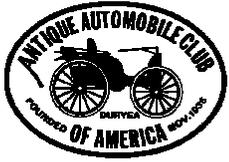


Published Monthly in the Interest of the Preservation of Antique Automobiles

# THE RUNNING BOARD

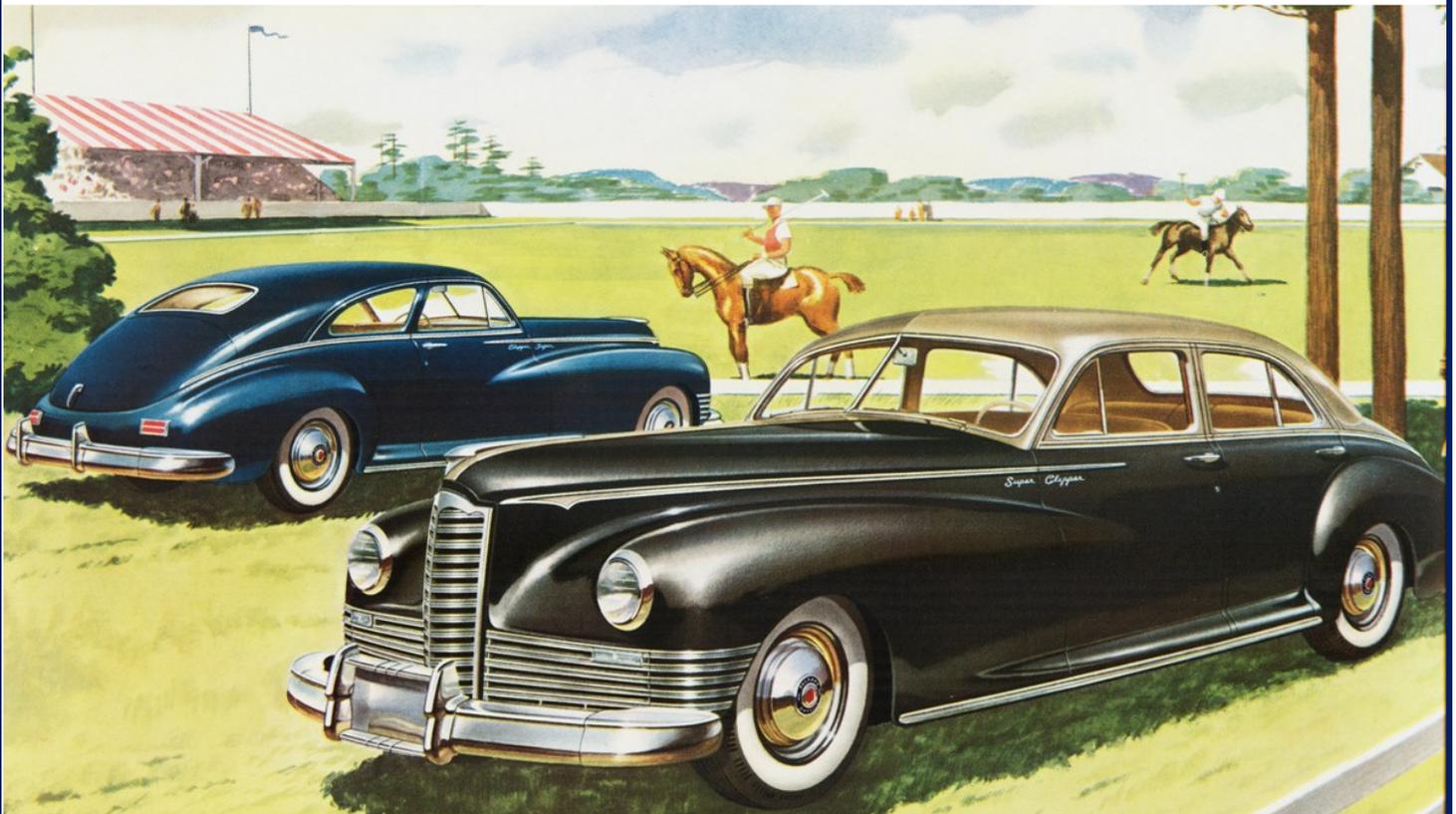


Florida Region Antique Automobile Club of America

Volume XXXV

Award Winning Publication

June 2011, #6



## 1947 Packard Super Clippers

### Coming Events

- June 5 Florida Region First Sunday Breakfast, Bahia Shrine, 2300 Pembroke Drive,  
Between Keller St. & Forrest City Rd., 9:00 AM
- June 11th Florida Region Excursion to Pioneer Settlement Creative Arts Facility, Barberville, 10:00 AM
- June 13 Florida Region Board Meeting, Kress Memorial Church, Formosa Ave., Winter Park 6:00 PM
- June 13 Florida Region General Meeting, Kress Memorial Church, Formosa Ave., Winter Park 7:00 PM



