



Sidelights



OCTOBER 2025

Volume 68 Issue 7

<https://southfloridaregion.aaca.com>

See
the
show
before
it
closes.



1940 Ford
Deluxe



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Jorge Fera	Mike Penn
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SIDELIGHTS**OCTOBER 2025****Volume 68 Issue 7****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.

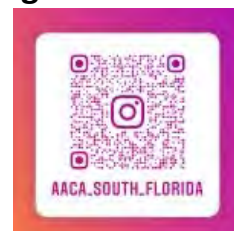
The views and opinions expressed in the articles in *Sidelights* are those of the named author and do not necessarily reflect the opinions of the Editor, the Board of Directors of the A.A.C.A. South Florida Region or members of the club.

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WAYS TO CONNECT WITH OUR HOBBY:aaca.org**AACA South Florida Region**

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Hi all,

I want to start with welcoming all of our new members that have joined in the last few months. We would like to meet you at our next event. We've been having our membership meetings at Pinecrest Bakery at 8318 SW 40 Street so come join us and let's talk about our upcoming events, such as Memory Lane at the Miami International Auto show at the Miami Beach Convention Center. This year it starts on September 26th and runs through October 5th. We have some cars that have never been on display, so come out and join us. If you've not been to the Auto Show, come out and join us. You will have an awesome time. Then, on October 17 through the 19th, the Lake Mirror Classic is a concours for 100 cars around the lake and a street show with all types of cars, trucks and motorcycles. There will be antique boats and amphibian cars in the lake. So, if you haven't been to that event, I encourage you to go. You will have a wonderful experience.

On Sunday, November 2nd, the Deering Estate Vintage Auto Show will have only 30-35 antique cars on display. That show is directed by the Deering Staff, so we just bring our antique cars and enjoy the show. Also, in November, we're planning our Progressive Lunch. It's a different type of event in that you could drive your antique vehicles from one home to another and have really good food. December is around the corner and we will have our holiday party on the 13th. We'll have more updates as we get closer to the date. Remember to look at our website for more information about our calendar.

I want to thank you all for being members of our club and remember "this is **your** club". You could always reach out to us and let us know if you want to try something different as long as it is car related. Be safe out there, especially with all the rain that we've been having lately. I want to say thanks to all of our board members for all their hard work that they do.

Your president,
Tomás Hernández



It's hard to realize that Fall is upon us. With our late rainy season that removed the drought we experienced this summer, it is this editor's hope that our car season will be a dry one. Fortunately Memory Lane is held inside with air conditioning for ten days. Of course, getting to and from the Miami Beach Convention Center can pose some concerns if Mother Nature has her ways. Our Deering Estate Vintage Auto Show in November is always a major concern. Since King Tides create higher tides and flood the show field as well as the underground, our cars would not sit on a solid surface. Every year, this show chair sends out positive thoughts to ward off rain. It is our smallest car show, but definitely one of the nicest because it's like a Sunday picnic in the park. Even if your antique falls outside the limited 35 cars being 1965 and older, you can always see the show after paying the state park admission.

Not knowing how many of you read our club bylaws on the club website, this editor feels that since all members should know that our club officers and board of directors follow those bylaws. The section about elections is reprinted in *Sidelights* every October. You, the members, can nominate and vote for the directors and officers every November. You are also able to consider becoming a board member. We do have two upcoming vacancies for those who want to help with club operations. Attend our monthly general membership meeting on the third Thursday to learn more.

Since we all received the latest issue of *Antique Automobile*, make sure you submit your ballot for the national officials. Hopefully you will read all the biographies and notice that one of our own, Ira Shapiro is on the slate of nominees. Be advised, there are eight nominees and only seven ballots to mark on the postcard.

A huge thank you is extended to Alex Fardales, David Hicks, Mel Mann and Cheryl Mullinix for their submitting articles about their car show or car event activities. Every contribution is truly appreciated. If anyone goes to the AACA Fall Meet in Hershey or any other car show, please send your story to this editor.

(jmhawa@comcast.net
or see page 2)

Happy Motoring,

Jean





The A.A.C.A. South Florida Region Board Meeting of Tuesday, August 6, 2025 was called to Order by First Vice President Al Padilla at 7:33 p.m., at Rinconcito Latino Café, 9606 SW 72nd Street, Miami, FL 33173.

In Attendance: President Tomás Hernández (via telephone), 1st Vice President Al Padilla, 2nd Vice President Ed Medina, and Board Members Benjamin Cardonne, Jean Hawa, Thomas Kosky, Mike Penn, Jorge Salazar, Ira Shapiro, and Bob Squier.

Establish a Quorum: 1st Vice President Al Padilla was able to establish a quorum with 10 members of the board present.

First Order of Business - Acceptance of Board Meeting Minutes from Previous Meeting: 1st Vice President Al Padilla asked if everyone present had read the minutes of the July board meeting; if so, and if there were no questions, comments, or corrections, would someone move to accept the minutes as posted. Jorge Salazar made a motion to accept the minutes; Ira Shapiro seconded it. Having no other discussion, the motion was voted on and passed.

Second Order of Business – Treasurer's Report: There was no report given due to Treasurer Manny Garcia being out of town.

Third Order of Business – Membership Report: Ed Medina, reported that as of now we have 218 active families.

