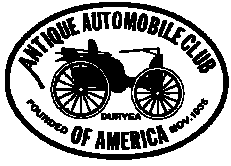


Published Monthly in the Interest of the Preservation of Antique Automobiles

THE RUNNING BOARD

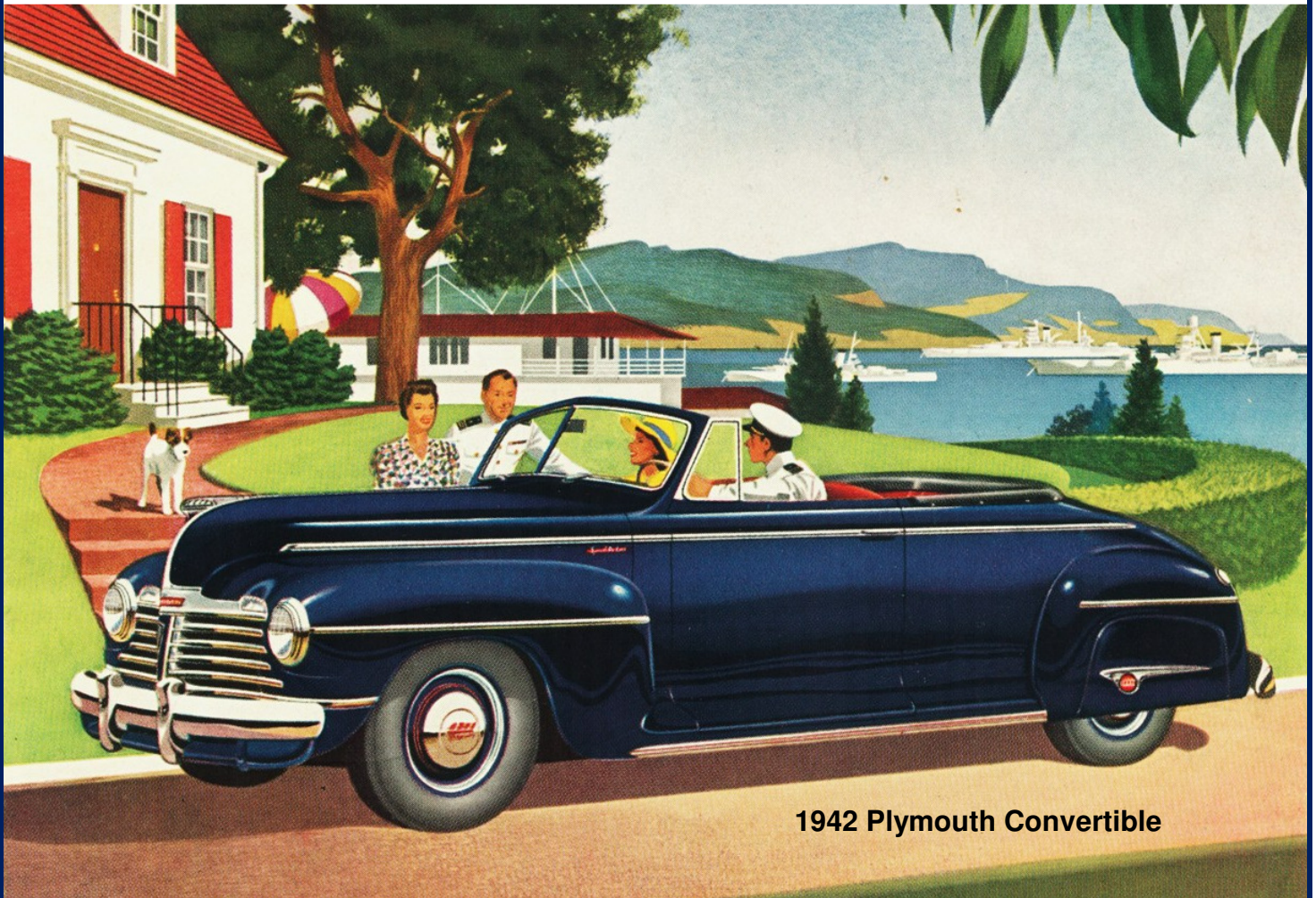


Florida Region Antique Automobile Club of America

Volume XXXV

Award Winning Publication

March 2011, #3



1942 Plymouth Convertible

Coming Events

- Mar. 6 Florida Region First Sunday Breakfast, Bahia Shrine, 2300 Pembroke Drive,
Between Keller St. & Forrest City Rd., 9:00 AM
- Mar. 13 Florida Region Car Show, Apopka Fair
- Mar. 14 Florida Region Board Meeting, Kress Memorial Church, Formosa Ave., Winter Park 6:00 PM
- Mar. 14 Florida Region General Meeting, Kress Memorial Church, Formosa Ave., Winter Park 7:00 PM



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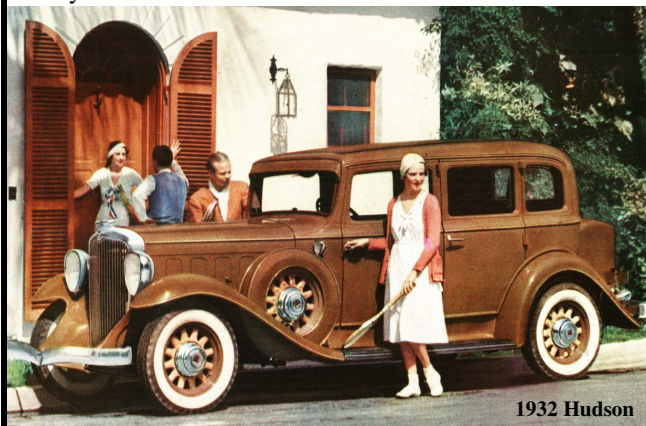
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Cover Car

This month's cover features the 1942 Plymouth Special Deluxe Convertible Coupe. This year Plymouth offered two series, the Deluxe and the Special Deluxe. All cars came with a 6 cylinder L-head engine with a displacement of 217.8 cubic inches and rated at 95 hp at 3,400 rpm. The cars rode on a 117 inch wheelbase. Factory prices ranged from \$812 for a Deluxe business coupe to \$1145 for the station wagon. Plymouth sold 27, 645 cars for the 1942 model year with production being halted on January 31 due to the United States entry into World War II.

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Happy Birthday

Cecil Goff	March 1	Jack Mahaffey	March 22
Lon Miller	March 4	Bonnie White	March 22
Sara Middlebrook	March 8	Russell Dawson	March 24
Nancy Husselman	March 8	Nellie Adkins	March 27
Dena Holt	March 10	Leona Lutz	March 28
Alan Husselman	March 12	David Main	March 28
Monika Fuschetto	March 13	Shirley Stallings	March 28
