

FLORIDA REGION  
ANTIQUÉ AUTOMOBILE CLUB OF AMERICA

# *The Running Board*

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



**1950 Pontiac Chieftain**

**July 2023**

Coming Events:

July 8	Club Tour to Fort Christmas, Meet at All Saints Episcopal Church for drive	10:00AM
July 10	Florida Region Board Meeting, All Saints Episcopal Church, Mary Martha Room, 338 East Lyman Avenue, Winter Park FL	6:00PM
July 10	Florida Region General Meeting, All Saints Episcopal Church, Mary Martha Room, 338 East Lyman Avenue, Winter Park FL	7.00PM



For the latest Florida Region club news visit our website

[www.FloridaRegion.aaca.com](http://www.FloridaRegion.aaca.com)



THE RUNNING BOARD	
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Send your article submissions to:  
boardeditorfl@gmail.com  
Deadline is the 20th of the month

**July Birthdays**

Lorraine Coolidge	July 5
Dan Brennan	July 6
Charlie Steffy	July 8
Joanne Swain	July 23
Don Reinhardt	July 30

**Board and General Meeting –**

The Florida Region AACA Club Board was held June 12th at the All Saints Episcopal Church in the Mary Martha Room.

The club general meeting started after the club Board meeting. Fourteen members attended the general meeting. President Charlie Jones called the meeting to order. Treasurer Don Allen presented the treasurer's report and the members accepted the report.

Bud Bernier introduced a guest (Trevor) that he had invited to the meeting.

First item for club discussion at the meeting was the road tour to Fort Christmas Historical Park and then lunch at Ford's Garage restaurant. The tour will be on July 8 with a meet-up at All Saint Episcopal Church in the parking lot from 9:30AM to 10 AM with departure at 10AM. Glenn Harris (321-262-9305) will lead the tour. Come join the tour and we can wish Charlie Steffy Happy Birthday (the big 60 on July 8).

Next was a discussion of candidates for future club tours. Charlie Jones proposed a Winery fall tour with a visit to downtown Clermont. Mickey Bryant will investigate opportunities for car and coffee at Floor and decor on Hwy 436.

Next, Jack Scott showed large posters that he had found. These are Packard dealers posters from 1956 of pictures of the 1956 models that are the same photos presented in the dealer brochures.



The 50/50 drawing was held next, with Don Allen winning the pot and silver dollars won by Charlie Jones and Betsy Campbell.

Mickey Bryant presented a list of tips for car restoration that he had discovered in preparation for his restoration project.

These were:

1. Before start of work, get the auto manual
2. Magnetize tool by repeatedly rubbing tool in same direction

3. Use Al foil to protect parts for a easy wrap that stays in place
4. Use clean towels instead of rubber mats to eliminate potential debris sources
5. Clean parts with 2000 sandpaper and compounding or headlight cleaner or Novus plastic plastic polish
6. Gator tape to clean leather
7. Bleach spray for tires white walls
8. Do not use Masking tape. Use blue painters tape
9. Use heat gun to remove tape

Afterward, Betsy Campbell served some great cookies.

Glenn Harris, Secretary

### **Road Tour to Fort Christmas Historical Park - July**



The tour will be on July 8 with a meet-up at All Saint Episcopal Church in the parking lot from 9:30AM to 10 AM with departure at 10AM. Glenn Harris (321-262-9305) will lead the tour. Come join the tour and we can wish Charlie

Steffy Happy Birthday (the big 60 on July 8).

The tour will be heading east on Hwy 426 (Osceola ave/Brewer Ave/Aloma ave) toward Oviedo (approx 8.7 Mi) until the intersection of Red Bug Road/Mitchell Hammock and turn right on Mitchell Hammock. Continue (approx 2.8 Mi) on Mitchell Hammock until the intersection of Lockwood. Do a left turn onto Lockwood Blvd and in 0.2 mile turn right on County Rd 419 to Chuluota. Continue 4.1 miles. Turn left on Mills Lake road at the Hitching Post Bar and Grill, after 1. miles then Turn right on Fort Christmas Road. Proceed on Fort Christmas Road (7.9 mile) to the Fort Christmas Historical Park.

Stick to the main Fort Christmas Road at the fork.

Turn left into the park entrance.