General Membership Meeting (August 21, 2025): Ed Medina informed us that he is working on August's membership meeting to be held at the Pinecrest Bakery on Bird Road, not far from Tropical Park. It will be similar to a cars and coffee event. Ed also mentioned that he is pursuing a visit to Tony Tesla's shop as a possible general meeting location. Tony, our guest speaker a few months ago, needs a two-month notice.

Memory Lane (September 26 – October 5, 2025)-

Ed Medina informed us that we have 47 pre-registered cars. He and Manny Garcia met with John Kiskinis and even though some of the car dealers are not participating, everything is looking good. We will be repeating the outdoor car club displays on the weekends. The tentative schedule is Mustangs on Saturday the 27th, the Volkswagens on Sunday the 28th, and a TBA on the 4th and/or 5th.

Progressive Dinner: No date has been assigned yet. Even though Benjamin Cardonne has offered his residence for one of the progressive houses, we are still waiting for another location. Cauley Square was mentioned as a possible site in which we could use food vouchers. Ben and Jorge Salazar will make inquiries.

Holiday Party (December 13, 2025)- Ed Medina said that he will use the indoor ballroom at the venue at the Miami Outboard Club. He will be meeting with Tony Hernandez next week to discuss the menu, making the fish/chicken/vegetarian selection at registration time, etc.

Other Club Business:

- Following up on Ira Shapiro's inquiry about the final cost of the 70th Anniversary celebration, Ed Medina presented a summary of the expenses.
- Jean Hawa reported that the 13th Annual Deering Estate Auto Show is scheduled for Sunday, November 2, 2025 for vintage vehicles 65 and older. However, any year International Harvester will be allowed.
- Ed Medina reported that the SSP (Speed Style and Performance) Car and Truck Show will be held on Saturday, November 8th at St. Richard's Church at 7500 SW 152 Street, Palmetto Bay from 9 a.m-3p.m.

Sunshine Report: Jean Hawa informed us that Yovanna Hernandez's father passed away. No other details were available.

Adjournment: With no further club business to discuss, 1st Vice President Al Padilla made a motion to adjourn the meeting at 8:00 p.m. It was unanimously seconded and approved.



The A.A.C.A. South Florida Region Board Meeting of Tuesday, September 2, 2025 was called to Order by President Tomás Hernández at 7:40 p.m., at Pinecrest Bakery, 8318 SW 40th Street, FL 33155.

In Attendance: President Tomás Hernández, 1st Vice President Al Padilla, 2nd Vice President Ed Medina, Secretary Yovanna Hernández, Past President Millie Garcia, and Board Members Benjamin Cardonne, Manny Garcia, Chico Goldsmith, George Harvy, 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 15 members of the board present.

First Order of Business - Acceptance of Board Meeting Minutes from Previous Meeting: President Tomás Hernández asked if everyone present had read the minutes of the August board meeting; if so, and if there were no questions, comments, or corrections, would someone move to accept the minutes as posted. Ed Medina made a motion to accept the minutes; Jean Hawa 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 August 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 219 active families.

General Membership Meeting (September 18, 2025): Ed Medina said that we shall have the general meeting at the same location as last month and encourage all members who will be having their car at Memory Lane to come to participate in the meeting as we will be talking about final details

before the show. It was a unanimous decision.

Memory Lane (September 26 – October 5, 2025)- Ed Medina informed us that we have 53 pre-registered cars. Ed asked Guy Lewis to bring one of his cars that used to belong to Al Rosco. It will be the featured car at Memory Lane with a sign next to it telling the history of the car and how Al became the "Godfather" of the club.

Deering Estate Vintage Car Show (Nov. 2, 2025): Jean Hawa informed us that there are 31 cars registered, and that older cars will have preference. Jean also mentioned that she will apply for the insurance.

Progressive Dinner: No date has been assigned yet. Benjamin Cardonne's residence will be our first stop; we will be having the appetizers there. We are still waiting for another location for our main course and desserts.

Holiday Party (December 13, 2025)- Ed Medina said that we will be meeting at the Miami Outdoor Club to finalize menu selections. He also reminded the party committee to start putting together ideas for decorating the venue.

Other Club Business:

- Benjamin Cardonne reported that the British Car Club has not responded to a request to have a car display outside the Miami Beach Auditorium at the Miami International Auto Show.

Sunshine Report: Jean Hawa informed us that there is nothing to report.

Adjournment: With no further club business to discuss, President Tomás Hernández made a motion to adjourn the meeting at 8:06 p.m. It was unanimously seconded and approved.

Submitted by Yovanna Hernández, Secretary



AUGUST GENERAL MEMBERSHIP MEETING

By Jean Hawa

Once again we needed to find another location for our monthly General Membership Meeting. It is becoming more difficult to find a reasonably priced good quality food restaurant that is centrally located with a quiet area where we can have a guest speaker give a presentation.

On August 21st, we had 19 members show up at the new Pinecrest Bakery on Bird Road which is west of Tropical Park. We had plenty of room and ample time to socialize and actually talk one-on-one with several newcomers. Since the weather cleared up, several vintage cars were driven to the meeting place.

President Tomás Hernández and 2nd Vice President Ed Medina shared a lot of valuable information about Memory Lane and other upcoming activities such as South Florida Region elections, the Deering Estate Vintage Car Show, and our holiday party.



