



DAN'L BOONE REGION CAR CLUB

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Howard Irwin, President of the Dan'l Boone Region AACA

From the Desk of Howard Irwin:

Spring has arrived and it's time to get your rides freshened up for all the fun activities ahead. Unfortunately, you won't be seeing our 1929 Packard at any of these events this spring. I've started the repaint process and the fenders are now being stripped for the new look. Hopefully I can get the 1957 Chevy pickup back on the road soon. Keep your fingers crossed.

When starting to write this I thought I'd better take a look at our calendar on our website, and was I surprised. Marty has been doing his research, and we have lots of opportunities for car shows in the area before the middle of April. I'll start with our Club specific items. Our Monthly meeting is scheduled for March 17th at 6pm at Zachary's Steakhouse in Colonial Heights. (note: it's always on the 3rd Tuesday of the month, with a few exceptions). For our March meeting, we'll have our usual short business meeting, and then Randy Still will share some slides from this past weekend's big event. Below, I'll touch on one of the business items we'll be discussing at our meeting. Also, we'll talk about our first outing of 2026, which is a Saturday cruise on March 21st. We will meet at Mickey Smith Motors on Lynn Garden Drive in Kingsport at 11am and drive a scenic route (Colby Reasor has planned a very nice route for us) to Nickelsville, VA for lunch at the Heritage Table Restaurant, a newly opened Mennonite Restaurant. Several members have eaten there and highly recommended it. After lunch, we will take a short drive to see the Bush Mill, also known as Bond Roller Mill, a historic grist mill located near Nickelsville, Virginia, built in 1896. The Mayor of Nickelsville is a caretaker of the Mill, and he will open it for us to see. Please mark your calendars for these two events in March. On our website calendar for March 14th is a "Car Show on the Farm" at The Kitchen at Grace Meadows near Jonesborough from 1pm-5pm. Check out their website. It looks like a very interesting venue. Another local show is on Sunday, March 29th. Cruising for a Cause show will be at the WCJC Animal Shelter Johnson City TN from 11am -3pm at 3411 N. Roan St., JC, TN. There are several more regional events on our website calendar- check them out.

As I mentioned above, I wanted to share a business item with you in our newsletter. Monday, March 9th, your Board met and discussed actions needed for our upcoming shows. One item that we need everyone who can, is getting sponsors for our 2026 events. Basically, we pay for (3) events with our 2026 club sponsors and our show registration revenue at Allandale. Our Fun Fest Show and The Blake show are totally funded by our club and attendance at these shows is free. Back to my business

request for your support, we are looking for sponsors, and we need to identify them before the April club meeting. We want to begin advertising for our sponsors by having their names on our 2026 Allandale Tee Shirts, which we want to have available for our Fun Fest show in July. We'll briefly detail the benefits of sponsorship at different levels at our March meeting, but I wanted to get you thinking about what local businesses that you deal with who might be interested in being a Dan'l Boone Car Club sponsor for 2026. Please let Sergio or me know who you are willing to contact about being a sponsor. Thanks for your help in advance!

Looking ahead, our three main events for 2026 are: The Blake on May 16th, The Fun Fest Show on July 25th and Allandale on September 20th. Please keep these dates on your calendars. More information will be available closer to these events.

Thanks, and I'm looking forward to seeing you at our March events!

Howard

MARCH BIRTHDAYS

March 3 – Karen Simmering

March 26 – David Tollie

Dan'l Boone Car Club 2026 Events

March 2026

***Monthly Dinner Meeting, *Zachary's Steakhouse,*
*Tuesday, March 17th 6:00***

***Corvette Expo - *Leconte Center Pigeon Forge TN*
*March 19-21***

Chevy's in the Smokies - *Leconte Center Pigeon Forge TN March 19-21

Saturday Cruise with Lunch at The Heritage Table Restaurant /Tour The Bush Mill – *Nicklesville March 21