After the park visit, we will drive back to Ford's Garage restaurant on Mitchell Hammock Rd using the route we used to get to the park.

When back on Mitchell Hammock, turn right after 1.9 miles on Mitchell Hammock at the

Oviedo Blvd intersection.



Ford's Garage in Oviedo

### **Pontiac Tempest - 1960 to 1963 Super Sedan**

[https://en.wikipedia.org/wiki/Pontiac\\_Tempest](https://en.wikipedia.org/wiki/Pontiac_Tempest)

The Tempest was introduced as an entry-level compact in October 1960 at the Paris Auto Show for the 1961 model year.[1] An innovative design, it shared the new unibody Y platform, GM's first, with the Buick Special/Skylark and Oldsmobile F-85/Cutlass, and featured the "Trophy-4" four-cylinder engine with a flexible drive shaft to a two-speed rear-mounted transaxle automatic transmission.

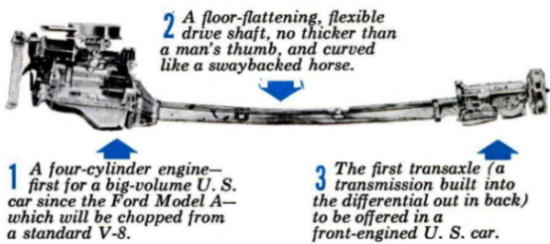
The Tempest was the result of a decision by the Pontiac division to enter the compact car market following the success of the Chevrolet Corvair. The division wanted to produce a clone of the Corvair, but instead GM gave Pontiac the lead to develop a new car in an interdivisional program code named "X-100."

[John Z. DeLorean](#), Pontiac's chief engineer and general manager, went to work on a car that would meld components GM already produced.<sup>[5]</sup> His objective was for the new model to be more than just an ordinary compact car.

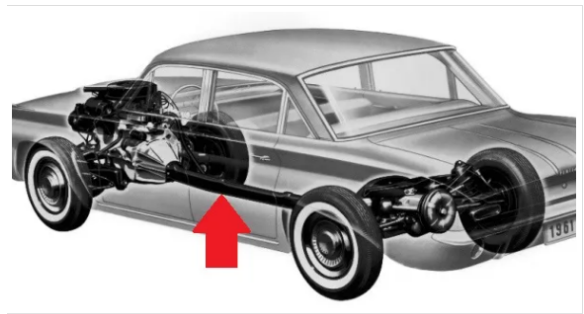
It shared sheet metal with the Oldsmobile F-85, the first-generation Tempest had several features that differentiated it from the other compact GM cars. The engine was a 195 cubic inch (3.2 L) straight-4 marketed as the "Trophy 4," derived from the right cylinder bank of Pontiac's 389 cubic inch "Trophy 8" V8 engine. The Tempest featured a drivetrain with a rear-mounted transaxle that was coupled to a torque shaft arcing in a 3 in (76 mm) downward bow within a curved, longitudinal tunnel. Use of the torque shaft was the result of being forced to use the Corvair floor pan which, being a rear engine platform, had no drive shaft. To combine flexibility with strength in the proper proportion, the shaft was forged of SAE 8660 steel (high nickel, chrome and molybdenum alloying percentages) for torsion bar specifications. For automatic cars, the shaft was 0.65 in (17 mm) in diameter and 87.25 in (2.216 m) long, while the manual-box shaft was 0.75 in (19 mm) by 82 in (2.1 m). This joined the forward engine and the rear transaxle (therefore no transmission hump) into a single unit, helping to reduce vibration. The design, known as "rope drive," had only been seen previously on General Motors' 1951 Le Sabre concept car.

The combination of a rear-mounted transaxle and front-mounted engine very nearly gave

the car an ideal 50/50 front/rear weight distribution. This, along with a four-wheel independent suspension, helped make the Tempest a nimble-handling car for the era. The front engine/rear transaxle design also eliminated the driveshaft/transmission tunnel in the front of the passenger compartment, while lowering the driveshaft tunnel in the rear compared with a conventional front engine/front transmission layout.



1961 Pontiac Tempest



The unusual driveshaft setup on the 1961 Pontiac Tempest has been called a "rope drive" and described as a giant speedometer cable, but how it really works is far more interesting.



1962 Pontiac Tempest



1963 Pontiac Tempest