



Sidelights



AUGUST/SEPTEMBER 2024

Volume 67 Issue 6 <https://southfloridaregion.aaca.com>



The 1915 BSA and
1939 Buick Super
convertible:

Memorable Vehicles of the Past



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Secretary	Yovanna Hernández
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George Harvey	Jorge Salazar
Jean Hawa- Editor <i>Sidelights</i> , Sunshine Report	Ira Shapiro, Parliamentarian
Tom Kosky	Bob Squier
Guy Lewis - Of Counsel	
Eduardo Medina- Membership Chair, Webmaster	

Due to continuous hacking of board members' personal email addresses, the above generic address was created. As a reminder to members, you were emailed a copy of the roster or given one at our general meetings or events.

**Editors Emeritus:**

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Steve Wolf*
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*deceased

SIDELIGHTS**AUGUST/SEPTEMBER 2024****Volume 67 Issue 6****Jean Hawa, Editor**acasouthfloridaregion@gmail.com

Sidelights is the official publication of the South Florida Region of the Antique Automobile Club of America. It has been published continuously since June 1958. The paper informs members of local and state activities, club functions, meeting dates and has articles of general interest for the car enthusiast. All articles and stories may be reproduced if proper credit is given.

The views and opinions expressed in the articles in *Sidelights* are those of the named author and do not necessarily reflect the opinions of the Editor, the Board of Directors of the A.A.C.A. South Florida Region or members of the club.

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Welcome New Members**Aaron J. Amster**

1987 Mercedes-Benz 560SL

Massimiliano Galeazzi

1965 Fiat 500F

Steven E. Amster1972 Rolls Royce Silver
Shadow II
1986 Porsche 928**Mel Lenet**

1972 Ford Mustang

**Carlos A. Lievano and
Michelle N. Madrigal**

1956 Chevrolet Bel

Ed & Toni Gatlin-Daddis

1968 Dodge Superbee

Hello folks, I hope you are having a wonderful summer. Memory Lane is just around the corner, August 30 – September 8 at the Miami International Auto Show in the Miami Beach Convention Center. This year we are hoping to have one of the BEST display of cars. It is all because of our members who have registered their precious antique automobiles and those who will be helping on different days to help watch the cars. We will need volunteers to make sure people don't cross the barricades where the cars are displayed. Since, all of our members will have a free pass to get into the show, donating three hours of your time before or after visiting the show would be extremely helpful. I hope you all come out and enjoy Memory Lane as well as you taking a look at the new cars' models coming out for 2025.

On another note, our membership meetings are on every third Thursday of the month at a restaurant with good food and reasonable prices. We've been having great speakers so it would be good if we have more members to come out. Please join us on the 15th of August at 7:30 p.m. for the meeting. If you want dinner, come earlier at 6:30 p.m.

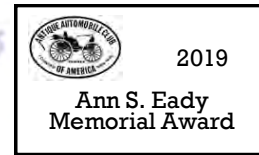
We are trying to find a date for our annual Progressive Dinner. In past years, we have been doing it at Cheryl and Jay Mullinix's home with amazing food. It would be great if we can find two more families that are willing to have the first stop for appetizers, second stop for main course, or third stop for desserts. The cost is covered by the club, so if you are willing to offer your house, please let me know.

Upcoming car shows are (1) the Lake Mirror Concours and Car Show on October 18-20. It's a beautiful venue. If you haven't been there, you should make plans to go; (2) the AACA Southeastern Fall Nationals on October 23-26 2024 at Hershey, Pennsylvania, also a beautiful venue and swap meet; (3) Deering Estate Vintage Auto Show on November 3rd; and (4) our holiday party, December 7th at The Big 5 Club. Registration will begin soon.

Let me take a moment to say thanks to all of our board members and officers who all are working hard on finding new ways to improve our club and for all of our members who participate in our car club.

Remember if there's anything you want us to discuss, please let me know; my information is on the club website and *Sidelights*.

Tomás Hernández, President



At our last board meeting Editor Hawa discussed an ongoing and escalating problem with the club's newsletter not being delivered in a timely fashion and to issues being returned to the editor being marked as undeliverable. A yellow sticker stated: "RETURN TO SENDER- ATTEMPTED-NOT KNOWN-UNABLE TO FORWARD". Most recently, **eight issues of the May 2024 Sidelights were returned in June over a four-week span.** Not one of those was due to anyone moving; this editor called to check. No explanations were given by several postal personnel. Several years ago we were mailing 90 newsletters nine times a year. Of course more newsletters were printed because the cost of 101 copies was less expensive than 90 copies. The extras were used to showcase our club to potential members. When our membership started increasing the board made a decision to begin "e-lighting " (emailing *Sidelights*) the newsletter to the new members. Over the years the mailed copies have decreased to 45. As you may already have noticed, postal stamps have increased several times in the past couple of years with irregular service. Our 20-page newsletter weighs 2 ounces. What used to cost us 68 cents is now \$1.01.

As you should know, all of our important information has always been emailed and posted on the club website for many years. Both will continue as usual.

Currently, our yearly dues are comparable to the cost of printing and mailing the newsletter. We know that many people prefer a hand-held newsletter to read rather than on the computer or iPhone. Several options have been discussed. (1) The most cost-effective way is to not order the printed copy and e-light *Sidelights* to every member. A sad consequence would be that our wonderful, reliable printer of over twelve years will lose a faithful customer. (2) Another option is to add an additional \$25.00 to the annual dues for those who prefer/insist upon the hardcopy. Be advised, if too few members want the hardcopy, then this option may not be viable. Our membership chair Ed Medina will be contacting those members who receive the mailed version via email. Please let him know your decision.

On a happier note, did you notice the wonderful front cover and inside story in the July/August 2024 *Antique Automobile*, showcasing a former member's 1911 White in front of the Richmond Cottage at the Deering Estate?