Cruise In at The Hills-*Tennessee Hills Distillery Bristol March 21st

Ponies in the Smokies – *Pigeon Forge TN March 23-28

Cruising for a Cause Car Show – *WCJC Animal Shelter Johnson City March 29th

APRIL 2026

Cruise In at The Hills-*Tennessee Hills Distillery Bristol April 11th

Spring Rod Run 2026 – *Pigeon Forge TN April 16-18th

**Other events throughout the year are on our website
Calendar of Events**

<https://danlbooneregion.aaca.com/>

A few photos from club members' trip to Amelia Island 2026

A photo insight into the Amelia Island Concours d'Elegance car show recently attended by our own Randy Still, Gary Head, Don Wood and Matt Caldwell. Photos courtesy of Randy Still



1932 Rohr

Hans Gustav Röhr was a German aviation pioneer who founded Rohr Auto AG on October 30, 1926, and it remained in business until the summer of 1937. Production of the Röhr 8 commenced in autumn 1927, followed by the Röhr 8 Type 8, first shown to the public in Berlin in 1928. Automobiles produced later in the company's existence benefitted from mechanical input from Ferdinand Porsche, including the independent suspension.



1932 Rohr (rear)

The Röhre automobiles were popular, amassing a backlog of orders, but it was not immune to the economic hardships caused by the Great Depression, forcing the company to declare bankruptcy in 1930. Production halted briefly before resuming in April 1931 after being saved by the Swiss Röhre general representative Joos Andreas Heintz. When the National Socialists, also known as the Nazis, gained power in Germany in 1933, it weakened Röhre's financial footing, resulting in another bankruptcy filing in 1934 and closing its Ober-Ramstadt-based factories in the spring of 1935. A final attempt to restart production began in 1936 and ended a year later with the plant taken over by a German engineering company, MIAG (Mühlenbau und Industrie Aktiengesellschaft). Röhre 8 Type F (13/75 hp)

The Röhre 8 Type F was introduced in 1932 and powered by a 3.3-liter (3287cc) eight-cylinder engine offering 75 horsepower. It had a 69.6 mm bore, a 108 mm stroke, and overhead valves. The wheelbase measured 3235 mm, and its length was 4700 mm. Body styles included a 4-door sedan and a 4-door Pullman sedan. The convertible could be purchased with either two or four doors.

The mechanical componentry of the 8 Type F was the work of Ferdinand Porsche.



1935 LaSalle

LaSalle was an American brand of luxury automobiles manufactured and marketed, as a separate brand, by General Motors Cadillac division from 1927 through 1940. Alfred P. Sloan, GM's Chairman of the Board, developed the concept for four new GM marques– LaSalle, Marquette, Viking and Pontiac – paired with already established brands to fill price gaps he perceived in the General Motors product portfolio. Sloan created LaSalle as a companion marque for Cadillac.

This LaSalle Series 50 Model 350 listed at US\$1,550 (\$37,304 in 2025 dollars) for a choice of coupes, sedans or convertibles and was now priced US\$1,000 (\$24,067 in 2025 dollars) below the least expensive Cadillac. Its mission was not

to fill a price gap, but to keep the luxury-car division out of the red. But as the economy began to recover, the LaSalle did not, at least not commensurate with the economy. Sales were 7,195 in 1934, 8,651 in 1935 and 13,004 in 1936 while Buick appeared to be more attractive yet frugal. To further emphasize that the 1935 LaSalle was improved from the previous model, the name was, again, changed to Series 35-50, dropping the "model" designation, while the vehicle was largely the same with the usual appearance, options list changes, and mechanical advancements. Meanwhile, the Packard One-Twenty had been introduced in 1935 and was very successful. For 1936 the LaSalle was renamed the Series 36-50 and had additional competition from the Lincoln-Zephyr, introduced in 1936. The 1937 LaSalle was called the Series 37-50, a naming convention that would continue with the last LaSalle Series 40-50 and 40-52.



