

NAPLES • MARCO ISLAND A.A.C.A.



June 2023



Thomas' 90th Birthday with Bruce Sickles and his Model A

This is the
Official Publication of

Running Board



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Additional contact information for Naples-Marco Region AACA members is available in the 2022 Membership Directory. Contact Drew Johnson

General Meeting:

June's regularly scheduled meeting has been replaced by a June 17 luncheon at Yvonne and Paul's home. See inside (page 2 and 5) for details, including directions.

Facebook

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

Internet

<http://www.naplesmarcoaaca.org>

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Table of Contents :

Articles	8-11
Classified Ads	12
Editor's Note	4
Events	5
Meeting Minutes	5
History	7
Legislative	6
Presidents Page	3

Cover Photo

Bruce Sickles with his friend Thomas, after a ride in Bruce's '31 Model A Tudor Sedan Deluxe. It was at Thomas' 90th Birthday Celebration.

President's Page

Hello and wishing you well!!

Our June meeting which is normally a get together at a great restaurant is being changed for the month of June only.....

Paul and I have decided to have a mid-day luncheon at our house.....28 West Pelican Street, Naples. It will be a "everyone bring something to share" luncheon. We will make Sloppy Joes barbecue sandwiches. Date is June 17th. A Saturday! Starts 11AM to 1PM Would be great to see all those antique cars in the driveway!!!!

Route is easy - Rt 41 south to 951 south to Marco- then at traffic light marked for # 952 turn right to Isles of Capri. Stay on to end at end you are at Pelican Street. Turn right. Big white house #28. On left



Have not attended any local car shows this month although there have been many. Still working through the last storms damage.

Have signed up for Chevy Tri -5's. National's in Bowling Green Kentucky on August 10-12,2023. Great Event!!!! Corvette Museum!

At our May meeting we held a interesting and lively discussion about the battery operated electric vehicle. Hank Feinberg our moderator, Made us aware that saltwater causes these batteries to explode. Not sure how many cars were destroyed by the storm Ian, but lots, so do be careful buying any used cars without a car fax

We, the club, are doing a paid event on Friday June 16, 2023. At the Coconut Point American House Senior Living Place. 8460 Murano Del Place Lago!!!! We need eight 8 cars total= A two hour commitment to help the club!!!!!! 11:30. To 1:30. LUNCH. Included!!!!!!!!! Call Yvonne. 239-877-3228

Wishing everyone a wonderful Summer and a Happy Father's Day

Happy Trails

Paul and Yvonne Rhoads

No regularly scheduled meeting in June. See above for June 17 Luncheon info.

Editor's Note

It's pretty warm here and soon it should start raining regularly. The smaller crowds are clearly noticeable in traffic, restaurants, as well as local car events.

If you are in town, make sure you see Yvonne's note about a June 17 luncheon at her home (instead of a monthly meeting), and a Coconut Point Event

As expected, you'll see on the events page, that things in the Naples-Marco area are a bit quiet. We do have the standard items in this issue and we reprinted Rudy's note from last month about saving your magazines. There are a few pictures from Mercato and Stock Plaza.

There is one article, this month...I wrote it about Triumph cars, and in particular my first car. We'll need your contributions in the coming months, or the newsletter will be quite short.

Pay special attention to the Classified page this month. There are 3 outstanding cars for sale... a '29 Packard, '37 Chevrolet, and '56 Ford wagon. These are from current or previous AACA members and are really nice cars. I don't think we've had a selection like this for a while...maybe ever. Remember ads are free to members if you want to sell something.

Thanks those who have contributed this month. Send future articles, comments, pictures, ads, etc. to ron.schlechtweg@gmail.com. Cutoff date is the last Thursday of the month.

From Facebook, Twitter, etc.