Happy Motoring,

Jean



The A.A.C.A. South Florida Region Board Meeting of Tuesday, June 4, 2024, was called to Order President Tomás Hernández at 7:26 p.m., at Rinconcito Latino Café, 9606 SW 72nd Street, Miami, FL 33173.

In Attendance: President Tomás Hernández, 1st Vice-President Al Padilla, 2nd Vice-President Jorge Fera, Secretary Yovanna Hernández, and Board Members Benjamin Cardonne, Chico Goldsmith, George Harvey, Jean Hawa, Thomas Kosky, Ed Medina, Mike Penn, Ira Shapiro, and Bob Squier.

Establish a Quorum: President Tomás Hernández was able to establish a quorum with 13 members of the board present.

First Order of Business - Acceptance of Board Meeting Minutes from Previous Month: President Tomás Hernández asked if everyone present had read the minutes of the May board meeting; if so, and if there were no questions, comments, or corrections, would someone move to accept the minutes as posted. Ira Shapiro made a motion to accept the minutes, Chico Goldsmith seconded it. Having no other discussion, the motion was voted on and passed.

Second Order of Business – Treasurer's Report: President Tomás Hernández reported on behalf of Treasurer Manny Garcia who presented a reconciliation statement for May from the club's bank account. Manny added that with membership renewals coming in, new members, monthly expenses such as coffee and dessert at the board and general meetings, storage rental fee and the printing and mailing of *Sidelights*, our treasury is sound.

Third Order of Business – Membership Report: Ed Medina informed us that as of now we have 197 families. Ed explained that even after having contacted those members who had not made a payment, he had to purge them for not paying their required national dues. He suggested dropping the cost of local dues membership to \$25 for the remainder of the year for first time members only. This is similar to what national is doing to entice new members.

General Membership Meeting (June 20, 2024): President Tomás Hernández mentioned that Jaime Del Valle was not available last month for his presentation, but has offered to be our guest speaker at June's meeting. As a reminder, Mr. Del Valle is an IAAA Master Appraiser who will be speaking on Diminished Value and how to protect yourself and your classic car investment. Tomás asked Jorge Fera to send an email reminding him about the

general meeting on Thursday, June 20th.

Memory Lane (August 30th – September 8th): Ed Medina informed us that there are 57 cars registered at this moment, but he still does not know the total amount of cars that will be allowed to register. He also said that he has sent an email about the space we asked for, but John has not responded yet.

Progressive Dinner (Date to be Determined): Benjamin Cardonne suggested having a sign-up sheet for those members who would like to offer their houses. Ed Medina will be sending an email to all members explaining this event.

Holiday Party (December 7, 2024): President Tomás Hernández said that everything was in order, but he wanted to remind the board that this year we will be giving only one ticket to those who bring their cars to Memory Lane.

Other Club Business:

- East Ridge Retirement Village (May 18, 2024) – Jean Hawa informed us that in spite of the heat, it was a good show, and that out of 30 cars registered, five did not show up but we had another five cars who came into the show on that day. She also said that she spoke to the person in charge who mentioned having another car show but earlier in the year because of the hot weather. She mentioned that the residents had a nice time viewing the cars. Having the food trucks close by was very convenient.
- Pacifica Senior Living Center Car Show (June 1, 2024) – Ed Medina mentioned that the show had to be cancelled at the last minute due to the heat concern and coming storms. Ed added that they will be reaching out to him in October.
- Scholarship Fund update – Ed Medina informed us that he is working on this subject and will let us know as soon as he has information available.
- Purchase of new tent and table cover update – Ed Medina offered to share this information later because he had left those details at home.

Sunshine Report: Jean Hawa said that there was no news to report.

Adjournment: With no further club business to discuss, President Tomás Hernández made a motion to adjourn the meeting at 8:00 p.m. It was unanimously seconded and approved.

Submitted by Yovanna Hernández, Secretary



The A.A.C.A. South Florida Region Board Meeting of Tuesday, July 2, 2024, was called to Order President Tomás Hernández at 7:19 p.m., at Rinconcito Latino Café, 9606 SW 72nd Street, Miami, FL 33173.

In Attendance: President Tomás Hernández, 1st Vice-President Al Padilla, Treasurer Manny Garcia, Secretary Yovanna Hernández, Immediate Past President Millie Garcia, and Board Members Benjamin Cardonne, Chico Goldsmith, Jean Hawa, Thomas Kosky, Mike Penn, Jorge Salazar, Ira Shapiro, and Bob Squier.

Establish a Quorum: President Tomás Hernández was able to establish a quorum with 13 members of the board present.

First Order of Business - Acceptance of Board Meeting Minutes from Previous Month: President Tomás Hernández asked if everyone present had read the minutes of the June board meeting; if so, and if there were no questions, comments, or corrections, would someone move to accept the minutes as posted. Jean Hawa made a motion to accept the minutes, Millie Garcia seconded it. Having no other discussion, the motion was voted on and passed.

Second Order of Business – Treasurer's Report: Treasurer Manny Garcia presented a reconciliation statement for June from the club's bank account. Manny added that with membership renewals coming in, new members, monthly expenses such as coffee and dessert at the board and general meetings, storage rental fee and the printing and mailing of *Sidelights*, our treasury is sound.

Third Order of Business – Membership Report: President Tomás Hernández reported on behalf of Ed Medina, that as of now we have 203 active families.

General Membership Meeting (June 20, 2024): President Tomás Hernández reported that 2nd Vice President Jorge Fera was still looking for a guest speaker for our next general meeting. Bob Squier suggested sending an e-mail to invite all members to share ideas for future club's new activities. Manny Garcia mentioned that he attended a golfing experience in Doral that was a fun event.