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1928 Buick

## Cover Car

This month's cover features the 1947 Packard Super Clipper. Packard offered Clipper and Super Clipper series cars this year. The cars were almost unchanged from the 1942 line as demand for post war cars was so great that there was as yet no incentive to develop new models. The Clippers rode on a 120 inch wheelbase and came with 105 hp six cylinder engines or 125 straight eights. The Super Clippers came on a 127 inch or 148 inch wheelbase and had 165 hp straight eights. Factory prices ranged from \$1,695 for a Clipper Six two door club sedan to \$4,900 for a Custom Super Eight 7 passenger limousine. Packard 1947 calendar year production was 55,477 units for 16<sup>th</sup> place in industry sales. This was down from 14<sup>th</sup> place in 1946 with 30,793 cars delivered.



Two star performers: the globe-girdling Pan American Clipper and the beautiful new Packard Clipper.

No matter how you look at it—here's

## AMERICA'S No.1 GLAMOUR CAR!



"See how those fade-away fenders blend right into the body!"

Yes, the new Packard has *real* fade-away fenders. They're not just "tacked on." That's one of the exclusive features of "America's No. 1 Glamour Car!"



"What stunning interiors and lovely fabrics!"

When you sit inside the new Clipper, you almost expect to find a "custom-built" label. That's one of the big reasons why women, especially, recognize it as "America's No. 1 Glamour Car!"



"Look at the hoodroom! How do they do it, with such low, rakish lines!"

That's an achievement made possible by Clipper functional design. Beauty, yes—but beauty which performs a useful function. Even for rear-seat riders, this is "America's No. 1 Glamour Car!"



"Wait till you see the straight-eight engine under that hood! It's super!"

If you want still more reasons why the new Packard is "America's No. 1 Glamour Car," listen to the comments of the younger generation... The youngsters, as usual, know all the answers.

See the new

# PACKARD

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Because the Company takes a genuine interest in every Packard owner—year after year...

Because Packard dealers are the kind of men Packard owners like to do business with.

★ ASK THE MAN WHO OWNS ONE ★

## Happy Birthday

|                |         |
|----------------|---------|
| Lanny Boden    | June 12 |
| Alson Adkins   | June 13 |
| George Koehn   | June 19 |
| Barbara Cole   | June 22 |
| Millie Gauchat | June 30 |

## President's Letter

By: Bob Coolidge, FL Region President

At this late date in May, I believe our cool refreshing mornings are now behind us for a few months. I hope there will be a nice turnout today for the Pot Luck Luncheon at the Goff's home in Geneva.

Al Adkins scheduled our May and June programs. I had never heard professional storytellers perform before our May program. They were very interesting both with their content as well as their delivery. I am sure the June program will prove to be as interesting.

A few weeks ago, I received a call from the tour planner for the Contemporary Historic Vehicle Association. I was not familiar with this antique vehicle organization. Imagine my surprise to be told that the founder and member number one is Earl Beauchamp.

The group of twenty some was touring throughout Florida and asked me to speak to their group on the history of beach racing in Volusia County. They also visited the Living Legends of Auto Racing Museum in South Daytona. Most of the group had driven from California and other western states utilizing a cross mix of vehicles ranging from a 1952 DeSoto station wagon to a late 1960's Mustang. They planned to visit Earl in Sebring, as most had never met him. They were a very nice group and seemed to be having a good tour.

Our June activity will be held on Saturday, the 11<sup>th</sup>. We will pay a visit to the Pioneer Settlement Creative Arts facility in Barberville, FL. This entity is located on the grounds of the former Central School of Barberville. In addition to the 1919 school building other structures include the Pierson Florida railroad depot (c.1885), Astor Florida Bridgekeeper's house (c.1926), an early 1900's community store, pottery shed, post office, and church as well as other structures. These structures have been moved to the Barberville location to create a sort of a mini-Henry Ford Village. The location is 1776 Lightfoot Lane, Barberville, Fl. This is just west on FL Route 40 from the intersection of Fl Route 40 and US Route 17. Plan to turn left shortly after crossing the railroad tracks. We will plan to meet at the site at approximately 10am and tour on our own. The admission fee is \$6.00 for adults and \$4.00 for children ages 6-12. Children age 5 and under are admitted free. Following the visit there, we will drive south to DeLand and have lunch at the Mainstreet Grill in downtown DeLand. We should be at the lunch site approximately 12:30pm.

