

FLORIDA REGION
ANTIQUÉ AUTOMOBILE CLUB OF AMERICA

The Running Board

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

**1934 Studebaker President Land
Cruiser**

July 2020



Coming Events:

To be Announced	Florida Region board Meeting, Kress Memorial Church	To be scheduled
Cancelled for July	Florida Region General Meeting and Auction, Kress Memorial Church	Cancelled



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

President's Letter

Greetings All,

It appears that the corona virus is continuing to taunt us more and I pray that you and your families are all staying far from it.

We still have not heard any decision from the church and since the virus is rebounding, many have concerns about the validity of holding any meetings. With that said, all the agenda will be postponed till further notice with the exception of the Board Meeting. The Board is trying to make an arrangement to meet and, at least, deal with some planning and any other suggestions that may be put forth. Please keep all preparations you have made for the July Annual Auction - Maybe with the additional time we can even have more available for that event and have one high octane auction!!!

We will continue to stay in touch via email, newsletter and the website. Please stay tuned to these formats and remember we are still looking for submittals of content to the website and even the newsletter. You

can submit tech tips, a review of a particular car museum that we can put a link to with your review, pics of your cars for member rides, and references to resource material to which we can link. Make sure to check out the website for more events that Larry Mills will be posting and more old gas stations and another Car of the Month.

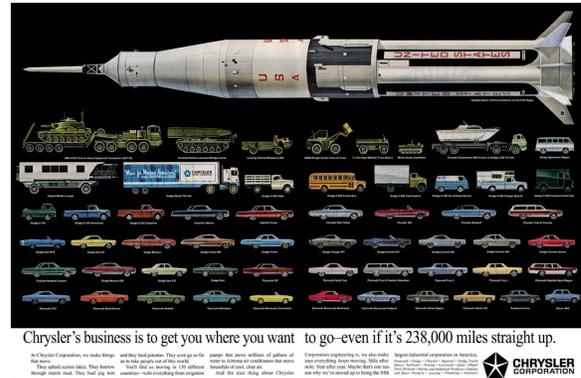
Happy Motoring!!!

Mickey Bryant

Letter from the Editor

Looks like July has arrived while I am still in Orlando, and I am looking forward to when our club will have a meeting. I am an optimist so I have been looking for stuff that I could bring to auction off at the Club Auction.

Did you know the Chrysler Corporation used to have an aerospace department? Chrysler built the predecessors to the Saturn V, the Redstone rockets that sent the Mercury astronauts into space, and—along with Boeing—the Saturn V's first, largest propulsive stage.



During World War II, Chrysler gained the trust of the United States military by providing the full ingenuity of its engineers without any hint of profiteering. The company's expertise in electronics and disciplined R&D, along with its CEO's patriotism, brought it the most difficult contracts and assignments, which the company handled exceedingly well, bringing Chrysler to the forefront of NASA's moon shots.

Chrysler continued to work on rocketry and missiles for the Defense Department and, once it was created, for NASA, America's space agency.

[Missiles and Aerospace: Chrysler Electronics in Huntsville, Alabama](#)

General Meeting –

The June meeting for the Florida Region AACA chapter was canceled due to the coronavirus-enforced shutdown .

Tentative Events for 2020:

To be rescheduled	WastePro Museum in Sanford
To be rescheduled	Club Auction
August	Open
September 14	Pot Luck Supper – Kendra Gilkes, Chair.
October	Orlando Classic Cars
November	New Car Show – Darrel Cole, Chair.
December	Christmas Party – Howard Gilkes, Chair.

July Birthdays

Betty Bostak	July 9
Dan Brennan	July 6
Lorraine Coolidge	July 5
Marge Eckhart	July 14
Les Hess	July 21
Tom Holt	July 8
Charlie Steffy	July 8
Joanne Swain	July 23

Packard 1941 Clipper Super

[packard clipper](#)



The 1941 Clipper was a milestone car for Packard, the most handsome and advanced new car of its day. It was a response to Harley Earl's groundbreaking 1938 Cadillac Sixty Special (top in photo below). The sleek Caddy made quite a splash, and Packard needed to up the ante or fall behind.

In 1940, they hired Dutch Darrin to come up with a quarter-scale clay proposal in ten days(!), which he did, but the design was a bit too progressive for staid old Packard. Darrin's original design had the front fender flow all the

way back, and dropped any hint of running boards. But the quote “success has many fathers while failure is an orphan” applies all too well here; there is endless controversy over the Clipper’s true patrimony, which also involves Briggs Body, Packard chief designer Werner Gubitz’ team, George Walker, Alex Tremulis and whoever else wants or deserves a cut of the credit. We’ll leave that endless debate to others. Clearly, a healthy dose of typical Darrin taste and flair survived, including his hallmark touches which reappeared in more modern form in the 1947 Kaiser and Frazer.

The Clipper appeared as a four door sedan only in 1941, riding on the 127” wheelbase of the senior Packard, and initially used the 120’s 282 CID (4620 cc) straight eight engine. It was actually wider than it was tall, which was highly unusual, and at least as pioneering a design as Earl’s Caddy, if not more so. And thanks to a positive reception, Packard quickly adopted Clipper styling across the board for 1942. Only one big problem: WW II.

Arriving just some six months before Pearl Harbor, the Clippers were on the market barely a year before production ceased. This would have consequences in 1948, when Packard face-lifted

(body-bulged, more accurately) the Clipper to go against the all-new 1948 Cadillac.



The Supers for 1946 and 1947 were endowed with Packard’s ultimate straight eight, the 356 cubic inch mammoth that was introduced in 1940, and was the final and finest expression of the genre.

This giant slab of engine weighs some one thousand pounds. The crankshaft, which swings a mean 4.63” stroke, alone weighs 105 pounds. Supported by nine main bearings, it is virtually impossible to tell that these engines are running, unbeaten in the “balance a quarter on its side on a running engine block” trick. That half ton of engine represents one full quarter of the weight of this Coupe, which at 4,000 lbs is not all that hefty for today’s standards.

With 165 hp and enough tug-boat torque to start off in top gear, the big eight

outclassed all its competition in power as well as refinement. One hundred mph plus was genuine and effortless. The Clipper Super offered the kind of refined speed that the Bentley R-Type Continental became famous for a few years later.

Auction Results



1934 Packard Eight Dual-Cowl Sport Phaeton Sold for \$1.6 million
R M Sotheby Online Auction March 2020



1933 Auburn 12-165 convertible sedan
Sold for \$275,000 Mecum Auction
Glendale, Arizona 2020

1960 CHRYSLER 300F CONVERTIBLE
Sold for \$181500 Mecum Auction
Glendale, Arizona 2020



1969 Chevrolet Yenko Camaro Sold for \$173,250 Mecum Auction
Glendale, Arizona 2020

1972 CHEVROLET C10 Suburban Sold



for \$37,000 GAA Classic Car's Auction
February 2020