Avions-Voisin

After founding one of the first pioneering aeronautical industries, Voisin Freres, in 1906, with his brother Charles Voisin and manufacturing nearly 10,000 civil aircraft, then World War 1 Aircraft, for the Allied war effort. Gabriel Voisin converted at the end of the war, in 1918, to the automotive industry (inspired by aeronautics) with this prestigious brand *Avions Voisin*, to compete with the elite brands of the time Bugatti, Hispano-Suiza, Isotta Fraschini, Bentley, and Rolls-Royce. The Voisin Laboratoire racing car of 1923 is one of the company's landmark achievements, one of the first cars to use a monocoque chassis and a small propeller to power the cooling circuit pump.

Luxury car manufacturers adorned their grilles with a decorative radiator cap crest. Distressed to see his beautiful Voisin cars used as pedestals for more or less kitschy sculptures, Gabriel Voisin composed, with a few aluminum strips riveted together, an Art Deco "winged cocotte" that stood out from the production of the time and immediately became the very recognizable emblem of Voisin cars, even more so than his winged scarab logo inspired by ancient Egypt.

Charles Voisin ceased automobile production shortly before the war, following the economic difficulties of the Great Depression of the 1930s.



1957 Continental II Convertible by Chip Foose

Intended as a successor to the Lincoln Continental, effectively making its predecessor a Mark I, the Continental Mark II made its world debut at the Paris Motor Show in October 1955, a year and eight months after the introduction of the smaller two-passenger Ford Thunderbird. The Mark II debuted in the U.S. at Ford Motor Company headquarters in Dearborn, Michigan. With a \$9,966 base price (\$119,778 in 2025 dollars), the Mark II was the most expensive domestic-produced automobile sold in the United States at the time. The only extra cost option offered for the Mark II was a \$595 (\$7,200 today) air conditioner. Despite its high price, Ford Motor Company estimated it lost nearly \$1,000 (\$12,000

today) for every unit produced.



A Classic Nash

Nash Motors Company was an American automobile manufacturer based in Kenosha, Wisconsin from 1916 until 1937. From 1937 through 1954, Nash Motors was the automotive division of Nash-Kelvinator. As sales of smaller firms declined after 1950 in the wake of the domestic Big Three automakers' (General Motors, Ford, and Chrysler) advantages in production, distribution, and revenue, Nash merged with Hudson Motors to form American Motors Corporation (AMC).

Nash automobile production continued from 1954 through 1957 under AMC. Innovations by Nash included the introduction of an automobile heating and ventilation system in 1938 that is still used today, unibody construction in 1941, seat belts in 1950, a U.S.-built compact car in 1950, and an early muscle car in 1957.



1957 Bentley

Bentley Motors Limited is a British designer, manufacturer and marketer of luxury cars and SUVs. Headquartered in Crewe, England, the company was founded by W.O. Bentley in 1919 in Cricklewood, North London, and became widely known for winning the 24 Hours of LeMans in 1924, 1927, 1928, 1929, 1930 and 2003. The joining and eventual separation of Bentley and Rolls-Royce followed a series of mergers and acquisitions, beginning with the 1931 purchase by Rolls-Royce of Bentley, then in receivership. In 1971, Rolls-Royce itself was forced into receivership and the UK government nationalised the company—splitting it into an aerospace company (Rolls-Royce Plc) and an automotive company (Rolls-Royce Motors Limited, including Bentley). Rolls-Royce Motors was subsequently sold to engineering conglomerate Vickers, and in 1998, Vickers sold Rolls-Royce to Volkswagen AG, including Bentley with its name and logos (but not the name "Rolls-Royce").



MG Sedan

MG is a British automotive marque founded by Cecil Kimber in the 1920s, and M.G. Car Company Limited was the British sports car manufacturer existing between 1930 and 1972 that made the marque well known. Since 2007 the marque has been controlled by Chinese state owned automaker SAIC Motor. MG cars had their roots in a 1920s sales promotion sideline of Morris Garages, a retail sales and service center in Oxford belonging to William Morris. A separate M.G. Car Company Limited was incorporated in 1930. It remained Morris's personal property until 1 July 1935, when he sold it to his holding company, Morris Motors Limited.