For a July activity, we would like to hold a picnic but need a person or persons to coordinate the event. Please consider taking on this fun task and letting me know that you are doing this.

I am leaving this weekend to participate in the American Truck Historical Society's national show to be held in South Bend, Indiana. My mode of traveling to this show is my 1960 Studebaker HD 2 ton straight truck. Following a check up last week at Gene's Auto Repair I am expecting the truck to make the trip uninterrupted. Will let you know how it went.

Looking forward to seeing you all in Barberville on the 11<sup>th</sup> and the Region meeting on the 13<sup>th</sup>.

Have safe and happy travels this summer.

Best Wishes  
Bob

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| First in endurance, because Speed Wagon manufacture makes possible thousands of miles of satisfactory service.           | First in public confidence, because it has been continuously manufactured by Reo since 1914.                       |

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## Sunshine and Tidbits

By: Dena Holt

Charlie Steffy took off in his 1982 Buick Riviera Convertible to participate in the 5-day Buick Driving Enthusiasts Tour the week of June 5-10<sup>th</sup> touring thru Dayton and Marysville, OH. Sounds like a fun time and know we will get a full report when Charlie returns. Enjoy and have a safe trip.

Marlyn and Bob McMullen have been busy touring these days. After attending our recent AACA Founders Tour here in Lake Mary, they left the following weekend for Wilmington, NC driving their 1953 Oldsmobile Sedan to attend the 3-day S. E. Divisional Tour on May 1-4<sup>th</sup>. Looking forward to hearing about the Tour and sights they enjoyed up there.

Shirley Stallings is coming along nicely from her recent back surgery but still not 100% as this type of surgery requires a lengthy recuperation. Hoping to see you out and about soon Shirley.

The weekend of May 13-15 Gene and Marilyn Roy and Tom and Dena Holt drove up to Cairo, GA to attend the 23<sup>rd</sup> Annual Great Southern Antique Car Rally. As always a fun time with good food, great door prizes and a sight to behold when 140 cars paraded down town on Friday night to an enthusiastic crowds delight.

Shirley Dawson is once again on the mend after being hospitalized on April 19 for repairs to the shoulder she had surgery on earlier. Shirley has had quite a siege this past year and hopefully the worst is behind her!

Marianne Main was back in the hospital for a few days during the early part of May with another infection but is now home and feeling better. Lets hope good health is the word!

Rachel Veitch received a very unique Special Mayor's award at the Lake Helen show on April 30<sup>th</sup>. Also at the Geneva car show put on by the Historical Society she brought home another trophy. Congratulations Rachel!

Annette and Ray Morrison, Joanne and Jack Swain and Dot Clark and friend Ed Cooper left on May 24<sup>th</sup> for a 12 day tour of Nashville, Memphis, and Hurricane Mills all in TN and Renfro Valley in KY; then on to Branson, MO. Sounds like a great trip with wonderful sights to enjoy. Drive safe.

**Continued on next page**

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| 1935 | Ford 2-Door Conv., W/Carson Top  | 55,500 |
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| 1941 | Packard Business Coupe           | 23,500 |
| 1941 | Cadillac Series 62               | 44,995 |
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| 1950 | Farmall Tractor Red              | 3,500  |
| 1951 | Mercury Custom, Red              | 21,500 |
| 1957 | Ford Thunderbird Baby Blue       | 25,000 |
| 1960 | Ford Galaxie <b>Pending Sale</b> | 17,500 |
| 1962 | Studebaker GT Hawk               | 15,000 |
| 1966 | Studebaker Cruiser               | 5,995  |
| 1970 | Cadillac                         | 15,000 |
| 1977 | Rolls Royce Silver Shadow        | 16,500 |
| 1978 | Volkswagen Conv. Reduced         | 10,900 |
| 1979 | VW Volkswagen                    | 13,000 |
| 1983 | Mercedes Benz, 380 SL            | 13,500 |
| 1984 | Cadillac 2-Door                  | 2,500  |
| 1989 | Mercedes 560 SL                  | 42,000 |
| 1989 | Bentley Turbo                    | 42,500 |
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| 1993 | Chevy Corvette LT1 Purple        | 8,900  |
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## Sunshine and Tidbits (cont.)

