



Sidelights

MAY/JUNE 2026



Volume 69 Issue 4 <https://southfloridaregion.aaca.com>





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SIDELIGHTS

MAY – JUNE 2026

Volume 69 Issue 4

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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CONTENTS

AACA National/Region Events	20
Amelia Island Concours	15-16
Board Minutes	4-5
Club/National Calendar	20
Editor’s Notes	3
Good Shepherd Car Show	9-11
Heritage Day Event	12
John Knox Village Car Show	13-14
Nationals Meets Winners	5
NIKE Missile Base Show	6-8
Other Events	20
President’s Message	3
Rich’s Repair Ramblings	17-18
Rummage Box	8
South Florida Region Events	20
Sunshine Report	20
Supporters	19
Wanted Stories	19

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AACA South Florida Region

<https://southfloridaregion.aaca.com>
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Instagram from Meta



Hello fellow members,

Spring is in the air. Here we are, waiting for the rain and humidity plus a step closer to the end of our car show season... but wait, that does not mean we have to stop. As we all know, weather is unpredictable around here and we may still enjoy a few club and non-club events in which we are always invited to participate.

I guess as one of the oldest car clubs in South Florida, we are pretty well known and "always on their minds." When our Sergeant at Arms and yours truly recently attended a local "cruise in" in West Kendall, we were amazed by how many beautiful cars and people were in attendance. Lately, Miami is receiving plenty of new, never seen classics. We were not recruiting, but it gave us an opportunity to talk and disseminate information about our club. I encourage our members to simply share our experiences at any opportunity you are given. The City of Miami Heritage Days event and the recent MOC brunch were other examples of your club activities where history and fun were part of a prescription to exercise our car hobby.

As always, keep in touch for future events, i.e. Memory Lane, Cuba Nostalgia exhibition and Lake Mirror. Remember contributions to this publication are always welcome, as well as the social media sites, and don't forget to visit our website. But most important, please read your emails as your VP always says. Thanks to all that makes this possible.

Cheers,

Your President
Al Padilla



After reading some of this club's emails about members' participation, completing a club survey, participating in discussions about membership and volunteering in this and other organizations this editor belongs to, a unique poem entitled "Do You Belong?" showed up on-line. Upon further research, a similar or modified poem was discovered on line. In 2013, Mark Copeman, a Consultant/Creator/Connector, wrote that he found it on a sports club noticeboard and it resonated with him. He posted the following...

Do You Just Belong?

Are you an active member, the kind that would be missed,

Or are you just contented that your name is on the list?

***Do you attend the functions, and mingle with the crowd,
Or do you stay home and grumble long and loud?***

***Do you take an active part in helping the club along,
Or are you satisfied to "just belong"?***

***Do you ever come along and information seek
Or leave the work to just a few and talk about a 'clique'?***

***There's quite a programme scheduled that means
success if done***

And it can be accomplished with the help of 'everyone'.

***So, why not come along and help with hand on heart
Don't be 'just a member', but take an active part.***

***Think this over members are we right or are we wrong
Are you an 'active member' Or do you 'JUST BELONG'?***

- Author unknown

The above words are "food for thought". In conclusion, this editor just returned from a wonderful three-day state convention of several hundred attendees who share the same concerns as our antique car hobby. A message from Christy Linke, President of the Florida Federation of Garden Clubs, was impactful: "An event like this is only as successful as the participation, enthusiasm, and enjoyment of the attendees. Connect with long-time friends and make some new ones... Together, let's have a fabulous few days of learning and connection". We did!

Happy motoring,

Jean



The A.A.C.A. South Florida Region Board Meeting of Tuesday, April 7, 2026 was called to Order by President Elpidio Padilla at 7:29 p.m., at La Carreta Restaurant, 8650 Bird Road, Miami, FL 33155.

In Attendance: President Al Padilla, 1st Vice President Ed Medina, 2nd Vice President Jorge Salazar, Secretary Yovanna Hernández, Past-President Tomás Hernández, and Board Members Angel Aulet, Benjamin Cardonne, Alejandro Clay, Chico Goldsmith, Jean Hawa, Thomas Kosky, Ira Shapiro, Bob Squier, Junior Felix Valdes.

