



Sidelights

APRIL 2026



Volume 69 Issue 3 <https://southfloridaregion.aaca.com>



A Auto Tech Biltmore Way (page 4)



Cauley Square Cruise-In (page 14)



East Ridge Village (page 12)



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SIDELIGHTS

APRIL 2026

Volume 69 Issue 3

Jean Hawa, Editor

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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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Cauley Square, East Ridge Village Car Show, Nike Missile Site Classic Car Show, the recent Biltmore Way Classic and the upcoming Good Shepherd Carnival so far... have we been busy? This is your club! Organizing all sort of events for your enjoyment not counting all other non AACA South Florida Region shows that we, as a recognized long time standing car club in South Florida, has been invited to participate. This is great for all club members and enthusiasts.

Cauley Square cruise was a "filled to the brim" car show, literally. What a beautiful shaded venue with unique shops and restaurants to enjoy family style. East Ridge? Just the place where our elders could pace along the vintage cars and trigger their memories; we made their day. A Cuban Missile era history lesson was provided by the volunteers of the Alliance for Florida's National Parks at the second annual Nike Site Festival Missile Base HM-69 in Everglades National Park. If you wanted to exercise your vehicle, this was it, "out in the boonies." Biltmore Way Classic? What can we say as the name itself, a classic, the only AACA judged show of the year where trophies were awarded to the best cars in their classes and where the Junior Judges had an opportunity to participate and learn about car judging, after all they are the future of the hobby. Thank you, Haggerty Insurance and Board Member Ira Shapiro. A solemn moment also was observed by presenting a plaque and dedicating the show to the late, longest standing member George Harvey.

I want to thank all new members and am looking forward to meet them at the shows or at the general club meetings held at La Carreta restaurant every third Thursday of each month. A big thank to all show logistic volunteers, as always ready to step up to the plate. Please keep yourself updated with the latest club information, upcoming events and registrations, <https://southfloridaregion.aaca.com/calendar/> and follow us and contribute on our Facebook page "South Florida Region Antique Automobile Club of America Group". Remember our editor, Jean Hawa, is always looking for car stories and general material for our publication aka "Sidelights".

Cheers,
Your President Al Padilla



It's amazing, but very understandable, that the weather dictates our car hobby. As the rest of the country may be thawing and drying out from historic blizzards, flooding conditions and battling tornados, we in South Florida are relishing in almost near perfect weather conditions in the first quarter of 2026. The South Florida Region and other car clubs are using many of the weekends to hold as many as possible car events before the future summer heat waves and rainy season encroach upon us.

As President Al Padilla's April Message listed our four events held in February and March, it shows that we have been busy. These club activities will be covered in this and next month's issue of *Sidelights*. To showcase one of our shows, member Robert Hernandez created a comprehensive YouTube video about the A Auto Tech Biltmore Classic Auto Show in 22.36 minutes. Do check out "**The Closest Thing to a Time Machine: All-Original Classics Only (1920-1980s)**". The link and information about it can be found on the bottom of page 19.

If you have been paying attention to Webmaster Ed Medina's emails you will see that we are passing on many different types of activities that people from the community are asking our club members to showcase their antique vehicles. Most of them are age specific, such as the pre-1960's for the Cuba Nostalgia, the 20's-40's for Miami's Heritage Day's event and the upcoming events of Brunch with the South Florida Classic Mustang Club in April and Memory Lane in the Miami Beach Convention Center in August. Then, if you check out our website you will find a wealth of information about your club. Recently added is a merchandise section where you will be able to purchase club shirts and caps.

Happy motoring,

Jean



Happy Spring



The A.A.C.A. South Florida Region Board Meeting of Tuesday, March 3, 2026 was called to Order by President Elpidio Padilla at 7:30 p.m., at La Carreta Restaurant, 8650 Bird Road, Miami, FL 33155.

In Attendance: 1st Vice President Ed Medina, Secretary Yovanna Hernández, Past-President Tomás Hernández, and Board Members Angel Aulet, Benjamin Cardonne, Alejandro Clay, Millie Garcia, Jean Hawa, Tony Hernandez, Thomas Kosky, Ira Shapiro, Bob Squier, Junior Felix Valdes and Gina Medina as guest.

Establish a Quorum: 1st Vice President Ed Medina was able to establish a quorum with 13 members of the board present.

First Order of Business - Acceptance of Board Meeting Minutes from Previous Meeting: 1st Vice President Ed Medina asked if everyone present had read the minutes of the February's 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; Tomás Hernández seconded it. Having no other discussion, the motion was voted on and passed.

Second Order of Business – Treasurer's Report: Millie Garcia spoke in lieu of Manny Garcia but she was not able to present a reconciliation statement for February from the club's bank account at this time and informed us that Manny will report on it at our next board meeting.

Third Order of Business – Membership Report: Ed Medina reported that as of now we have 212 active families.

