

FLORIDA REGION
ANTIQUÉ AUTOMOBILE CLUB OF AMERICA

The Running Board

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



1963 Corvette Sting Ray

November 2023

Coming Events:

Nov 13	Florida Region Board Meeting, All Saints Episcopal Church, Mary Martha Room, 338 East Lyman Avenue, Winter Park FL	6:00PM
Nov 13	Florida Region General Meeting, All Saints Episcopal Church, Mary Martha Room, 338 East Lyman Avenue, Winter Park FL	7:00PM
Dec 11	General Meeting and Christmas Dinner, Perkins Restaurant at 989 West Orange Blossom Trail, Apopka, 32712	1:00PM



For the latest Florida Region club news visit our website

www.FloridaRegion.aaca.com



THE RUNNING BOARD
November 2023 Volume 47 / Issue 11 Editor/Designer: Glenn Harris
Contributors: Glenn Harris Carole Allen Don Allen Club website http://floridaregion.aaca.com/

Webmaster Larry Mills	954-871-7837
Facebook Darrell Cole	407-963-9089
https://www.facebook.com/Antique-Automobile-Club-of-America-Florida-Region-100870549056390/	

PRESIDENT	Charlie Jones	407-968-0835
VICE PRESIDENT	Mickey Bryant	407-889-7806
SECRETARY		
Glenn Harris	321-262-9305	
TREASURER		
Don Allen	863-604-3148	
BOARD OF TRUSTEES		
Darrel Cole	407-963-9089	
Larry Cole	352-735-1655	
Larry Mills	954-871-7837	
Bill Morris	407-493-2809	
Betsy Campbell	407-460-7002	
Bob Coolidge	386-956-3465	
MEMBERSHIP CHAIRPERSONS		
Don and Carole Allen	863-604-3148	
CLUB HISTORIAN	Don Allen	
HOSPITALITY	Betsy Campbell	407-460-7002

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

November Birthdays

Marilyn McMullen	November 4
Glenn Harris	November 9
Melvin Simon	November 9
Jack Scott	November 14
Annette Morrison	November 18
Matthew Johnson	November 25
Steve Lauer	November 28

Board and General Meeting –

The Florida Region AACA Club Board was held October 9 at the All Saints Episcopal Church in the Mary Martha Room.

The club general meeting started after the Board meeting. Fourteen members attended the general meeting. President Charlie Jones called the meeting to order at 7:00PM. After the pledge of Allegiance, Don Allen presented the treasurer's report and the members accepted the report. The September meeting minutes were accepted as shown in the October newsletter.

The meeting discussion was opened with Don Allen noting that 2024 club local dues will be due on January 1st. The Florida region club dues is \$25

Don Allen proposed that the 2023-2024 club roster be printed out since the last hardcopies release was before 2022. The club approved the motion for the 2023-2024 roster to be printed out. Don

asked members to provide the latest personal info if an update is needed.

The Christmas Dinner planning was discussed. Current plan for the dinner is a General Meeting and Christmas Dinner on December 11 - 1PM at Perkins Restaurant, 989 West Orange Blossom Trail, Apopka, 32712.

The 2024 show planning was discussed, Dana Sprague said that AAA would like to have a AAA booth at the show. The members agreed.

For the program this meeting, videos on the history and building of the Futurliner were shown.

Next, the 50/50 drawing was held. Jack Scott won the pot. Bud Bernier and Charlie Jones each won a Silver Dollar.

Afterward, the meeting was adjourned. Betsy Campbell served some great cookies.

Glenn Harris, Secretary

Dues are due

Hi Florida Region members. It is time again to pay your Region and National dues for 2024. The Region dues are \$25 and should be paid by January 1,

2024. Make the check out to Florida Region, AACA and mail to Don Allen, 153 Poe Dr., Winter Haven, FL. 33884.

National dues are due at the same time. You must be a member of National in order to be a member of the Region. National dues are \$45. Make your check out to AACA and mail to 800 West Hershey Park Dr., Hershey, PA 17033

Don Allen, Club Treasurer

The 1971 Boss 351 Mustang Signaled the End of the Golden Age of Muscle Cars



<https://www.motortrend.com/news/1971-ford-mustang-boss-351-price-production-specs/>

The early '70s was the best of times since some of the hottest muscle cars to ever be made hit the streets, but with rising fuel prices and government regulations it was also the end of an era. After 1971, performance muscle started going downhill before falling off the cliff in 1974. But Ford had something special planned for 1971: the Boss 351 Mustang.