Establish a Quorum: President Al Padilla was able to establish a quorum with 14 members of the board present.

First Order of Business - Acceptance of Board Meeting Minutes from Previous Meeting: President Al Padilla asked if everyone present had read the minutes of the March's board meeting; if so, and if there were no questions, comments, or corrections, would someone move to accept the minutes as posted. Bob Squier corrected of a word incorrectly used, an action to correct it took effect immediately. Al Padilla 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: Al Padilla in lieu of Manny Garcia presented a reconciliation statement for the month of March from the club's bank account and 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 218 active families. Ed added that he was going to send a list to Jorge Salazar to contact members that have not renewed.

General Membership Meeting (April 16, 2026): Jorge Salazar informed us that he texted JMAC Custom Detailing Garage to invite them to come and was waiting for a response. Also, Benjamin Cardonne added that he is working with a Body Shop for our next month general meeting.

NIKE Missile Site Classic Car Show Report – Al Padilla informed us that out of 40 cars that registered only 12 showed up. He added that all volunteers did a great job

and this was a very interesting show. Tomás Hernández mentioned that it was a very hot venue and the only place to shelter from the sun were two of the shelters and that it took a long time to announce the winners. Ed Medina also said that the trophies were lost in transit but the trophies and the cash awards were sent via mail to the winners. Ira Shapiro added that he missed conversing with the Peter Pan group. All present agreed that it was an interesting and historical place.

Biltmore Way Classic Auto Show Report – Ed Medina informed us that there were 92 cars displayed. Ed added that it was a successful and special show dedicated to the memory of George Harvey, showcasing his 1934 Plymouth 4 door sedan at the venue. A special plaque in honor for all the years he had been a club member was presented to his wife, Cathy Harvey. Ed stated that despite it being a great show, the judging was too lenient for this type of show and we should follow the AACA judging rules more closely. Tomás Hernández mentioned that we should have a team of two instead of three judges. Jorge Salazar said that we should ask volunteer judges in which area they feel most comfortable and knowledgeable prior to judging. Ira Shapiro suggested to having a judging class before the show and that field show will be better to judge if cars are separated by categories.

Good Shepherd Car Show Report – Ed Medina reported that it was a great show with the coffee and doughnuts time to socialize as well. A Challenger, a 1993 Corvette and a 1986 Grand National were given a special award donated by Michael Vera.

Downtown Event (April 11, 2026) – Ira Shapiro informed us that he is still looking for 1920's cars for the Heritage Day Event at the Olympia Theater.

Other Club Business:

- Farmers Market at Palmetto Bay (September 8, 2026): Benjamin Cardonne will get information for a possible car show.
- Angel Aulet reminded us about Horse Power for Heroes (April 19, 2026) at the RC Cola Plant in Wynwood, sponsor by the Police and the Fire Department.
- Love Story Restaurant Cruise-In (April 16, 2026) all cars are welcome.
- Al Padilla reminded us about the Cars and Brunch at the SFCM and Miami Outboard Club (April 16, 2026).
- Cuba Nostalgia (May 15-17, 2026) Al Padilla informed that there are 11 cars registered. *(continued on page 5)*



(Continued from page 4)

- Ed Medina mentioned that the club should consider doing a drive-in late September/early October and wants to hear suggestions of places to visit. Junior Valdes suggested the Keys.
- Ed Medina informed us that he will be reaching out to the Country Walk's representative to propose a car show. This will replace the Winston Park Car show.

Sunshine Report: Jean Hawa informed us that Hank and Luly Tester are new grandparents and Jay Mullinix had a rotary shoulder surgery.

Adjournment: With no further club business to discuss, President Al Padilla made a motion to adjourn the meeting at 8:49 p.m. It was unanimously seconded and approved.

