



Sidelights



JANUARY-FEBRUARY 2025

Volume 68 Issue 1 <https://southfloridaregion.aaca.com>



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SIDELIGHTS**January/February 2025****Volume 68 Issue 1****Jean Hawa, Editor**aacasouthfloridaregion@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.

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IT'S PAST TIME FOR YOUR 2025 MEMBERSHIP RENEWAL

Membership for the A.A.C.A. South Florida Region is from January 1 to December 31. AACA South Florida annual dues are \$45.00. If you haven't already responded to the club's email to renew, it is easy to do. Simply go online to <https://southfloridaregion.aaca.com>, click on MEMBERSHIP, click on CLICK TO RENEW NOW and fill in the appropriate information. **Important items to complete are addresses, phone numbers, email address, and, most importantly, your car(s). PLEASE TYPE ACCURATELY. Payment can be done online, too. Just follow the instructions on the screen.**

To be a member of the A.A.C.A. South Florida Region, you must be a member of AACA National. The application is available at www.aaca.org. You should have received the information in the latest issue of *Antique Automobile*. **DO NOT SEND** the National application to the local office.

IF YOU ARE NOT RENEWING kindly let Membership Chair Ed Medina know. For those of you who have renewed on time, thank you.



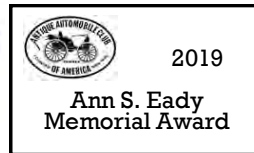
Hi Members of the AACA South Florida Region,

First of all, I wish happy holidays and a Happy New Year to everyone. May 2025 bring joy and happiness to you and yours. If you didn't attend our Holiday Party and Installation on December 7th, you missed a wonderful opportunity to socialize with fellow club members, have good food, win a prize, and listen and/or dance to the music of our own DJ Elvis. It was a fun event.

Next, I just want to say thanks to our members for being a part of our antique car club. I think we've had a pretty good year with all the car shows and events. I also want to thank our board for all the hard work they do for you and for the club. A special thank you goes to Jorge Salazar who was named our Most Valuable Member for 2024.

Remember, you can always go to the club website and look at the club's event calendar for dates of our upcoming car shows and other events. For example, you will see that Art Deco will be our first event, the annual two-day car show of the year for 2025. Then, we will have a very busy February with a tour of Eddie Dauer's Classic Car Museum, an open car show/cruise-in at Cauley Square, a general membership meeting, and a return to the Vizcaya Village for the annual Classic Car Show.

Thanks,
Tomás Hernández



Where did 2024 go? It flew by so quickly. Car shows continue to keep our club thriving. Have you noticed an increase of car shows being planned or held by retirement/assisted living facilities and local churches? Some of our members have been approached by these and other organizations about how to run a car show. Many of our club members have been present to support them. Some are fund raisers for a specific charity or for entertainment. Last year, we found out the hard way, or rather the hot way, that the late Spring and Summer heat takes its toll on our ability to participate in car shows. As a result we have to carefully plan when to coordinate, execute and/or participate in a car show. Car shows seem to bring out cars that have been hidden from view for years or perhaps their owners recently reactivated their interest in showing their antique vehicle. We also need to bring more younger people into our hobby. The more times antique vehicles are seen there is a greater opportunity to encourage someone to get involved. Hopefully you are encouraging potential contacts to check out our club website which will open up their awareness of becoming a part of a wonderful hobby.

In the past month one central Florida car club newsletter editor retired for the second time. The first time after five years of service and the second after two years. Then, one of the two editors in Alaska announced his retirement after thirty years! A few months ago President Hernández publicly announced in a meeting that this editor is not allowed to retire as editor of *Sidelights*. Chuckles were expelled from these lips. Now, after completing sixteen years, a letter from the AACA Vice President of Publications Committee arrived today congratulating this editor as being a recipient of a 2024 AACA Master Editor Award. This being the twelfth time being a recipient is very exciting! Unfortunately, personal reasons (again) prevent me from attending the annual AACA convention on February 8, 2025.