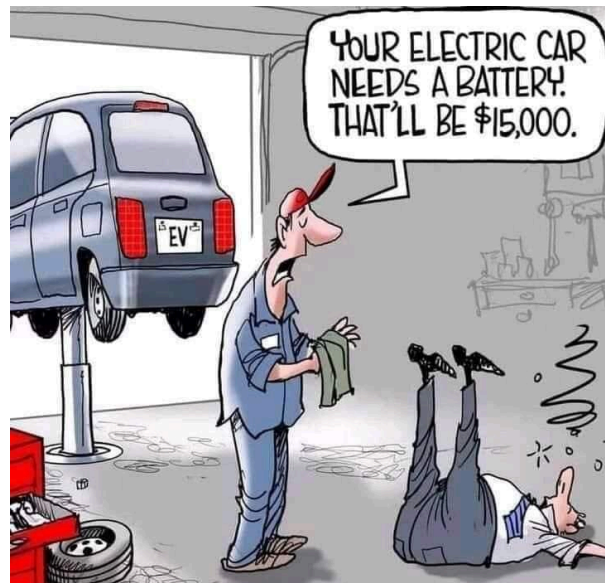
I just got a full tank of gas for \$22. Granted it was for my lawn mower, but I am trying to stay positive.

My favorite flavor of cake is "more".

I hate it when I go out in public and the public is there.

Over 100 years ago, 2 brothers announced they could fly. Turns out they were Wright..

Husbands are the best people to share secrets with. They never tell anyone because they aren't listening.



Events

Every Saturday... 8:00 am Breakfast at Perkins (Pine Ridge Rd., just west of I-75).

June 16... Paid event at American House Coconut Point Senior Living Place. 8460 Murano Del Lago Dr., Estero. We need eight 8 cars total. A two hour commitment to help the club!!!!!! 11:30. To 1:30. LUNCH. Included!!!!!!!!!! Call Yvonne. 239-877-3228

June 17... Mid-day "Everyone bring something to share" luncheon at Paul and Yvonne's house, 11am to 1pm, 28 West Pelican Street, Naples. Includes Sloppy Joes barbecue sandwiches. See Yvonne's note page 2 for directions. Bring your cars!

July/August... Cooks Day Off Luncheons. Details to follow. Call Yvonne to volunteer.

Ongoing Events

Every Saturday... Cruise-ins at Stock Plaza by Cool Cruisers. 9am-12pm, 7711 Collier Blvd., Naples, and also at Marco Island Lutheran Church, 10am-12pm, 525 N. Collier Blvd. Hosted by Marco Island Corvette and Muscle Car Club.

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.

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

Naples/Marco AACA May 8 Meeting Minutes

Meeting called to order at 7:00 PM. There were 19 attendees
Two new members, Bill and Dee White from Bonita Springs. They have a 84 Cadillac El Dorado in Florida.

Hank Feinberg has acquired a 48 MGTC. Paul Rhodes birthday in May

Treasurers Report All bills have been paid and we are up to date.

No membership report.

Thanks to Ron for his newsletters and work for the club. It is greatly appreciated.

Meeting place will stay at Berkshire Club House for another year thanks to the Donalds
Any ideas are welcome for a Welcome Back party in late October or early November. We need volunteers to plan lunches in Jun, July and August

The club is trying to track down the Mason Seibel award. If anyone has an idea of where it might be please tell Yvonne

Paul Rhodes and Hank Feinberg gave the program on Electric cars. Hank gave a brief history of electric cars. There are a number of articles on the subject on the internet and also paper

publications. Scott S. commented on Lithium production in the US. Roger Donald gave background on his experience with owning a Chevy Bolt: ie :the exceptional cost of the replacement battery that caused him to junk the car. Several other members joined in with comments both positive and negative

50/50 prizes were given out without a cash prize.

Rudy suggested earlier donation to Boy Scout Troop #274 for help at the show and \$1000 was donated for their summer program.

Respectively submitted,
Edythe Newbourne, Secretary

Legislative

The U.S. Environmental Protection Agency (EPA) recently issued [proposed new federal emissions standards for motor vehicles model-years '27 to '32](#) last week, which are intended to dramatically increase sales of electric vehicles (EVs).

As a result, the EPA estimates that two-thirds of new passenger vehicles sold in the United States would be EVs by 2032 under its proposed standards. ***SEMA opposes the proposed rule as currently written.*** More detail is provided below in the talking points and at the button's link.