Submitted by Yovanna Hernandez,
Secretary

Antique Automobile Club of America
2026 Winter Nationals
Cartersville, GA March 28, 2026

Class ORG First Original
1966 Pontiac Tempest Custom
Bill A. Thiele

1977 Chevrolet Corvette
Cheryl Mullinix

Class 25A First Junior
1959 Austin-Healey 3000 MK
Juan M. Penedo

Class 27M First Junior
1978 Mercedes-Benz 450SL
Guy A. Lewis

Class 30B Second Junior
1967 Chevrolet Corvette
Stephen Greenblatt

**AACA 2026 WINTER NATIONALS AND
2026 SOUTHEASTERN SPRING NATIONALS**

CONGRATULATIONS to our members who traveled to Georgia or North Carolina for their first or additional national award! The thrill of knowing your antique met all the requirements for a specific award, especially for the First Junior is truly exciting. Shown below are the members from the AACA South Florida Region who received awards. Reports from two members who attended the Nationals will be printed in the July issue of *Sidelights*.

Antique Automobile Club of America
2026 Southeastern Spring Nationals
Charlotte, North Carolina
April 11, 2026

Class DPC -First Driver Participation
1962 Oldsmobile Starfire Kenneth I. Stowe

Class 04A First Junior
1939 American Bantam Roadster
Alberto Naon

Class 19E First Junior
1941 Cadillac Series 62 Edward A. Dauer

Class 27C Repeat Preservation
1958 Oldsmobile Edward A. Dauer

Class 27D First Junior
1960 Ford Country Squire
Edward A. Dauer

Class 27D Preservation
1960 Edsel Ranger Edward A. Dauer

Class 32 Third Junior
1955 Chevrolet Bel Air Michael J. Merlo



2ND ANNUAL NIKE SITE FESTIVAL

Submitted by Jean Hawa

Having missed the first Nike Site Festival in 2025 was a good reason for attending this year’s festival. Saturday, March 7, 2026 was a balmy overcast warm day driving into Everglades National Park; a chance to see Mother Nature without the traffic and traffic signals. Since we no longer have an antique vehicle, this editor and her husband drove modern and arrived after the opening ceremonies concluded.

After following the numerous signs and several turns into the park, we were greeted by armed militia guards at the entrance of the historic Nike Missile Base HM-69. We were directed to the parking lot, walked to the bus loading area and were transported further into the Everglades. At the check-in table, inside the Nike Site, we decided to go on the Park Ranger tour before going to the car show.

The tour guide took us to Barns A, B, and C, the K-9 Kennels, and the Missile Assembly Building. Bear in mind that everything we saw was decommissioned and obsolete.

Having grown up in the era of Cold war era, the Cuban Missile Crisis, and the culture of the 1960s and 1970s, we saw first hand some of the realities experienced by of the United States militia. We learned that the Everglades Nike Site was different from the other U.S. missile sites: (1) We could not have anything underground due to our water table and (2) they had a double amount of K-9s. One interesting sad but understood fact about the K-9s was that, if the trainer was killed or incapacitated, the dog would have to be put down due to security purposes. The reason, the dog was trained to listen ONLY to his trainer. As we started walking towards the car show, several vehicles arrived transporting the K-9s. Unfortunately we didn’t stay for the demonstration. Well, there’s always next year.

Following the “road “ to the car show, the park ranger showed us an inscription made into the deteriorating asphalt, a one-foot square etching of a mosquito and its stinger. It was someone’s humorous reminder of the volume of mosquito bites in the Summer. Fortunately for us, we were still in Winter.

R:
Honor Guard at
Opening
Ceremony

PHOTO
CREDITS
Jean Hawa
Al Padilla



Al beside U.S. Army Missile



R: Ira’s 1958 Jaguar
XK150-FHC

Below: Patrick’s
1978 Lincoln
Continental Mark V





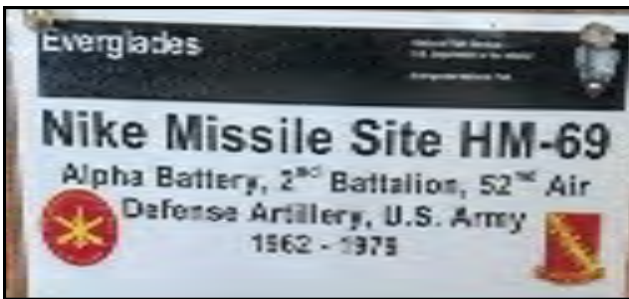
Saturday, March 7 2026

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of the Cold War
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The Alliance for
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Coral Gables, FL 33146
ivf@floridanationalparks.org
www.floridanationalparks.org