James Verner	March 15	Joe Bastien	March 29
Jim Lane	March 18	Dot Clark	March 31
Ed Miller	March 21		

Florida Region History

The formation of The Club began as an independent organization in Archer, Florida (near Gainesville) in 1950. The club at that time was called “ The Florida Antique Car Owners Association “ with John Russell as Director. On February 15, 1951 Mr. Harry Banks was appointed Director of FACOA.

In January, 1953, a petition was sent to the Antique Automobile Club of America requesting classification and acceptance as a region of this national club. The original Florida Region AACA received its charter from National AACA on April 25th 1953. The Certificate of Charter was sent to Mr. John Russell to hang in his office in Orlando. There were no special conditions required, only that the Club adhere to the general rules of the AACA and the Region was limited to the State Of Florida. The state headquarters was located at 328 State Street, Orlando with Mr. Russell as Director. There were sixty (60) members in Florida. Sixteen (16) of these antique automobiles were in the Orlando area of which Mr. Russell owned twelve (12).

The Club issued a quarterly bulletin and held several meets during the winter season. About 50% of the members lived in the North and spent the Winter months in Florida. The members were scattered over a wide territory, making it difficult operating an antique car club in Florida. Members could not get together for meetings very often. Meets were usually held in Wauchula. In the beginning, meets were held on Sundays; but in April, 1956 they were held on weekdays to permit driving on days when highways were the least crowded. However, the State of Florida was planning a super highway (turnpike) to run from North to South resulting in shorter driving times.