BACKGROUND

OVERVIEW

- The EPA recently proposed rules requiring light-duty vehicles to meet increasingly stringent emissions reductions for model-years '27 through '32 (see table at the end of this document for more detail).
- It has also eliminated an exemption provided to low-volume car manufacturers (those that produce fewer than 5,000 vehicles a year).
- The proposal, as drafted, is essentially the knock-out punch to the internal combustion engine (ICE) technologies the specialty automotive aftermarket has built its industry around.
- The Biden Administration estimates this proposal will result in two out of three new vehicles sold in the United States being electric by 2032. The proposal is not technology neutral, as the EPA and White House suggest.
- Ultimately, if these regulations are implemented, it will likely lead to more government subsidies to large automakers to manufacture EVs and for consumers to purchase them.
- We have already witnessed massive government subsidies to implement the infrastructure to support EVs:
 1. The Infrastructure Bill that became law in 2022 funded 500,000 EV charging stations nationally.
 2. The Inflation Reduction Act of 2022 financially incentivized Americans to purchase EVs.

- Government policies should support the work of small-business innovators that employ millions of Americans by letting the market and innovation drive solutions to the environmental challenges we all seek to solve.
- The unintended consequences of these regulations will be extremely far-reaching, adversely impacting rural and urban vehicle owners and reducing consumer choice.

Grant Simon, Legislative

History, June, 2023

The March, 1999 issue of the Running Board contains an article called Auto Alphabet, submitted by Mo Trembly. Mo says, "For the past 100 years, over 5,000 different makes of private passenger cars were manufactured. The list contains a minimum of three makes for each letter of the alphabet."

- A is for Auburn, Austin, Amphicar, etc.
- B is for Buick, Bentley, Baker, etc.
- C is for Chrysler, Chevrolet, Citroen, etc.
- D is for Dodge, DeSoto, Daimler, etc.
- E is for Essex, Excaliber, Empire, etc.
- F is for Ford, Flint, Ferrari, etc.
- G is for Globe, Graham, Grout, etc.
- H is for Hermes, Hillman, Hispano-Suiza, etc.
- I is for Invicta, Isetta, Imperial, etc.
- J is for Jaguar, Jewel, Jordan, etc.
- K is for King Midget, Knickerbocker, etc.
- L is for Lincoln, Locomobile, Lenox, etc.
- M is for Marmon, Martin, Mercedes, etc.

We will finish the alphabet next month.

Don't take a curve/At 60 per/ We hate to lose/ a customer ... Burma-Shave

Kathy Hollis Historian

Special Request

WE WANT YOUR MAGAZINES- The Depot Show Committee would like to have your Antique Automobile magazines for next year's show! This year our visitors quickly cleaned us out of our old car magazines. For next year's show we would like to have many more magazines- perhaps with stickers affixed encouraging membership in the Club. It doesn't take much effort to put your car magazines aside and then bring them to a meeting at the beginning of 2024. It's an easy way to show your support for the efforts of our Show Committee!

Help us make next year's show an even greater success. Thanks- Rudy Socey

Triumphs and Tragedies -Ron Schlechtweg

Today most people don't know what a Triumph automobile is. It's a British car produced from 1923 until 1984. They produced different models, but in the US they are mostly known for their sports cars, the Spitfire and the slightly larger TR series. My father once owned a Spitfire which was my first exposure to them and I drove it a lot while in high school. Since then, I've owned three TR4's of my own. My first car was a Triumph TR4.

My father's Triumph Spitfire

Growing up in rural Indiana, neither my brother or myself had a car. My father was adamant that any excess money we earned doing part time work was earmarked for college. He told us (incorrectly), that if we needed to use a car, we could borrow his. He was interested in cars throughout his life. He owned all kinds...buying and selling them often. When I was in High School, he purchased a Triumph Spitfire. He wrongly assumed that it would be ok for his 60 mile round trip commute to his job in Indianapolis.