Al's 1957 Buick conv

Junior's 1958
Cadillac Brougham



L: Cobra
428



L: Ford
pick up

(cont. on
page 8)



1969 Corvette

NOTE: Since no windshield cards
were visible, limited information about
the cars
was
available



Porsche



1972 Ford pickup



People's Choice:
1st Place- Luis Fernandez's 1957
Buick Special convertible



2nd Place- Pantera



3rd Place- 1970 Chrysler Newport



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 Teams That Stopped A Crisis And Kept The Peace



Booster
Four solid rocket motors propel the Nike Hercules missile at incredible speed. The solid fuel is laid down in layers and burns evenly from the inside out.



Members resting inside the barn



GOOD SHEPHERD CAR SHOW

MARCH 21, 2026

Submitted by Jean Hawa

In lieu of the regular 3rd Thursday evening General Membership Meeting members were encouraged to meet at the AACA South Florida Region tent at the open car show sponsored by the Good Shepherd Festival on March 21st. All members were treated to bagels, doughnuts, coffee and orange juice while they chatted about the car show and/or their own car. It was the perfect spot for the visitors to learn about our club. Manny Garcia recruited interested members to judge some of the cars. Volunteer helpers were Al Padilla, Tomás and Yovanna Hernández, Angel Aulet and Ed Medina.

By having members at the club tent, it was another opportunity to meet with the public and provide information about our club and hobby.



1952 MG TD



Visiting the AACA South Florida Region tent were L-R: Alejandro, Cathy, Millie, Yovanna, Angel, Ed, Tomás and Maurice.

NOTE: The windshield cards did not list the vehicle owners names.



Club tent

L: President Al's 1957 Buick



Ford Thunderbird

PHOTO CREDITS: Jean Hawa and Al Padilla



Cadillac

1959 Ford Skyliner retractable



2001 Porsche 911 Carrera



(continued from page 9)

The Volkswagens were present:

R: Type 2 Deluxe
Below: Beetles



Customized designed limited edition



2000 BMW Z8



1959 Buick



1972 Chevrolet Camaro



1953 Buick

11TH ANNUAL GOOD SHEPHERD
CAR★NIVAL
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+BAZAAR & BASKETBALL

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MARCH 21, 2026
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1977 Cadillac Eldorado



1960 Cadillac

Below:
1965
Cobra



KZ1000



1952 Chevrolet 3100 pick up
car tee-shirts



1998 TVR Cerbera Speed Eight 4.5 L



Corvettes



1923 T-Bucket



1938
Chevrolet
V827



1964 Mini Cooper conv



HERITAGE DAY—SATURDAY, APRIL 11, 2026

Submitted by Ira Shapiro

Thank you to Junior Valdez, David Sanchez, Alex Clay and Richard Whittington along with their respective better halves, for coming out to support this inaugural event for Heritage Day on Flagler Street. Our host, Robert Geitner (Olympia Arts MIAMI/Olympia Center Inc.), long time supporter and friend of our club, has already spoken with me about doing this again next year. We are going to expand the display to include cars of the 60's. Heritage Days Celebrates the day Henry Flagler arrived In Miami with his railroad, April 11, 1896. Again thank you to all who participated and all those who came out and support the event. Looking forward to doing this again next year!