MG underwent many changes in ownership over the years. Morris's Nuffield Organization merged with Austin to create the British Motor Corporation Limited (BMC) in 1952. Its activities were renamed MG Division of BMC in 1967, and so it was a component of the 1968 merger that created British Leyland Motor Corporation (BLMC). The MG marque continued to be used by the successors of BLMC: British Leyland, the Rover Group and, by the start of 2000, the MG Rover Group, which entered receivership in 2005. The MG marque along with other assets of MG Rover were purchased by Nanjing Automobile Group (which merged into SAIC Motor in 2007). Production of MG vehicles restarted in 2007 in China under Chinese ownership. The first new MG model in the UK for 16 years, the MG6, was launched in 2011.



**1958 Prvenac (yes, this is spelled correctly)
An Oddity from the Lane Auto Museum, Nashville brought by
Jeff Lane**

Designed in the late 1950s by Professor Miroslav Nestorovic, Chair of Motor Vehicles in the Faculty of Mechanical Engineering at the University of Belgrade, the Prvenac (Yugoslavian for “firstborn”) is known as a diamond, or rhombic, chassis car. The Prvenac was not the first vehicle to use this design—examples date as early as 1901, including the Sunbeam Mabley of England.

The diamond chassis was believed to offer several advantages, such as a tighter turning radius than conventional four-wheel cars, achieved through counter-

steering of the front and rear wheels. Its narrow front and rear profiles also allowed for a more streamlined body design.

Like most diamond-chassis cars, the Prvenac remained only a prototype and never entered production. The fate of the original is unknown; the vehicle displayed here is a recreation commissioned by the Museum to preserve and interpret this unusual design.

Specifications:

Manufacturer: Miroslav Nestorović (designer) David Pajic Works (manufacturer)

Country of Origin: Yugoslavia

Drivetrain Configuration: Mid-front engine, center-wheel drive

Engine: Tomos-Puch, air-cooled, 250cc, single-cylinder, 2-stroke, 14 bhp

Transmission: 4-speed manual

Top Speed: Unpublished

Years of Production: 1958

Number Produced: 1

Original Cost: Unpublished



Studebaker Convertible



Studebaker Convertible (Rear)

Founded in 1852 by Henry and Clem Studebaker as a wagon manufacturer in South Bend, Indiana, Studebaker transitioned to automobiles in 1902 (electric) and 1904 (gasoline), becoming a major automaker known for durability. Following a 1954 merger with Packard, the company faced financial decline, ending South Bend production in 1963 and final manufacturing in 1966.



Porsche 911 with interesting display



Iso Griffo Produced by Iso Autoveicoli S.p.A. between 1965 and 1974, the Iso Grifo is a luxurious Italian GT car designed by Giorgetto Giugiaro at Bertone. Developed by Giotto Bizzarrini, it bridged Italian styling with American power, using Chevrolet V8 engines. Roughly 400 were built, making it a rare and highly collectible "Ferrari rival" of the 1960s.

AMELIA ISLAND CONCOURSE d'ELEGANCE

A legendary event from the beginning

When car lovers arrived for the first time for The Amelia Concours in April of 1996, it was an impressive mix of everyday enthusiasts, legendary drivers, automotive designers, TV personalities, and industry executives. Year after year, founder Bill Warner and his dedicated group of volunteers brought our world-class event to life. And the hard work didn't go unnoticed. In both 2013 and '16, The Amelia Concours won the coveted "Motoring Event of the Year" from the International Historic Motoring Awards. The Amelia Island Concours d'Elegance, held annually in March at The Ritz-Carlton, Amelia Island, FL, is a premier, multi-day automotive event (founded 1996) featuring over 250 rare, historic vehicles. Owned by Hagerty, it is renowned as a "racers' concours" with diverse classes, auctions, and seminars. The 2026 event runs March 5-8, featuring honoree Dario Franchitti.



A 1931 Duesenberg Model J "Tapertail"

Photo by Matt Tierney for Hagerty

A 1931 Duesenberg Model J and a McLaren M8B were the top winners at Amelia Concours.