Modern Mustang



Ira's 1958 Jaguar XK150-FHC



Francisco's 1952 MG TD



Jorge's 1964 Volkswagen Type 2 Deluxe

President Tomás Hernández had everyone's attention





ARTICLE FOUR – ELECTION OF OFFICERS AND BOARD OF DIRECTORS

- SECTION I:** The Board of Directors shall consist of no more than nineteen (19) members to include a maximum of fourteen (14) Directors to include the immediate Past President and Club Counsel (if applicable) and five (5) Officers of the Region elected by the membership. The officers of the Region shall be a Regional President, First Regional Vice President, Second Regional Vice President, Secretary and Treasurer. To be eligible to be elected to the Board of Directors he or she shall be a member in good standing for two (2) consecutive years with proven contributions to the operation of the club activities.
- SECTION II:** The Nominating Committee shall be comprised of five (5) members. The Regional President shall select the chairperson of the Nominating Committee. The remaining four (4) members shall be selected at the September general membership meeting by the membership.
- SECTION III:** The nominating committee shall present a recommendation of candidates for Officers and the Board of Directors at the October general membership meeting. The floor will be open for nominations from the floor at the October general membership meeting and closed prior to the election at the November general membership meeting. The Nominating Committee's slate and the candidates' names nominated, during the October meeting, will be published in the November issue of Sidelights.
- SECTION IV:** Members in good standing with the Region will be given proper notice of the election by means of Sidelights or Region's website. The election for officers and the Board of Directors shall take place at the November general membership meeting and members must be present to vote; there shall be no proxies or absentee ballots allowed. There shall be a secret written

ballot, which will be collected and tallied by the Regional Secretary or designee.

- SECTION V:** All officers and members of the Board of Directors may succeed themselves with the exception of the President who may serve a maximum of two consecutive years.
- SECTION VI:** In the event of a resignation of an officer or Board member or vacancy on the Board of Directors, the President may choose to appoint a replacement to fill the vacancy until the next election.

ARTICLE FIVE – TERMS OF OFFICE

- SECTION I:** The elected officers of this Region shall be a Regional President, First Regional Vice President, Second Regional Vice President, Secretary and Treasurer. Officers are elected for terms of one year. The Office of President is restricted to a maximum of two consecutive years. The Board of Directors will consist of up to fourteen (14) members including the Immediate Past President and Club Counsel (if applicable). The Board of Directors shall be elected for a term of two years on a staggered basis—one-half of the Board shall be elected each year. The Officers and Directors shall be sworn into their office at the annual year-end holiday party, typically held in December.



**Thursday, November 20, 2025
ELECTION NIGHT!**

7:30 P.M.

LOCATION TO BE ANNOUNCED IN
NOVEMBER VIA EMAIL, WEBSITE, AND
NOVEMBER ISSUE OF SIDELIGHTS





LANE MOTOR MUSEUM, NASHVILLE, TENNESSEE

By Cheryl Mullinix

Jay and I made an impromptu car trip to Nashville, Tennessee recently. We always try to find a car museum or car show when we travel. On the trip up while Jay was busy driving, I was busy with my friend Google looking up car shows and car museums in Nashville. I found a car show and the Lane's Motor Museum. We decided Saturday would be a great day for a car show and car museum, but Mother Nature decided she wanted us to tweak our plans. We planned to bring our youngest car enthusiasts with us. We woke up to grey and rainy weather. The car show was a no go so off to the museum. This was a real treat.

The museum was a surprise. We had two young car enthusiasts with us and were a little hesitant about bringing them with us. As grandparents our least favorite phrase is "I'm bored." That phrase was never uttered. The museum has an amazing play area for the young enthusiasts. The play area for the kids was in the middle of the museum so parents and grandparents were able to keep an eye on the kids while enjoying some very rare cars. The play area had a tire changing area for the kids, gas pumps, hot wheel cars, ride on cars and more.

Lane Motor Museum features 150 unique cars and motorcycles and is home to the largest European automotive collection in the U.S. The vehicles date from the early 1900s all the way up to modern day and feature a varied collection of microcars, amphibious vehicles, military vehicles, alternative fuel vehicles, prototypes, one-of-a-kind vehicles and motorcycles. At Lane Motor Museum visitors are introduced to a broad variety of vehicles from Europe, Asia, and North and South America. Engineering, politics, geography, and economics are a few of the factors which have shaped vehicles throughout history. This is a working museum with the goal being to maintain all vehicles in running order.

The museum had a diverse and eclectic display of cars, motorcycles and bicycles. One of my favorites was the 1942 Tatar Prototype Aeroluge (Replica). The boys were ready to drive out the new Corvette.

If you find yourself in Nashville, the Lane Motor Museum is definitely worth a visit.

(continued on page 9)



1967 Morris Mini Traveller



The 1982 Cub Commuter was produced by Taiwanese company Swi Tong Corporation, specifically for import to the U.S. market via Convenient Machines, Inc. Marketed as the "ultimate in drivability".



1969 Jarret La Electronique

Built by the Jarret brothers this electric car is driven by an electronic joystick. Top speed: 18 mph, mechanical hand brake, could transport two riders. Only seven were built: two prototypes and five pre-productions.



"Future in 1951" Only one made in Sweden by Siqvad Berggren; A retired taxi's 1938 Dodge seven-passenger sedan chassis was designed to look like an aircraft. The engine, a Ford water-cooled, V-8, 239 cu.in., 4-stroke, 100hp, was placed in the mid rear. There was a 4-speed manual with reverse.