If you recall, in the November/December 2024 issue, twenty-five people were named and thanked for assisting this editor with articles, ideas, photos, proofreading, critiques, suggestions, etc. Well, it looks like another challenge is here. Hopefully, you won't get tired of hearing the request for your articles, reports, experiences, etc.. They are needed. You have heard something like this before, but it is so true, "This is your club, support it, share your knowledge, the club website and emails from Webmaster Ed Medina are your more instant forms of communication and your club newsletter is your source of information. Use them all."

Happy motoring,

Jean



The A.A.C.A. South Florida Region Board Meeting of Tuesday, November 5, 2024, was called to Order by President Tomás Hernández at 7:29 p.m., at Rinconcito Latino Café, 9606 SW 72nd Street, Miami, FL 33173.

In Attendance: President Tomás Hernández, Secretary Yovanna Hernández, Treasurer Manny Garcia, Immediate Past President Millie Garcia and Board Members Benjamin Cardonne, Chico Goldsmith, George Harvey, Jean Hawa, Ed Medina, 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 October board meeting; if so, and if there were no questions, comments, or corrections, would someone move to accept the minutes as posted. Jean Hawa informed us that there has been a correction to the minutes in *Sidelights*. Ira Shapiro made a motion to accept the minutes, Bob Squier seconded it. Having no other discussion, the motion was voted on and passed.

Second Order of Business – Treasurer's Report: Manny Garcia presented a reconciliation statement for October from the club's bank account. Manny added that with membership renewals, new memberships, 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 reported that as of now we have 212 active families. He informed us that more than 60 percent of members have renewed already, and we acquired new members after the Deering Estate Car Show.

General Membership Meeting (November 21, 2024): Ed Medina offered to look for a guest speaker for November's membership meeting. At this moment he does not have anyone, but he will keep us informed if this changes.

Progressive Lunch Report: President Tomás Hernández said that even with the rainy day we had a great turn out with great, delicious food at both places. Tomás also mentioned that we had three members bring their antique cars. Chico Goldsmith asked about the food

leftovers and Manny Garcia responded that many participants took home goodie bags.

Deering Estate Vintage Auto Show Report: Jean Hawa informed us that it turned out to be an amazing event. She reported that we had 33 antique cars that ranged from 1911 to 1945, that 11 were truly vintage vehicles. Jean added that we were invited for next year, keeping in mind the issue with the King Tide affecting the great lawn.

AACA South Florida Region Elections (November 21, 2024): Manny Garcia will be presenting the slate for 2025 although the floor is open until the day of the meeting. Ira Shapiro explained why some members of the Board are staying in their positions (to serve their second year of the term) and why the others will have to be reelected.

Holiday Party (December 7, 2024): President Tomás Hernández asked Ed Medina about the number of tickets sold, Ed will be confirming this at a later date.

Art Deco Weekend Classic Auto Show (January 18-19, 2025): Ira Shapiro provided a budget for trophies, refreshments, and other expenses for the Art Deco Design District car show. Jean Hawa made a motion to accept the budget. Ed Medina seconded it. The motion was voted on and passed.

Other Club Business:

- a) Jean Hawa questioned if Rick Case Automotive Group renewed the ad in *Sidelights* for next year. Manny Garcia suggested reaching out to them to see if they would like to keep their spot or donate.
- b) Ed Medina established a date to go to the Eddie Dauer Museum on February 8th. Manny Garcia would like to add a stop for lunch and suggested speaking to Monica Zima and Ernie Francis Sr. to use their property and enjoy their car collection as well.
- c) Ira Shapiro let us know that he is still working on the date for the Vizcaya Farm car show.
- d) Manny Garcia informed us that he has filled out all the City of Coral Gables' forms for the permits required for the Biltmore Way Classic Auto Show on Sunday, March 2, 2025. Mike Penn has volunteered to take care of ordering the porta-potties. It was noted that Moda Miami is on the same day, but it would not interfere with our event due to the cost to attend as well as the type of cars required.
- e) Ed Medina reminded us that the Miami Springs River Cities Festival will be April 12 & 13, 2025, from 4 – 8 p.m.