1930 Dodge Six series convertible



1930 Dodge Six series convertible

R: 1942 Willys Sedan- Richard Whittington



L: 1932 Plymouth Business Coupe- David Sanchez



R: 1953 Buick Special Series 40 Coupe- Alejandro (Alex) & Rossana Mendez-Clay

L: 1932 Plymouth Business Coupe



L: 1958 Jaguar XK150 FHC Ira Shapiro



1930 Dodge Six series convertible- Junior & Judith Valdes



JOHN KNOX VILLAGE ANNUAL CLASSIC AND ANTIQUE CAR SHOW— MARCH 28, 2026

SUBMITTED BY JEAN HAWA

For years this editor and her husband Maurice have heard of a beautiful vintage car show at the John Knox Village, a Life Plan Community in Pompano Beach, Florida, but never attended due to a variety of reasons. Fortunately, our own AACA South Florida Region Esteemed Member Marianne Sebastian, widow of our Founder Charles Sebastian sent us the date, early enough for us to make plans to drive one and one-half hours to Broward County. We spent an hour visiting Marianne in her beautiful JKV Villa prior to the car show.

It was an open car show for vehicles 25 years of age or older beginning at 10:00 a.m. It was staged on grass in the northeast corner of the campus next to the Welcome and Innovation Center. Each entrant was given a pre-printed windshield card and assigned a number so that the residents and guests were given the opportunity to vote for three "People's Choice Awards". The AACA Ft. Lauderdale Region supported this car show.

At 12:30 p.m. all the cars joined the "Parade of Cars" through John Knox Village so that the elders in three of the areas had a chance to view all the cars. After the parade all the car owners and passengers were treated to lunch at the Cultural Arts Center.

It was a delightful Saturday morning for us as we saw some beautiful cars and talked with several owners including one of our known, Michael and Catherine Merlo who live in Broward County. We left when the cars drove off for the parade. A few days later Mariann emailed this editor the *JKV Gazette* which posted the winners of the People Choice Awards!



Marianne Sebastian beside a 2005 Porsche GT-3



3rd Place- 1948 Dodge Woody Wagon

1962 Austin Healey



R: 1941 Buick "Super convertible



R: 1958 Chevrolet Corvette



(cont. on page 14)



R:
1931 Ford
Roadster



2nd Place-
1935
Auburn
Boattail



1st Place- 1935 Chevy Coupe



1978 Lincoln Continental



1957 Chevrolet Nomad



Michael Merlo's 1955 Chevrolet BelAir convertible



1942 Packard
110 convertible



L: 1971 Porsche 911-Targa
Sportomatic

Below: 1976 MGB

R: 2001 Chrysler
PT Cruiser with
the Ft. Lauderdale
AACRA Region
signage





THE 2026 AMELIA CONCOURS D'ELEGANCE

Submitted by Richard Whittington

The Amelia Concours was held on March 7, 2026 in Amelia Island, Florida. The Amelia Concours' chairman is McKeel Hagerty of Hagerty Insurance Agency. The Amelia Concours is held on the grounds of the Ritz Carlton Hotel Golf Course on Amelia Island, Florida. This Concours has been a yearly event for over 30 years. My cousin, Lee Elmslie, his dad, and I have been attending The Amelia Concours for many years. My uncle, Scotty Elmslie, lives in Fernandina Beach only a short distance from Amelia Island. There are four days of car events that surround the Amelia Concours. The Amelia Concours is regarded now by many as one of the most prestigious classic antique car shows in the USA rivaling Pebble Beach Concours d' Elegance on Monterrey Peninsula, California. This year there were approximately 300 cars at The Amelia Concours in approximately 30 categories.

The featured categories this year were: Cars of Dario Franchitti, Chip Foose Creations, Corvette Factory L88s, Duesenbergs, Pre and Post War European and American Cars, Ferraris, Horseless Carriages, Hypercars, Carroll Shelby Cars, Kurtis Race Cars, Motorcycles, Pony Cars, Porsches, Rolls-Royces, Mercedes Benz cars, and Tom Cotter's One of One.

Each year there is an honoree invited to attend the Amelia Concours. This year the honoree was Scottish race car driver Dario Franchitti. He is a three-time Indianapolis Grand Prix Champion.

Some of the most historic, elegant and well-preserved antique cars in the world are invited to attend The Amelia Concours. Most are restored classic cars but some are unrestored cars and historic race cars. Only the rarest, unique, and beautiful antique cars are invited to attend.