Electric motorcycle



2007 SLC K200 (Super Light Car)

This exotic microcar with a "Sport" trim has a carbon-fiber construction, the two-and-a-half meter long K200 only weighs 347 kg (766 lbs). Its 20 hp, two-cylinder, four-stroke engine allows it to reach a top speed of 68 mph (110 km/h). It looks and drives like a passenger car, in Europe it is registered as a heavy quad, in the U.S., an all terrain vehicle. Since it does not have to meet the same emission and safety requirements that regular cars do, the production costs are much lower.



1965 Rene Bonnett CRB-1



1960 Peel 550 Replica



1957 Aurora

Drivetrain Configuration: Front-engine, rear-wheel drive
Engine: Buick, water-cooled, 264 cu. in., V-8, four-stroke, 143 bhp.
Transmission: Automatic
Top Speed: not published.
Original Cost: estimated \$300,000.00. Designed to be a fully fiberglass bodied automobile with safety features ahead of time. Unfortunately it was late to its unveiling due to clay and fiberglass dust build up in the fuel lines. As a result the press wrote about its danger to other motorists when broken down.



1962 Chevrolet Corvair wagon

3,716 were built for only two years (1961-1962);
Drivetrain Configuration: rear-engine, rear-wheel drive;
Engine: air-cooled, flat-six, 84bhp;
2-speed automatic transmission;
Top Speed-90 mph;
Original Cost: \$2,400



1947 Davis Divan Baby

Specifications:

Manufacturer: Davis Motorcar Co.
 Country of Origin: USA
 Drivetrain Configuration: Front-engine, rear-wheel drive
 Engine: Hercules four-cylinder, 47 hp
 Transmission: Manual 3-speed gear box
 Top speed: 100 mph (Claimed)
 Years Produced: 1947 – 1948
 Number Produced: 13
 Cost: Proposed \$995.00

With Glen Gordon "Gary Davis" skills in self-promotion as a used cars salesman, he hired a group of engineers to build a prototype without pay by promising them they would receive double the going wage when the car reached production. Thus in 1946, the Davis Motorcar Co. was established and the prototype built was known as "Baby". The Davis you see here is this very car! With a jet-age aluminum body and tubular space frame, it was like nothing else on the road. Baby had three wheels with disc brakes, a top speed above 100 mph, and a touted 50 mpg. Its center of gravity, only 18" from the ground, was known to demonstrate its 13-ft turning radius at 50 mph with Davis at the wheel, without turning over!

To illustrate Davis's master of deceit, in November 1947 Baby was displayed at the Ambassador Hotel in Los Angeles, re-painted and shipped to a high-end

Philadelphia department store for the Christmas season. After, Baby was repainted once again and whisked back to California for the 1948, Rose Parade on New Year's Day in Pasadena. In other words, it was made to look like three different Davis vehicles, when it was just the one.

Davis' cars quickly made the news, donning the covers of magazines, newspapers, and were seen on television. With such promise, franchise agreements had been signed but in early 1949, the LA County DA began an investigation into investor complaints. Gary Davis also faced fraud charges by his 17 employees who had still not been paid. The Davis factory was shuttered, assets were liquidated. Davis eventually served two years in minimum-security prison on 28 charges of fraud and grand theft.



1962 Citroën 2CV 4x4 Sahara

Only 100 out of 694 Saharas are thought to exist. Citroën created it to be used in the rugged terrain of Africa for oil and mineral exploration. One engine was each mounted in the front and rear to create a four wheel drive car. Its top speed was 60 mph with both engines, but only 35 mph with just the front engine. Weighing only 1600 pounds, with a 50-50 weight distribution, it runs well off-road. There is a gas tank under each seat.



Scotroen.com.uk

(continued on page 11)



1938 Tatra T-97

This Czechoslovakian manufactured T-97 was built on a self-supporting pressed steel platform with a central tube for added strength. With a rear mounted 4-cylinder engine, the T-97 could cruise easily at 68 mph with a maximum speed of 78 mph. These figures are most impressive for the late 1930s and speak volumes of the aerodynamic efficiency in the car's design. Much like the larger T-87, the car still had great road handling and ride. After the outbreak of World War II in 1939, production of the T-97 was halted due to the occupying German army taking over Czechoslovakian vehicle production. Only 508 examples of the T-97 were produced between 1936 and 1939. The windshield is a single flat pane of glass.



1942 Tatra-V-855 Aerosled Prototype (Replica)

When Germany invaded Czechoslovakia in 1939, the German military dictated the output of Tatra factories. The German military wanted Tatra to develop a vehicle that could move people across the vast snowy plains of Russia. Tatra began work on the Aerosled in 1942. The few records that exist from that era seem to indicate that the Aerosled was completed and went through some preliminary testing. It's quite possible that initial testing exposed many inadequacies and the war ended before further development could take place. Tatra built only one Aerosled and it is in the Tatra Museum in Koprivnice, Czech Republic. This fully functional replica was built by Tatra specialist Ecorra in the Czech Republic over a five-year period; it was completed in 2008.