General Membership Meeting (February 19, 2026): Ed Medina informed us that the general meeting will take place in the morning of the Good Shepherd Car Show on Saturday, March 21.

Ed is trying to confirm that a Tesla representative will be our guest speaker for the April General Meeting.

Cauley Square Car Show Report: Jean Hawa and Millie Garcia reported that it was a successful and beautiful show and we exceeded the number of cars allowed at the venue.

East Ridge Village Car Report (February 28, 2026): Jean Hawa reported that it was very nice setup with all the

cars facing the side walk, giving all residents the ability to view them. She added that it was judged by three residents. East Ridge personnel were very pleased and invited us back next year. Jean was disappointed because only 13 of the 30 cars who registered showed up, but understood that there were seven car shows happening on the same day.

NIKE Missile Site Classic Car Show (March 7, 2026) - Ed Medina informed us we have now 38 cars registered. He added that we will be having three awards and park rangers will be picking the winners. He added that the Military Museum and people from the Peter Pan era will help organize this event, delivering information on the 1960's missile crisis. The festival will offer food and drinks.

Biltmore Way Classic Auto Show (March 8, 2026) – Ed Medina informed us that we have 92 pre-register cars and everything else is ready for the show; he also reminded us that this is a big AACA Judged Show. He said that Mike Penn has already paid for the ADA toilet and all we need the day of the show are the two tables, table covers, tent and club signs. Jean Hawa volunteered to bring doughnuts and coffee.

Ira Shapiro mentioned that Brany Binker from A Auto Tech is our trophy sponsor. He is bringing a tent and two cars; one will be Bob Mayer's Mustang.

Millie Garcia proposed to make a plaque honoring George Harvey as our longest member, to be handed to his wife Cathy Harvey at the end of the show. Also, we should dedicate the show to his memory. All members present were in favor. Tomás Hernández offered to speak with Cathy to bring George's 1934 Plymouth to showcase it at the show.

Good Shepherd Car Show (March 21, 2026) – Ed Medina reminded us that the general meeting will take place at the show venue. He also mentioned that Al Padilla spoke to Michael Vera who wants to donate \$375 to go towards trophies to be awarded to three cars at the show. All board members agreed to have it done.

Other Club Business:

- Tomás Hernández made a motion to have Cathy Harvey inducted as an Esteemed member. Ed Medina approved the motion and Millie Garcia seconded it. All were in favor.

(continued on page 5)



(continued from page 4)

- Ed Medina suggested charging a \$5 minimum to register for our car shows as an incentive to attend and use that money to be donated to a charity. This was due to the East Ridge Show where the car attendance was so low compared to the amount of people who signed up, as well as other car shows where many no-shows occurred without prior cancellation. All were in favor.
- An apology was given by a member of the Cobra Club to Millie Garcia and extended to Angel Aulet for an unfortunate incident that transcended at the Cauley Square Car Show where a member of such club was very rude, disrespectful and abusive when he was told that it was passed entrance time and there were no more open spaces to park his car because the venue was full. On a happier note, Millie mentioned how admirable Angel was through all this ordeal and cited that he did a wonderful job. Tomás Hernández suggested that for all our shows we should charge a fee for non-members to avoid this type of situation.
- Robert Geitner, Director Association contacted Ira Shapiro to ask him if the club could bring cars from the 1920's on April 11, 2026 from 6-10 pm for a Centennial celebration in front of the Olympia Theater in Downtown Miami.
- Ira Shapiro informed us that he was contacted by the AACA National, looking to have a South Florida National Meet together with the Ft. Lauderdale Region, possibly in 2028. A small discussion about possible venues was held. Ira will follow up with the Ft. Lauderdale Region.
- Ira Shapiro informed us that The Vizcaya Village at the Farmers Market is under restoration and will not be available for any shows until the of winter 2027.

Sunshine Report: Jean Hawa informed us that Tomás Hernández told her that Frank Rubino had passed away. Funeral services will be held March 6th at 11 a.m. at the Stanfill Funeral Home, Pinecrest.

Adjournment: With no further club business to discuss, 1st Vice President Ed Medina made a motion to adjourn the meeting at 8:41 p.m. It was unanimously seconded and approved.

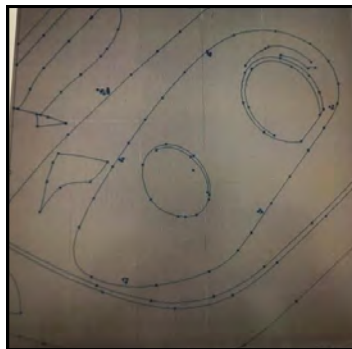
Submitted by Yovanna Hernandez,
Secretary

FEBRUARY GENERAL MEMBERSHIP MEETING

Reported by Jean Hawa

Our members learned that the antique car hobby is more than just car shows. On February 19, 2026 guest speaker Ranell Duo demonstrated how the love of cars transformed him into creating Auto Art with push pins. We were enthralled with the story about Steve McQueen's 1969 Porsche 917K being used as artwork.

