

FLORIDA REGION  
ANTIQUÉ AUTOMOBILE CLUB OF AMERICA

# *The Running Board*

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



**1933 Chrysler Imperial Custom Series CL by LeBaron**

**February 2022**

Coming Events:

Feb 11-12	AACA Annual Convention, Wyndham Gettysburg, 95 Presidential Circle, Gettysburg, PA	7:30AM
Feb 14	Florida Region board Meeting, Kress Memorial Seventh-Day Adventist Church, 746 Formosa Ave, Winter Park, FL	6:00PM
Feb 14	Florida Region General Meeting, Kress Memorial Seventh-Day Adventist Church, 746 Formosa Ave, Winter Park, FL	7:00PM
Mar 12	AACA Florida Region Rally at the Depot, Henry's Depot, Sanford, FL	10:00AM



For the latest Florida Region club news visit our website

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



THE RUNNING BOARD
February 2022 Volume 46 / Issue 2 Editor/Designer: Glenn Harris
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CLUB HISTORIAN To be announced.	

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

**General Meeting –**

Meeting Minutes - Florida Region, AACA

General Meeting, January 10, 2022

The meeting was called to order by President Mickey Bryant. The first order of business was to present our nominations for the officers for 2022. Charles Jones was presented for president, Jack Scott Seconded, and the Motion passed. Mickey Bryant for Vice president was presented for . He has agreed to do this until a permanent person could be picked. This motion was seconded by Jack Scott. The motion passed. Don Allen has agreed to continue as treasurer. This was approved. Josh Cole for secretary. This was seconded by Mickey Bryant. Motion passed. These 4 will be your officers for 2022.

With that, Charles Jones took over the meeting direction. He said that he would place an ad for the show in Cruise News the next day. Also, the DJ has been secured at a cost of \$300. So it is final, the car show will be on March 12 at Henry's Depot in Sanford. Mickey had a stack of flyers to pass out to people to give out at car shows and cruise ins.

Betsy Campbell agreed to be in charge of hospitality. If we are allowed to have pot luck dinners at the church, she will need help. The 50-50 drawing was held and Betsy won the pot. Then we had a drawing for a silver dollar and Betsy won that also.

With no further business, the meeting was adjourned. Our February meeting will be at the same place and time on February 14.

Don Allen, Secretary pro tem.



### The Auto Industry Goes to War

<https://teachinghistory.org/history-content/ask-a-historian/24088#:~:text=Yes%2C%20it%20halted%20completely.,government's%20Office%20of%20Production%20Management.>

No cars, commercial trucks, or auto parts were made from February 1942 to October 1945.

On January 1, 1942, all sales of cars, as well as the delivery of cars to customers who had previously contracted for them, were frozen by the government's Office of Production Management. As a temporary measure, local rationing boards could issue permits allowing persons who had contracted for cars before January 1st to secure delivery.

### February Birthdays

Leonard Smeenk	February 4
Larry Golub	February 5
James A. Centrella, III	February 11
Peter Foley	February 15
Darrel Cole	February 21
Joshua Cole	February 21
Ann Verner	February 25
Phyllis Forgit	February 27

President Roosevelt established the War Production Board on January 16, 1942. It superseded the Office of Production Management. The WPB regulated the industrial production and allocation of war materiel and fuel. That included coordinating heavy manufacturing, and the rationing of vital materials, such as metals, rubber, and oil. It also established wage and price controls.

All manufacturers ended their production of automobiles on February 22, 1942. The January 1942 production quota had been a little over 100,000 automobiles and light trucks. The units manufactured at the beginning of February would bring up the total number of vehicles in a newly established car stockpile to 520,000. These would be available during the duration of the war for rationed sales by auto dealers to purchasers deemed "essential drivers."

Representatives from the auto industry formed the Automotive Council for War Production in April 1942, to facilitate the sharing of resources, expertise, and manpower in defense production contracting.

The auto industry retooled to manufacture tanks, trucks, jeeps, airplanes, bombs, torpedoes, steel helmets, and ammunition under massive contracts issued by the government. Beginning immediately after

the production of automobiles ceased, entire factories were upended almost overnight. Huge manufacturing machines were jack hammered out of their foundations and new ones brought in to replace them. Conveyors were stripped away and rebuilt, electrical wires were bundled together and stored in the vast factory ceilings, half-finished parts were sent to steel mills to be re-melted, and even many of the dies that had been used in the fabrication of auto parts were sent to salvage.

The government's Office of Price Administration imposed rationing of gasoline and tires and set a national speed limit of 35 mph.

By April 1944, only 30,000 new cars out of the initial stockpile were left. Almost all were 1942 models and customers required a permit to make the purchase. The Office of Price Administration set the price. The government contemplated rationing used car sales as well, but that was finally deemed unnecessary. The government estimated that about a million cars had been taken off the road by their owners, to reserve for their own use after the war.

In the autumn of 1944, looking then toward the end of the war, Ford, Chrysler, Nash, and Fisher Body of General Motors received authorization from the War Production

Board to do preliminary work on experimental models of civilian passenger cars, on condition that it not interfere with war work and that employees so used be limited to planning engineers and technicians. Limits were also set on the amount of labor and materials the companies could divert to this.

During the war, the automobile and oil companies continued to advertise heavily to insure that the public did not forget their brand names. Companies also were proud to proclaim their patriotic role in war production, and their advertisements displayed the trucks, aircraft, and munitions that they were making to do their part in combat.

In addition, auto advertisements encouraged the public to patronize local auto dealers' service departments so that car repairs could help extend the lives of the cars their customers had bought before the war. In the last couple of years of the war, the auto companies also used their advertisements to heighten public anticipation of the end of the war and the resumption of car and truck manufacturing, with advertising copy such as Ford's "There's a Ford in Your Future."



## Auction Results



1931 Duesenberg Model J Tourster sold for \$3,415,000 at RM Sotheby's Scottsdale Auction January 2022



1975 Cadillac Eldorado sold for \$19,950 at Hemming Online Auction January 2022



1966 Dodge Charger Fastback sold for \$26,565 at Hemming Online Auction January 2022



1914 Stutz 4E Bearcat sold for \$2,920,000 at Goodings Auction August 2021



1951 Hirohata Mercury Custom sold for \$2,145,000 at Mecum Auction Kissimmee January 2022



1953 Chevrolet Bel Air Sport Coupe Hardtop Sold for \$25,200 at Hemming Online Auction January 2022