How it works... The propeller was designed to move the vehicle once it gets up to a certain speed. The drum on the back helps to get the vehicle moving and climb hills. The brakes are very interesting, as when the brake pedal is pushed, the front skis skew inward to a snow plow position. Also, there are pins that push down through each rear ski and a small brake drum on the rear drive drum to assist in the braking. The drum has three speeds at which it will turn, but the propeller is coupled directly to the engine.

Driving the Aerosled is slightly complicated. First, lower the drive drum by cranking the small inside steering wheel in front of you, then engage first gear and pull away. If you are on level ground, the drive drum can be cranked up to 10 mph and the propeller will push you. If the terrain is hilly, the drive drum can be left down and the three speeds that are available can be used. Top speed is estimated to be about 48 mph. Stopping is quite simple; just push the brake pedal. When Ecorra initially undertook construction of the Aerosled, the body was believed to be a modified T-87. Further research proved this to be untrue, although the doors and the engine are directly off a T-87 automobile.



1945 Surlesmobile



SUMMER DREAM CAR CLASSIC CAR SHOW— HOLLYWOOD, FLORIDA BY ALEX FARDALES

Once in a while, I will travel to Miami to visit my daughter and some friends, but on Sunday, August 3rd it was the Dream Car Classic Car Show event on Hollywood Boulevard in downtown Hollywood, Florida. Being that I stay in Cutler Ridge, on a Sunday using the Turnpike, the Palmetto Expressway and I-95 North, it's not that bad of a ride and I'm usually there early in the morning. I was displaying my 2014 Dodge Challenger, and by arriving early, I figured I got a good spot. As hot as it was, (temps in the upper 90s), there was plenty of shade, so I knew I'd have a nice day. My Challenger was #8, but by the time 10 AM rolled around, the entire section of Hollywood Blvd. was closed and packed with 63 beautiful classics.

This was also a celebration of the 100th Anniversary of the City of Hollywood. On display was an actual 1925 Firetruck that had put out a lot of fires in the city of Hollywood. There were all kinds of classics, such as



1925 Firetruck

originals, hot rods, rat rods, muscle cars, etc. To the left of where my Challenger was parked was a black on black Ford Roadster that I referred to as a Ford Corvette. Ford



1937 Ford Roadster

Corvette? It was a 1937 Ford Roadster, with a SBC 327 engine from a 1967 Corvette. The owner had just completed a quality restoration on this beauty. The car even smelled new.

Its transmission was a THM350 Turbo Chevy.

There were some original cars that would be AACA acceptable, even though this was not an AACA event. Right of where my Challenger was parked was a 1965 Oldsmobile Convertible owned by John Croes. John was displaying his car with the top up and the original invoice taped on to his vent glass.



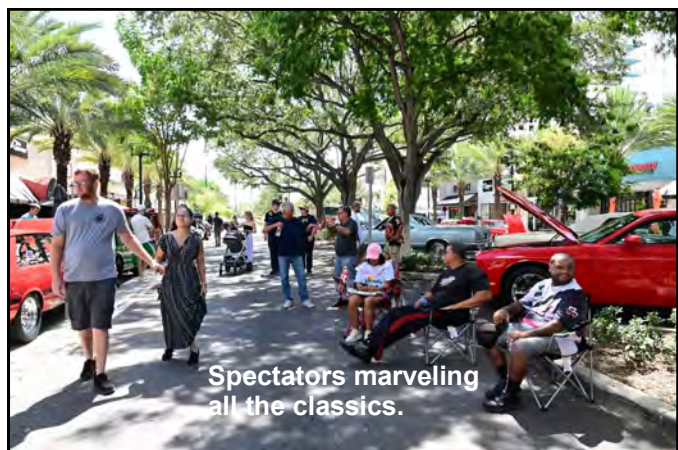
Close by was a restored original 1984 El Camino, and along Hollywood Blvd., a rare 1975 Chevy Caprice convertible. At first, I thought my 2014 Dodge Challenger was the most modern car in attendance, but no, there

was a custom new 2025 Corvette which caught much of the spectators eyes..

(continued on page 13)



2025 Corvette



Spectators marveling all the classics.



It was nice to see many of my friends, but one of those friends was an ex NAPA co-worker who recently retired, Al Ditzler. Al brought out a sharp 1966 Pontiac GTO, black on black. (see below)



One of my favorite cars was a black 1957 Chevy Bel Air. The owner of this car drove it from Key West, Florida to this Hollywood event in his '57. His father bought this car in 1958, and has been in his family since. Now, he's got it.



This Summer Dream Car Classic was a fun event, good weather with plenty of shade, good restaurants, what could be better? We'll see for next year. Note the Facebook ad below.

R:
Someone took a picture of me as I was about to put my chair in the trunk of my 2014 Dodge Challenger.



Alex beside his Challenger

Dream Car Classic

DOWNTOWN HOLLYWOOD

First Sunday of the Month
 Open to All Makes and Models
 Top 25 Trophies and Best in Show
 \$25 Vehicle Registration • Hosted By Live DJ
 2000 Hollywood Blvd., Hollywood, FL 33020

Find us on facebook. Joe Bevelacqua & Dream Car Classic



[NOTE: (1) The article below was published in the September 2022 issue Volume 67 NO. 09 of "The Road Map", pp.16-17 the newsletter of the New Jersey Region of AACA, edited by Dick Bettel. The article is written by Rich Reina, who is published here, with Rich's, and new editor Dick Bettel's 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.