(continued on page 4)



NOVEMBER 5 BOARD MINUTES

(cont. from page 4)

Sunshine Report: Jean Hawa had no news to report. Chico Goldsmith shared the wonderful news that his grandson was nominated for the National Junior Society.

Adjournment: With no further club business to discuss, President Tomás Hernández made a motion to adjourn the meeting at 8:23 p.m. It was unanimously seconded and approved.

Submitted by Yovanna Hernández, Secretary

THE DECEMBER 3, 2024 BOARD MEETING WAS CANCELLED DUE TO SEVERAL BOARD MEMBERS BEING UNABLE TO ATTEND.

Cadillac & LaSalle Car Show at Ed Morse Cadillac in Ft. Lauderdale November 10, 2024
Submitted by David Hicks

My 1993 Cadillac Allante took Second Prize in its group. The car has now won 21 trophies in 28 events. Mike Penn's Cadillac won First Prize in his group. Also, I was one of three judges who reviewed over 30 vehicles at the show (I did not review my own car).



HOLIDAY PARTY AND INSTALLATION OF OFFICERS & BOARD
December 7, 2024 by Jean Hawa

With all the right ingredients of good weather, food, friends, music, conversations, etc., members of the South Florida Region have a good time at the annual Holiday Party on Saturday, December 7th at the Big Five Club. The only "business" was Ira Shapiro swearing in the officers and board members, followed by the awarding of the Most Valuable Member of 2024 and door prizes.



President Tomás Hernández stated: "In choosing the Most Valuable Member of the Year, this member stood out. He helped at ALL events this past year. He REALLY helped us a lot at Memory Lane. He won't say "no" if we ask him for help. The Member of the Year 2024 is Jorge Salazar."



PHOTO CREDITS:

Jean Hawa, Al Padilla and a friend



Winners of the gift baskets.

The three ladies on the right made our holiday party a success. Getting an early start allowed Yovanna to procure the Big Five Club and use her talents along with her helpers to make it a fun evening event. Yes, their husbands helped, too.

Unfortunately, Ed Medina, the one who handled all the registrations was too ill to attend.



Jorge & Maria, Al & Myriam, and Yovanna & Tomás



DJ Elvis entertained us with great music genres, and slides. He had several couples dancing.



12TH Annual Deering Estate Vintage Auto Show

Submitted by Jean Hawa

It certainly was a beautiful "Sunday in the Park" for the 33 car owners and many visitors who attended the popular non-judged car show on Sunday, November 3, 2024 on the historic grounds of the Deering Estate. There is an emphasis to showcase vehicles during the time of the estate of the 1916-1927 era before Charles Deering passed away. As a salute to Charles Deering, the first chairman of International Harvester, any year of the IH is permitted. Representatives of the Deering Estate Foundation set the guidelines to allow the cars from 1965 and older. The cars are displayed in chronological order to make it a walk down memory lane.

Vehicles are allowed only along the walkways to allow the handicapped to be closer to the vehicles. Because the great lush lawn is all fill, and when heavy rains and/or the King Tides occur, the ground becomes very soggy and unstable within ten feet from the walkway. This year some of the display areas needed to be shifted due to minor flooding.

The 3 p.m. exit parade was viewed by more visitors this year than in the past.



The residential International Harvester 1950 Stake Bed truck (3/4 ton L-120 series, 90 HP, 6-cylinder gasoline engine, 1-bbl carburetor, 3 speed manual transmission) graced the car show. Close by was Chris Norwood's 1978 A Scout II Terra 786-355.