Memory Lane (August 30th – September 8th): President Tomás Hernández reported on behalf Ed Medina that there are 49 cars registered at this moment; also, we do not have a contract yet, but we are on their agenda. Ed and Manny Garcia will be meeting with Mr. John Kiskinis in a couple of weeks, and then we should have a better idea of what to expect, especially with the desire of having an actual "Memory Lane," with cars displayed chronologically by years, will depend on having the requested wall space. Manny added that there were rave reviews about last year's three days of specialty car groups displayed outside.

Progressive Dinner (Date to be Determined): President Tomás Hernández spoke to Cheryl Mullinix about the

possibility of having this activity at her residence, who said she will have to get with the board and revisit the available dates. Manny Garcia suggested going back as we did in the past, where we would have an activity that progresses from one house to another (appetizers at the first house, dinner at the second house and dessert at the last house). Manny reminded us that the cost of food is carried by the club and all members should be aware of this. The only inconvenience is finding people willing to open their houses for this event.

Holiday Party (December 7, 2024): President Tomás Hernández mentioned that Yovanna Hernández had spoken with DJ Elvis from DJ Elvis & Entertainment Services Inc. who has offered to donate his time to the Holiday Party with music and two screens that will be ready to display pictures of events we have had throughout the year. Tomás also wanted to inform us that the venue's open bar will only accept credit cards.

Other Club Business:

- Scholarship Fund update – Since Ed Medina was not present at the meeting this information will be provided on a later day.

- Purchase of new tent and table cover update – The board agreed that a 10 ft x 20 ft tent with sides and our printed logo will suffice.

- Steve Moskowitz called Ira Shapiro asking if we would be interested in doing a Winter Meet in 2025. Items discussed included that we do not have a site and we will need to have a complete reconciliation of the last show; also, time is very short to prepare such a big show and we should look at the costs. Milly Garcia suggested looking at sites we considered in the past: the Miccosukee Casino and another site by Zoo Miami. Other possibilities included seeing if the Melbourne Region or a joint venture with the Ft. Lauderdale Region are options. Ira Shapiro does not approve doing this, instead he suggested to have a meeting to consider doing a show like this and have an agenda prepared.

- Jean Hawa informed us that the price of stamps has increased again and has had several of the May newsletters returned. She stated that since the mailed copies have dwindled from 95 to 45, she will reduce the number of *Sidelights* printed from 101 to 75. Also, since the magazine is available on the club website perhaps, we might consider limiting the number of printings to those who request a hard copy for a set cost. She and Ed will be notifying those affected about our dilemma.

Sunshine Report: Jean Hawa said that there was no news to report.

Adjournment: With no further club business to discuss, President Tomás Hernández made a motion to adjourn the meeting at 8:09 p.m. It was unanimously seconded and approved.

Submitted by Yovanna Hernández, Secretary



The 1915 BSA

By Stella Ashen

With heartfelt thanks to George Cole for BSA history and images

At the 2024 Delray Beach Concours d'Elegance, Millie Garcia and I had the pleasure of judging the motorcycle class. The entrants were quite varied, and several had unique histories. However, we ultimately chose a 1915 BSA owned by George Cole as our class winner. This motorcycle stood out for being wonderfully original and very well-preserved. And, the bike's back-story is so fascinating, I felt the need to share it with all of you.



Millie Stella

The bike's manufacturer, Birmingham Small Arms Ltd., aka BSA, was formed in 1861 as a weapons manufacturer; it began offering motor bicycles (motorcycles) in 1910. The Model K was introduced in 1914, and was BSA's first motorized bicycle without pedals. It had a 557cc single-cylinder engine coupled to a 3-speed transmission. These motorbikes were highly popular, and quickly adopted for military and private use.

At the onset of World War I, BSA received contracts to provide these motorcycles to most Allied countries. However, the British War Department refused to issue BSA contracts for motorcycles, instead encouraging BSA to increase production of British-Enfield rifles. In mid-1916, BSA succumbed to government pressure and focused exclusively on weapon-production for the remainder of the war. BSA did not resume motorcycle production until 1919.

However, many privately-owned BSA motorcycles made

their way into the British Army through a unique program encouraging owners to enlist with their motorcycles. Enlistees had to provide their own motorcycles, spare parts, and tools -- AND demonstrate the ability to do their own motorcycle maintenance in field conditions. They were responsible for that maintenance for the duration of their service. Some of the spare parts enlistees were required to provide included spark plugs, points, tire tubes, drive chain, a magneto rebuild kit, and other items required to keep their bikes operational.

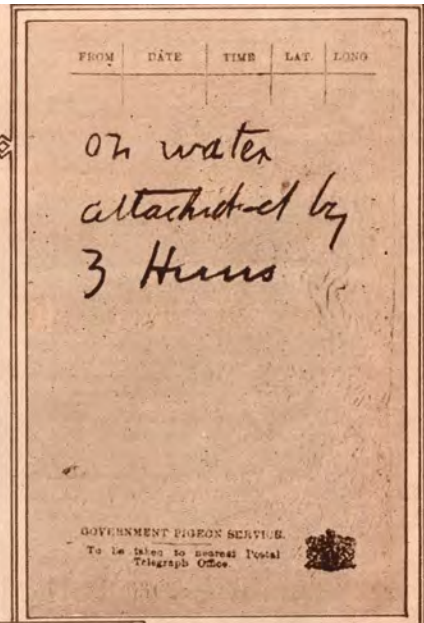
After their motorcycles passed the rigorous entrance inspection, the owners were assigned to the Royal Engineers Special Reserve Motorcycle Division, as corporals known also as *Despatch Riders*. In World War I, privates were not allowed to directly address an officer, so -- due to the nature of Despatch Riders' work carrying messages back and forth to officers, they had to be at least corporals. That rank and the accompanying pay were the incentives for men to enlist with their BSAs.

