FLORIDA REGION
ANTIQUE AUTOMOBILE CLUB OF AMERICA

The Running Board

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Antique Motor Vehicles

1961 DeSoto Adventurer (last year) January 2025

Coming Events:

Jan 13	Florida Region Club Board Meeting, All Saints Church, Winter Park FL, Thomas Center in the Mary Martha Room.	6:30 PM
Jan 13	Florida Region Club General Meeting, All Saints Church, Winter Park FL, Thomas Center in the Mary Martha Room.	7:00 PM
Jan 19	Old Car Cruise-in, Perkins, 989 West OBT (US441) Apopka 32703	2 to 5PM

For the latest Florida Region club news visit our website
www.FloridaRegion.aaca.com

THE RUNNING BOARD

January 2025
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Send your article submissions to: boardeditorfl@gmail.com
Deadline is the 20th of the month

January Birthdays

Melanie Boden	January 1
Dana Sprague	January 1
Betsy Campbell	January 16
Walt Juergensen	January 21
Joyce Harris	January 27

Board and General Meeting –

The Florida Region AACA Club general meeting and annual Christmas Dinner was held on December 9 at Perkins in Apopka. Twenty-four members attended the dinner.

The club covered the tips for the club member dinner bills.

President Charlie Jones called the meeting to order. The minutes from the November meeting as presented in the TRB newsletter were accepted by the club. The Treasury report was presented by Don Allen and accepted by the club members.

Club members were reminded that club dues of $25 were due on Jan 1. Club officers for 2025 nominations were opened for volunteers. Club members agreed to continue having Charlie Jones as club president, Mickey Bryant as vice president and Don Allen as club treasury. Dana Sprague was selected as club secretary . Bud Bernier was selected for the club board to replace Dana. The 2025 officers were accepted by the club memebers

Club members approved that the club directory will be updated with an addendum showing the changes for 2025.

Mickey Bryant presented a short program to tell about how the “Christmas Story" movie had a 1937 Oldsmobile Six that played a part in the story and is still on the road.

https://www.caranddriver.com/features/a42169056/a-christmas-story-movie-oldsmobile-still-going-strong/

There was not a 50/50 drawing for the meeting.

The meeting ended and the dinner began as the food was being served.

Hi Florida Region members,

Both the Region dues ($25) and the National dues need to be paid by January 1. Make the Region check out to Florida Region, AACA and mail it to me, Don Allen, 153 Poe Dr., Winter Haven, FL, 33884.

Make the check for National for $45 made out to AACA. Mail it to AACA National Headquarters at 800 West Hershey Park Dr., Hershey, PA 17033.

Please handle this now.

Don Allen

Packard: from 1924 to the last production straight eight engine in an US luxury car

The last luxury car to be produced in America with a Straight-8 engine was the 1954 Packard. Pontiac also had a straight 8 but Pontiac was a medium priced car, not luxury model,

Originally introduced in 1924, Packard's eights were known for quality, high machining tolerances, durability, super-smooth idle, and torque-monster pull. To consumers they out-classed Cadillac and Lincoln, surviving the likes of Duesenberg, Marmon, and Pierce-Arrow, to lead the luxury field.

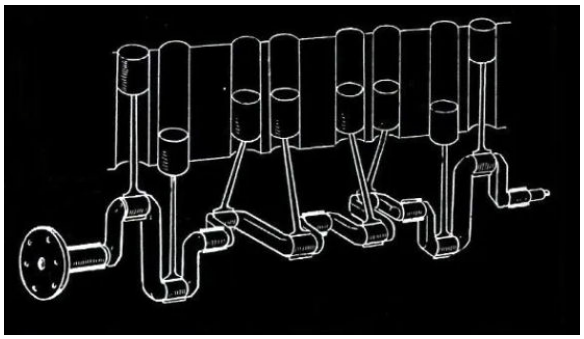
Jesse Vincent was the vice-president of engineering leading the Packard straight eight creation. The dynamic Jesse Vincent co-designed the Liberty aircraft engine and piloted a Packard-powered speedboat to a Detroit Gold Cup victory in 1922. Vincent fired the first shots of 1923 in June. Packard phased out its old V12 model, a prewar design called the Twin Six, and introduced the all-new Single Eight. This model set forth the basic requirements for a true luxury car in the Classic era: a powerful, glass-smooth engine with at least eight cylinders, and

a strong, quiet-riding chassis—one with four-wheel brakes.