Sam Huttig's 1911 White GA 30
Tomas Mettler's
1930 Ford A Standard Phaeton



John Layzell's 1925 Alvis
SC 12/50



Shannon Clement's 1930 Ford Phaeton



L: John Hermida's 1931 Ford Model A

Right:
Sam Huttig's
1931 Ford
Standard
Phaeton



(continued on page 7)



Paul Cotner's
1931 Ford Model A Roadster



Richard Ash's
1931 Ford Victoria



Ryan Baldwin's
1931 Ford Huckster



Whitney Ash's
1933 Ford Tudor



Nivardo Mora's
1932 Chevrolet Confederate



Eric Haldimann's
1932 McLaughlin Buick 96C

1932

#5 of only 7 Built
ONLY ONE IN EXISTENCE

MODEL 32 NINETY-SIX-C
4 PASSENGER CONVERTIBLE
COUPE ROADSTER

VALVE-IN-HEAD STRAIGHT EIGHTS
WITH THE NEW WIZARD CONTROL
AND THE NEW RIDE REGULATOR

Horsepower	115
Displacement	344.8 cu.in.
Cylinders	8
Wheelbase	134 in.
Weight	4460 lbs.

Equipment
Radio, Pilot Ray Lights that turn with the steering wheel, Dual Side Mounts, Mirrors, Horns, Cigar Lighter, Clock, Rear Trunk, Golf Door, Locking Steering Column, Thermostatic Controlled Grille and Folding Windshield

"FULL CLASSIC STATUS"



George Harvey's
1934 Plymouth PE Sedan



Richard Whittington's
1942 Willys Americar



R: Everado Padron's
1946 Chevrolet pick-up



The Ash family



R: The Hermida group





Carlos Lievano's
1956 Chevrolet Bel Air



Pedro Fernandez's
1956 Oldsmobile Super 88 Holiday



Richard Manso's
1957 Chevrolet Bel Air



Hank Tester beside his
1957 Volvo PV 444



Ira Shapiro beside his 1958 Jaguar XK150
-FHC in its inaugural car show; see more on
Gary McNutt's video at [www.YouTube.com/
@RetroCarChannel777](http://www.YouTube.com/@RetroCarChannel777)



Stephen Baldwin's
1959 Austin-Healey Roadster



Michael Hare's 1962 Volkswagen
Single cab pick-up



Richard Heisenbottle's 1963
Chevrolet Corvette convertible



Owen Mullinix's
1963 Chevrolet Corvette



Jorge Salazar's 1964
Volkswagen Type 2 Deluxe



Daniel Lopez's
1964 Toyota Landcruiser FJ40



Michelle and Carlos

PHOTO CREDITS:
Jean Hawa, Robert Hernandez,
Jaime Landauer, Gary McNutt



Jose Trujillo's 1964 Ford Thunderbird



Ricardo Montero's 1964 Ford Galaxie



Anthony Hernandez's 1964.5 Ford Mustang



Rear center of tent: Ricardo & Jorge



Robert Hernandez's 1965 Ford Mustang



Diego Palacios' 1965 Ford Mustang



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f t i p



Adrian Cicero's 1965 Ford Mustang



A view from above

R: More information about the Deering Estate

Nivardo, Tomás, and George

Sand bags are keeping the high tide waves from splashing the walkway.





The 7th Annual Holy Rosary - St. Richard Church's 7th Annual Car, Truck, and Motorcycle Show

Submitted by Jean Hawa

The 7th Annual Holy Rosary - St. Richard Church's 7th Annual Car, Truck, and Motorcycle Show and the Speed Style and Performance (SSP) Car Club of Miami took place on Saturday, November 9th, from 10 a.m. to 3 p.m. in Palmetto Bay. Visitors walked through aisles of classic cars, high-performance trucks, motorcycles, and modified vehicles which were displayed on the open church grounds with some under a giant tent and in Palmetto Bay.

Winners received custom-designed, powder-coated aluminum trophies created by Metal Supply and Machining. There were 15 judging classes, including special "Rubens" awards for unique, in-progress builds. The top vendors gave prizes to the standout participants.