Marilyn and Gene Roy attended an Awards Banquet on May 16<sup>th</sup> at the Dolphin Hotel for their grandson David Roy where he was awarded a full scholarship to Seminole State College. David will be graduating from Bishop Moore High School on May 28<sup>th</sup>. Congratulations David and may the future always be as bright as it is today for you.

Judy and Earl Beauchamp boarded the auto train on May 24<sup>th</sup> heading up to their summer home in Warsaw, VA taking along two cars one being his 1969 Buick Electra thus they can enjoy the many daytime car events that will be happening up there. They will have the best of two worlds away from the Florida summer heat and enjoying daytime activities with old friends up there and back here on October 13<sup>th</sup> to join in on the activities here. Now that's what you call the "good life."

Not wanting to feel left out of the latest trend our region members have been up to, I scheduled cataract surgery for May 24<sup>th</sup>. They say it is a much brighter world after, so we shall see!

In closing, my sincere thanks and gratitude to the following ladies who baked and helped me out in the Hospitality Room during our Founders Tour on April 17-22<sup>nd</sup>. It was an overwhelming success with so many compliments on our home baked goodies and friendly atmosphere. The ladies who baked are: Judy Beauchamp, Vonell Cooley, Sylvia Bowman, Pat Dunkin, Millie Gauchat, Dot Clark, Annette Morrison, Joanne Swain, Chloe Morris, Sally Cole, Nellie Adkins, Marlyn McMullen and Marilyn Roy. Hostesses on various days along with baking were Judy Beauchamp, Sylvia Bowman, Vonell Cooley, Pat Dunkin, Millie Gauchat, Marlyn McMullen, Dot Clark, Annette Morrison and Joanne Swain.

Happy Birthday to our June members with a year of happy times and good health.

## Florida Region History – June 2011

By: Howard Gilkes, Historian

In February, 2011, Tom & Eileen Jevcak announced that a new owner had purchased the 'Lakeside Inn'. His new business philosophy has impacted our 'Mount Dora Spring Meet' of thirty-nine (39) years ( since 1972). Under the Inn's present philosophy and it's current condition, the 'Meet' could not be held this year at this location. Tom & Eileen have produced the 'Mount Dora Spring Meet' for thirty (30) years. So that leaves the question as to who produced the 'Meet'

during the other nine (9) years ? And the answer is the Florida Region AACA.

**Don Patterson**, for whom our **Don Patterson Award** is named, writes in our 1974 'Running Board' that " All who were asked to help did so gratefully. **Larry Cole**, chairman of the 'Mount Dora Spring Tour', did most of the leg work." **Larry** also was Vice President that year.....Thanks, **Larry**, for always being there for the Club.

## Florida Region Board Meeting Minutes 5-9-2011

The Board of the Florida Region AACA met at the Kress Memorial Church in Winter Park on May 9<sup>th</sup>,2011. The Meeting was called to order by President Bob Coolidge at 6:00pm. Other Officers and Board Members present were Mickey Bryant, Howard Gilkes, Marilyn Roy, Dick Gauchat, Tom Holt and Gene Roy.

Marilyn Roy Gave the Treasurer's Report and it was filed.

The Minutes of the April Board Meeting were approved as published in 'The Running Board'.

Tom Holt, with the assistance of Gene and Marilyn Roy, gave a report on the success of our Founders Tour. Final figures will be available in the near future.

Howard handed out full-size directional maps to the Goff's residence for the May 21<sup>st</sup> Pot Luck Luncheon.

Bob Coolidge set out the details for our visit to the Florida Pioneer Village in Barberville. The date was set for June 11<sup>th</sup>. Meet at The Village at 10:00am. Lunch at the MainStreet Grille in Deland at 12:30pm.

Tom Holt announced that plans are in the making for an Ocala Pumpkin Run scheduled for October 28,29,30. They are planning on 1300 cars.

Upcoming tentative monthly activities include the following :

June 11 Florida Pioneer Village, Barberville,  
10:00am, MainStreet Grille 12:30pm,  
Bob Coolidge

July Picnic In The Park

August Villages Region Get Together

**Continued on next page**

## Board Minutes (cont.)

Sept. DeLeon Springs Pancake Run  
 October Busy.....Hershey  
 Nov. Mystery Tour, Mark Regnier  
 Dec. Christmas Party

The program for June will be 'The Artist', Bob McMullen/Al Atkins;

July, 'Shelby Video', Mark Regnier.