The 1971 Mustang Boss 351 was one of Ford's last true muscle cars, and they only churned out 1,806 of them in their single year of production. This was one of Ford's hottest-performing small-block cars, and it was all thanks to the R-code V-8 351 Cleveland under the hood. It spat out 330 hp at 5,400 rpm and 370 lb-ft of twist at 4,000 rpm—more than enough to slap around many big-blocks. In fact, the performance of the Boss 351 was only a tick under the previous Boss 429 Mustang! Sure, the 1969 BOSS 302 (which duked it out with Camaro Z/28s in Trans Am racing) and the 1969 Boss 429 (which was built so Ford could field the big-block in NASCAR) were cool, but Ford's departure from racing along with the aforementioned emissions requirements killed those cars in 1970, and began the automotive slide into malaise. Mustang sales, which had once reached well over half a million, slumped to under 200,000.

Why The 1971 Chevy Corvette LS6 Is So Special



<https://www.trustauto.com/blog/1971-chevrolet-corvette-ls6#:~:text=The%20reworked%20LS6%20now%20had,Chevelle%20from%20the%20previous%20year.>

The 1971 LS6-powered Corvette is both rare and significant. Its high-compression engine marked the peak of the muscle-car era. And this Chevy contained a last-of-kind powerplant that would be no longer viable as a heavy hand of federal emission regulations began to take its grip.

The year 1971 was not a friendly one. Not for the car manufacturers, at least. It was a time when automakers, including General Motors, had to stop making high-compression engines. This came about as new emission standards banned the use of leaded fuel. The prohibition was due to concerns about exposing children to lead

and then-new catalytic converters requiring lead-free gasoline.

Lead was added to fuel to help reduce engine knocking. At the same time, leaded high-octane fuel prevented premature combustion in high-compression engines. But, the ban effectively killed the production of these power plants and launched an era of underpowered and anemic engines.

So, the 1971 Corvette offered Chevrolet one last opportunity to equip its sports car with something that was robust and performance-oriented. The effort was a one-year-only undertaking, and a high-compression engine wouldn't grace a Chevrolet again until 30 years later (thanks to more advanced emission controls and sophisticated electronics). Only 188 units of the LS6 Corvette were built, and this limited run is just part of the story.

What Makes the 1971 Chevy Corvette LS6 so Special?

Chevrolet has unofficially arranged its lineup so that the Corvette was always positioned to be its flagship performance car. But things got a little sidetracked with the Corvette C3 (1968-1982). The automaker had plans to introduce the LS7 engine, its most powerful big-block V-8 at the time, for the 1970 model year. But, releasing this 454 cubic-inch power plant would run afoul of these pesky emission laws (the engine would eventually hit the streets in 2006, but

that's another story). So, Chevy turned to its next best thing, the LS6.

Curiously, however, the LS6 got loaded into the 1970 Chevelle and offered 450 horsepower. In contrast, the Corvette was fitted with a high-revving LT1 engine making 370 horsepower. This break with tradition came about because the LS7 originally planned for the Vette never happened. To correct this dilemma, Chevrolet went to work and adapted the LS6 for the Corvette for a 1971 model year-only appearance.

Auction Results



1924

Flint E-55 Touring Sedan Convertible sold for \$17,378 on Hemmings Online Auction October



1965 Lincoln Continental Four-Door

Convertible sold for \$47,775 on Hemmings Online Auction October



1941 Cadillac Series 60 Special Touring Sedan sold for \$16,538 on Hemmings Online Auction October



1924 Studebaker 6 Touring Sedan Convertible sold for \$5,775 on Saratoga Auction October