, now deceased, told the Old Timer that as a young lad, he was privileged to ride in Louis Strang's racer on a practice run and said that [his mother](#) was not as happy as he was when he told her about the exciting trip on the race course.

Strang kept his speed machine at William Tramm's blacksmith shop on West Commercial during the weekend. Another Lowell businessman, [Earle "Babe" Tanner](#), also deceased, once recalled that he watched the races from the corner of Commercial Ave. and Oak Street on the east side of town, and that he really enjoyed it, even though there was quite a wait between the racers. He was impressed by the many soldiers who were on guard and directing traffic all along the race course.

A notice was published in *The Lowell Tribune*: "Owing to the immense crowd of people and autos, it will be found necessary to blindfold horses coming in from the country, especially when crossing the viaducts." All people were warned to stay off the streets.

[Fred Castle](#) advertised hitching posts for 150 horse teams at Castle Park (now VFW grounds) at 35¢ a team.

On June 19, 1909, the longer Cobe Trophy Race was on with the following entrants: A. Dennison driving a 40 horsepower Knox; W. Bouroque in a 48 HP Knox; G. Robertson in a 40 HP Locomobile; J. Florida driving a 40 HP Locomobile; E.A. Hearne with a 42 HP Fiat; L. Strang driving a 32 HP Buick; Louis Chevrolet with a 32 HP Buick; R. Burman also in a 32 HP Buick; H. Lytle in a 53 HP Apperson; M. J. Seymour driving a 53 HP Apperson; B. Miller with a Stoddard-Dayton 44 HP; C.A. Engelbeck driving a Stoddard-Dayton 44 HP.

The twelve cars were to drive 17 laps for a total of 395.66 miles. When all the smoke and dust cleared at the end of the race, Louis Chevrolet of France was the winner in his 32 horsepower Buick, with an average speed of 49.26 miles per hour, all in 8 hours, 1 minute and 39 seconds. The fastest mile was driven at nearly 88 miles per hour.



- The Winning Car

Many of the Lowell townspeople were glad to get rid of the speeding drivers with all the dust and smoke, but those involved in grandstands and refreshment sales were very disappointed because, for them, the end meant financial disaster. But even with those losses, the race was called somewhat successful, especially in proving a newer mode of transportation and for modern engineering.



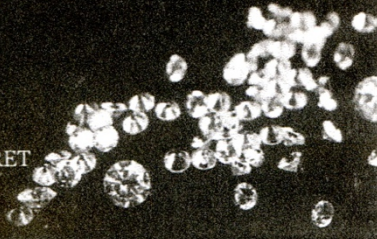
## Classified Advertising

Ads must be renewed by email to the editor or will expire after 3 months. One digital picture is permitted if space allows. Prices: non-commercial classified ads are free to current members. Non-member prepaid, \$10 per ad per issue. Business or commercial member, prepaid, business card size \$10 per issue (copy ready). Quarter page, \$25 per issue, \$100 for 6 mo. prepaid. Checks made payable to Naples-Marco AACA, mailed with ad to editor.

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Address correction requested

**MEETING LOCATION: –**

\*\*\*\*\*

*Naples Train Depot parking lot. 1051 Fifth Avenue South, Naples FL*

\*\*\*\*\*



*MEETING IS THE THIRD Saturday  
OF THE MONTH*

Oops – should really say “Get an E-mail box”.....for fast, free and colorful Running Board delivery!