The meeting was adjourned at 6:47pm.

Howard Gilkes, Secretary

## Florida Region General Meeting Minutes 5-9-2011

The General Meeting of the Florida Region AACA was held at the Kress Memorial Church in Winter Park on May 9, 2011. The meeting was called to order by President Bob Coolidge at 7:00pm. Thirty-five (35) members and guests were in attendance.

The program was a series of five (5) story tellers telling their stories. Al Atkins started off with his story of the demise of a '51 Chevy. The other performances were stories about 1. a Ford Tri-Motor Airplane, 2. a Leonard Bernstein concert, 3. a Sick Mule and 4. a Pressure Cooker.

Marilyn Roy gave the Treasurer's Report and it was filed.

The Minutes of the April General Meeting were approved as published in 'The Running Board'.

Dena Holt gave the Sunshine Report.

Gene Roy thanked the membership for all the cards and letters and best wishes over the last several months.

Tom Holt gave a report on the success of our Founders Tour. He sent out a thanks to everyone that did anything that contributed to the Tour effort.

Howard Gilkes reminded the Membership of Arlis Goff's Pot Luck Luncheon on May 21<sup>st</sup> at 1:00pm. He handed out full-size directional maps to the Goff's residence.

Bob Coolidge announced the details for our planned visit to the Florida Pioneer Village in Barberville. The details are reported in the current Board Minutes.

Bob also asked for a volunteer to chair the July Picnic In The Park.

Tom reported on the Volusia Region Car Show in Lake Helen. There were about 140 cars and 8 vendors. There were many Street Rods and Modified cars.

The 50/50 raffle was won by Al Atkins. Silver Dollar winners were Don Allen, Annette Morrison and Don Allen again.

The meeting was adjourned at 8:18pm

Howard Gilkes, Secretary

## The Ramblings of Enzo the Cat

From: *The Rummage Box*

Hi folks, it's me Enzo your favorite feline

You know though there is nothing in the world like having friends in these times of misfortune. Many times in the past I have told you about my very smart friend Albert Felinestien, he is the smartest cat I know. Well while I was grounded Albert came over to visit. I was so pleased. Actually though I think he likes my sister Minerva, but he'd never admit it. Little does he know he doesn't have a prayer. Minerva doesn't like anybody. It was nice though to have a friend over to spend some time with. Albert doesn't come over here too often. We talked awhile then after rubbing up against dad real nice for awhile he gave me permission to take Albert down to the car garage to see the cars. So off we scampered. I always enjoy an opportunity to be near the cars. I can't "officially" drive yet but I can sit in the seat on the little auto Red Bug, lean forward and rest my paws on the steering wheel.

Albert, being the studious cat that he is looked all around the garage. He then noticed that dad had some awards from AACA and he asked how you got those. Explaining that my mom and dad would on occasion take one of the cars to an AACA event that sometimes they might be awarded a junior or even a senior award.

**Continued on next page**

### **Ramblings of Enzo the Cat (cont.)**

Now I could just see Albert's gears turning. "How" he responded and "what's the difference?" Thinking for a moment if I could do this I motioned Albert over to my moms Krieger Electric car. The front part is open where the driver would sit. I said Albert, jump. Moments later we were perched high above the ground, me in the driver's soft leather seat and Albert right there next to me in the assistant drivers seat. I could see that if I didn't start talking soon I would have to explain everything there was to know about the Krieger car. Since I didn't know that much I said "Albert, here is an overview of how the judging works at an AACA National Meet. I also reminded him that National Meets or shows as some call them were different from local or regional meets. He sort of looked at me with that "How did you I did it" look that us cats are famous for. I decided to try and do this as simply as possible, yet I knew that Albert would want to know every minute detail. I did it this way as I knew he would understand my reasoning. Albert, I said, think of this as Kitty Kat U. Your college days again, this is Intro to AACA Judging at National Meets 101. Down the road we can get into the more specialized areas but for today we will cover the basic awards ladder.

I had his attention. Wow I'm good!