Despatch Riders transported carrier pigeons to entrenched front-line troops on the European Western Front, and that was also the primary method of communication from the trenches to the rear command. This sometimes required Despatch Riders to travel behind enemy lines to reach the Allied front. Each side had snipers in the trenches whose sole purpose was to watch for pigeons being released by the opposition and try to shoot the birds to keep the messages from being delivered.



Despatch riders leaving Horse Guards' lofts with pigeons.

Despatch riders carried as many as 24 pigeons in large wicker baskets strapped to their backs. (cont. on page 7)



ABOVE—BRITISH MOTOR CYCLISTS TAKING CARRIER PIGEONS TO THE FRONT LINE TRENCHES WHENCE THEY WILL BE SENT BACK WITH MESSAGES WHEN ALL OTHER MEANS OF COMMUNICATION BREAK-DOWN.

(British Official Photograph from Western Newspaper Union.)



HOW AN AVIATOR RELEASES A PIGEON WITH A MESSAGE.

ABOVE—THE PIGEON MESSAGE CARRIED FROM A BRITISH AVIATOR WHEN IN DISTRESS AT SEA. AS THE MESSAGE SHOWS, HE WAS ATTACKED BY THREE GERMAN AIRMEN; BUT BY THIS MEANS OF COMMUNICATION HE WAS SAVED.

Above: *London Times* 1918

More experienced riders sometimes strapped another eight pigeons in individual carriers to the top the of main carrier. They rode like this every day, regardless of the weather...cold, rain, sleet, snow, etc. Riders had no protective clothes beyond their standard Army uniforms and wool trench coats.

Based on owner George Cole's extensive research, it is believed this BSA was kept in Britain during World War I providing homeland support to the War Department. Other than routine maintenance and documented repainting of the petrol tank by the BSA factory in 1965, this WWI motorcycle remains in its original, unmoledsted, unrestored condition. It was imported to the U.S. in May, 2023.

In addition to being the Motorcycle Class Winner at the 2024 Delray Beach Concours, this BSA won the Judges'

Preservation Award at the 2023 Delray Beach Concours, and was selected as the 2023 Best of Show Motorcycle at the Palm Beach Concours. This BSA has won awards at every Concours it has entered, quite an impressive winning streak -- and a testament to the unique history and excellent preservation of Mr. Cole's 1915 BSA.

(continued on page 8)

1915 BSA Model K





MID-WEEK PICTORIAL

Means of Communication Fail in the Thick of Battle



BRITISH SOLDIERS FEEDING PIGEONS AT A POST CLOSE BEHIND THE FRONT LINES.

(British Official Photo from Underwood & Underwood.)

Above: copy of the *London Times* 1918



Additional documentation sent by Mr. Cole was a copy of the two-page Application to Join the Royal Engineers, Special Reserve (Motor Cyclist Section). Unfortunately it was too distorted to copy onto this newsletter. The main components included (1) the applicant stating his possession of the motorcycle, when it was purchased along with its cost. (2) The next section, Certificate of Inspecting Officer, described the Standard of Motorcycles. Examples of the eleven specifics were "wheels to be 26" in diameter, with not less than 2¼" tyres for machines with engines of 500 cc. and not less than 2" tyres for machines with engines of 350 cc.; Engine to be single cylinder of about 500 c.c. capacity with dimensions of not less than 84 mm bore and 84 mm stroke. A certain number of horizontal twin-cylinder machines of less capacity will, however be accepted. Magneto to be efficiently protected from the wet, and preferably of the waterproof type. Magnetos should, where possible, have interchangeable base and drive, etc.." It was followed by the list of spare parts to be carried on the motor cycle, (3) Lastly was the Approval of Officer i.e. Royal Engineers Records. All three sections required a signature and date, except for the third section where only the signature was needed.

L: Owner George Cole riding his 1915 BSA



MY FATHER'S FIRST CAR

By Yovanna Hernández

My father Victor is 87 years old and even though he's now having medical difficulties, his mind is as sharp as could be. The other day I found a picture of him posing in front of a car. His eyes lit up when I asked him about it. He sat straight up in the wheelchair and looking at me, he said that those were happy times and he went on explaining that this was his first car, a 1939 Buick Super convertible with an 8 cylinder in line engine. (see page 1)

Now I became very curious so I asked him to tell me more. He went on saying that when he was around 16 years old he started working at National Motor agency, owned by Ramon Vega, a Ford main dealership and Talleres Via Blanca S.A. shops in Havana, as a mechanic's helper. A year and a half later and eager to own his own car, he took advantage when Alidio Guerra, another mechanic that worked with him, was selling this car for \$80 pesos. He only made \$20 Cuban pesos a month so it was difficult for him to afford it. But life happens, and unexpectedly his uncle and godfather, Alberto Fernandez Barbera, who was the Mayor of Jaruco, the city where he grew up, sadly passed away and he inherited some money that he used to purchase the car.

The car was running fine but had neither the tires nor the soft convertible top, and only four inner tubes were available. But he struck a deal with another mechanic from San Antonio de Los Baños when he bought four used tires for \$20 pesos. My father realizing that, in the trunk of the car, there was the original rear glass mirror, so he offered to swap it for a used soft top with installation for another \$20 more pesos. With the exception of a problematic dynamo, just like that, he had his perfect transportation. He told me that the car had been painted pink when he acquired it and he thought it was a Ford color but when we looked at the information we found out that Ford didn't begin offering pink as a body color until 1965.

So what did a young man with a car do for fun those days? I asked. He gave me a rascal look and laughing went on saying that he and his cousin Elena would go to this open field and he will sit back and using only his feet, will drive around while his cousin accelerated the car. But he will mostly go for a ride either along or with his friends to el malecón, a seawall that stretches for 8 km (5 miles) along the coast in Havana where people go to sit and admire sunsets in front of the bay. Sometimes he will also go visit his relatives that lived near him.