Upon the death of Mr. Russell in 1957, Mr. Jerry Foley became the Director of the original Florida Region. The headquarters was then transferred to Jacksonville, Mr. Foley's home town. His father was a state senator and was instrumental in bringing about the “ Horseless Carriage “ designation on Florida license plates. This region was to develop into a number of chapters under it. During the summer of 1965 the National Board approved the application for the formation of the Central Florida Chapter located in Orlando, Florida. The Central Florida Chapter grew and eventually absorbed the original Florida Region. The transition from chapter to region took place during the fall of 1973. The other chapters were also allowed to become regions; however, the Central Florida Region is now recognized as the remaining original Florida Region.

Since 1973 the Florida Region has sponsored seven (7) National Meets [Buena Vista--1979, Hyatt Hotel at SR 192 and I-4--1980, Orange County Fairgrounds--1981,1982 , Casselberry Horse Track--1993 and Lee

Vista (2)] and two (2) National Tours (a Sentimental Tour and Founders Tour). The Region has also put on annual Regional Meets most years. National Meets usually attract over three hundred (300) antique cars, motorcycles and scooters from all around the country. National Tours have between 75 and 100 cars and motorcycles, also attracting old car enthusiasts from around the country.

President's Letter

By: Bob Coolidge, FL Region President

Welcome to March and Daylight Savings Time. The actual day for the time change is the 13th, which coincides with the date of the Florida Region Annual Antique & Classic Car Show. That morning will be an early start.

This past week was a busy one for many of us race fans. On Tuesday, the 15th, Tom Holt and I participated in the Annual Beach Parade for race cars, race car replicas, and Flying Mile cars at Daytona Beach. The event is sponsored by the Living Legends of Auto Racing. There were approximately 70 vehicles in the parade this year, which uses the part of A1A and the beach in Daytona Beach Shores that was raced over in the time period of 1935 through 1941. It was a pleasant surprise to find a photo in the Orlando Sentinel on Wednesday showing the 1950 Oldsmobile Rocket 88 of Tom's making its way north on the beach.

This past Sunday was my 25th Daytona 500. I was pleased to have as my guest for the event, Stu Chapman of Dundas, Ontario, Canada. Stu is one of two living former corporate executives of the Studebaker Automotive Corporation. His area of responsibility included public relations and advertising. Stu also raced a Studebaker in rally events throughout Canada in the early and mid 1960's.

Back on the AACA front, the Winter Meet in Homestead, Florida is weekend following this coming weekend. I was glad to hear at our February meeting that several of the Florida Region members will be present with vehicles in Homestead.

As mentioned earlier in this note, the Florida Region's Show is scheduled for Sunday, March 13th at the Apopka Fair. Mickey Bryant has devoted a great deal of time in planning this event so let's plan to turn out for it.

I am sure that all of our members are aware of the serious health situation of Gene Roy. Gene has given a lot to the Florida Region, AACA and the antique vehicle hobby over the past decades. Please keep him and family in your prayers for a complete recovery.

Continued on next page

Presidents Letter (cont.)

Due to Gene's health situation, Tom Holt is now coordinating the Founders Tour sponsored by the Florida Region. The dates for this event are April 17-22, 2011. Items that are needed from each Florida Region member are goody bag fillers and door prizes. The need for paid ads in the tour directory is great. The cost of the directory needs to be paid for through ad sales and this is very possible if each member steps forward to help. Please do so.

Dick Gauchat made a timely presentation at the February meeting of the "Keys to the Building" plaque to Howard and Kendra Gilkes. This shows in a small way the appreciation of the Region for their service.

Hope to see you in Homestead and Apopka.

Best Wishes, Bob

**Florida Region Board Meeting
Minutes 2-14-2011**

The Board of the Florida Region AACA met at the Kress Memorial Church in Winter Park on February 14, 2011. The meeting was called to order by President Bob Coolidge at 6:05pm. Other Officers and Board Members present were Mark Regnier, Mickey Bryant, Howard Gilkes, Marilyn Roy, Bob McMullen, Dick Gauchat, Tom Holt and Jerry Eakins.

The Minutes of the January Board Meeting were approved as published in 'The Running Board'.

Marilyn Roy gave the Treasurer's Report and it was filed.