My favorite cars were from the 2020 Amelia Concours. They were the 1950s Jaguar D types and the 1957 Jaguar XKSSs. They included Steve McQueen's British Racing Green 1957 Jaguar XKSS. I have only seen two Willys cars at the Amelia Concours. One was last year which was a 1953 Willys Woodie prototype. And this year a 1929 Willys Knight Coupe. Cars are carefully judged for very prestigious awards. There are awards for best in class and also specialty awards. There is also Best in Show in two categories: Concours d' Elegance and Concours d' Sport. Our own Guy Lewis has been invited to show several of his cars at The Amelia Concours. His 1953 Mercedes 300 S Coupe won Best in Class in 2020. (See photo on the right)

The 2026 Amelia Concours was well attended by the public. This year's entrance fee was \$80. I highly recommend this well-organized Concours. The venue is beautiful and the weather is usually ideal.



1929 Rolls-Royce Phantom I Brewster Ascot Phaeton



1929 Cord L-29 Convertible Phaeton Sedan



1929 Willys Knight



1955 Maserati A6GCS-53 Spyder



1940 Cadillac Custom



1954 Kurtis 500-C Indy Roadster



Pvenac Re-Creation- 1958



1953 Mercedes 300 S



1967 Ferrari 412 P

BELOW:
The Splinter
is a high-
performance,
mid-engined
supercar built
from wood
composites.



1952 Bentley Special Roadster



1963 BMW 507



Jaguar



Guy Lewis' 1950 Rolls Royce



1966 Fitch Phoenix



1967 Corvette L88



1958 Ferrari 250 GT California Spider



1958 Aston Martin DB2-4 MK III Drophead Coupe



Runge R2



Aston Martin Valhalla



1971 McLaren M8F Can-Am race car



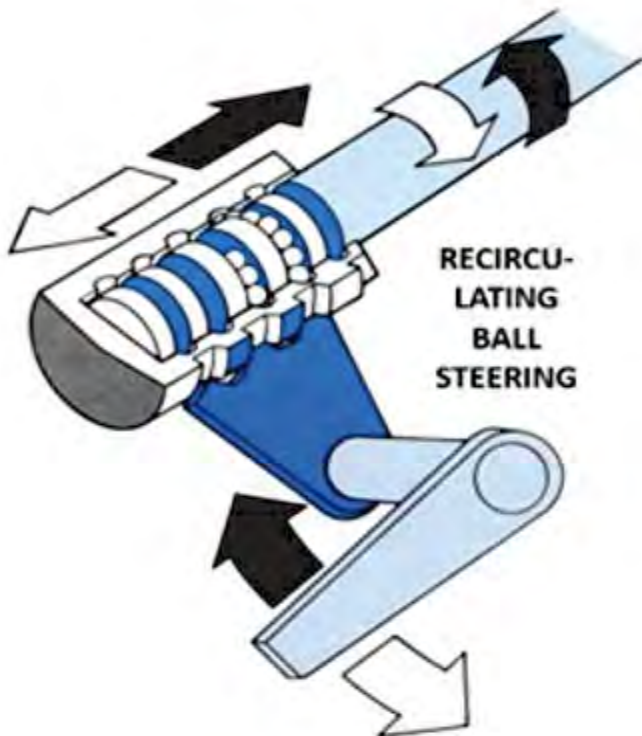
2015 Porsche 918 Spyder Weissach



Steering, Part 2

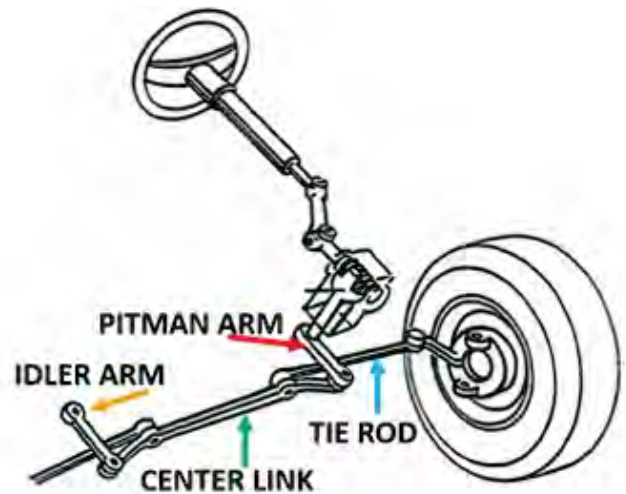
The challenges in designing an effective steering system center around finding a way to convert the rotational movement of the steering wheel to the left-right movement of the front tires, while including low driver effort, sufficient directional stability, and minimal freeplay. At the same time that the front wheels are able to turn left and right, they must also rotate at road speed and be able to tolerate roadway imperfections.

