

FLORIDA REGION
ANTIQUÉ AUTOMOBILE CLUB OF AMERICA

The Running Board

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



1930 Willys-Knight Model 66B

November 2024

Coming Events:

Nov 11	Florida Region Board Meeting, All Saints Episcopal Church in the Mary Martha Room.	6:30PM
Nov 11	Florida Region General Meeting, All Saints Episcopal Church in the Mary Martha Room.	7:00PM
Nov 17	Old Car Cruise-in, Perkins, 989 West OBT (US441) Apopka 32703	2 to 5PM
Dec 9	Annual Christmas Dinner at Perkins Apopka	1PM



For the latest Florida Region club news visit our website

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

November Birthdays

Marilyn McMullen	November 4
Glenn Harris	November 9
Melvin Simon	November 9
Jack Scott	November 14
Annette Morrison	November 18
Matthew Johnson	November 25

Board and General Meeting –

The Florida Region AACA Club general meeting was held on October 14 at the All Saints Episcopal Church in the Mary Martha Room.

President Charlie Jones called the meeting to order. There were 12 club members present for the meeting. The Treasury report was presented by Don Allen and accepted by the club members. Minutes from October 9 as presented in the TRB newsletter were accepted by the club.

Next Don Allen motioned that the club increase the donation to All Saint Church from \$25 to \$50 per month for the use of the meeting room at the church. Motion was accepted by the club members.


The floor was opened for discussion of coming events. Bill Morris mentioned the tour for National Depot Part Depot in Ocala was November 9. An email will be sent out to club members with details on the tour. Carole Allen asked about announcements for the Christmas Party. The notice for the event will be in the November TRB. It will be at the Apopka Perkins on Dec 9 at 1PM. The monthly Club meeting will be included at the dinner.

Mickey Bryant said a model of Studebaker has been purchased for use on a show trophy award at the Feb car show.




The program for the meeting consisted of material displayed by Larry Cole and Don Allen. Larry had a display of newspaper clippings of past club car shows held in Mt Dora. Don Allen displayed books donated from a good friend of his to the club (these will be for sale with proceeds going to the club treasury).

Betsy Campbell provided home cooked brownies and bottled water for refreshments after the meeting closed.

Glenn Harris, Secretary



Apopka
OLD CAR CRUISE-IN

Sponsored By
The Florida Region, AACA & Perkins

3RD SUNDAY EVERY MONTH
2 TO 5PM SEPT. THROUGH MAY
PERKINS – 989 W. OBT(US441)

One Complimentary Beverage
For anyone Arriving
in a car 25yrs or older



Hersey 2024 Swap Meet

**1953 Nash Rambler Airflyte
A Cute Cupcake of Car**



from October 2018 issue of Collectible Automobile magazine

The Nash Rambler went against conventional economy-car wisdom when it bowed as a pricey convertible instead of a low-priced sedan. When the compact was introduced in 1950, World War II had been over for five years, yet raw materials were still regulated by the government and Nash wouldn't have been able to get enough steel to meet the expected demand for the new Rambler. Since production would be limited, Nash decided to build a high-profit car.

Besides increasing profits, the well-equipped convertible boosted Rambler's image. By contrast, Kaiser-Frazer's Henry J was introduced with a bare-bones "stripper" model that contributed to a "cheap-car" image that probably hurt sales.



<https://www.youtube.com/watch?v=aLtVKimcmxs&t=11s>

The new Rambler followed Nash styling and engineering conventions. Nash was an early adopter of unitized construction that it labeled "Airflyte." Nash claimed that Airflyte construction reduced the Rambler's weight by 200 pounds and also made the car stiffer and less likely to squeak or rattle. Unlike other convertibles, the Rambler had fixed side roof rails with a power top that retracted on the rails. The side rails retained enough of the roof's rigidity that the kind of extra underbody bracing required in other convertibles was not needed.



Styling echoed that of the full-sized Nashes. The big Nashes were restyled for 1952 with input from Italian coachbuilder Pinin Farina, and Rambler's 1953 facelift again mimicked the senior Nashes. For marketing purposes, Farina was given credit for the design and Ramblers wore his trademark "F" logo on their flanks—even though the shop in Turin had little to do with the design.



The hood ornament was a purely American work. Chicagoan George Petty drew pinup girls for advertising and Esquire magazine. During World War II his art gained even more fame as it was often reproduced on the noses of military planes such as the

Memphis Belle B-17 bomber. Nash recruited Petty to design voluptuous hood goddesses.



Under the Petty-girl hood ornament was a flathead six similar to the one in the Nash Statesman. Cars with manual transmissions had a 184-cubic-inch unit with 85 horsepower, while cars equipped with optional Hydra-Matic automatics got a 196-inch 90-horse version. In the light 2590-pound Rambler convertible, the engines gave good performance and fuel economy for the time. In spite of its trim size, Rambler had room for five passengers.



A famous Rambler convertible driver was Lois Lane of the 1952-58 Adventures of Superman TV series. Lois started out in a 1951 Rambler convertible that was later

traded in on a 1953 version similar to the example featured on these pages.



Nash sold 3284 Rambler Custom convertibles in 1953, but very few remain today. By 1954, Nash offered Ramblers in six body styles, including four-door sedans and wagons. Sales of the expensive convertible fell to 200 units and it was dropped from the '55 line.

The Nash Ambassador. Lighter, swifter in the movement, smoother by Phila. Perma-Flow suspension by Phila. when you start this motor.

To the Boy who wanted a Stutz Bearcat...

REMEMBER how you longed for it—all eyes red and bright with lust! Remember how your father said in his engine study that since . . . that old Stutz Bearcat. Bearcat-on-wheels is that boy you used to be!

Today we invite you to be young again—to thrill to the wonder and romance of travel again.

Come and take command of the prettiest car ever styled by Phila. Parita of Europe—the new Nash Ambassador "Country Club".

Come and wonder at how continental styling attained the American standards of room and comfort . . . the luxury of custom interiors—with the widest seats, the greatest eye-level visibility ever built into an automobile, helms to further relaxing seats that end the ache of dawn-to-dusk travel.

Then—feel the spreading of your pulse when the mighty "Le Mans" Dual-Jet live engine lets loose. For this is the Nash custom power option that over the years has set the greatest record of all American engines in the 84-hour road race at Le Mans, France!

Never have you known such performance . . . and never have you known such handling ease as you have with one Nash Drive Steering.

And as the road smooths and new excitements greet your eye you'll know why we even built sleeping beds in a Nash. For you're going to travel as you've never traveled before!

Let us put this great car in your hands. Discover why this brilliant Nash Ambassador is today's legend-on-wheels for you!

Take the Key and Steer—You'll Find None so New as **Nash** *Jefferys* **WAGONS** **SEDANS** **CONVERTIBLES**

Nash Motors Division, Nash-Kellogg Corporation, Kenosha, Wis.