A couple of years later he sold it for \$60 pesos for parts to a sawmill's guy. Needless to say, my old man has many stories to tell and this one was one of my favorites. Have a wonderful Father's Day papito!

JUNE 20TH GENERAL MEETING

Reported by Jean Hawa

South Florida Region member Jaime Del Valle, a certified member of the International Automobile Appraisers Association, spoke at our June General Membership Meeting about the Diminished Value of Automobiles in Florida. One might wonder "What is that?" Basically, if a vehicle was in an accident and had repairs, the market value of the vehicle was lowered, thus diminished value. In Florida, vehicle owners are allowed to seek compensation for the market value loss, especially since the cost of repairs are high and some need to rent a car while the repairs are being made.

Insurance companies have a system (17c Formula) that calculates diminished value and places a cap on it. It begins at 10% of a vehicle's pre-accident value and then adjusts for factors such as the vehicle's age, the severity of the damage and mileage. Newer and well-maintained vehicles typically experience a higher loss in value compared to older, higher mileage ones. When luxury sports cars have even minor damages it can lead to a substantial decrease in value due to the precision and high standards expected in their condition.

Car owners need to review and understand their insurance policy and get advice from a professional appraiser and legal advisor. Be advised that some insurance companies are better than others. One should re-evaluate the value of your vehicle every 18 months.

A more personal question and answer session followed Jaime's presentation. His best advice: "Purchase the best car you can afford".



JAIME

TOMAS



MODA MIAMI

Submitted by Philip Williams

There is not a more iconic setting for a classic car show in Miami than the Biltmore Hotel in Coral Gables. The grandeur of the building, the perfectly-groomed grounds and surroundings, and the sheer elegance of it all made it the only place for a show like Moda Miami. Even calling it a "show" doesn't do it justice. This was an automotive event on a scale of nationally-recognized events such as Amelia Island or Pebble Beach. So it was for two days - March 2 and 3, 2024 - that some of the finest examples of automotive craftsmanship gathered on the golf course of the Biltmore.

It would take an entire issue of *Sidelights* to list all the amazing vehicles, including the row of Mercedes-Benz 300SL Gullwings and the stunning collection of cars from the Pebble Beach winners circle that included a 1924 Isotta Fraschini Tipo 8A cabriolet. Over eighty vehicles ranging in age from over 100 years old to the modern era were carefully laid out, showing off their best features. They included a 1939 Rolls-Royce Wraith Limousine with a body by Park Ward, a 1972 Mercedes-Benz 600 SWB Limousine, and a 1959 Oldsmobile Ninety-Eight Holiday Sports Sedan. All three of these were displayed by AACA South Florida member Guy Lewis. They drew a great deal of admiration, so much so that the Oldsmobile was awarded the City of Miami Award as the car that "best demonstrated the spirit and vibe of Miami." (see below). Those cars were joined on

the field by fellow AACA members Mel Mann with his 1967 Chevrolet Corvette Sting Ray convertible and Frank Rubino with his 1935 Georges Irat CV-6 roadster.

This was the inaugural Moda in Miami, but there are already plans in the works for next year. It's an honor that our town has been chosen to host such a prestigious event.



1932 Chrysler Imperial Custom Speedster



1957 Mercedes-Benz 540K Special Roadster



1959 Oldsmobile 98 Holiday

City of Miami Trophy



The tower of the Biltmore Hotel in Coral Gables, overlooking the grounds and the golf course where the show took place.

PHOTO CREDITS:

Bob Squier and Philip Williams



1972 Mercedes-Benz 600 short-wheel base limousine



1936 Lancia Astura "Tipo Bocca" Cabriolet



Sam Huttig's 1911 White Model GA



1931 Daimler Double-Six 40 Drophead Coupe



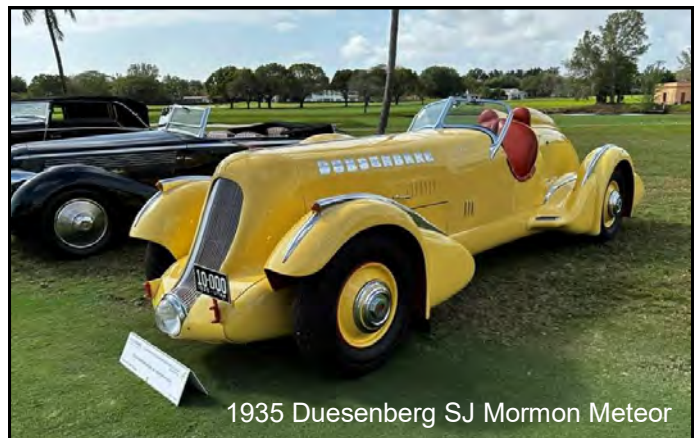
This is a Ferrari 250 GTO, Ferrari only made 36 of these cars. Depending on this cars provenance, who has owned it previously, has it raced and won, which of the 36 made it is.... makes this possibly a \$50,000,000 car.



1932 Duesenberg Model J, Sport Torpedo body by the coach builder Joseph Figoni. It is the 2022 Pebble Beach Best of Show Winner.



1933 Delage Roadster



1935 Duesenberg SJ Mormon Meteor



VINTAGE AUTO SHOW AT EAST RIDGE VILLAGE

Submitted by Jean Hawa

The initial idea to hold a Vintage Auto Show at East Ridge took place in November 2023 at the Deering Estate Vintage Auto Show. The E.R. Marketing Agent was introduced to this show chair and explained that she would like to have the South Florida Region have a show for the senior citizens residing at East Ridge Village. This show chair was contacted in March 2024 by a new marketing agent wanting to hold the car show in May. It was explained that we usually don't do car shows in May due to the warmer weather but will give it a try.

Invitations were sent to the surrounding Cutler Bay community and the website was set up to accept the car registrations for an open car show. Almost immediately, registrations came in to support the event.