Early 20th century forms of steering mechanisms included 'worm and sector' and 'cam and roller'. These are two similar variations on the theme whereby the end of the steering shaft has a spiral groove cut into it, called a worm gear. Turning the steering wheel rotates the shaft and worm gear. Meshing with the worm gear is a sector shaft or sector gear. This is attached to the Pitman arm, swinging it left or right. (A "pitman arm" is defined as any shaft that translates rotary movement [in this case, the steering column] into linear movement [in this case, the front wheels].) A major problem with the early worm and sector or cam and roller designs is the tremendous amount of friction, causing both high driver effort and excess wear on the moving parts.



A greatly improved version of this design became known as the recirculating ball steering system, pioneered by General Motors, and introduced on the 1940 Cadillac. Recirculating ball steering uses a series of ball bearings which ride inside the grooves of the worm gear and sector gear. The ball bearings greatly reduce friction all along the contact points. Because the ball bearings constantly travel (recirculate) along the grooves, the wear on them is evenly distributed, friction is reduced, and steering effort is lessened. By the 1950s, the majority of American cars had adapted recirculating ball steering.

The Pitman arm (red arrow in illustration) is located on the driver's side of the vehicle, so a series of linkages are needed to tie the two front wheels together. Opposite the Pitman arm is the idler arm (yellow arrow), so called because it acts as a symmetrical part to the Pitman arm. A center link (green arrow) connects the two arms, and tie rods (blue arrow), one for each side, extend out from the center link to each front hub. As the Pitman arm swings left and right, so do all the other linkages, and both front wheels turn in the same direction.



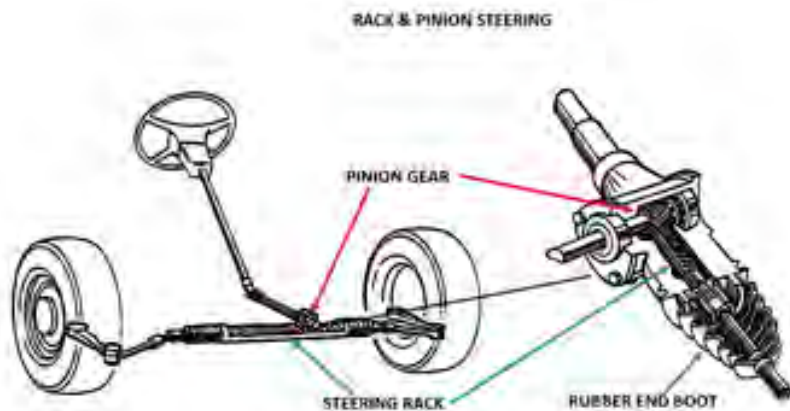
The large number of connection points, each with some minimal freeplay, gives rise to the possibility of significant freeplay at the driver's steering wheel. When all the components are new, the freeplay is minimal. However, as the components wear, the steering linkage becomes looser. The moving parts of this system require eventual replacement when they are worn out. Cars with recirculating ball steering require replacement of worn Pitman arms, idler arms, and the various linkages connecting them.

Recirculating ball systems have been extensively used by American car makers, but it was a different story in Europe. Remember that in general, European cars are smaller and lighter. Engines were *(continued on page 18)*



Smaller too, meaning less weight over the front wheels. BMW, in the 1930s, was the first car manufacturer to introduce rack and pinion on a roadgoing automobile. Soon after, much of Europe's auto industry followed suit. According to Car & Driver magazine, the first U.S. cars to use rack and pinion were the 1974 Ford Pinto and Mustang II. GM and Chrysler did not make the switch until the 1980s.