The Amelia Concours awarded its top prizes to a 1931 Duesenberg Model J ‘Tapertail’ Speedster & a 1969 McLaren M8B. The cars were among 275 entrants at this year’s event which culminates with Sunday’s Cars & Caffeine® at The Gulf Club of Amelia Island. The Amelia Concours Auction by Broad Arrow also took place, resulting in more than \$107 million in cars trading hands.

Duesenberg

This 1931 Model J, with so-called “Taper Tail” Speedster coachwork by Weymann, won the La Jolla Concours in 2023 as well as the Wynn Las Vegas Concours in 2024, and in 2026 it adds the big trophy from The Amelia Concours to its resume. It beat out more than 280 other automobiles to get there, spread out over nearly three-dozen classes from “Horseless Carriage” to “Hypercars.”

After E.L. Cord bought Duesenberg in 1926, the company began work on a large, powerful, luxurious model to rival the top marques from America and Europe. The resulting Model J debuted at the New York auto show in late 1928. The chassis was a basic but rigid ladder frame with an automatic lubrication system, and the engine was a highly advanced double-overhead-cam, 32-valve straight-eight making 265 horsepower—more than most dynos of the day could measure.

Wealthy buyers could purchase a Model J chassis in either short- or long-wheelbase form, and coachbuilders on both sides of the Atlantic draped delicious bodywork, from stately sedans to sporty roadsters, atop Duesenberg frames. The striking speedster body on the Amelia winner came courtesy of Duesenberg’s brilliant in-house designer Gordon Buehrig. One of two such speedster bodies by Buehrig, it is the only one built on the short-wheelbase chassis. With no exterior door handles, running boards, step plates, or roll-up windows, it is a true speedster, while the pontoon fenders and vermilion sweep panel further add to its sporting appearance. The name “Taper Tail”

comes from the teardrop shape at the rear of the car, which also features a single-person rumble seat. The coachbuilder who brought Buehrig's shape to life was the Weymann-American Body Company of Indianapolis, whose signature methods of lightweight body construction utilized an ash frame, with sections held together by metal plates. Walter Varney of San Francisco, an early pioneer in commercial aviation, ordered the car when it was new. Sixty-eight years later, it was purchased by another aviator: William Lyon, the U.S. Air Force major general and real estate magnate who founded the Lyon Air Museum in 2009, added the Duesenberg to his sizable car collection in 1999. The collection comprises some 100 vehicles, with a heavy focus on prewar classics. At The Amelia Concours, the general's son, Bill H. Lyon, presented the car on behalf of the Lyon family. The general died in 2020, aged 97, but the younger **Lyon was** clearly thrilled to show the car that meant a great deal to his father. "I grew up around classics and going to shows, so I'm trying to keep that tradition going in the family. Doing this kind of thing makes me feel close to both my parents, but especially my dad. It's been a wonderful time here, and it's super special to win here." Of the unique Taper Tail Duesenberg, Lyon said it was "definitely one of the family favorites." It has surely been one of the favorite vehicles on display for visitors to the Lyon Air Museum. This lovely Duesenberg adds to the legacy of the marque as the undisputed champion of Amelia Island: Since 2010, a Duesie has won the Concours d'Elegance Best in Show award seven times. **>Article credit - HAGERTY<**

FUNNY AUTOMOBILES



I have heard of a car being a lemon, but this is ridiculous.

When this car drives down the street, people point and yell, "Holy Guacamole!"

See you at the upcoming Dinner Meetings:
MARCH Tuesday, March 17th at Zachary's
Steakhouse
APRIL Tuesday, April 21st at Zachary's
Steakhouse



Happy Motoring!

Antique Automobile Club of America (AACAA) Since 1935, AACAA has had one goal: The preservation and enjoyment of automotive history of all types. From National Meets and Tours to Regional events, AACAA is here to bring enthusiasts together through exciting National activities, friendship, and Antique Automobile meets.