On Saturday, May 18, 2024, 30 antique cars graced the southern lawn of East Ridge Retirement Village. Even with several no-shows, the marketing team was happy with the nice turnout. Several food trucks with different cuisines were available for purchase. The three residents who served as judges had a tough time selecting the top three cars. Even though the high 80's temperature felt like 107°, as stated by a few people, there was a delightful breeze coming from the nearby Biscayne Bay. The staff members and residents enjoyed seeing the "cars of their youth". Our club is invited back, but in a cooler time of the year!

A resident talks with Philip Williams about his 1988 Pontiac 6000 Safari station wagon



Waldo Duran's 1989 Dodge Ramcharger



1969 Chevrolet Camaro SS



1987 Chevrolet Camaro ROCZ-Z28



Steve Baldwin beside his 1959 Austin Healey Roadster



1970 Mustang



Irwin Adler's 1972 Mercedes 280 SEL 4.5

1978 Lincoln Continental Mark V



Above is the 1964 Volkswagen Type 2 Deluxe owned by Jorge Salazar who accepted the 1st Place Award from show chair Jean Hawa



Jose Trujillo's 1964 Ford Thunderbird came in 2nd Place



3rd Place winner was Michael Welch for his 1965 Chevrolet Corvette



These guys came prepared for a car show.



ANNUAL KUMC CAR SHOW

Submitted by Jean Hawa

Once again the car community came out to support the fundraising event of Kendall United Methodist Church at its open car show in Pinecrest, Florida. The show field encompassed the entire church parking lot. Besides many individuals, some of the car clubs participating included the AACA South Florida Region, Sunshine Corvette Club, South Florida Volkswagen Club and Mustang Club. South Florida Region member Irwin Adler served as Chief Judge. As in the past several years Dennis Gage from "My Classic Cars" was a very prominent figure. There was live music, raffle items, BBQ lunch, and the Urias Globe of Death where 1-2 motorcyclists drove around inside a wire globe. Spectators filled the parking lot across the street or walked several blocks to attend the car show. The featured car was Steve Moorman's 1924 Rolls Royce as shown below left.



L-R: Dennis Gage, Al Padilla, Chief Judge Irwin Adler

Al's 1955 Buick Century convertible won a 1st Place



1986 NASCAR WRANGLER



Line of Corvettes



VWs & VWers



Motorcycles



: Jean Hawa and Al Padilla



1941 Studebaker

1930 Ford

1942 Willys

1930 Ford



[NOTE: (1) The article below was published in the August 2021 issue Volume 65 NO. 08 of "The Road Map", pp.18-19 the newsletter of the New Jersey Region of AACA, edited by Jay DeBoey. The article is written by Rich Reina, who is published here, with Rich's, Jay's and new editor Dick Bettle's permission.] (2) If anyone has a comment or questions about Rich's technical articles, please let Editor Hawa know [jmhawa@comcast.net], so they can be forwarded to Rich.

Let's switch gears and move away from a 'nuts and bolts' article this month. My favorite AACA class is HPOF (Historical Preservation of Historical Features). Both my show cars, the 1967 Alfa Romeo GT coupe and the 1993 Mazda Miata, are HPOF winners; I recently returned from the Saratoga Springs NY National where Miata was awarded its Repeat Original HPOF recognition.

I've owned this Miata for 25 years, having bought it when it was 3 years old with only 34,000 miles on it. It now has 107,000 miles. At purchase, there was no intention of showing it at AACA events, but as things happened, I kept the car long enough (and original enough) to enter it into the HPOF category. Reflecting back on what I've done and continue to do to maintain its originality, I want to share those thoughts with you.

Should you currently have an HPOF winner, or own a 25+ year old original-condition car, or be in the market for an all-original one, there are three guiding principles to ensure it stays as-is: first, preserve what is original; second, perform necessary repair work with originality in mind; and third, avoid unnecessary 'upgrades'. Using my Miata as an example, let's elaborate on each of these (and these suggestions apply no matter the age or condition of the HPOF-eligible vehicle).

Preserve what is original. A truly original car has its

factory finishes and materials in place, including paint, chrome, glass, upholstery, and carpeting. The owner of an HPOF car should protect existing finishes, even if some deterioration has begun. When I bought my car in '96, the right door had already been repainted due to a minor collision, but the remainder of the paint is factory. Through the years, the black paint has suffered from minor dings, road chips, and water marks. The last thing I would do is repaint the car, which would obliterate the factory finish. But the car is regularly washed and waxed, and wears a quality car cover in the garage when not driven. This also protects the top, glass, and upholstery from UV rays and dirt.



Slight bolster wear on original leather



Original unfaded carpeting

In the interior, consider seat covers, especially if the upholstery is fragile. The Miata's leather interior has held up well, with only the driver's seat showing some wear. I keep the seats clean and treated with leather preservative (and do not allow eating or drinking in the car!). The factory carpeting looks new: first, this car is not driven in the winter, and hardly driven in the rain, so I'm never dragging wet or dirty shoes into it. The carpets are protected with heavy-duty after-market mats. If they wear out, I can replace them. Rather than looking for perfection, I'm looking to continue enjoying the car while employing reasonable efforts to prevent further deterioration of existing finishes. So far, this approach is working, and you can also make it work on any original car. *(cont. on page 15)*



Perform necessary repair work with originality in mind.

In recent years, I've driven my Miata about 2,000 miles a year; I love driving it and that's why I own it. This also means that the car requires routine maintenance and the occasional repair. Maintenance includes oil & filter changes, plugs, belts, hoses, batteries, brakes and tires. Some maintenance items have no effect on HPOF judging (for example, the viscosity of your motor oil). In other cases, it pays to seek out the correct parts, so long as they are available. Last year the Miata needed tires; some Miata owners switch to 195/60-14 because there are more choices, but I stuck with the less-common but correct 185/60-14. Earlier this year the car needed a new battery and I bought mine from a local Mazda dealer (more expensive than aftermarket, but it looks correct). For maintenance work, investigate what's available from the factory or exact replacements from the aftermarket. Think about where the part goes, how visible it is, and what it says about your maintaining the originality of your HPOF car.