The first time that a vehicle is shown at an AACA National meet it competes for a Junior award. It will compete for that Junior award at every National Meet that it ever goes to until such time that it wins the First Junior Award or sometimes called the National First Prize. Albert looked up, raised his paw inquisitively. I thought uh oh, if he has to go potty there is no litter box down here. There are lots of fire extinguishers, boy, it's a good thing we're cats and not dogs or I could end up grounded for years. I looked at him and said, "yes Albert?" Well wait a minute Enzo, you are saying that its possible that a car might never compete for the Senior, or any of the other awards. Feeling all proud of myself for knowing something Albert didn't I explained that that was indeed correct and many vehicles did just that. I held my paw to my lip and continued. Albert, all the vehicles start out in the Junior category. They stay in the Junior category until such time as they win the First Junior award. They can win the Second Junior Award (2nd place) or the Third Junior Award (3rd Place) any number of times but they can win the First Junior award only once.

Here is how it happens. When the judges examine the car, or truck or motor scooter, or motorbike, or motorcycle or ..... "Wait a minute Albert said, I understand just say car its shorter. I chuckled at his impatience; it reminds me of my dad. I get a charge out of annoying him too. Ok, Ok, here is how it works. The judges score the car. Every car is awarded 400 points when they enter the show field. The judges then take some of those points back with the deductions they find. They look at the cars for authenticity and condition. In order to win the First Junior Award two things MUST happen. Not either or, but both. The car must score a minimum of 365 points AND be within ten points of the highest scoring car in that class also competing for the Junior Award. Again Albert's paw went up. He stated, so if I understand you Enzo the cars in that class competing for the Senior and other awards don't matter at all and further he went on, it is theoretically possible under the correct set of circumstances that all of the cars in the class could win the First Junior award, is this true? I explained that it was true, that that is the way the system worked. Continuing on I explained that in order to win a Second Junior award, again, two things had to happen. The vehicle would have to score a minimum of 330 points AND be within ten points of the highest scoring car in that class winning a Second Junior award. For the Third Junior, again two things had to happen. The score would have to be a minimum of 295 points and be within ten points of the highest scoring car winning the Third Junior award.

Quiz time I said. A big smile came over my face. Well as much as a cat can smile anyway. Albert looked at me. Putting him at ease I said just relax, it's a little quiz you'll do fine. Albert, I said, you have nine cars in the class and here are there scores: 392, 388, 385, 379, 377, 341, 336, 327, and 304, how do they place? Again those gears were moving in Albert's brilliant mind. I'm telling you folks this cat is smart. He amazes me with what he knows. He looked up and said Ok Enzo; here is how it would go: The 392, 388 and 385 would be First Junior winners. The 379 and 377 would be the Second Junior winners because the 379 is not within ten points of the 392 car.

**Continued on next page**

### Ramblings of Enzo the Cat (cont.)

The 341 and 336 would be the Third Junior Winners. The others would not receive awards at that meet even though they scored over the minimum required for a Third, they were not within ten points of the highest scoring car in the class also receiving that award. Amazing I said, Albert that was perfect, that's exactly how it would be.

What about the Senior award? I said Ok Albert are you sure you want more of this right now. Yes, Yes, Albert said almost out of breath. I dunno some cats like catching critters, some like fine dining (me me), ahh what I'd give for a some good Rodent tar tar right now. Oops getting off track here. Here it is Albert, the Senior Award. In order to even compete for the Senior award a vehicle must have already won a First Junior Award. Up went the paw again. At that moment I determined that school teachers were under-compensated. Yes Albert? Albert replied, that makes sense because you said in the beginning that a car would compete for the Junior forever until it won a First Junior award. So now those cars that had high scores but won a Second or Third will have a better chance next time around. That may well be true Albert, it often happens that way or sometimes fresh blood comes out and the same scenario happens again. However, you are correct those First Junior winners are now gone from the Junior Class they are called Senior cars. These Senior cars compete for the Senior award against other First Junior winners. There is no Second or Third in the Senior class. You either win the Senior or you do not. In order to win the Senior Award two things MUST happen. Sounds familiar huh? Albert nodded. I continued, the car needs to score a minimum of 375 points and be within ten points of the highest scoring car also competing for the Senior award. Lets try the quiz again. We'll do two of them. First you have five cars in the class and they score 397, 389, 388, 384 and 379. In the second scenario you have four cars in the class they score 372, 371, 368 and 365. How does it work out? Albert began to calculate, OK he said in the first case the 397, 389 and 388 are all Senior winners, the 384 and 379 are not. I jumped in and asked why are the 384 and 379 not winners, they are over the 375

minimum? Albert looked at me with a "You can do better than that look" and explained that they simply were not within ten points of the highest scoring car also competing for Senior, the 397 car. He went on, in the second scenario he said, no one wins the Senior award. Whoa! I said you have four cars all within ten points of the highest scoring car what gives? Albert said, Well Enzo you explained the rule. You said that TWO things MUST happen, the car must score a minimum of 375 points which none of these did and be within the ten points. I sat back in the Krieger's soft leather seat and thought if only I could train mom and dad so easily. You are absolutely right Albert. We done, or do you want more? Just a little more, Albert stated, all proud of himself.