Tom Holt gave the Founders Tour report. One-hundred-forty-six (146) National Members have requested applications to participate in our tour April 17-22.

Mickey Bryant reported on progress of our Apopka Auto Show on March 13th.

Tom Holt reminded the Board of the Homestead National Meet on March 4-5 and the Live Oak Carriage & Car Show in Ocala on March 27th.

Mickey reported on progress of the Florida Region Web Site. It will be launched at the end of February.

Howard reported on the audit by Bob Coolidge, Don Allen and Howard Gilkes of the Florida Region Books. Everything was found to be in good order.

The Board enumerated the upcoming monthly activities schedule for the Florida Region for 2011. They are:

March 13 Florida Region/Apopka Auto Show

April 17-22	Founders Tour
May	Saturday Brunch
June	Florida Pioneer Village, Barberville
July	Picnic In The Park
August	Villages Region Get Together
September	Mystery Tour
October	Busy...Hershey
November	DeLeon Springs Pan Cake Run
December	Christmas Party

The meeting was adjourned at 6:55pm.

Howard Gilkes, Secretary

**Florida Region General Meeting
Minutes 2-14-2011**

The General Meeting of the Florida Region AACA was held at the Kress Memorial Church in Winter Park on February 14, 2011. The meeting was called to order by President Bob Coolidge at 7:05pm. Twenty-seven (27) members and guests were in attendance.

The program was a Florida Region historical presentation by Howard Gilkes.

Marilyn Roy gave the Treasurer's Report and it was filed.

The Minutes of the January General Meeting were approved as published in 'The Running Board'.

Dena Holt gave the Sunshine Report.

Dick Gauchat (after a generous introduction) presented Howard and Kendra with a KEEPER OF THE KEYS plaque in appreciation for the many years of service & dedication to the Club.

Tom Holt gave the Founders Tour report and asked members to sell, sell, sell more ads.

Mickey Bryant gave the Florida Region/Apopka Auto Show report. We need volunteers to park cars, 50/50 raffle and registration.

Don Allen informed the membership that name tags can be ordered through him.

Howard reported on the audit by Bob Coolidge, Don Allen and Howard Gilkes of the Florida Region Books. Everything was found to be in good order.

The 50/50 raffle was won by David Main. Silver dollar winners were Marianne Main. Pat Dunkin and Don McCormick.

The meeting was adjourned at 8:00pm.

Howard Gilkes, Secretary

Sunshine and Tidbits

By: Dena Holt

An update on Gene Roy who had an aorta aneurysm surgery on January 27 and was coming along nicely but slowly with the doctor's confident that he was improving daily when he got hit with a blood clot in his leg which required another surgery but once again he's on the road to recovery though still in ICU, no visitors but family. Next move will be to a rehab facility to help him re-gain his strength. Gene just know everyone is pulling for you and many prayers are on-going for your recovery. You are missed so lets go, go, go!

Joanne Swain was hospitalized and had a new pacemaker put in on January 25 and now is tick, tick, ticking away better then ever!

Carl Weisinger had cataract surgery on February 7th and doing good. Its one down and one to go. Carl know that you are in our thoughts.

Millie Gauchat's brother Gilbert Rerucha passed away on February 7th and Millie and Dick flew out to attend the funeral on the 16th in Seward, NE. She also visited her two sisters who are ill with one in rehab for a broken neck and the other in a nursing home. This is a difficult time for Millie and our thoughts and prayers are with her during this trying time.

We were all saddened to learn that Bob Stallings has Lou Gehrig's disease and it is progressing very rapidly thus curtailing Bob and Shirley's many activities and their love for the antique car hobby. When he's up to it, you will see them both at car shows; no holding Bob down, he's a mover!

Our Sylvia Bowman had arthroscopic surgery on her left knee on February 11th and is coming along nicely. Nothing keeps our Sylvia down for long; so hopefully we will see her at our March meeting. You are in our thoughts Sylvia.

Congratulations to T.G. Lallithin, Marilyn and Gene Roy's grandson, who recently received his Professional Engineer's License. This is quite an accomplishment and we wish him many successful years.

Happy Birthday to our March members and a year of happy times.