The two to three week process starts with an idea, a diagram, pinning the outline, and then filling in the spaces.



Each piece has a Certificate of Authenticity in the back.



In this headlights piece is a string of embedded lights controlled by a hidden switch to enhance the artwork.



President Al Padilla presented a Certificate of Appreciation to Ranell Duo



A AUTO TECH 2025 BILTMORE WAY CLASSIC AUTO SHOW, March 8, 2026

Submitted by Jean Hawa

While Carnival on the Mile was going on across the street on Miracle Mile in Coral Gables, the South Florida Region was having its annual judged car show on Biltmore Way. As in the past it was well attended by the cars and spectators. The weather was picture perfect.

We are very thankful for the work and guidance from Chairman and Registrar Ed Medina, Chief Judge Manny Garcia, and Ira Shapiro who supervised the Youth Judges. Our worker bees were the volunteers who set up and dismantled the tent, parked the cars, judged the cars and trained the apprentice judges, procured the port-a john brought the morning and lunch refreshments etc. We would like to extend a heartfelt thank you to the everyone who assisted throughout the day. Without any of our members stepping up and volunteering, events like these are almost impossible to have. An added surprise was a brief gratis performance by the Belles of Harmony at noon time. Onlookers enjoyed their musical talents and dancing.

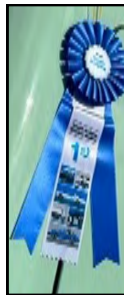
As with any judged show, the highlight of the day is the Awards Ceremony. Brany Binker of A Auto Tech, our main sponsor, provided the trophies and put on a very nice display of two restored vehicles beside the Coral Gables City Hall. Another display was provided by long-time sponsor Williamson Group with several Cadillacs.



Ira Shapiro's 1958 Jaguar XK150-FHC



R: Ira guided several youngsters in the Hagerty Youth Judging Program. The children placed a 1st Place ribbon on Volker Ribniger's 1970 Mercedes Benz 280 SL Pagoda (below)



2nd Place- Larry Epstein's 1934 Buick 56C Sport coupe



1966 Ford Mustang



1964 Chevrolet Corvette



3rd Place on Nivardo Mora's 1957 Ford Thunderbird



Belles of Harmony



1960 Cadillac El Dorado

The young judges selections were amazingly similar to what the seasoned adult judges selected.

(continued on page 7)



Art Fernandez's 1975 Chevrolet Corvette



Array of American Production cars



Bruno Zayas' 1969 Mustang Mach 1



Ysmael M. Benitez's 1988 Mercedes Benz 560 SL



Alberto Naon's 1939 American Bantam Roadster



Junior Valdez's 1958 Cadillac Brougham



George Harvey's 1934 Plymouth

PHOTO CREDITS

Jean Hawa
Al Padilla

(continued on page 8)



Chevrolet Corvette



Apprentice Angel (L) observes as Sam judges



Luis Fernandez's 1960 Jaguar



Diane Ash's 1936 Ford Roadster



Cliff Gibson's 1999 GMC C2500 Sierra Ext 3 door cab



Carlos Gomez's 1964 Rolls Royce Phantom



Ernie and Miriam Bernal's 1966 Vespa Piaggio 150 with sidecar



Al Padilla's 1955 Buick Century



Hiram Cruz's 1995 Rover Mini Cooper



Ross Battaglia's 1929 Ford Model A Woody



Mark Tenzer's 1965 Chevrolet Corvette



Best of Show recipient Volker Ribniger is flanked by President Al Padilla and Chief Judge Manny Garcia.



Jaime del Valle received the Special Survivor Award for his 1955 Jaguar XK140 OTS



Bob Caplan's 2000 Bentley Armage Red Label



Bruno Zayas' 1969 Ford Mustang Mach 1



Yazmin and Bruno Zayas



Tomas Kosky's 1974 Triumph TR6



Manuel Negrin's 1960 Chevrolet Impala



Pedro Pena's 1969 Chevrolet Camaro 350 Official Pace car



1973 Volkswagen Super Beetle

R: Jorge Andre's 1968 Porsche 912



AWARD WINNERS

(1) AMERICAN PRODUCTION- 1925-1949

BEST IN CLASS- 1934 Buick 56C Sport coupe- Larry Epstein
 RUNNER UP- 1939 American Bantam Roadster- Alberto Naon

(2) AMERICAN PRODUCTION- 1950-1959

BEST IN CLASS- 1957 Ford Thunderbird- Nivardo Mora
 RUNNER UP- 1955 Buick Century- Al Padilla

(3) AMERICAN PRODUCTION- 1960-1970

BEST IN CLASS- 1966 Ford Thunderbird- Richard Manso
 RUNNER UP- 1970 Chrysler Newport Cordoba- Pablo Sanchez