Quite a few South Florida Region members attended the show. On the right are Tatiana Santiago-Mirabel, Conrado Vazquez and Ed Medina.



1931 Ford



L: 1932 Ford



Tony Hernandez's 1952 Chevrolet 3100 pick-up



1995 Toyota Landcruiser is multi-purposeful

The show cars covered the vast church grounds. A huge tent provided shade for a stage, some of the show cars and tables for people to eat their lunch from the food vendors.





1957 Chevrolet 3100 pickup



1965 VW Beetle



Jorge Salazar's 1964 Volkswagen Type 2 Deluxe



Left & above: 1995 Mitsubishi Minica B



Williamson Cadillac was a sponsor



The Sunshine Corvette Club had several Corvettes present.



Mercedes Benz



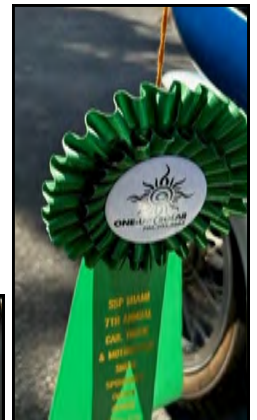
Two 1970 Ford Mustangs



1975 DeTomazo Pantera



1964 Pontiac GTO



Samples of awards



L: One of several vendors



[NOTE: (1) The article below was published in the February 2022 issue Volume 67 NO. 02 of "The Road Map", pp.10-11 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 Bettles permission.] (2) If anyone has a comment or questions about Rich's technical articles, please let Editor Hawa know [jmhawa@comcast.net], so it can be forwarded to Rich.

Our cars are held together with nuts and bolts in various dimensions. When repairing or restoring our older vehicles, it's a best practice to replace old and possibly defective hardware with new. Reasons for replacement include corrosion, metal fatigue, stress fractures, and damage caused during removal. Systems critical to vehicle operation and occupant safety such as steering and suspension should only be repaired with hardware of the proper type and strength. The failure of a new but poor quality bolt purchased to save a few dollars could result in damage and injury. If reusing original hardware for, let's say judging purposes, it should be for componentry not critical to vehicle operation. If new, "correct looking" hardware is available that meets the needed safety standards, then by all means use it.

When replacing hardware, first determine if the fasteners are U.S. (SAE) or metric. Domestic cars through the 1970s used SAE, then for the next decade or more may have used a combination of SAE and metric. Almost all fasteners on today's domestic vehicles are metric. Most imported vehicles except British cars use metric. Once you know if the bolt is SAE or metric, you must then determine bolt size (diameter), length, thread pitch, and hardness. Our examples below refer to hex bolts, with a six-sided head requiring a wrench or socket to tighten or loosen. Note that "wrench size" is NOT a factor in determining bolt specifications.



U.S. Grade 8 hardware in various sizes [diameter x length]. Thread pitch is indicated as "coarse".

Starting with bolt diameter or "size", this is determined by shaft diameter, measured along the outside of the threads. A vernier caliper or micrometer placed around the bolt shaft can provide the measurement. U.S. bolts smaller than $\frac{1}{4}$ " use a numerical rating (#2, #3, #4, #5, #6, #8, #10, and #12), then start at $\frac{1}{4}$ " and proceed through $\frac{5}{16}$ ", $\frac{3}{8}$ ", $\frac{7}{16}$ ", $\frac{1}{2}$ " and up. Metric bolt diameters are measured in millimeters, usually whole numbers, such as 5mm, 6mm, 8mm, 10mm, 12mm, and up.