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1925	Chevy Sedan	19,000
1923	Ford Model Bucket T	22,500
1928	Ford Model A Red	10,500
1929	Ford Model A Green	6,800
1936	Dodge Bros. Coupe	6,500
1941	Packard Business Coupe	26,950
1941	Cadillac Series 62	44,995
1948	Jeepster	20,000
1948	Studebaker Truck	5,995
1950	Farm All Tractor Red OUT FRONT	3,500
1951	Mercury Custom, Red	21,500
1952	Daimler DB18 Saloon	4,500
1960	Ford Thunderbird	28,000
1964	Chevy Impala LOW Orig. Miles	33,000
1966	Studebaker Cruiser	5,995
1969	Oldsmobile Delta 88	3,995
1970	Oldsmobile Cutlass	3,295
1978	Volkswagen Conv. REDUCED	12,000
1981	Ford Mustang Coupe RARE New Arrival!!	7,595
1983	Mercedes Benz, 380 SL	13,500
1987	Fiat X19	3,995
1984	Cadillac, 2-door	2,500
1983	Buick Riviera Convertible	5,995
1989	Bentley Turbo R	42,500
1993	Chevy Corvette LT1, Purple	8,900
2006	Wellbuilt Enclosed Trailer	3,900
1919	Pollywog Wooden Boat	34,000
1995	Harley Ultra Glide	8,000
1999	Ducati	4,800
1984 & 1985	BMW Motorcycles	2-3,000

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Me and My Autoette

By: Randy Stone, AACA VP Finance and Budget From: *The Rummage Box*

During the 2008 fall Auto Fair at Charlotte Speedway I was walking in the vendor area and saw what I thought was an old bumper car like we used to see at Myrtle Beach when I was a kid. The Hornets Nest Region always does a good job of having interesting things to see at their events and this was no exception. When I walked up with my group of friends we were greeted with something none of us had ever seen. Sitting on this small trailer was a 1953 Autoette CruiseAbout! We were all pretty taken with the engineering of this small electric car but none of us had any idea of where it came from and who built it.

That night I hopped on the internet (where were we before the internet?) and Googled "Autoette"...the reply was "Do you mean Autoette CruiseAbout?" Wow! After answering yes the following story emerged: The Autoette was first manufactured in early 1948 in Long Beach, California by Royce Seevers. Mr. Seevers was the leader of a group of enterprising Vets that turned the purchase of Army surplus material into a thriving electric automobile business. The company was then sold to Blood Sales Co for a short time before being resold to Wayne Manufacturing Co; a street sweeping company who moved to Pomona, California. The Autoette was then sold back to the Seevers' family, lock stock and barrel in 1958. From then until 1970, they controlled manufacturing, distribution and sales of Autoette vehicles.

The Autoette vehicles were electric cars that came in a number of forms that range from pickup trucks (that could carry up to 1/4 of a ton), cars, and golf mobiles. Ranging from 2 - 4 seats, the Autoette had tiller steering and was powered by an electric motor which drew its power from large 6 volt batteries connected "in series". Production ceased in the 1970's.

Well who knew.....I was not only intrigued, but absolutely hooked! The next day I was ready to make a deal, my friend Bill Cox was pulling my sleeve the whole time trying to talk me out of it, but I was determined. The whole gang was there and rooted me on, so after some negotiation the deal was completed and the owner delivered my new prize the next day. Not only did he have a title but the original owners' manual as well. My wife was horrified when she saw the little car for the first time but after a little while she admitted that it was "cute".

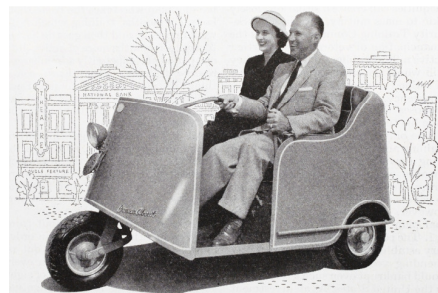
I started that day to disassemble and try to figure out what needed to be done to get the little car in shape. Pretty much everything was there and just needed to be