(4) -

(5) FACTORY HIGH PERFORMANCE- 1955-1973

BEST IN CLASS- 1970 Dodge Challenger- Ignacio Alonso
 RUNNER UP- 1969 Pontiac GTO RAIV- Claudio Marcelo Beruvides

(6) FACTORY HIGH PERFORMANCE- 1974-2001

BEST IN CLASS- 1986 Buick Grand National- Pete Rodriguez
 RUNNER UP- 1981 Chevrolet Camaro Z28- Carlos Alvarez

(7) CORVETTE- 1953-1973

BEST IN CLASS- 1965 Chevrolet Corvette- Mark Tenzer
 RUNNER UP- 1966 Chevrolet Corvette- Barry Delphus

(8) CORVETTE- 1974-2001

BEST IN CLASS- 1975 Chevrolet Corvette- Art Fernandez

(9) MUSTANG- 1964.5- 1973

BEST IN CLASS- 1969 Mustang Mach 1- Juan Bruno Zayas III
 RUNNER UP- 1969 Ford Mustang Mach 1- Everado Padron

(10)-

(11) FOREIGN CARS LUXURY- ALL YEARS

BEST IN CLASS- 2000 Bentley Armage Red Label- Bob Caplan
 RUNNER UP- 1964 Rolls Royce Phantom- Carlos Gomez

(12) FOREIGN CARS- NON-SPORTING- ALL YEARS

BEST OF SHOW- 1970 Mercedes Benz 280 SL Pagoda- Volker Ribniger
 BEST IN CLASS- 1988 Mercedes Benz 560 SL- Marcos Quintero
 RUNNER UP- 1988 Mercedes-Benz 560SL- Ysmael M Benitez

(13) FOREIGN CARS- SPORTING- 1950-1969

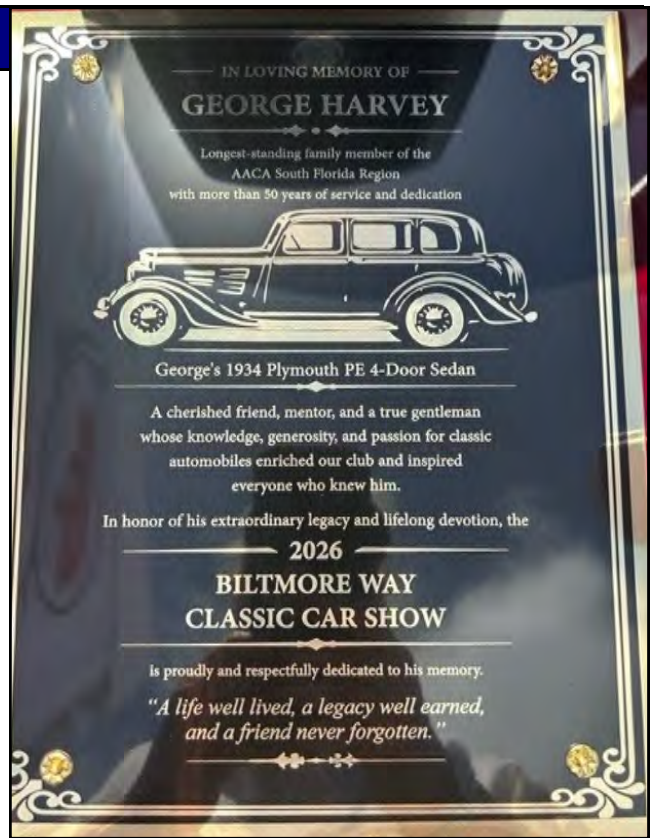
BEST IN CLASS- 1960 Jaguar MK-2-3.8- Luis Fernandez
 RUNNER UP- 1952 MG TD- Francisco Matallana
 SPECIAL SURVIVOR AWARD- 1955 Jaguar XK140 SE OTS Jaime Del Valle

(14) FOREIGN CARS SPORTING- 1970-2001

BEST IN CLASS- 2001 BMW Z8- Justo Aspiazu
 RUNNER UP- 1996 Porsche 911- Felipe Isaza

(15) TRUCKS, WORK VEHICLES, MILITARY VEHICLES

BEST IN CLASS- 1999 GMC C2500 Sierra Ext 3 door cab- Cliff Gibson
 RUNNER UP- 1966 Vespa Piaggio 150 with sidecar- Ernie and Miriam Bernal



Past President Millie Garcia presented Cathy Harvey with a plaque in memory of George Harvey's service.





Long time member (since 1998) and former Of Counsel to the AACA South Florida Region, Frank A. Rubino, the nationally recognized criminal defense attorney who helped shape some of the most

consequential international legal battles of the late 20th century and who once stood atop the podium at the 24 Hours of Daytona passed away March 1, 2026 at the age of 80.