Ok Albert, this ones easy. The Preservation class. In order to compete for the Preservation award you must be a Senior winner, just like the Senior Class requires you to be a First Junior Winner. So you are now done with the Senior class. In order to win the Preservation award only one thing needs to happen. You must score a minimum of 350 points. Makes no difference what anyone else scores. So if you had 6 cars in the class and the scores were 399, 387, 382, 374, 361, 352 they would all receive the Preservation award. Albert looked confused. What's wrong I asked this is the easiest part. I know Albert responded, but what I don't understand is how can a car that already won a First Junior award which required a minimum of 365 and then a Senior award which required a minimum of 375, now have a score of 361 or 352? Easy I responded, People drive these cars Albert, no, not all of them but many do. Once they get in them and find out how much fun it is to drive them they can't stop. All restorations will deteriorate over time. Points will be lost. Even if they don't drive them, just the sitting can make them deteriorate. Albert jumped in, "You mean like a DeLorean. Giggling I said Albert, like any car. Delorean's just seem to do it faster. He understood. Albert, I went on, there are other things I could try to teach you but you've had enough for today. I know there are some great enhancements to the Preservation class in the works and announcements of those will come at some point in the future.

**Continued on next page**

**Ramblings of Enzo the Cat (cont.)**

There is also the Historical Preservation of Original Features and the Driver Participation classes. Then there is the Annual Grand National Meet and the National Awards program. These two are the most prestigious events that AACA has to offer. Perhaps down the road we will talk about those. For now absorb all that we've done today and you will be well on your way to understanding the system. One more time the paw went up. Yes Albert? Enzo I have to tell you, this is a great system. It's so fair it is staggering. AACA really seems to want everyone to have a chance. I am very impressed. Well it is, I replied and they are constantly looking for ways to improve it too. I know that whenever my dad speaks to regions about the system he likes to tell them two things. At an AACA National Meet on an average well over 85% of all the vehicles registered win an award and the trophy that a Whizzer Motorbike gets for winning a Junior or Senior award is exactly the same as the one a Duesenberg gets.

"Holy S...../smokes Albert, the door just opened. Jump out of the Krieger my mom will fry us for sure if she catches us in this car. Get, quick! " Yes Albert I said looking up, this is my mom's Krieger-Brasier Electric Car isn't it neat....." "Oh hi mom, I was showing Albert your car." That's nice Enzo; you're such a good boy.

Ahhh yes fooled them again, people are so gullible, lets face it, I'm not bad, I'm just a car crazy cat and I'm outta here for this time. See ya folks, get out on the road and enjoy the touring season and/or the shows. AACA has an awful lot to offer, take advantage of it. Remember the best part too, the people. It may have been the cars that brought us together originally but it's the people that keep us coming back.

Your pal, Enzo



**Always Dependable**

It's high praise for a product when referred to as "always dependable." But more important than praise is what the product will do for you... because of its dependability.

The dependability of Dodge "Job-Rated" trucks brings you important benefits:

1. Your business prospers because dependable, uninterrupted delivery service attracts and holds customers.
2. You enjoy lower delivery costs from dependable quality-built trucks that stay on the job... and out of the shop.
3. Your trucks last longer because they fit your job. In fact, the dependability of any Dodge truck begins with building it to fit a particular hauling job. It's "Job-Rated."

Your "Job-Rated" truck has the right capacity to carry your loads...

safely and easily. It has the right power to move your loads... economically. Each unit throughout... frame, engine, clutch, transmission, axles, springs, brakes and tires... is "Job-Rated" for your hauling needs.

For the most dependable truck you've ever owned, see your Dodge dealer for the "Job-Rated" truck that fits your job.

