

FLORIDA REGION
ANTIQUE AUTOMOBILE CLUB OF AMERICA

The Running Board

Published Monthly in the Interest of the Preservation of
Antique Motor Vehicles



1952 Larry Cole's Chevrolet Bel Air May 2025

Coming Events:

May 12	Florida Region Club Board Meeting, All Saints Church, Winter Park FL, Thomas Center in the Mary Martha Room.	6:30 PM
May 12	Florida Region Club General Meeting, All Saints Church, Winter Park FL, Thomas Center in the Mary Martha Room.	7:00 PM
May 17	Old Car Cruise-in, Perkins, 989 West OBT (US441) Apopka 32703	2 to 5PM
June 14	Madison Car Show 80 North Clark Rd., Ocoee, FL 34761	7AM to 3PM



For the latest Florida Region club news visit our website

www.FloridaRegion.aaca.com



THE RUNNING BOARD	
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Send your article submissions to:
boardeditorfl@gmail.com
Deadline is the 20th of the month

May Birthdays

Ray Kammer	May 3
Don Allen	May 4
Larry Mills	May 7
Bob Kelsey	May 23
Ray Morrison	May 16
Ron Nebgen	May 16
Stephanie Simon	May 21
Becky Koehn	May 24
Mike Adams	May 26

Board and General Meeting –

The Florida Region AACA Club general was held on April 14 at All Saints Church in the Mary Martha Parlour. Fourteen members attended the general meeting after the board meeting.

President Charlie Jones called the meeting to order at 7:00PM. The minutes from the meeting as presented in the TRB newsletter were accepted by the club. The Treasury report was presented by Charlie Jones and was accepted by the club members.

Jack Scott had proposed an option for a location for future club shows. Mandola's Italian Kitchen in Maitland at a large parking lot.



Jack also mentioned that a new car news magazine is available for putting notices for our club shows.

Next, the club winter show was discussed. The current plan is that the show will be Jan 31 2025 at the Mt Dora Baptist Church. Charlie asked for suggestions by the next meeting for new location options for an

alternate to the Mt Dora Baptist Church at the next club meeting. But in the end the Mt Dora church on Jan 31 open to all cars was selected. The “no alcohol on the church grounds” statement will be included on the fliers.

In addition the show entry form should require addresses so mileage awards can be judged. Twenty-five dollars will be the entry fee for the show. Motion was passed to have the flier layout ready at the next meeting to pass to Don Allen for printing.

Mickey asked members to think up suggestions for club road trips for this summer by the next meeting.

Afterward, Jack Scott mentioned that he has a friend with a 1965 Corvette for sale (talk to Jack for details).

The meeting was adjourned without the 50/50.

Next Charlie presented the second part of the video that was started at the March meeting. The video covered the history of the GM motorama from 1957 to the end of the shows in 1961.

Afterward club members had refreshments provided by Betsy Campbell.

Dana Sprague
Club Secretary

In Memory of Lee Dunkin

Hi Florida Region members,

It is with sadness that I inform you that Lee Dunkin, past region president in 2001 and 2002 passed away last Saturday. For many years Lee had been living with his daughter, Sherry Askew, at 722 East Michigan St., Unit 143, Orlando, 32806. For those of you who knew Lee Dunkin, here are the funeral details. Baldwin - Fairchild Funeral Home, 7520 Aloma Ave, Winter Park, 32792. Saturday, May 3 at 11:00 AM. A catered lunch to follow the service.

Don Allen

In Memory of Howard Gilkes

The family of Howard Gilkes has donated a stash of various antique auto parts from his estate to the Florida Region.

I will be E-Baying these items, but in the meantime if any of our club members have any interest in these items let me know.

I will accept reasonable offers, the proceeds will go to the Florida Region treasury.

The items include.

1. External leather trunk for a 20's or early 30's car. In new condition.
2. Hood and front fenders from a 1971 Ford Torino GT. They need lots of work, but may be salvageable.
3. Trunk rack, for a 20's or early 30's car. Rusty, needs re-chrome.
4. Two Model "A" Ford wheels. Bent spokes, best used as yard art.
5. Two 33 to 35 Ford wheels. One has a bent rim, but salvageable.
6. Rear Bumper and trailer hitch for a Model "A" Ford.
7. Front bumper from a 1971 Ford Torino GT.
8. Model "A" Ford radiator shell. Needs work, or make wall art

Charlie Jones

1950 Chevrolet Bel Air: The hardtop convertible

<https://www.youtube.com/watch?v=iVcaK3ZFBo>

While few styling updates differentiated the 1950 Chevy from the previous model year, there was one very notable new body style released, the Bel Air two-door hardtop. The style was originally referred to as a "hardtop

convertible” because the design gave the look of a convertible with its top raised and windows lowered.



What differentiated the hardtop from other closed Chevrolets was the hardtop's B-pillar (middle post on non-station wagon bodies) terminated at the window sills rather than continuing all the way up to the roof. Indeed, the lower body, windshield and side glass of the convertible was used in the design of the hardtop. Those who attended the first postwar all-GM auto show dubbed “Transportation Unlimited,” held in New York City and Detroit in early 1949, received a sneak preview of the Chevrolet hardtop in prototype form (it was based on the 1949 Chevrolet). Cadillac and Buick put their versions

into production that same year. 1949 Chevrolet

1950 Chevrolet Bel Air



Chevrolet was a pioneer in its field with the use of two-tone paint beginning in the late 1920s. It was used effectively on the Bel Air and notchback Styleline models in which the roof and lower body were separate colors when the optional scheme was ordered by the buyer.



**1967- 1978 Cadillac Eldorado;
Pinnacle in luxury and**

dimension-Worth its weight in gold

The front-wheel drive Eldorado was launched in 1967, setting a new standard for a personal luxury car. The Eldorado's simple, elegant design was a far cry from the tailfin and chrome of the 1950s. Cadillac's success grew against rivals Lincoln and Imperial, which had division sales topping all of Chrysler for the first time in 1970.

The front wheel drive 1967 Eldorado was true to its roots and carried on the original Cadillac named Eldorados that was born from the 62 series. This '67 eighth-generation Fleetwood Eldorado was a radical departure from the big, rear-drive Eldorados that preceded it. And while the Toronado, introduced for 1966, was GM's first-ever front-drive car, the Eldorado that followed a year later was not only Cadillac's first front-driver but also its first "personal luxury" coupe. The '67 Eldorado was also the first Cadillac to be built on its own separate assembly line, at the marque's assembly plant on Clark St. in Detroit. The Eldorado's popularity seems to have had remarkably little to do with its front-wheel drive. Popular Mechanics

owner surveys found that fewer than 25% of Eldorado buyers had been swayed by its FWD powertrain, compared to more than 40% of Toronado buyers. Owners generally appreciated the Eldorado's handling and wet-weather traction, but some said outright that they would have bought it regardless of its powertrain. The Eldorado's biggest selling points were its looks and the undeniable snob appeal of the Cadillac badge. It was the hippest and most stylish exponent of America's most prestigious automotive brand and buyers responded accordingly