Born in Philadelphia, Pennsylvania, Rubino built a career defined by range, rigor, and remarkable intensity. A former law enforcement officer and U.S. Secret Service agent, he went on to become one of Miami's most respected criminal defense lawyers, known for taking on high-stakes federal and international cases with meticulous preparation and an unshakable belief in constitutional protections. He became internationally known as lead trial counsel in *United States v. Manuel Noriega*, representing the former Panamanian leader following the U.S. invasion of Panama. The 1991 federal trial in Miami placed the city at the center of global attention and raised unprecedented legal questions involving sovereignty, extradition, prisoner-of-war status, and the reach of American courts. The case remains one of the most significant international criminal proceedings of its time.

Throughout more than four decades in practice, Rubino represented clients in complex matters across federal courts and international jurisdictions. He argued before the United States Supreme Court and the Eleventh Circuit Court of Appeals and appeared before the World Court in

The Hague. His appellate advocacy helped define limits on federal authority in maritime arrests and reinforced protections surrounding attorney-client communications. Colleagues regarded him as fearless in court, disciplined in preparation, and unwavering in defense of constitutional rights.

A graduate of the University of Miami School of Law, Rubino was frequently sought for legal commentary, appearing on national programs including *60 Minutes* and *20/20*. Yet, despite the headlines and cameras, he remained most at home in the courtroom.

Beyond the law, Rubino pursued another competitive passion: professional auto racing. During the 1970s and 1980s, he competed in the International Motor Sports Association (IMSA) series. In 1986, he won his class at the legendary 24 Hours of Daytona, driving the No. 13 Outlaw Racing Argo JM19-Mazda and finishing seventh overall in the grueling 24-hour endurance race. He retired from racing after a serious injury the following year but remained deeply involved in automotive culture.

That passion evolved into one of the country's most admired private collections of rare European sports cars. His collection focused on limited-production British and European automobiles from the 1930s through the 1950s and included a 1950 Aston Martin DB2 Drophead Coupe, a 1935 Irat CV6, a 1935 Rolls-Royce 20/25 Park Ward, and a 1965 Jaguar XKE. His vehicles were frequently displayed at prestigious concours exhibitions, and were known for their meticulous restoration and preservation.

He is survived by his wife of 37 years, Ann M. Rubino; two sons and four grandchildren.



EAST RIDGE VILLAGE VINTAGE CAR SHOW

Submitted by Jean Hawa

The 3rd Annual East Ridge Antique Car Show took place on Saturday, February 28, 2026 on the south eastern lawn of East Ridge Village. Even with many no-shows, the marketing team was happy with the quality of cars that made the effort to bring the “cars of the residents’ youth” to them. Following a suggestion from one of our participants last year, we had all the cars arranged with the front end facing the sidewalk so the wheelchair patients had a better view. Thanks to our club volunteer parkers, Angel Aulet, Bob Squier, and Richard Whittington and Philip Williams, the revised plan was so successful, the aides created a parade of patients from the memory care unit. It made their day.

Several food trucks were available with a good variety of food choices. The three residents who served as judges had a tough time selecting the top three cars. Due to the pending rain we moved up the awards ceremony to one o’clock.

The staff, club members, residents and other visitors seemed to enjoy seeing Our club is invited back, but in a time of the year when hopefully there aren’t seven other car events going on at the same day.



Tomas Hernandez’s
1932 Chevrolet Confederate



Richard Whittington’s
1942 Willys



Alejandro Clay’s
1953 Buick

L: Production: 58,780
Original base price: \$2, 295
Engine: 263.3 cu Fireball 18
Max HP: 130 (w/ Dynaflow)
Max Torque: 230ft-lbs (w/ Dynaflow)
Dimensions: H: 63.4 in
W:76 in; L: 205.9
Wheelbase: 121 inches
Weight: 3705 pounds
Original owner : 40 years
2nd owner: 30 years
3rd owner : 3 years
Original mileage, paint, chrome, glass, interior, engine and transmission



John Crawford’s 1955 Chevrolet
Belair Sport Coupe



Al Padilla’s 1955
Buick Century



Richard DeSoto’s
1959 DeSoto Firesweep



Ralph Amitrano’s
1970 Chevrolet Camaro Z28



Barry Hawks’
1972 Chevrolet Nova

#1855 of 18,601 Firesweeps produced in 1959 in Detroit, Michigan. 361cu.in., V-8 Hemi, 2-barrel carburetor, 3 speed driver selector push button, automatic transmission, power steering

PHOTO CREDITS
Jean Hawa and Al Padilla

(continued on page 13)



Bob Squier's 1967 Austin Healey 3000



Edgar Belaval's
1978 Fiat Spyder 124



Henry Gonzalez's 1986 Porsche



Philip Williams' 1988 Pontiac Safari



Resident Mario Yanes'
2016 Mercedes-Benz's Smart
Passion RPO 0.9 Turbo



The winners (L-R):
3rd- Henry's 1986 Porsche
2nd- Alejandro's 1953
Buick Riviera
1st- Al's 1955 Buick Century