reconditioned. The original wood floors were perfect and after just a little sanding and paint they were like new! The only replacement parts needed were new batteries, wiring, tires, upholstery and windshield. The motor (Sherman Tank Turret Motor) was frozen solid, but my friend Jim at Battleground Starter in Julian, NC quickly got it back into shape. The brakes were completely shot, but the guys at Fleet Pride (A semi-truck repair facility in Greensboro) took it as a challenge and made the little brake shoes and repaired the aluminum cores. They even turned the little drum for me on a massive brake machine. These guys loved the challenge and were great to work with. The lock on the parking brake was a little more difficult but an old time locksmith told me it was a gumball machine lock and fixed it right up. He said he hadn't worked on one of these locks in 40 years! In working on the horn we found that it came from a 1944 Harley Davidson. I bet the Autoette manufacturing team had a blast finding all the parts to make these fascinating little cars.

After minimal body repair and new paint she came together rather quickly. Wayne Jarrett did the pin-striping based on the pictures we took before starting the restoration. We also had lots of information that the folks at the AACA Library got for me. Those guys were great; they found the original sales documents from 1953 so I could even look up the original features and options. I was really pleased with the cool price list...our little car sold for \$798.70 originally. Pretty big money in the 50's for a little neighborhood car.

In March we were pretty much finished and all we needed to do was to take our first test drive. My first trip down the driveway had me sliding to a stop just before entering the pond at full speed..... whewthat was close, but after some adjustments to the brakes and steering we were ready to ride.

My wife Sylvia and I have had a lot of fun with the little car over the last year. Last spring we received a First Junior at the 2009 AACA National Meet in Charlotte. Maybe this year we can bring home a Senior award. While that would be cool, the real reason for building the Autoette was to have fun with it. I drive it around the property all the time and it's really a neat little vehicle. I wonder what we'll find at the Charlotte Auto Fair this year?



Our Trip to the National Automotive Museum

By: Fran Shore and Brenda Shore Kaiser
From: *The Rummage Box*

According to the Merriam-Webster Dictionary, a tour is defined as “a journey for business, pleasure, or education often involving a series of stops and ending at the starting point.” Although as a Buzzy, we always want to tour in an antique vehicle, alas this is not always possible. While snow, wind and temperature may not alter our plans for going somewhere it certainly can change the mode of transportation taken. With that in mind the four of us started on our personal tour of France in a modern Citroën C5. Off we went in snow, wind and bitter temperatures across France culminating with a visit to Strasbourg and Mulhouse, home of the Cité de l'Automobile - Musée National - Collection Schlumpf – claimed to be the largest automobile museum in the world.

We departed Le Havre, France in the middle of a snow storm and drove over 600 kilometers to Strasbourg. Strasbourg is on the eastern border of France next to Germany. The town is known for its Christmas Festival, the oldest in France, timbered buildings and for being the home of the European Parliament. The city is beautiful, the food wonderful – both French and German – and the Marché de Noël fantastic. We sipped on mulled wine and wondered through the snow. It was easy to pretend that we had stepped back into history to visit a Christmas past.

The next day we had plans; we were off to see the National Automobile Museum in Mulhouse. The Museum covers over 25,000 square meters of space and is home to over 400 antique vehicles, including prestige, classic and race. From the moment we carefully walked across the snow covered parking lot and the footbridge over the mill stream and saw the unbelievable front with its hanging models of cars, we knew this was to be a great day. This museum is housed within the walls of a worsted woolen mill built in 1880 and fills several blocks of the town. For a nominal fee we entered the building and with the assistance of a hand held communication device (included in the entry fee) we received the history and information about the vehicle in any language required. Signage was also given in several languages. We all chose English in case you were wondering. From the first view of cars and walk through the well planned layout to the very end, we were in constant admiration of witnessing the earliest of the automobile development and history. The quantity and the quality of these vehicles kept us in almost gasping awe. The perfection of restoration, the beautiful visual displays and the movement through the years to demonstrate the improvement of the automobile was overwhelmingly exciting. The displays were full of richness in substance

and interest. We moved through the earliest period of automotive inventions and designs to the magnificence of when other forces took place; such as for some, practicality, and for others the need for wealth to be seen with the vehicles that were owned.