There are fewer moving parts with a rack and pinion system. At the end of the steering shaft is a pinion gear (red arrows), which meshes directly with teeth cut into a long rack (green arrows). The rack extends transversely between the two front wheels, and is situated inside a housing which allows the rack to move left and right along its length. The rack has a tie rod on each end, connecting to each front wheel. As the steering wheel is turned, the pinion gear rotates and moves the rack to the left or right. As the rack is connected to both front wheels, they both turn in the same direction at the same time. A rubber boot (blue arrow) is installed at each end of the rack. The boot protects the moving parts and also contains some grease to provide lubrication.



Compared to a recirculating ball system, not only are there fewer parts, but there is more direct action between the steering wheel movement and the rack's movement. This results in significantly less freeplay, more precise steering, and greater control for the driver. At the same time, road shocks can be more directly transmitted through this system to the steering wheel.

Routine maintenance on either type of system should include at a minimum, regular checks for worn, bent, or damaged parts. These parts wear over time, so the driver may not necessarily be conscious of any degradation in steering feel. A hands-on visual check is a must. Consult the repair manual for your specific vehicle; in most cases there is a procedure for checking for freeplay (experienced technicians can usually judge excessive freeplay by touch). On a recirculating ball system, the steering box may require that its fluid level be checked and topped off. Older cars have grease fittings in these joints which require occasional replenishment (what was known as "chassis lube"). Newer cars use joints which are permanently sealed. Pitman arms, idler arms, and all linkage/tie rod ends are subject to wear and will eventually need replacement, which should restore good steering feel. A quick check online of some well-known aftermarket parts suppliers shows good availability of these parts for many popular American cars of the 1950s and '60s. On a rack and pinion setup, the tie rod check also applies. The accordion boots at each end are particularly subject to road hazards; any torn or leaky boot should be replaced. Newer style replacement boots are available which are "split" and can be installed without disconnecting the tie rod end.

Next month in RRR: MORE Steering

NOTE: (1) The above article was published in the November 2022 issue Volume 67 NO. 11 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 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.



Ice cream desert at the Strober's car collection on the Glidden Tour



Brany Binker

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Page 19



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**HAPPY
FATHER'S DAY**

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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2026 SOUTH FLORIDA REGION EVENTS

Website: <https://southfloridaregion.aaca.com>

(*for Online Registration)

MAY 2026

05- Board Meeting– 7:30 p.m. at La Carreta Restaurant, 8650 SW 40 Street, Miami 33155

23– Saturday, General Membership Meeting– 9:00 a.m. at Florida Hotrods, 12010 SW 114 Place, Miami, 33176; Tour of fabrication shop; Coffee, juice, and breakfast items available. Bring your antique. Original and custom work available.

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 p.m. at La Carreta Restaurant, 8650 SW 40 Street, Miami 33155

20- 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.

***28— September 7– Memory Lane Exhibit** at the Miami International Auto Show

2026 OTHER EVENTS

May 15-17, 2026 Cuba Nostalgia - A large-scale cultural art festival celebrates Cuban heritage through music, food, and immersive historical recreations at the Miami-Dade County Fair & Exposition, 10901 SW 24 Street, Miami, FL 33133, Saturday (11 AM-11:59 PM, Sunday 11 AM-10 PM)

October 16-18, 2026– The 27th Lake Mirror Classic
Lakeland, FL. The Lake Mirror Classic Concours d'Elegance and Car Show raises money for local Lakeland and Polk County charities.

TO:



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– Annual Grand Nationals/Zenith Awards– Allentown, PA– 717-534-1910

September 09-14– Founders Tour (1932-2001)– Williamsburg, VA– hosted by Historic VA Pennsylvania region

September 20 – 26 – Revival AAA Glidden Tour (Pre-1943) – Dover, DE

SUNSHINE REPORT

Get well cards were sent to Jay Mullinix and Bob Squier.



Congratulations are extended to new grandparents Hank and Luly Tester.