We will conclude our ongoing series on brake system work by discussing disc brake rotor replacement in some detail. First, some important points: While disc brake pads are designed to wear out (actual service time depends greatly on driving habits, however, a good generalization is that a typical set of pads will last between 10,000 and 40,000 miles), it is NOT necessary to replace the brake discs or rotors every time the pads are replaced! If a repair shop recommends rotor replacement, you are well within your rights to ask why. The rotor wear surface will show some groove marks, which are completely normal. The concern is, how deep are those grooves? A simple rule-of-thumb is to check whether a fingernail catches on a groove. If not, then it is likely that the rotor is still serviceable. If a fingernail does catch, then some more precise measuring is called for. The most important measurement is overall rotor thickness. It is required that a number representing "minimum thickness" be stamped somewhere on the rotor. If a micrometer measurement reveals that the rotor has worn to a point less than this minimum thickness, it must be replaced.

What about rotor resurfacing or machining? When I started my professional automotive career in the 1970s,

rotor machining was a very popular service repair. However, two things have changed since then. Forty years ago, rotors were thicker, so that machining a few thousandths of an inch from them was unlikely to make them too thin. The other big change over the last half century has been the flip-flop in the parts/labor ratio.

When I was a pup, labor was (relatively) cheap and parts were pricey. Today, it's the opposite. My own suggestion is that if your car's rotors are worn, replacing them with new is the better option over a resurfacing repair, and may not cost any more money than the machine shop work. When you're ready to replace rotors, the brake caliper must be unbolted from the car. Look at any disc brake assembly photo and you will see



With a fixed caliper like this, just undo its bolt and swing it away from the rotor. Do not disconnect the brake line!



While rotor contact surface looks smooth, note lip on outer edge, and heavy rust inside. Rotor was replaced with new.

that the caliper "straddles" the rotor; it must do so for the pads to clamp on the disc. On fixed caliper systems (pistons on both sides of the caliper), the entire caliper is unbolted and swung out of the way. (cont. on page 15)



(continued from page 14)

On floating or sliding caliper systems (piston or pistons on only one side of the caliper), the main portion of the caliper is unbolted and swung out of the way AND the caliper bracket must be unbolted and removed.

Don't make this rookie mistake: **IT IS NOT NECESSARY TO DISCONNECT THE HYDRAULIC BRAKE LINE FROM THE CALIPER WHEN REPLACING THE ROTOR.** As you line up your tools to perform the job, before you unbolt the caliper, have at hand a piece of mechanic's wire or some strong bungee cords. I keep some old wire clothes hangers at hand, which I have cut to various lengths and have pre-bent hooks into their ends. When you unbolt the caliper, do NOT let it hang by its hydraulic line or hose! Swing it upward and use the wire/bungee cord to suspend the caliper from a suspension component. If you have undone the hydraulic line, you'll need to bleed the system, a totally unnecessary part of the job. With the caliper out of the way, on some cars, the rotor will pop right off. Some vehicles hold the rotor in place with a small set screw; be careful, as that set screw may be hidden by rust or dirt. If the rotor does not come off by hand, use a hammer and make some light taps around the center, or "hat", which can dislodge any corrosion that may be holding the rotor in place. Many cars have a parking brake assembly consisting of a set of brake shoes operating on the inside of the rotor's "hat". I have had cases where such a parking brake mechanism has rusted badly, making it extremely difficult to remove the rotor. I've had to use the BFH to get the rotor off. But be careful – you don't want to damage the parking brake, wheel bearing, or axle assembly. In a worst-case scenario, spray some rust-busting solvent around the area and give it a few hours to penetrate.



An example of parking brake shoes which operate on the inside of the rotor-hat (rotor removed)

With the caliper out of the way, on some cars, the rotor will pop right off. With the old rotor off, it's time to install the new rotor. And here's another Best Practice: before installing it, clean the contact surfaces with brake cleaner

or a similar solvent. New rotors are coated with a film to protect them from rusting during shipping and storage. You want to remove that film from both sides before mounting it to the car.



As the repair manuals love to state, "assembly is the reverse of disassembly". But first, use a wire brush to remove any rust build-up on the mating surfaces. Reattach the set screw holding the rotor in place. Reinstall the caliper and bracket. I'm sure those mounting bolts were very tight when you removed them; they must be equally tight on reinstallation. It's a good idea to look up the torque spec for them and use a torque wrench. Some techs like to use a locking fluid on the caliper bolts, although I have personally not seen the need for that if the bolts are torqued correctly. While reinstalling the caliper, depending on whether you are servicing the pads at the same time, take the time to lubricate the sliding pins; it's best to use a specific brake lubricant for that job. And of course, keep that lube off the rotor contact surfaces!

When starting the car for its first drive after rotor replacement, the same warning applies as when the pads are replaced. While the car is in Park (or in neutral with the parking brake applied), pump the brake pedal a few times until you feel a hard firm pedal. Try to avoid any hard brake pedal applications for the first several hundred miles. Let's hope you don't need to replace the rotors again for many tens of thousands of miles!

Next time: we will examine a car's steering systems.



It's 2026 South Florida Region Membership Renewal Time

It's our busiest time of the year here at The South Florida Region AACA – it's membership renewal time! The first renewal notice for 2026 dues will be included in the October Emailling package of *Sidelights*. Dues are \$45.00.