The collection includes a 1878 Jacquot steam carriage, a 1893 Peugeot Type 8 phaetonnet, a 1894 Panhard and Levassor, and a 1896 Léon Bollée tricar. From steam cars on to the modern it was all displayed and identified thoroughly. Also included were the cars they called the ‘Dream Cars’ and we had to agree – 1930 Bugatti Royale Type 41, Hispano-Suiza’s, Rolls-Royce, Bentley’s and Maybachs. There were cars that we had not even heard of, like the 1907 Piccolo and a 1937 Tatra limousine. So many beautiful cars to see and so little time.

There were race cars in front of a visual effect to create the actual feeling of the cars ready to go at the signal. A 1902 Serpollet Type H, a Panhard and Levassor (a 1908), Bugatti's, Ferrari, Maserati, Mercedes, Fiat, Simca-Gordini, Lotus, they were all there. You could "hear" the roar even in the silence of the room. We can't forget to mention an extremely large collection of authentic pedal cars that had actually been used by children. We have never seen so many children's toy cars from so early a time. Photos also showed many of those cars with the actual young owners of many years ago.

The backdrop for the cars included enormous photographs hanging behind the vehicles which highlighted the era of the cars. The 900 lights, which are reproductions of the lights on the Alexander III bridge in Paris, and gravel that imitates the roads of old, added a wonderful ambiance to what was seen. You felt part of the time and place. In addition, children big and small had the opportunity to turn a crank to start a car and to sit in a modern car that allows visitors to test their reflexes behind the wheel. Displays that simulate car manufacturing lines and a paint shop are also available. Also included were areas dedicated to a specific purpose. There was a children's area with the opportunity for the young ones to get into a miniature race car and race around a track and training areas to actually work with tools for the youth. They provide a veritable children's and young people's paradise for learning. We must also mention the restaurant within the museum with windows overlooking the vintage area and being in France, the service and the food was great. So was the wine!!! Now a glass of wine, antique cars and ambiance make for a fine day. There is a large research library and archive room, a gift shop of predominately books and a restoration facility. It is almost impossible to see everything in only one day.

Continued on next page

National Museum (cont.)

The acquisition of the vehicles was based on the love of two brothers – Fritz and Hans Schlumpf. The Schlumpf brothers acquired almost all of the automobiles currently in the collection, changed the building from a mill to a museum and dedicated their life and money to restoring and preserving the vehicles. Although the Schlumpf Collection has been a part of some major political and financial issues, France and the City of Mulhouse have worked to preserve the museum for the future and for all of those that love the automobile. As stated in the museum: *The automobile as seen in this museum certainly creates our awareness that the automobile is costly, dirty, unwieldy, slow, irritating, ugly, intrusive, unstable, dangerous, aggressive- in a word- a liability; but that would be to forget that it can be beautiful, fast, liberating, pleasurable, comfortable, accessible, dependable, exciting, silent, economic, in other words, an indispensable asset.*

Few objects in our lives have such presence for us, such complicity, such a part to play in all of our joys and woes, simultaneously freeing and enslaving us.

For the four of us it was an unforgettable experience to feel so much a part of the evolution of the vehicle and of our hobby that we enjoy so much. Our mini-tour was a great success and we made our way back to Le Havre, snow and all, with great memories of our trip!

A Beautiful Touring Car

By: Wayne Burgess

From: *The Rummage Box*

The AACA has much to offer its members, actually something for everyone. Gloria and I enjoy touring. She and I love the scenery and seeing those out of the way car collections, or antique homes and businesses from days long past. Showing off our antique cars to the locals of the venue is cool too. Some of us have cars that are a little rough around the edges, others have past AACA Award winners that have gone through the judging system, and are now used on tours for the enjoyment of its owners.

Every now and then, a touring car will catch my eye. Dave Chiotti's Santa Rosa, CA 1955 Cadillac was one of them from the California Western Tour a few years ago. Of course him letting me drive it all week did not hurt, but that's another story.



Then, we had the recent Sentimental Tour in Kerrville, Texas. The morning after Gloria, Mike, and I arrived at the Y.O. Ranch, our '56 Chevy needed a bath. Three days on the road to get to Texas from Virginia on an open trailer will cause that sometimes. I was washing our car, when a beautiful silver 1938 LaSalle 4 door

convertible pulled up behind me, waiting his turn. I finished up and parked my Chevy, then went back to help wash the beauty. What better way to check out a car, but to wash it.