L: Awards Table
Below: Al's display of his
1955 Buick's award



The Judges





CAULEY SQUARE CRUISE-IN

By Jean Hawa

For those who did not know about a "Cruise-in," this editor did a computer search on "Co-pilot" and the Cambridge Dictionary quoting the following:

Cruise-in (noun): A cruise specifically for viewing vehicles, often at auto events traveling at a steady, comfortable speed, often along a route where people can stop and look at cars, trucks, or other vehicles

How it works

- **Purpose:** The main goal is to **browse and view vehicles** in a relaxed, leisurely manner.
- **Setting:** Often held at **car shows, auto expos, or dealerships**, where attendees travel in a vehicle (or on foot) along a route lined with parked cars.
- **Experience:** Attendees can **stop, walk around, and inspect vehicles** without the need to buy them immediately. It's a way to explore the latest models, compare features, and meet manufacturers or dealers.

At the invitation of representatives of Cauley Square Historic Village, the South Florida Region held a cruise-in on Sunday, February 28, 2026. Even though there was pre-registration, there was an enormous amount of cars arriving an hour before we officially opened up. As a result, the streets filled up more quickly than expected causing us to close down the entrance because there was no more room to park the cars. Most drivers understood when they were turned away. Unfortunately, some were not gracious about it. After a few hours some cars did leave and we able to allow more cars to enter. We stayed filled up until the 4 p.m. closing time.

Since it was an open car event, we had a huge variety of cars. The restaurants filled up and the food trucks antique shops were kept busy. The weather was delightful and everyone had a good time. There were NO windshield cards printed to identify the cars.

R: Spider Man



1956 Chevrolet BelAir



Ross Battaglia's 1929 Ford Model A Woody



Volkswagens



FIAT



Chevrolet pickup



MGA



Ford Mustang G.T. 350



Chevrolet Corvette



1957 Ford Station Wagon



BMW



1956 Chevrolet Bel Air



Chevrolet Corvette



Dodge Charger



1969 Pontiac Firebird

PHOTO-CREDITS:
Jean Hawa
Al Padilla



Richard

Bob

Jeffrey



1965 Shelby Cobra



Mini Cooper VW



Rich's
repair
ramblings

Steering, Part 1

[NOTE: (1) The article below was published in the October 2022 issue Volume 67 NO. 10 of "The Road Map", pp.14-15 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.

As was the case with most technical developments of the first motor cars, automotive steering systems did not start out with "the single best design" right from the start. For example, many early automobiles used a tiller or lever to change the directional angle of the front wheels, although steering wheels were used as well (levers, aka handlebars were used on bicycles, and wheels were already in use on ships). Look at the Duryea on the AACA logo for an image of an early vehicle with a tiller. Tillers quickly fell out of fashion, though, and this story, from the article "Of dreamers and speedsters: Great tales from the great auto races", published in Automotive News in 1985, offers one explanation why:

"In 1898 ... the first auto-racing fatalities occurred.... A competitor named de Montariol in a Benz-powered Parisienne was passed by the Marquis de Montaignac in a faster and heavier Landry et Beyroux. Montaignac turned to wave to Montariol as he passed and, unfortunately, moved the steering lever when he turned. His car hit the Parisienne. Montariol's car skidded off the road, hit an embankment and overturned, pinning the riding mechanic. Montaignac heard the noise, turned to look, and his car swerved off the road and overturned, fatally injuring Montaignac and his mechanic. The accident... proved how impractical the steering lever was."

Similarly, there was no early consensus in deciding whether the steering wheel should be located on the left side or right side. At first, most horseless carriages put the



wheel (and the driver of course) on the right. While history offers no conclusive evidence why, the article "On the Right Side of the Road", from the U.S. DOT Federal Highway Administration, suggests one reason:

"... Roadside ditches also led to a growing tendency in the United States in the late nineteenth century for drivers of light horse-drawn vehicles to both drive on the right and sit on the right to avoid the greater evil of the ditch.... When inventors began building "automobiles" in the 1890's, they thought of them as motorized wagons. As a result, many early cars had the steering mechanism - a rudder (or tiller), not a wheel - in the center position where the side of the road didn't make any difference. However, with the introduction of the steering wheel in 1898, a central location was no longer technically possible. Car makers usually copied existing practice and placed the driver on the curbside. Thus, most American cars produced before 1910 were made with right-side driver seating, although intended for right-side driving. Such vehicles remained in common use until 1915, and the 1908 Model T was the first of Ford's cars to feature a left-side driving position. By 1915, the Model T had become so popular that the rest of the automakers followed Ford's lead."





The earliest cars, with their solid rubber tires and limited speeds, were mainly concerned with simply being able to change direction. As road conditions improved and horsepower grew, vehicle speeds increased, and the engineering that went into steering systems became more demanding. Vehicular steering system design starts with the requirement that it be easy and safe to use. From there, the technical demands grow. It must have low turning effort; it must dampen jolts from road imperfections; it must accurately respond to minute corrections from driver input; it must have limited free play; it must allow the two front wheels to turn within two different diameter circles (which employs something known as the Ackermann angle); and it must allow the front wheels to return to a straight-ahead position with minimal or no driver input.