ONLY DODGE BUILDS *Job-Rated* TRUCKS

175 BASIC CHASSIS MODELS TO FIT 97% OF ALL HAULING NEEDS

**DODGE "Job-Rated" TRUCKS**

FIT THE JOB... LAST LONGER

*"Never before such beauty and quality for so little money"*



*John H. Whippet*  
President  
The Whippet Company

**COACH**

**\$535**

F. O. B. Factory

*Only Whippet Has All These Features*

Full Force-feed Lubrication—Silent Timing Chain—Gas Tank at Rear—Big 4-wheel Brakes—Ballooned Tires and Snubbers—Adjustable Steering Wheel—Single Plate Clutch—Banjo-type Rear Axle with removable Shaft—Longer Connecting Rods—Interchangeable Chadwick-type Main Bearings—Modern Hotchkiss Drive—Tryon Shackles—Long Semi-elliptic springs with all leaves of chrome vanadium steel.

THE perfected Whippet has proved the 1928 sensation in the light car field. Offering more motor car beauty and quality than was ever sold for so little money, its success has outdistanced the most optimistic predictions. Hundreds of thousands who have driven the Whippet are aware of its remarkable speed, flexibility, hill-climbing ability, safety, comfort and unusual economy. Now added features of design, new items of equipment, greater beauty of line and color, plus radically reduced prices, raise the standard of light car value to a new high point. (Prices f. o. b. factory and specifications subject to change without notice.)



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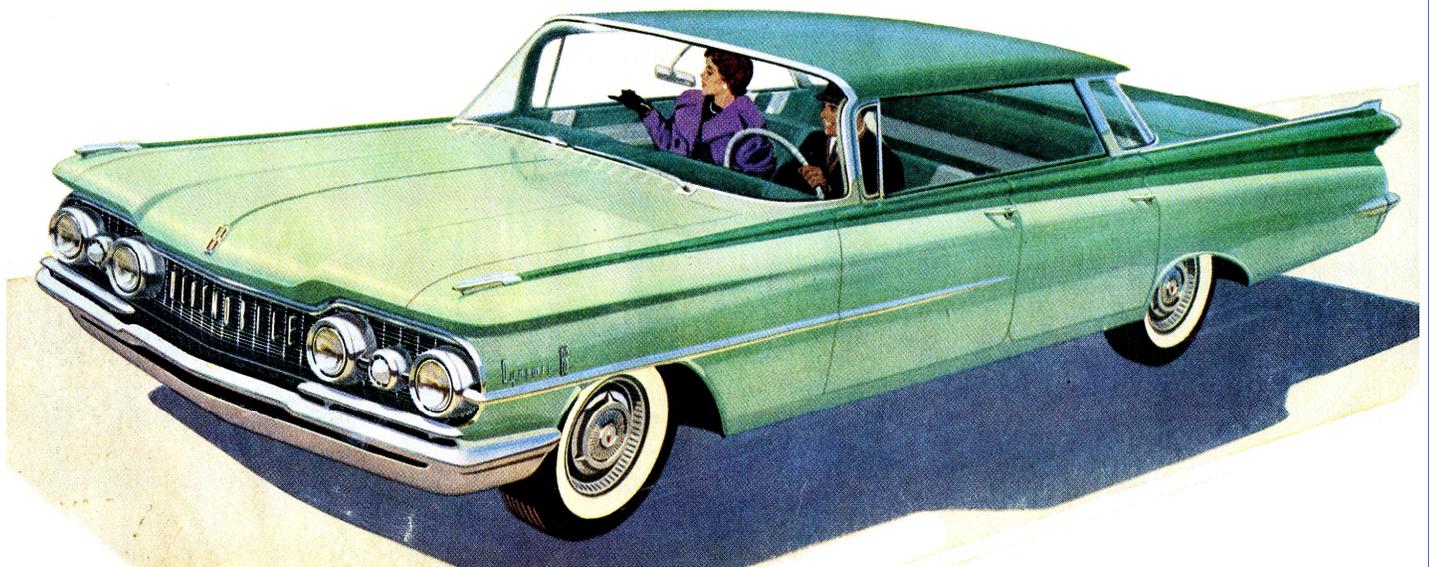
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## **The Running Board**

**1858 Twin Lake Drive  
Gotha, Florida 34734**



### **1959 Oldsmobile Holiday 88**

#### **Coming Up a Little Further Down the Road**

July 3 Florida Region First Sunday Breakfast, Bahia Shrine, 2300 Pembroke Drive,  
Between Keller St. & Forrest City Rd., 9:00 AM  
July 11 Florida Region Board Meeting, Kress Memorial Church, Formosa Ave., Winter Park 6:00 PM

July 11 Florida Region General Meeting, Kress Memorial Church, Formosa Ave., Winter Park 7:00 PM