His Spitfire soon exhibited the myriad of problems Triumphs (and other British cars) are infamous for. My father didn't keep it long. He was braking while making a turn. A wire wheel spun on its spline, unwinding the knock-off, prompting the wheel to come off. He got rid of the car shortly thereafter, trading it for a "more appropriate" Plymouth Valiant.

I actually liked the Spitfire. The one he had was relatively new. I would drive it quite regularly and liked the noisy engine, manual transmission, and sports car handling. Since it was my father's car, he handled the repairs.

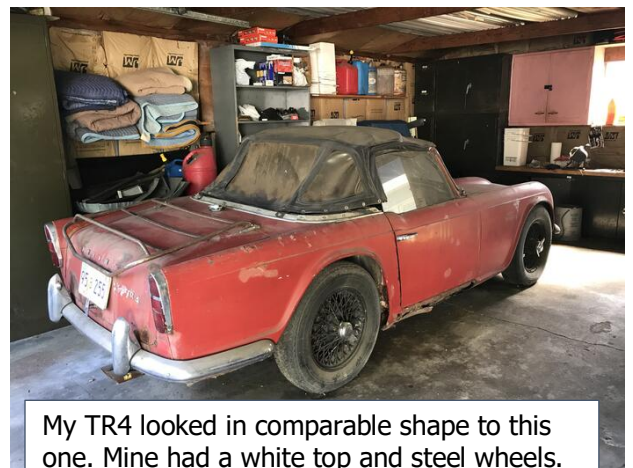


My father owned a Triumph Spitfire like this one. I drove it frequently in high school.

My first car, a TR4

After graduating from high school, I went to Purdue University to study Engineering. Purdue didn't allow students to park and drive on campus until their Junior year. Before I went back for my Junior year, I had accumulated a few hundred dollars of extra money and started to look for a car. The key word was "few". I remembered how I actually liked the Triumph my dad had, so I included a Triumph in my search.

I did find a red TR4. It had rust in nearly every imaginable place and the interior was in bad shape. However, it had two redeeming qualities.... 1) It was cheap 2) it ran. The tires and brakes were also ok. The attached picture shows a TR4 in poor condition.... mine was maybe worse.



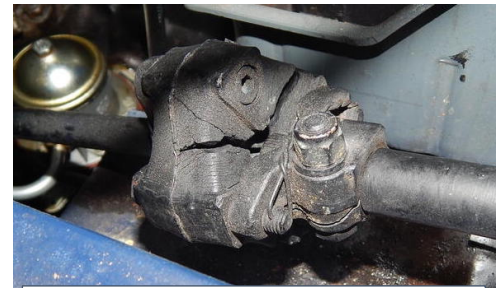
My TR4 looked in comparable shape to this one. Mine had a white top and steel wheels.

I purchased the car, loaded it up with my belongings, and went off to school. It ran pretty well at first. If you had car at Purdue, you would normally be quite popular with fellow students (finding a girlfriend was easier). That wasn't the case for me...it seemed no one wanted to ride in a noisy, cold, leaky, rusty, two seat sports car. If you looked carefully, you could actually see the road through a few rust holes in the floor.

Losing the steering...

On one occasion, my roommate asked to borrow my TR4 when his car was in the shop. Of course, I said yes, and he and his girlfriend took off. About two hours later, they came back, and he appeared somewhat shaken. He told me that my car was unsafe, that the steering went completely out, and I needed to call a tow truck as it was parked on the street and impossible to drive.

There was no way I was going to call a tow truck. I had no money for either a tow truck or the repair shop they might take it to (Purdue would never let me park a disabled car on one of their lots). I asked him where it was and went to find it. When I got there, he was right. The steering wheel would freely spin (like a roulette wheel). Now Triumphs have a rubber "u-joint" in the steering column as the wheel and steering gear are oriented at a different angle. This aged rubber joint had failed when my roommate had tried to maneuver the car out of a tight parallel parking spot.



A rubber "u-joint" connects two steering column shafts. Mine was broken all the way through.