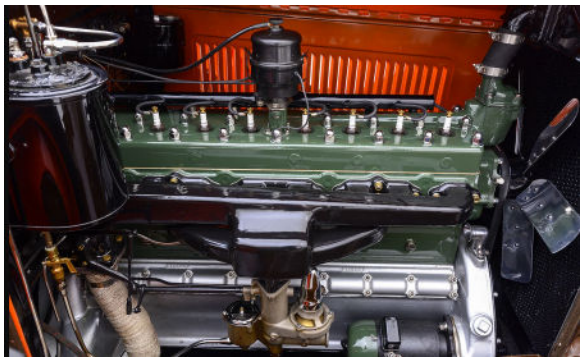
https://www.macsmotorcitygarage.com/another-glimpse-at-the-1924-packard-single-eight/#:~:text=The%20Single%20Eight's%20engine%2C%20358%20CID%20and,Packard%2C%20but%20not%20as%20we%20know%20them.

The Single Eight's engine, 358 CID and 85 horsepower, was more advanced than the aging V12 it replaced, and its modern layout, with nine main bearings and full pressure lubrication, would be the basis for all the big Packard straight eights until 1939. There were straight eights before Packard, but not as we know them. Early examples, including Bugatti and Miller, were in effect two inline fours joined end-to-end at the crankshaft. As the cylinders fired, the engine produced a lengthwise rocking couple—a seesaw motion, far too rough for a luxury car.

The new Packard's crankshaft had its center four throws on a common plane, but with two additional throws on either end disposed at opposite right angles, their forces cancelling each other out. Vincent likened the layout to a four in the middle with half a four at each end. (Later it would be called a 2-4-2 crankshaft.) With eight firing impulses per cycle and ideal balance, it was as silky as any engine on the market, and smooth even by modern standards.

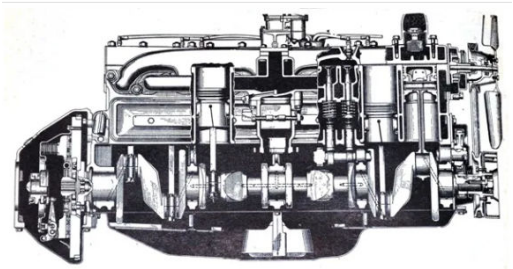


Packard straight eight crankshaft phasing



319 cubic-inch inline eight

https://www.macsmotorcitygarage.com/end-of-the-straight-eight-era-the-1954-packard/



This 1938 120C, above, is a typical example of Packard straight-eight engineering. Featuring a conventional cam-in-block, L-head layout like all Packard eights, the 120C displaced 282 cubic inches (3.25-in. bore x 4.25-in stroke) and developed 120 horsepower at 3800 rpm. Advantages of the inline eight include straightforward design, a narrow footprint, and natural smoothness, due in part to the eight firing impulses per operating cycle, four with each rotation of the crankshaft. Packard's inline eights were renowned for their quietness and long operating life. It's been said that the old chauffeur's trick of balancing a nickel on an engine at idle originated with the Packard eight.

For Packard's final 1954 year with the straight eight, the company actually offered two distinctively different engine families. The smaller of the two, featuring a five main-bearing crankshaft, was offered in two sizes, 288 CID and 327 CID, and three output ratings: 150, 160, and 185 horsepower. The senior Thunderbolt straight eight, shown above, sported nine main bearings and a displacement of 359 cubic inches, and was rated at 212 horsepower.

With hydraulic valve lifters, a Carter four-barrel carburetor, an aggressive (for an L-head) compression ratio of 8.7:1, and better than 200 horsepower, the mighty Packard straight eight was, on paper at least, a competitive match with the new and advanced V8s from Cadillac, Chrysler, and the rest of the industry. But in truth, the Packard eight was at the end of its development life, and the high-compression V8s were only beginning to show their potential. For the 1955 car season, Packard retired its inline eights for good and

introduced its own overhead-valve V8.