Members can use the online renewal option on our website ([click here for link](#)). Renewing online is quick and easy! (preferred method) Just click enter the required information, review the information listed and make changes if necessary. Review your information one more time and select the payment option **PayPal or Credit Card** Credit Card payment options include Visa, MasterCard, Amex or Discover. **Your payment will automatically update your membership record.**

If you wish to pay by check you can attend one of our monthly [Membership Meetings](#) at which time we will be more than happy to assist you, or you can mail your check to the following:

South Florida Region AACA
Attn: Ed Medina
14515 SW 106 Terrace
Miami, FL 33186

We thank you and appreciate your loyalty!

If mailing your check, please include the following:

Member Name: First, Middle, Last

Spouse Name: First Middle Last

Member Address, Street State ZIP Code

Primary Phone Number*

additional Ph: number

Email*

UPDATE YOUR VEHICLES / if NO CHANGES: write no changes, if **DELETING:** write which vehicle IS deleted; if **Adding:** write Addition: enter the Year, Make and Model of your Antique, only if you need to update information

Please **DO NOT FORGET TO RENEW YOUR NATIONAL MEMBERSHIP**

Click on Logo below to go to AACA National Renewal Page, you will need your member Number and PIN, which can be found on your AACA membership card.



By time you read this issue of *Sidelights* you should have received your September/October 2025 issue of *ANTIQUE AUTOMOBILE*. There is a lot of very important Time Sensitive Material enclosed:

- * Membership Renewal Form with envelope for you to mail.
- * Activity Request Card for upcoming Central Falls Nationals.
- * Postage-paid AACA Official Ballot for 2026 AACA Board of Directors Nominees. **Please note that there are eight nominees but only seven candidates can be selected.** You can read each nominee's biography on pages 12-15.
- * Opportunity to order Christmas cards and/or AACA 2026 Calendar



Larry Gavitt Car Show at the Westerly, RI Yacht Club Sunday September 14th Submitted by David Hicks

All proceeds are donated to the Pawcatuck Neighborhood Center. There were about 200 vehicles that showed up. Only 10 trophies were handed out based on the categories seen on the flyer shown below. Numerous organizations donated gift cards or baskets for food, liquor and automotive supplies. The 50/50 raffle was about \$5,000. The food vendors provided excellent different dishes of seafood, barbecues, hamburgers, hotdogs and ice cream. Music was also provided during the show. Andy Chapman from the AACA WPR won the trophy for Best Corvette.



ANNUAL LARRY GAVITT CAR SHOW

SUNDAY SEPTEMBER 7TH THE WESTERLY YACHT CLUB 11:00 - 4:00
1 WATCH HILL ROAD TROPHIES AT 3:30

Food & Beverages Available For Purchase **\$20.00 REGISTRATION FEE** *50/50 Raffle & Other Raffles*

ALL PROCEEDS WILL BE DONATED TO THE PAWCATUCK NEIGHBORHOOD CENTER

AWARDS FOR
BEST IN SHOW ~ PEOPLE'S CHOICE ~ BEST HOT ROD
BEST IMPORT ~ BEST JEEP ~ BEST CORVETTE ~ BEST MUSTANG
BEST PONTIAC ~ BEST CAMARO ~ BEST TRUCK

IF ANYONE WOULD LIKE TO DONATE A GIFT CARD OR BASKET PLEASE CONTACT KRISTEN CARSTEN AT 860-917-0448 OR MAUREEN MELLO AT 860-912-6685 BY SEPTEMBER 1ST.

RAIN DATE SUNDAY SEPTEMBER 15TH

FOR MORE INFORMATION CONTACT TONY MELLO: 401-741-5934 OR BRIAN CARSTEN 860-334-9398

Welcome New Members

**Ivan R Clare and
Maria del Carmen Marengo**
1978 Chevrolet Corvette

Jorge Luis and Denise Estopinales
1955 Cadillac Eldorado

Eduardo Fernandez
1982 Mercedes-Benz 280

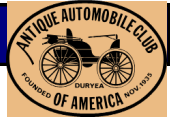
Michael R. and Melinda Hare
1962 Volkswagen
1969 Chevrolet COPO Camaro
1970 Volkswagen Beetle
1971 Triumph Stag MK1

**Domingo Alejandro and
Ana Isabel Marrero**
1971 Plymouth Duster Wedge

Javier Prevnat
1941 Chevrolet Master Deluxe
1949 Chevrolet 3100
1954 Chevrolet 3600

**Horacio Norberto Sanchez
and Rossana Stella**
1972 Alfa Romeo Giulia Super





*By Steve Moskowitz, CEO,
Antique Automobile Club of America*

The Verizon television commercials have made the slogan, "can you hear me now" popular. We think it is a question we all should be asking ourselves. Do our members hear us? Are we communicating enough? Do we provide club members, region members and chapter members with enough information to allow them to enjoy our clubs to the fullest? If we are not, we MUST.

We have long since passed the days when the club magazine and the regions/chapters newsletters were the only source to get the word out. Technology has made major inroads to the way we now get a lot of our daily information from the news to sports and yes to our club. We are now in a world that demands instant communication and the sources are vast. It is incumbent on all leaders to make sure we take advantage of the resources available to get our fellow members engaged.