This 1930's era steering column connects to a steering box in the engine compartment.

Repair Ramblings will discuss some of what has been mentioned above (Ackermann angle, rack-and-pinion, and more). Future articles will also cover some basic maintenance and repair work that the DIYer can perform on her/his own vehicle.

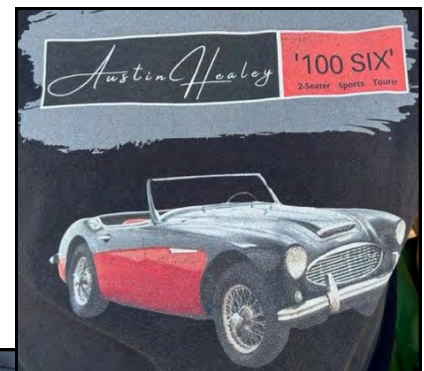
Next month: Steering systems Part 2



An example of a very early steering linkage

CAR RELATED TEE-SHIRTS SEEN AT A SHOW

PHOTO CREDIT:
Jean Hawa



The steering wheel is connected to a column which is positioned at an angle toward the front wheels. There, using some combination of linkages, it reacts with various levers and rods to pivot both front wheels around their vertical axis. The need to reduce friction at the rotating members has always been a critical part of steering design. Solutions such as worm-and-sector and screw-and-nut systems were employed. Because of the number of linkages used, it was difficult to completely remove free play from these systems. Wear in various moving parts only caused free play to increase. It would be some time before a more direct system such as rack-and-pinion would be employed, providing a tremendous improvement in steering accuracy.

Power steering did not see widespread use on passenger cars until the early 1950s. Steering systems have continued to evolve: tilt-and telescope designs; collapsible columns; electric power steering; and "drive-by-wire" steering have all come about in recent decades. This initial article on steering is intended to be an overview. Future



Dave Kerner
Executive Director

Florida Kicks Off Distracted Driving Awareness Month with Statewide Call for Safer Roads

~ Our partners are encouraging drivers to *Put It Down and Focus on the Road* ~

TALLAHASSEE Fla. ~ April kickoffs Distracted Driving Awareness Month, and the Florida Department of Highway Safety and Motor Vehicles, its division, Florida Highway Patrol, and our partners are encouraging drivers to *Put It Down and Focus on the Road*.

“Distracted driving is a dangerous choice that far too many Floridians are paying the price for. Every 44 seconds, someone in our state is involved in a crash, and many of those tragedies could have been prevented with a moment of focus,” said **Executive Director Dave Kerner**. “As we recognize Distracted Driving Awareness Month, I urge every driver to put the phone down, limit distractions, and commit to driving with intention. The lives of your family, your neighbors, and everyone who shares the road with you depend on it.”

“When drivers choose to look away from the road, they are choosing to put lives in danger. The Florida Highway Patrol will continue enforcing Florida’s distracted driving laws, but real safety begins with the decisions motorists make every time they get behind the wheel,” said **FHP Colonel Gary Howze**. “Silence the phone, eliminate the distractions, and stay focused. One moment of inattention is all it takes to cause a tragedy, and every driver has the responsibility to prevent it.”

Distractions can be broken down into three types.

- VISUAL:** Taking your eyes off the road.
- MANUAL:** Taking your hands off the wheel.
- COGNITIVE:** Thinking about something other than driving.

Where’s the Starter?

By Dave Bowman, VP – Judging

There have been many articles about where is the hidden gas filler, so what about starting the car? It’s not just about where is the key fob. Early cars, as we know, were crank started from the front of the engine. Set the timing, set the throttle or you will break your arm. So what came after that? I’m going to miss a few and get some years wrong, but stay with me.

In the 1930’s, Chevrolet and others adopted a mechanical starter with a pedal above and to the right of the accelerator pedal to press and engage Where’s the Starter, Cont... the starter gear and then the starter. A little difficult at times; left foot on the clutch, choke and throttle set, toe pushing the starter pedal while the heel of the right foot pumps the gas. Buick, on the other hand, chose an almost automatic starting system in 1936. With a switch on the carburetor, all you need to do was turn the ignition switch to on and press the accelerator pedal. Very convenient when you stall the car, as all you need to do is depress the clutch enough so it doesn’t engage and the engine will re start. This was continued through 1960.

Starting a 1940’s Studebaker with manual transmission, you press the clutch pedal to the floor and engage a button under the clutch to start it. If you own a 1954 Nash with automatic transmission, shift to Neutral and then pull the gearshift lever towards you and the car will start. On many other cars of the 1940’s, it was turn the key to the “on” position and then find the starter button somewhere on the dash.

