

FLORIDA REGION
ANTIQUE AUTOMOBILE CLUB OF AMERICA

The Running Board

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



1950 Oldsmobile Rocket 88 Club Coupe October 2025

Coming Events:

October 13	Florida Region Club Board Meeting, All Saints Church, Winter Park FL, Thomas Center in the Mary Martha Room	6:30 PM
October 13	Florida Region Club General Meeting, All Saints Church, Winter Park FL, Thomas Center in the Mary Martha Room	7:00 PM
October 18	Lake Mirror Classic Concours, Lakeland, FL	10AM to 4PM
October 25	BOPC Car Show, Downtown City Park, 119 W Park Street, Auburndale FL	9:30AM to 2:30PM



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

October Birthdays

Annie Juergensen	October 9
Kendra Gilkes	October 10
Jenny Sweeney	October 12

Board and General Meeting –

The Florida Region AACA Club general was held on September 8 at All Saints Church in the Mary Martha Room of the Thomas Center. 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 7PM. The minutes from the August meeting as presented in the TRB newsletter were accepted by the club. Don Allen presented the Treasurer's budget report for July and August. The report was accepted by the club.

Charlie opened the meeting's general business with the club 2026 car show planning status. The food truck vendor has agreed to provide homemade ice cream on their menu. The vendor fee for the swap meet stalls has been set at \$20 preshow and \$25 on the day of the show. The club President is planning to set up a table at local car shows in the coming months to distribute our fliers for the club show. Jack Scott proposed a notice for the show should be in the "Motoring Florida", this magazine is distributing in the central Florida area at drug stores for free,

After the club show status discussion, the floor was opened for general discussions of member cars and houses for sale, and various automotive subjects covering classic cars.

The meeting was adjourned after the 50/50 raffle. Then Charlie started his video on NASCAR history through the 60 and 70's. Charlie was able to use the church giant screen TV for the video which really was great viewing.

For refreshment, we sang Happy Birthday to Carole Allen while we had a cake provided by Carole's daughter Helen. Betsy also provided the excellent cookies.

Dana Sprague

Club Secretary

1965: Peak year for American Car Design?

There is a case for considering 1965 as the year that American cars were at their best in design and style. The body style was breaking free from the chrome and big fins craze. While the engine design was in the middle of the horsepower race of the 60s: GM engines grew in size and power, Ford turned Total Performance on, and Chrysler brought back the Hemi.

GM lead the way with the Chevy Impala, and Pontiac Grand Prix and GTO



The standout manufacturer was the Pontiac. The entire Pontiac lineup was

selected as Motor Trend's Car of the Year for 1965, the third time Pontiac received this recognition. The February 1965 issue of Motor Trend was almost entirely devoted to Pontiac's Car of the Year award and included feature stories on the division's marketing, styling, engineering, and performance efforts along with road tests of several models.



The 1965 Chevrolet Impala was the most popular car in America that year, setting an all-time annual sales record for a single model in the United States by selling over 1 million units. This sales record, which remains unbroken, was driven by the Impala's new design, affordability, reliability, and wide range of body styles.



1965 Chevrolet Impala Sport Coupe

A totally redesigned Impala for 1965 featured upscale styling, especially its front end with an intricate grille.



The 1965 Corvette was now considered "ferocious" with the mid-year introduction of the 396 CID engine producing 425 HP. There was an outcry from Corvette aficionados over installing this engine in their "sports car", as they felt it was not going to handle well with this motor. Surprisingly, handling was little affected. Ultimately, this engine spelled the end for the Rochester fuel injection 327 CID unit as the new carbureted 396 CID option cost \$292.70 versus the fuel injected 327 CID V-8 cost of \$538.00. Aside from cost, the carbureted engine required much much

less tuning and maintenance of the “Fuelie” – and few buyers found it hard to justify \$245 more for 50 less HP. After only 771 fuel injected cars were built in 1965, Chevrolet discontinued the option.

<https://over-drive-magazine.com/2024/10/25/1965-corvette-fact-sheet/>



The 1965 SS 396 Chevelle was a limited-production muscle car, the first time a big-block engine was put in a non-full-size GM vehicle. This Z16 package offered the 375-horsepower 396 cubic-inch engine, special suspension, and reinforced frames, making it the original big-block superstar of the Chevelle line



With the GTO receiving GM corporate

sanction to receive their full-sized car's 389 V-8,[11] Oldsmobile followed suit and replaced the 4-4-2's standard 330 CID with the new 400 CID (6.5 L). The definition of "4-4-2" was then restated as referring to 400 cubic inches, a four-barrel carburetor (a 515 cfm Rochester four-jet),[5] and two exhausts.[7] Output for the big engine rose to 345 hp and 440 lb·ft . A heavy duty three-speed with Hurst floor shifter was introduced as a mid-year option.



<https://www.hagerty.com/media/car-profiles/1965-ford-mustang-still-americas-most-popular-classic-car/>

There was a seismic shift in the automotive landscape in April 1964. The Plymouth Barracuda, and then the Ford Mustang, went on sale that spring, creating a whole new niche of sporty personal cars. That the cars in the niche would ultimately be called pony cars and

not, well, fishy cars is testament to the Mustang's runaway sales success. Barracuda may have been first out of the gate, but Mustang won the race by a mile, and then some.



Ford sold more than 518,000 Mustangs in 1965. Plymouth moved not quite 64,600 Barracudas. And the pony car die was cast.

1965 Ford LTD



For the 1965 model year, Ford introduced an all-new design for its full-size model range. To further expand its flagship Galaxie 500 series, the 500 LTD was introduced. The 500 LTD was designed as a luxury-oriented vehicle, For its first three generations, the LTD

served as the largest Ford vehicle in North America.



The Hemi-Powered 1965 Dodge Coronet 500 debut was in the heyday of the 1960s, so there were engine choices galore. A special two-door sedan model, the Hemi Charger, packed an extra-special 426 Hemi V-8 pumping out an awesome 425 hp!

The 1965 cars stand out as the Detroit at its best in the automotive world.