

FLORIDA REGION  
ANTIQUE AUTOMOBILE CLUB OF AMERICA

# ***The Running Board***

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



**1911 Kelsey Model M Motorette September 2025**

Coming Events:

Sept 7	Orlando Cars and Coffee Sanford, Henry's Depot, 212 W 1st St, Sanford FL	9AM-Noon
Sept 8	Florida Region Club Board Meeting, All Saints Church, Winter Park FL, Thomas Center in the Mary Martha Room	6:30 PM
Sept 8	Florida Region Club General Meeting, All Saints Church, Winter Park FL, Thomas Center in the Mary Martha Room	7:00 PM



For the latest Florida Region club news visit our website  
[www.FloridaRegion.aaca.com](http://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

### September Birthdays

Sally Cole	September 5
Carole Allen	September 8
Laurie Kelsey	September 12
Toni Foley	September 25
Bob McMullen	September 29
William Morris	September 29

## **Board and General Meeting –**

The Florida Region AACA Club general was held on August 11 at All Saints Church in the Bride's Parlour. Fourteen members attended the general meeting after the board meeting. The meeting was opened by the club President Charlie Jones with the Pledge of Allegiance to the flag at 7:06PM. The minutes from the June meeting as presented in the TRB newsletter were accepted by the club. Don Allen provided an estimate of the club funds for the month in lieu of the Treasurer's report.

Charlie opened the meeting's general business with the proposal that the monthly club meeting be moved from the Bride's Parlour to the Thomas Center Mary Martha Room. **The members accepted the motion so starting in September the club meetings will be in the Thomas Center Mary Martha Room.**

After that discussion, the plans for the 2026 club were covered. The show fliers are ready and mailing will begin soon. An ad for the show will be submitted to the Motoring Florida magazine and Hemming magazine if possible. A request was proposed for an ice cream vendor to be included with the show food truck. Also it was suggested that a swap meet area be provided at the show. And a vendor area was proposed with a \$20 fee for vendor stands in it.

As a side comment by Jack Scott, said he had available space for club members at the

Buick-Olds-Pontiac show that could distribute our show fliers.

The club vice president asked for volunteers to fill the offices for the club in 2026

Next the 50/50 drawing was performed and afterward club members had refreshments provided by Betsy Campbell.

The program for the meeting was a slide show of displays from the 2009 Amelia Island Classic Concours. Members enjoyed the opportunity of identifying the different cars displayed in the slides.

Glenn Harris

TRB Editor

## **Pebble Beach Concours - 6AM Show Tradition**

<https://www.youtube.com/watch?v=7hcsJGptWUo>



1934 Packard 734 Roadster

The Tour d'Elegance was open to the public for viewing at no cost. You can watch cars lineup for the Tour start in the early morning at Pebble Beach (Tour entrants begin to line up about 7:00 am and Tour cars depart at 9:30



**T-Tops: there are two kinds- those that leak and those that will leak**

<https://www.motortrend.com/features/t-top-cars>



Gordon Buehrig introduced the T-design in 1948 on his Tasco (The American Sportscar Company) design concept car. The T-top seems to be consistent with the aviation theme of the Tasco. He obtained a patent on the design in 1951 after the Tasco company went bankrupt and did not pay him.



Years later the 1968 Chevrolet Corvette coupe was the first U.S.-built production



automobile to feature a T-top roof. This increased the popularity of the coupe, such that it outsold the convertible and later led to the discontinuation of the Corvette convertible after 1975. In 1968, Chevy described the roof design as "two removable roof panels and removable rear window." Buehrig sued GM for patent infringement and won.



With the 1970s came the safety craze that somehow convinced the public that convertibles were dangerous. GM used that as the gateway to bring the T-top as a replacement for eliminating the convertible from its line up and replacing it with T-tops.



The 1975 Hurst Olds sported a T-top, but it was called "Hurst Hatch." The name stemmed from the roof panels not being added on the GM assembly line but rather implanted at nearby Hurst Performance (later switching to become Fisher roof panels). GM's Buick , Oldsmobile, and Pontiac cars—including the Regal, Cutlass, Grand Prix, and Trans Am—began offering the T-top soon

<https://www.oldcarsweekly.com/a-hurst-olds-by-chance>



And the T-top/Hatch craze spread, helped with the Smokey and the Bandit Pontiac Firebird Trans Am popularity.



Ford's first "personal automobile" was the Thunderbird, and it offered the "T-Roof Convertible"—what the Blue Oval called the T-top—for the 1978 and 1979 model years. Ford hyped it for its 1979 models as, "The sky-high exhilaration of an open-air coupe is yours to enjoy in any Thunderbird, with the optional T-Roof Convertible," promising a "highflying adventure" from the addition of "two oven-tempered tinted safety glass panels."



When it came to the Mustang, Ford marketed the roof design as "the next best thing to a convertible" and, "The

T-Roof and flip-up open-air roof give you a way to soak up the warm weather in your Mustang hatchback." The original 1965 Mustang offered a convertible, but in 1977 the factory T-Roof was made available. The option was offered through the better part of the 1980s.

The T-top was doomed to fade due to design weakness- leak roofs. The inherent weakness of having three surfaces that had to seal and be removable on the top was the weak point. That weakness and the return of the popularity of the convertible spelled the end of the T-top by the end of the Eighties.

<https://www.youtube.com/watch?v=r-UzPPclJFo&t=56s>

<https://www.hemmings.com/stories/t-time-a-look-back-at-the-history-of-t-tops/>