Correct
185/60-14
tire on
factory
"daisy"
wheel
and cap



Repair work encompasses the unexpected; on my Miata, such repairs have been infrequent, and included a heater core, oxygen sensor, clutch slave cylinder, and power antenna. Most of these are hidden and don't affect HPOF; but switching from a (more expensive) power antenna to a (less expensive) manual one would have taken away some originality. If something more visible breaks, like a dashboard switch, don't "Rube Goldberg" it. Find the correct factory part, even if that means searching salvage yards.

Avoid unnecessary 'upgrades'. Mazda Miatas have been popular since the moment they hit the market for the 1990 model year. The aftermarket has been churning out "improvements" for them for over 30 years. Drivetrain up-grades, suspension modifications, and all kinds of exterior and interior accessories are available from dozens of suppliers. I've been tempted through the years to mount larger wheels; install custom headlight pods; replace the factory stereo with a Bluetooth unit; upgrade the top's plastic rear window with a glass one; and install a big brake kit. For various reasons, including

cost, time, and fear of making things worse not better, I've avoided every one of these 'upgrades', and again, many of these were considered years before the car reached its 25th birthday.

Factory radio:
note "Mazda"
on cassette
door; AM, FM
and clock work



The aftermarket has its place, and face it: customizing our cars is a tradition that goes back to the first hot rods of almost 100 years ago. But I have always wanted to keep my Miata as Mazda built it. Therefore, I put up with an inoperative CD player, a slightly scratched plastic rear window, 14" wheels with limited tire options, and old-technology sealed beam headlights, all in the name of originality.



Factory sealed-beam 7" headlights in place

HPOF is a special class with an obligation to demonstrate to restorers exactly how our cars looked from the factory. It's a responsibility to own and maintain an HPOF car, and I've learned from experience that with some foresight, care, and consideration, it can be done by anyone.



Next month in Rich's Repair Ramblings:
AAA (All About Antifreeze)



1962 Chevrolet Corvette

A trio of patriotic Corvettes on display
Happy July 4th!

Cars & Coffee- June 22, 2024
Submitted by Mel Mann

Seen here in Naples, Florida on a beautiful
Saturday morning are Eduardo Padron and
Mel Mann.



Mel's 1972 Chevrolet Corvette Stingray
Roadster

Below: Eduardo's 1972 Chevrolet Corvette
coupe



**AACA WP Region, (Charleston, Rhode Island) Rotary and
General Stanton Inn Car Show, Saturday June 29, 2024-**
Submitted by David Hicks

The proceeds of the General Stanton Inn Car Show were shared between the AACA WP and the Rotary Club. General Stanton Inn provided food and drink at a reasonable cost. This inn has been around in some form or another since 1740. It is right off US 1 as you can see in the background of some pictures. The field next to the inn is used as a Flea Market on Sundays. Some Flea Market stands were open during the car show. Entertainment (rock & roll music) was provided by Cruesin Bruce, a well known local radio personality. There was a 50/50 raffle and other raffles for prizes to local restaurants.

The car show was a complete success. It was an initial AACA WP event planned for 120 vehicles due to the space available in the field. However many more cars desired to participate and were turned down (not allowed to enter the field). The entrance fee was \$20. Besides entering my ponderosa red 1998 Mustang GT convertible (on the right), I managed the entrance and collected the fees. Trophies were handed out for the 12 winners at 2:00 pm. Winners were determined by the public and car owners. Everyone had a ticket to vote for the best in show.





**Annual 4th of July Car Show in Butler, Florida
Submitted by Alex Fardales**

I was recently surprised to have won two # 1st Place awards with my 1955 Chevy (on right and below). We also had a recent car show and parade for the Blueberry Festival. Hope all's good. The weather here is very hot.





Automotive Genealogy

By Myron Smith VP—Region & Chapters Development & Support - Western Division

My wife and a paternal second cousin are interested in genealogy. The cousin has built family trees for our Smith family, my mother's Butler family and Barb's family—the latter 2 being no relation to her at all but she loves doing it. I enjoy looking at other research but don't have time to do it myself. This has no bearing on cars but got me thinking another thought "I wonder what happened to an old car I looked at one time"

While sitting at a stop light recently, I remembered a really nice black 1956 Chevrolet Bel Air 4 door that would have made a great HPOF car. It used to be parked at that intersection. I wondered what had ever happened to the car. It probably would have been mine except the dealer was so nasty I refused to deal with him. That got me to thinking also about a very nice 1955 Chevrolet we looked at one time that also disappeared probably never to be seen again. It can be interesting tracing our cars 'roots' and with state motor vehicle agencies being more and more restrictive in the information they let out it has become more and more difficult to research a car's history.

Some things are just meant to be however, I have a 1959 Impala 4 door hardtop which from the owner's manual I knew had come from the town where my son Nathan and I had both attended high school. At the local town fall festival I took the car and left a sign on it asking that if anyone knew the original owner, to please contact me, as I would like to know the car's history. No one responded. The next year we took the completely stock 1959 Chevrolet to a Good Guys event. Before I even got parked, a couple of guys walked up and started asking questions about the car, including "Was the a/c in it when you got it? Is it a 348 engine and was it in it when you got it?" After the questions were answered he said, "my Dad had one just like it." I responded "I know the original owner's name" and told him what it was. He then responded "That's my Dad's car. I was really upset when I found out he had sold it. I've tried to trace it and the county sheriff friend told me he couldn't tell me where it was even if he ran the records." I found out there had been very little time between when his dad sold it and when I bought it from another party.