Today, AACA has many methods of communication. We not only have our fabulous magazine but our monthly newsletter, Speedster, our website, this Rummage Box, Judges newsletter, two Facebook accounts, Instagram, and email blasts. National wants to get the word out so news is always close at hand. Informing our members gives them a better experience and allows them to enjoy all that the club has to offer.

What are you doing to stay in touch with your fellow members? We have too many regions/chapters who do not have even a quality newsletter. Websites may seem daunting for some but national hosts them for free and can provide a template to start a site. If that is too big a challenge, there is always a Facebook page. Does your region have a method to call people or email them when something urgent is happening? You should have an emergency plan in place.

Need help? Your national headquarters staff, especially Pat Buckley can help you start a website or assist you with ideas for a newsletter. Others in our office can explain Facebook and other technology. Also, we have national directors that will be happy to assist you. So, you are not left without paths to better communication. We are certain that our local clubs will be much more vibrant if their respective clubs maintain an appropriate cadence of staying in touch with its members.

There are other ways to communicate and we are even investigating the idea of offering podcasts, thereby being able to deliver informative and entertaining material to our membership in an entirely new format. In changing times, AACA needs to change in order to communicate more with you, our members. While all of these communication "devices" exist, they are worthless if people do not take advantage of them. So please, do not ignore correspondence that comes to you by your region/chapter or national. You will be better for it and your enjoyment of AACA will skyrocket!



AACA Headquarters
800 W. Hersheypark Drive
Hershey, PA 17033

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**FOLLOW UP TO “CARS AND COFFEE 239”
STORY IN AUGUST-SEPTEMBER 2025
SIDELIGHTS, page 13
By Mel Mann**

As a follow up to Eduardo Padron's fine article about the Cars & Coffee event in Naples. Pictured in his article is an old Ford Model T. Well, that car was originally owned by an old time AACA South Florida Region member Garland Pobletts. That car was shown in 1995 in my first Memory Lane display at the Miami International Auto Show. This car has stayed in the family, as it is still owned by his son who lives in Naples. Such a small world.



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

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>

OCTOBER 2025

01-05– Memory Lane; Miami International Auto Show at Miami Beach Convention Center; 1901 Convention Center Drive, Miami Beach, FL 33139-1820

07- Board Meeting– 7:30 p.m. at Pinecrest Bakery, 9606 SW 72 Street, Miami 33173

16– General Membership Meeting- TBD

NOVEMBER 2025

04- Board Meeting– 7:30 p.m. at Pinecrest Bakery, 9606 SW 72 Street, Miami 33173

20– General Membership Meeting– 7:30 p.m. at TBA
ELECTION NIGHT!

DECEMBER 2025

02- Board Meeting– 7:30 p.m. at Pinecrest Bakery, 9606 SW 72 Street, Miami 33173

13– HOLIDAY PARTY/INSTALLATION OF OFFICERS & BOARD– Miami Outboard Club; Watch for emails, Reservations required.

OTHER EVENTS

Every Other Friday- Cruise in Generation Old School-Olive Garden Kendall; 8925 SW 162 Ave, Miami, FL 33196 (by Baptist Hospital) for more information go to : Generation Old School–Facebook

October 17-19, 2025– 26th Annual Lake Mirror Classic Lakeland, FL; Registration is now open.

November 8, 2025– 8th Annual SSP Car Show at 7500 SW 152nd Street, Palmetto Bay, FL, 33157; 9:00 a.m.-3:00 p.m.; Visit our website for more information: <https://speedstyleandperformance.com>

December 6, 2025- Gasparilla Cars in the Park, 10a.m.-3:00 p.m., Registration ends December 3, 2025; Carrollwood Village Park, 4680 West Village Drive, Tampa, FL 33624

Contact Information: Phone: (813) 714-1019; Email: gasparillaconcours@yahoo.com



2025-2026 AACA

NATIONAL/ REGION EVENTS

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



October 7-10, 2025 – Eastern Fall Meet – Hershey, PA
hosted by Hershey Region AACA – 717-566-7720

October 18-22, 2025 – Central Divisional Tour – San Antonio to Gonzales, TX – hosted by Texas DFW Region – 214-498-0531

October 23-25, 2025 – Central Fall Nationals – Galveston, TX – hosted by Gulf Coast Region AACA – 832-693-4008

October 31, 2025– Ft. Lauderdale Region Trunk or Treat– Ghouls, Grilles & Gables; Sample-McDougald House 450 NEE 10 Street, Pompano Beach, FL, 4:30 p.m.-8:00 p.m.

November 8, 2025– St. Colman Veteran's Day Car Show Co-Sponsored with Ft. Lauderdale Region– St. Coleman's Catholic Church, 1200 S Federal Hwy., Pompano Beach, FL -10:00 a.m.-2:00 p.m.; Open Car Show; \$25.00; Event Feature: Honor Flight South Florida

February 5-7, 2026– Annual Convention/National Awards– Westfields Marriott Washington Dulles, Chantilly, VA—717-534-1910

March 19-21, 2026– Special Nationals– Guaynabo, Puerto Rico– Hosted by Puerto Rico Region

March 26-28, 2026 – Winter Nationals – Cartersville, GA – hosted by Lake Allatoona Region

April 9-11, 2026– Southeastern Spring Nationals– Charlotte, NC– hosted by Hornets Nest Region

SUNSHINE REPORT

A get well card has been sent to Carolyn Thiele.