Bolt length is critical because a bolt which is too short will not contact enough of the female threads in the corresponding nut or part. A bolt which is too long will bottom out before being able to be tightened, or could extend through an opening where its extra length interferes with other components. Bolt length is NOT the total length of the bolt including the head! Bolt length is measured from under the head to the end of the shaft. U.S. bolts are available in many lengths, usually in $\frac{1}{4}$ " increments. Metric bolts are usually offered in lengths of 5 mm increments. *(continued on page 13)*



Metric hardware, Class 8.8 hardness, diameters M8, M10, & M12, thread pitches 1.00 & 1.2



Thread pitch measurement differs between U.S. and metric bolts. U.S. bolts measure threads by "TPI", or Threads Per Inch. The number of threads along one inch of the threaded shaft are counted. For a "1/4 x 20" bolt, the "20" represents twenty threads per inch. Metric bolts measure the distance between two threads in millimeters. For a "6 x 1.0" bolt, the "1.0" represents 1.0 mm distance between threads. Both U.S. and metric bolts may also have their thread pitch described as coarse, fine, or superfine. For U.S. bolts, often the thread pitch is only defined as coarse or fine, and varies depending on bolt diameter. This is measured with a thread pitch tool, which uses a series of blades with teeth like a saw cut into them. The teeth match different thread pitches. Place the teeth against a bolt and find the one which exactly meshes, and note the thread pitch indicated on the blade. Some hardware stores have a "find the pitch" display for customers' use. Bring the bolt to the store and find the size nut into which the bolt easily threads.

equipped hardware stores. Metric bolts use numerical ratings, indicated on the bolt head. No marking is a bolt of low hardness. A Class 8.8 bolt is made of medium carbon steel, quenched and tempered. A Class 10.9 bolt is alloy steel, quenched and hardened. A Class 12.9 bolt is a stronger version of quenched and hardened alloy steel. Like U.S. bolts, these are readily available at better hardware stores. If you're unsure which grade bolt to use, stronger is always better! The price difference is small and frankly insignificant when it's your car and your loved ones which are at risk.

Next time in Rich's Repair Ramblings:

Nuts & Bolts Part 2: The Art & Science of Removing Stubborn Fasteners



Check-a-thread store display for inch [U.S.] sizes

Bolt hardness refers to the tensile strength of the bolt. For safety-related subsystems, bolts of the appropriate hardness must be used. Use of a bolt with an incorrect (too low) hardness rating could result in failure of the bolt with potentially disastrous consequences. U.S. bolts use lines or hash marks on the top of the head. No marks indicate a Grade 2 bolt of low or medium carbon steel. Except for purely decorative use, I recommend that such bolts not be used on an automobile. Three lines in a star formation on the head is a Grade 5 bolt, made of medium carbon steel which has been quenched and tempered. These can be used in less critical areas. Bolts with a 6-line star on the head are Grade 8 bolts, constructed of medium carbon alloy steel, quenched and tempered. Grade 5 and Grade 8 bolts in a variety of sizes are available at most well-

Editors Note: Rich's Repair Rambling is an ongoing column authored by Richard Reina, NJ Region member #1434. His columns have been shared with other regions across the country as a fine example of how club members can participate in a region's newsletter. My heartfelt thanks are given for his commitment to this task over the last few years.



CARS

By Nancy Bahn

I just bought what may be my last automobile.
I don't think I got too bad a deal.
A shiny new car with the latest tech,
It can even warn you to avoid a wreck.

I think back to my first when I was just eighteen,
It was pretty old and not very clean.
An off-brand, a '51 Studebaker,
It was not the most popular car maker.

As time went by, I had a lot of clunkers,
Always getting stuck somewhere by one of my junkers.
The first new car I bought was a French Renault,
Financed through the credit union it cost lots of dough.

In the 60's, the VW bus hauled all our stuff,
At least it was dependable enough.
As time went by I had more success,
Now I could buy a car to impress.

Driving a Mercedes for 25 years was cool,
Each one powered by diesel fuel.
We would go to the factory in Europe,
And have a vacation after picking it up.

Then I got lucky and won a new car.
A red Ford Explorer, I gave it one star.
Got rid of that and bought a Lincoln,
That car was elegant and lots of fun.

However, we always had other vehicles at hand,
Usually a big pick-up truck with the Ford brand.
At times we had what you might call a fleet.
Including Classics which were really neat.