Last on the list is the 1957-58 Chrysler products with automatic transmission. These were the push button shifters, but you had to push the Neutral button in farther to actuate the starter. Now that you know how to start it, where does the gas go?



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The Closest Thing to a Time Machine: All-Original Classics Only (1920-1980s)
https://youtu.be/p_tOLUOZ-R8?si=ZNAaByWYN6jXtA5r

We explore over 100 all-original survivors at the Biltmore Way Classic Car Show in Coral Gables, Florida. From 1920s antiques to 1980s icons, this "Miracle on the Mile" event is the closest thing to a real-life time machine for classic car purists. Held in the heart of beautiful Coral Gables, Florida, the Biltmore Way Classic Car, Truck & Motorcycle Show (hosted by the AACA South Florida Region) brings together the rarest unrestored vehicles in the country. Unlike typical car meets, this show focuses on "Survivors"—cars with original paint, matching numbers engines, and untouched interiors. [What You'll See in This Video] Pre-War Legends: Rare 1920s and 30s survivors. Golden Era Muscle: All-original Mustangs, GTOs, and Mopar legends. The "Miracle on the Mile": Drone coverage of the stunning Biltmore Way show field. Purist Details: A deep dive into factory-correct markings and untouched engine bays. Biltmore Way Classic Car Show, Coral Gables Car Show, Miracle on the Mile 2026, All-Original Classic Cars, Survivor Classic Cars, Unrestored Classics, AACA South Florida, Matching Numbers Engine, 1965 Mustang Convertible, 1970 GTO Survivor, Investment Grade Classics, Historic Biltmore Hotel, Classic Car Culture Florida, Pure History Cars, Vintage Car Preservation.

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
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FROM:
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TO:

2026 SOUTH FLORIDA REGION EVENTS

Website: <https://southfloridaregion.aaca.com>
(*for Online Registration)

APRIL 2026

- 07- Board Meeting— 7:30 p.m.** at La Carreta Restaurant, 8650 SW 40 Street, Miami 33155
- 16- General Membership Meeting—7:30 p.m.** at La Carreta Restaurant at 8650 SW 40 Street, Miami 33155; if you want dinner, please come at 6:30.
- * 19— South Florida Region and South Florida Classic Mustang Club Joint Event: Car & Brunch; Miami Outboard Club, 11 a.m.—3 p.m.; 1099 MacArthur Causeway, Miami ; Mandatory pre-registration and cost— go to club website above**

MAY 2026

- 05- Board Meeting— 7:30 p.m.** at La Carreta Restaurant, 8650 SW 40 Street, Miami 33155
- 21- General Membership Meeting—7:30 p.m.** at La Carreta Restaurant at 8650 SW 40 Street, Miami 33155; if you want dinner, please come at 6:30.

JUNE 2026

- 02- Board Meeting— 7:30 p.m.** at La Carreta Restaurant, 8650 SW 40 Street, Miami 33155
- 21- General Membership Meeting—7:30 p.m.** at La Carreta Restaurant at 8650 SW 40 Street, Miami 33155; if you want dinner, please come at 6:30.

JULY 2026

- 07- Board Meeting— 7:30 p.m.** at La Carreta Restaurant, 8650 SW 40 Street, Miami 33155
- 16- General Membership Meeting—7:30 p.m.** at La Carreta Restaurant at 8650 SW 40 Street, Miami 33155; if you want dinner, please come at 6:30.

AUGUST 2026

- 04 – Board Meeting – 7:30 PM** at La Carreta Restaurant, 8650 SW 40 Street, Miami 33155
- 20 – General Membership Meeting**
- *29 – 31 – Memory Lane – Miami International Auto Show – Registration**



2025-2026 AACA



NATIONAL/ REGION EVENTS

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

- April 9-11, 2026— Southeastern Spring Nationals—** Charlotte, NC— hosted by Hornets Nest Region
- April 23-25, 2026- Annual Grand Nationals/Western Spring Nationals—** Las Vegas, Nevada— hosted by Las Vegas Region
- May 28-30, 2026— Eastern Spring Nationals—** Indiana, PA— hosted by Shannock Valley Region
- June 11-13, 2026— Southeastern Fall Nationals—** Oak Ridge, TN— hosted by Volunteer Region
- June 15-19, 2026— Sentimental Tour—** Mechanicsburg, PA, hosted by Pontiac-Oakland Worldwide Region
- July 23-25, 2026— Central Springs Nationals—** Green Bay, WI
- August 19-22, 2026 Annual Grand Nationals/Zenith Awards—** Allentown, PA— 717-534-1910

2026 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

May 15-17, 202 Cuba Nostalgia 2026 exhibition to be held at the Miami Dade County Fairgrounds; pre-1960 vehicles are needed. Contact Al Padilla

SUNSHINE REPORT

Condolences have been sent to the family of long time member and former Of Counsel, Frank Rubino, who passed away March 1st.