Not knowing what else to do, I positioned the 2 halves of the rubber joint together and taped them together as best I could with duct tape! The car parked in front of mine was now gone so I could drive the car out, making sure I didn't turn the wheel unless the car was moving, and then only slightly and not too hard. The "repair" actually worked, and I continued driving slowly back to my normal parking spot this way. Fortunately, it was only for a few blocks. My roommate couldn't believe I actually did this. I ordered a replacement u-joint and installed it in the parking lot the next week. No one ever asked to borrow my car again.

The engine overhaul...

The car actually made it through the winter, including a few lengthy round trips home. It would start quite well as long as it was not too cold. Unfortunately, it began to exhibit a noticeable lack of power, and one could hear a faint rod knock when accelerating the engine. I decided to try and overhaul the engine and drove it home to work on it.

The "two weekend" plan was simple. My father and I would take the engine apart, leaving the block and crankshaft remaining in the car the first weekend. My father would take the head out to have the valves ground while I returned to school. The next weekend, we would reassemble the engine and hopefully, I would drive it back to school.

I had purchased new rings, rod bearings, gaskets, etc.. Unfortunately, when I removed the pistons I found the crankshaft journals "scarred". We had no way to remove the crankshaft and I sadly realized that any overhaul improvements would be short lived. We had no alternative



A "scarred" Triumph crankshaft

other than to put the engine back together with the new parts we had and the refurbished head, leaving the crankshaft as it was.

We reassembled the engine the second weekend. The starter was not strong enough to turn the motor over initially so we pulled the car and it quickly started. After that, it would start easily with the starter. The car ran quite well, having more power than ever. However, as expected, before long, the rod knock began to return and I realized the end was probably near. I sold the car near the end of the school year. I don't remember the price I got for it, but whatever it was, it was too much.

The GTO (No more Triumphs...for a while)

At the end of my Junior year, I found a summer job at Ford in their Automotive Climate Control Laboratory. It was an excellent opportunity for an Engineering student and paid well. I was able to get a loan and purchase a used, but well cared for, Pontiac GTO.

I took it to Purdue for my Senior year. The experiences I had with this car were nearly opposite from my Triumph. People were no longer afraid of riding with me. I ended up meeting someone who later became my wife with this car. The GTO was a great looking, smooth running, and dependable car, one of the best I've ever owned. It was many years before I bought another Triumph.



My GTO looked like this one....one of the best cars I've owned.

More Triumphs... (20+ years later)

I never forgot my infatuation with Triumphs. There is something about driving a car 50 mph, and having it feel like it is 80 mph that is appealing. Memories of the bad times I had with my first Triumph seemed far less onerous over time. I could deal with the noise, vibration, leaks, rust, etc.... if it wasn't my primary car. Triumphs are not that expensive and parts are relatively easy to find. They tend to be easy to work on, and there are some really nice ones out there. However, their reputation of being neither reliable or durable is seldom questioned.

I have owned two more Triumphs in the years since college. Both were far better than my first one, and have their own unique stories, just like my first TR4. On the first one, I redid the interior and detailed the engine. I actually made some money on this one when I sold it. On the second one, I had to replace the floors and sills, along with redoing the interior. Unfortunately, the gearbox showed signs of needing a rebuild and it leaked more oil than normal. I sold this one this past January.

There is a Triumph owners club up north with the motto...."We drive them until they break, then we fix them and drive them some more". I'll remember this before I buy another.



I sold this TR4 in January. It wasn't quite as good as it looks.

Mercato Cars and Coffee...May 21

Alfa Romeo was the featured marque at the May 21 Mercato event. Here are some cars, mostly from the Alfa Romeo Club of Southwest Florida and the South Florida Alfa Romeo Club.



Cruise-In at Stock Plaza



Early May Cruise-In at Stock Plaza in Naples. Sponsored by Cool Cruisers. Still reasonably well attended

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. Submit ads to ron.schlechtweg@gmail.com

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First Class Mail

Address correction requested

NEXT MEETING :

Luncheon Saturday June 17, 11am-1pm, at Paul and Yvonne's home. Bring something to share. See page 3 for directions.



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