Outstanding among these was our '46 Woody,
It was great to show off such a goody.
Our big RV usually had it's TOAD,
Most times a Saturn while on the road.

Now, all those are gone and I'm down to just one.
Probably, after this I am done.
As a practical matter I got a small SUV,
It should easily accommodate me.

When the time comes that I can't drive,
I'll still want to do more than just survive.
My aide can put my wheelchair in the rear,
Then we'll be on the road and out of here.

But, I hope the end is not too near,
I'd like to drive for another year.



The Macungie Truck Show By John McCarthy VP—Endowments

The town Macungie in Pennsylvania and surrounding states is synonymous with car shows. From June to September there are several shows each month at Macungie Memorial Park---to name a few the General Motors Show, Antique Truck Show (three days in their 44th year), Das Awkscht Fescht sponsored by the Ontelaunee Region AACA (three days in their 61st year), Corvette Show, Wheels of Time (three days featuring hot rods and customs), plus many cruise nights with a large number of food truck vendors.

Then in mid-June there is the Antique Truck Show sponsored by the Antique Truck Club of America headquartered in Boyertown, PA. Not only is this a large show with close to a thousand trucks, but the trucks are also really BIG. While there may be a couple of handfuls of F-150's, Dakota's, and Silverado's, the vast majority of the trucks are Kenworth's, Brockway's, International's, Peterbilt's, Sterling's, and of course, Mack, whose factory is a few miles away. Many of these trucks are trailered by even bigger trucks for states in the South, Mid-west and Canada. There is also a large selection of orphaned trucks going back to the early 1900's like Autocar, Diamond T, Hahn, Detroit Diesel powered Studebakers, DIVCO, Moreland, REO and even Crosley. Crosley owners should never complain about detailing their trucks-- just think about what the Peterbilt owners have to go through.

Since I don't have a truck, what is nice about this show is that I don't have anything to do other than roam around and enjoy the trucks. There is also a large selection of vendors selling truck parts and truck models and toys. To get a good feel of this show there is an excellent video on YouTube "the trucks arriving at the Macungie Truck Show in 2023".

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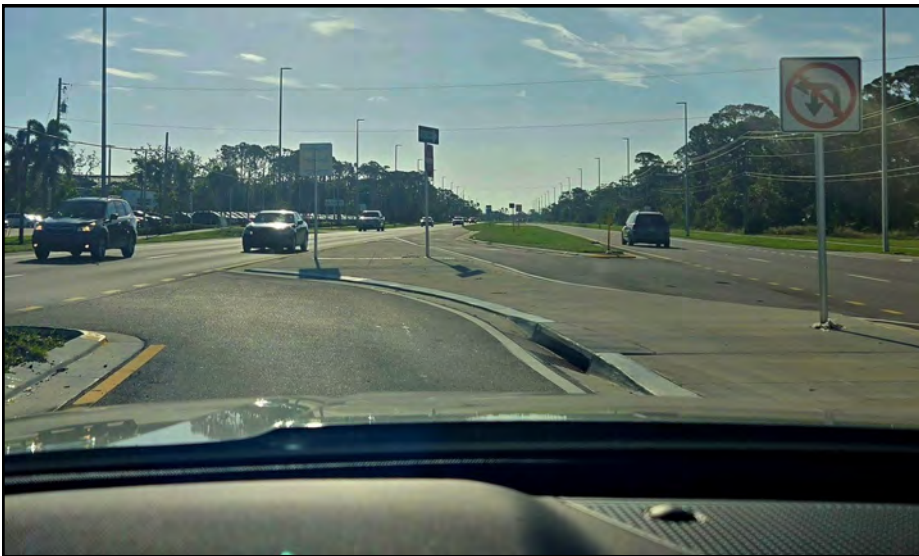
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WANTED:

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



L: Please, someone explain how this two year project of new left turn lanes on US 41, works..... Can't turn left (no road there) or make a U-turn, can't get back out of this lane. I simply don't know what to do at this intersection