Bill and Nora Schlenker of Ankeny, IA own this LaSalle, and they drove the car all the way to Texas. Nora's brother in law had owned the car, but it had set for 30+ years in El Cayon, California. In 2002, Nora's brother in law passed away. She and Bill decided to purchase car the from the estate. It needed a lot of work. The LaSalle required a new top, an interior, paint, plus the engine was completely shot and needed attention.

Bill decided to replace the 261 cubic inch engine, since repairing the old one would cost so much. Bill then got a nice new silver paint job (Cruiser Grey), along with new upholstery, and finally a new convertible top. Left to do was the steering wheel, dash panel, and the hard to find dash knobs. After much searching around, Bill found a company that would redo his old steering wheel for about \$2400.00, but he decided that he could do it himself a lot cheaper than that, especially since he is handy with tools. Bill told me he spent a lot of time thinking about that old steering wheel before he picked up the first tool. He figured out which way the wood pieces should be put together and got to work on it. He decided on using walnut and hickory wood for the job, 8 strips of hickory, 10 of walnut. The wheel turned out so well, that he decided to do the dash panel and switch knobs for good measure. He used black walnut for these. The wheel, dash, and knobs turned out so well that perfect strangers seen on car tours that Nora and Bill attend ask Bill to make something out of wood for them, too. Bill tells all of these folks that he was now retired from the wood working business.

Bill's 1938 C4 LaSalle is one of the approximate 13 left in the world. The car has a 3 speed transmission and Nora just loves to travel in the big cruiser with Bill. The Schlenker's have been members of the Des Moines Region, AACA for 5 years. They are also members of the Cadillac-LaSalle Club. Keep an eye out for this beautiful LaSalle on a tour near you.

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FLORIDA REGION AACA's Annual Antique & Classic Car Show

Open Show, 1986 and Older

SUNDAY, MARCH 13th 2011: 8:00am - 3:00pm

AT THE APOPKA FAIR

Sponsored by the Rotary Club of Apopka

(Kit Land Nelson Park - Park Ave just off 441- See Map Reverse Side)

-Random Cash Awards

- 50/50 Raffle

- Dash Plaques

- Judging & Trophies in 14 Categories

*Best of Show Antique - Florida Region

*Best of Show Antique - Non-Florida Region

*Best of Show - Original

*Best of Show - Modified

*Best of Show - Participant's Choice

*Best of Show - 10's, 20's, 30's, 40's, 50's,
60's, 70's, & the 80's

*Best of Show - Sports or Muscle Car

-Vendor spaces available Sat. & Sun

through: www.apopkarotaryfair.com

Awards Ceremony 2:30 (Must be present to Win)

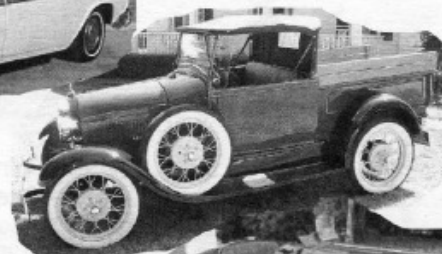
Registration: \$15.00 Early By March 5, 2011

\$20.00 Day of Show

Questions - call Mickey Bryant

407-721-3259 or

ocnbryant@yahoo.com



*Come Join Us At
The Apopka Fair*

FOOD - ENTERTAINMENT - CRAFTERS - VENDORS

(Kit Land Nelson Park - Park Ave just off 441 - SEE MAP REVERSE SIDE)

The Running Board

1858 Twin Lake Drive
Gotha, Florida 34734



1937 Cadillac Series 60 Coupe

Coming Up a Little Further Down the Road

April 6 Florida Region First Sunday Breakfast, Bahia Shrine, 2300 Pembroke Drive,

Between Keller St. & Forrest City Rd., 9:00 AM

April 14 Florida Region Board Meeting, Kress Memorial Church, Formosa Ave., Winter Park 6:00 PM

April 14 Florida Region General Meeting, Kress Memorial Church, Formosa Ave., Winter Park 7:00 PM