Another of my cars a 1942 Ford I bought in 1976 from it's

original owner. I offered it on loan to that county's museum for the winter which they readily accepted to put it outside their WWII POW display in the museum. As we were delivering the car to the museum, one of the local museum workers asked. "Did this car come from a little old lady who lived by the tennis court?" "I said "yes." He responded "I never thought I'd see this car again." I have owned the car for 41 years, and he remembered the car. It made my day. A friend and his Dad restored a Model T Ford, which the dad then took to California when he retired. My friend got to wondering about the car and was hoping to get it back. He was able to trace the car and when he found it, it was in a used car lot in California. He bought it and brought it back to Nebraska where he now enjoys it. A lot of memories are tied up in it.

Another friend wanted a car like he and his wife had had when they got married. A 1964 Ford Galaxie 500 2 door hardtop. He bought a similar car to restore, then was rummaging around a salvage yard about 50 miles from his home and on top of a stack of cars headed for the crusher was a 1964 Galaxie 500. It was HIS car! His bought it and his restoration project suddenly changed.

Some look for early cars and have tried to trace them down from old car magazines, including ANTIQUE AUTOMOBILE. Some searches do not have happy endings. Another friend has searched and searched for the 1967 Caprice coupe that he bought new—To no avail whatever happened to it will probably be as big a mystery as the two that got away from our family: a 1941 Pontiac, and a 1958 Apache Pickup. All that I have are photos. So, on cold winters nights or too hot summer days, see if you can research where your car has been or where one of your previous ones is now- it's interesting.



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Celebrate

the work of our hands

Labor Day



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+

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If you are going out of town this summer and come across a car show or car museum, please take pictures, write a story and email it to Editor Hawa (jmhawa@comcast.net). Do try to attend the national meets in Saratoga, NY and/or Hampton, VA

WANTED:

Sidelights needs your car stories, car pictures, accident and/or repair experiences, restoration project, childhood memories of you and a car/truck, etc. Do you have a story about a friend or relative regarding an antique? Do you have a "should've, would've, could've" story? Contact Editor Hawa at jmhawa@comcast.net



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FROM:
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TO:

2024 SOUTH FLORIDA REGION EVENTS
 Website: <https://southfloridaregion.aaca.com>

AUGUST 2024

- 06- Board Meeting– 7:30 pm** at Rinconcito Latino Café, 9606 SW 72 Street, Miami 33173
- 15– General Membership Meeting– 7:30 pm** at Rinconcito Latino Café, 9606 SW 72 Street, Miami; if you are planning to dine-in, be there by 6:30 pm.
- 30– September 8, 2024– Memory Lane 2024 -Miami International Auto Show** (go to club website [above] for information and application)

SEPTEMBER 2024

- 1-8 (August 30-September 8)– Memory Lane 2024 - Miami International Auto Show** (go to club website [above] for information and application)
- 03- Board Meeting– 7:30 pm** at Rinconcito Latino Café, 9606 SW 72 Street, Miami 33173
- 19– General Membership Meeting– 7:30 pm** at Rinconcito Latino Café, 9606 SW 72 Street, Miami; if you are planning to dine-in, be there by 6:30 pm.

OCTOBER 2024

- 01- Board Meeting– 7:30 pm** at Rinconcito Latino Café, 9606 SW 72 Street, Miami 33173
- 17– General Membership Meeting– 7:30 pm** at Rinconcito Latino Café, 9606 SW 72 Street, Miami; if you are planning to dine-in, be there by 6:30 pm.

NOVEMBER 2024

- 05- Board Meeting– 7:30 pm** at Rinconcito Latino Café, 9606 SW 72 Street, Miami 33173
- 21– General Membership Meeting– 7:30 pm : ELECTION NIGHT** at Rinconcito Latino Café, 9606 SW 72 Street, Miami; if you are planning to dine-in, be there by 6:30 pm.

DECEMBER 2024

- 03- Board Meeting– 7:30 pm** at Rinconcito Latino Café, 9606 SW 72 Street, Miami 33173
- 07– Holiday Party** at the Big 5



**2024 AACA NATIONAL/
 REGION EVENTS**



(check *Antique Automobile* or www.aaca.org for more information)

- August 22 – 24- Special Eastern Fall Nationals**
 Sponsor - Historic Virginia Peninsula Region
 Location: Hampton, VA
- September 12-14- AACA Western Fall Nationals**
 Sponsored by AACA Poudre Valley Region
 Location: Loveland, Colorado
- September 22-27- 2024 Revival AAA Glidden Tour®**Sponsored by AACA Sugarloaf Mountain Region Location: Fairfield, Pennsylvania
- October 8 -11- 2024 Eastern Fall (Hershey)**
 Host: Hershey Region AACA Location: Hershey, PA
- October 23 – 26- 2024 Southeastern Fall Nationals-**
 Host: North Alabama Region AACA
 Location: NW Huntsville, Alabama
- February 6—8, 2025 - 2025 Annual Convention,**
 Charlotte, NC
- April 3-5, 2025 - 2025 Southeastern Spring Nationals**
 Charlotte, NC

OTHER EVENTS

- 1st Friday evenings– Cruise in Generation Old School- Olive Garden Kendall;** 8925 SW 162 Ave, Miami, FL 33196 (by Baptist Hospital)
- October 18–20, 2024– Lake Mirror Concours and Car Show, Lakeland, FL, 25th Anniversary;** Featured Marques: Cadillac and Mercedes-Benz; lakemirrorclassic.com
- October 26, 2024– BOPC Car Show** [Buick, Oldsmobile, Pontiac, Cadillac], 9:30 a.m.- 2:30 p.m., Downtown City Park, 119 W. Park St, Auburndale, FL; for more details: www.oldsclubofflorida.com

SUNSHINE REPORT

So far, so good!