FROM:
A.A.C.A. South Florida Region
c/o Jean Hawa
9999 SW 71 Avenue
Pinecrest, FL 33156-3063



TO:

2025 SOUTH FLORIDA REGION EVENTS
Website: <https://southfloridaregion.aaca.com>

JANUARY 2025

- 07- Board Meeting– 7:30 p.m.** at Rinconcito Latino Café,
9606 SW 72 Street, Miami 33173
- 16- General Membership Meeting– 7:30 p.m.** at
Rinconcito Latino Café, 9606 SW 72 Street, Miami; if
you are planning to dine-in, be there by 6:30 p.m.
- 18-19- Art Deco- Saturday** (open show), **Sunday** (AACA
guidelines); register on club website

FEBRUARY 2025

- 01- Visit to Eddie Dauer's Classic Car Museum–** for
AACA South Florida Region members only; register on
club website;
- 04- Board Meeting– 7:30 p.m.** at Rinconcito Latino Café,
9606 SW 72 Street, Miami 33173
- 09- Open Car Show/Cruise-In at Cauley Square,** 22400 Old
Dixie Hwy, Miami, FL 33170 ; register on club website
- 20- 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.
- 23 – Vizcaya Village Classic Car Show-** 3250 S. Miami Ave.
Miami, 33129; **Limited Spots Available, once we reach
limit we will waitlist and notify entries.** Vehicle
Entrance is off South Miami Avenue, starting at 8:00
a.m., all cars must be in place by 9:00 a.m. until 2:30
p.m.; check club website to register


MARCH 2025

- 02- Biltmore Way Car Show;** watch for emails; check club
website
- 04- Board Meeting– 7:30 p.m.** at Rinconcito Latino Café,
9606 SW 72 Street, Miami 33173
- 13- General Membership Meeting– 7:30 p.m.** at Rinconcito
Latino Café, 9606 SW 72 Street, Miami; if you are
planning to dine-in, be there by 6:30 p.m.
- 22- Antique Car Show at East Ridge Village** at Cutler Bay

SUNSHINE REPORT

Congratulations to newlyweds John Hermida
and Madison Yurubi.
Get well wishes have been sent to Ralph Thiele.



 **2025 AACA NATIONAL/
REGION EVENTS**

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



February 6—8, 2025 - 2025 Annual Convention,
Charlotte, NC; for details, go to aaca.org.

April 3-5, 2025 - 2025 Southeastern Spring Nationals
Charlotte, NC

**May 1, 2025 Western Spring Nationals/Grand
National-Tucson, AZ**

OTHER EVENTS

**Every Other Friday- Cruise in Generation Old School-
Olive Garden Kendall;** 8925 SW 162 Ave, Miami,
FL 33196 (by Baptist Hospital);

**Saturday, January 25, 2025– 2nd Annual St. Andrew's
Car Show;** 9:00 am-3:00 pm; All proceeds go to
benefit the **St. Andrew's Youth Ministry;** St.
Andrew's Episcopal Church 14260 Old Cutler
Road, Palmetto Bay, FL 33158; **THIS IS A RAIN-OR-
SHINE EVENT NO REFUNDS OR CREDITS WILL BE
ISSUED.** FIRE Extinguishers are required. ALL
REGISTERED CARS MUST BE PARKED BY 8:30 AM,
Information: www.standrewsmiami.org/carshow

February 22, 2025 -Columbus High School Car Show;
see South FL Region club website for information

**Sunday, February 16, 2025- St. Petersburg FESTIVALS
OF SPEED** from 11:00 a.m. to 3:00 p.m. This event
has 300+ exotics, classics, and muscle cars on
display at the beautiful Vinoy Park overlooking the
bay in St. Petersburg, FL with over 10,000
attendees. This is the 21st year of the event. Our
website for all events: www.festivalsofspeed.com;
Here is a video from last year's event: [https://
youtu.be/OH8PZe22Djl](https://youtu.be/OH8PZe22Djl)