

FLORIDA REGION
ANTIQUE AUTOMOBILE CLUB OF AMERICA

The Running Board

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



1970 Dodge SuperBee Hardtop July 2026

Coming Events:

July 13	Florida Region Club Board Meeting, All Saints Church, Winter Park FL, Thomas Center in the Mary Martha Room	6:30 PM
July 13	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



THE RUNNING BOARD
July 2026 Volume 50 / Issue 7 Editor/Designer: Glenn Harris
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Send your article submissions to:
 boardeditorfl@gmail.com
 Deadline is the 20th of the month

July Birthdays

Dan Brennan	July 6
Joanne Swain	July 23
Don Reinhardt	July 30

Board and General Meeting –

The Florida Region AACA Club general meeting was held on June 11 in the All Saints Church Mary Martha Room at 7:00PM. The general club meeting was started by the club President Charlie Jones with the Pledge of Allegiance Club. The meeting was attended by 11 club members.

The club business discussion was started off with accepting the minutes from the May 11 meeting as presented in the June TRB newsletter. The Club Treasurer report from Don Allen was presented by Charlie. The club members accepted the Treasurer's report.

Next the club President opened a discussion covering the 2027 car show planning status. The plans for the Feb show are finalized for now and have been coordinated with the food truck and Baptist Church. The completion of the show flyer is on-hold waiting for the rain date to be determined. Jack Scott announced he was retiring from supplying models for the 2027 car show, and asked for donations. Darrel Cole volunteered to provide some models.

In place of having a program for this meeting, the club had a discussion open to all members. The discussion started with a reminder about the June 20 car at Madison care home which many members planned to attend.

Charlie Jones presented a request from the Naples area for a group of curated vehicles to be displayed at the show at the Ritz Carlton Naples on 16 to 19 November. The curated cars were to be Model-Ts, race cars, vintage cars, traditional classic cars, and historical automobiles. See Charlie if you are interested.

The discussion was proceeded into the question of what the club events should be for the coming events. It was pointed out that the coming summer weather in July, August, September are not that suited for shows/ tours, so the discussion focused on November, December, January and February.

One of the suggestions covered was the Old Sugar Mill Pancake House (located about 10 minutes north of DeLand inside De Leon Springs State Park) is a historic eatery where every table features a built-in griddle. Guests receive pitchers of homemade batter and cook their own pancakes right at the table.

Another suggestion was the Lake Dora tour with lunch typically featuring a relaxing, 3-hour narrated cruise that takes you across the lake and through the scenic, wildlife-rich Dora Canal before stopping at a restaurant for lunch. The lunch cost is not included in the tour ticket of \$50.

Also a trip to the Black Hammock Restaurant, "Home Of The BEST Fried Gator Tail In Town!" was suggested. The Black Hammock is located on Fish Camp Road in Oviedo by Lake Jessup.

Additionally Jack Scott told us a joke about a watch dog owner with 2 dogs, one named Timex and the other named Rolex. He said that they fight all the time.

The 50-50 drawing was next, Bob Kelsey was the main winner while Betsy Campbell and Larry Mills were the runner ups.

The meeting was adjourned and refreshments with brownies were provided by Betsy Campbell.

Glenn Harris
TRB Editor

Special Concern for Don Allen

Our club member Don Allen is going through difficult times with medical problems. He is recovering from surgery for the replacement of his pace maker. It was about a one hour operation and all went well.

But beyond that, he has prostate cancer. It was caught pretty early and they can cure it. In a week or two he will start radiation treatments. So please remember Don in your thoughts and prayers for his healing and complete recovery.

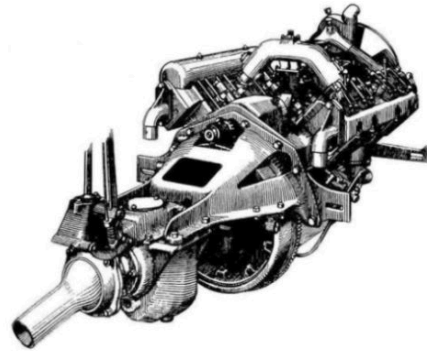
Club Members at the Madison Care Home Father's Day Car Show on June 20



Club President's 1950 Olds 88



1917 Chevy overhead valve V8



https://en.wikipedia.org/wiki/Chevrolet_Series_D

<https://macsmotorcitygarage.com/chevys-first-v8-inside-the-1917-19-model-d/>

The 1917 Chevy overhead valve (OHV) V8 was Chevrolet's first-ever V8 engine, powering the Series D Chevrolet.



The

Series D engine is a liquid-cooled, 288-cubic-inch (4.7 L) 90° V8, designed and built by Chevrolet in 1917 and subsequently by General Motors Company's new Chevrolet Division after the 1918 merger of the two firms.

The engine is capable of producing 36 hp at 2700 rpm. This was Chevrolet's first V8 and one of the first overhead-valve V8 engines. (Chevrolet would not produce another V8 until the debut of the Generation I small-block in 1955.) This design had a partially exposed valvetrain (pushrods and lifters were visible) with a nickel-plated rocker cover, an aluminum water-cooled intake manifold. The starter is in the valley of the block, as well as the gear driven generator with the fan clutch coming off of it. The gear driven generator runs the distributor as well. The belt in the front drove only the water pump. It had a 50 lb flywheel and a counterbalanced crankshaft. Bore and stroke was 3.375 in × 4 in with three main bearings, solid valve lifters and a Zenith double-jet carburetor.

Displacing 288 cubic inches (4.7L), it was an advanced yet short-lived design. Due to high manufacturing costs, it was discontinued in 1918, and Chevy didn't produce another V8 until the iconic 1955 small-block.

While the Cadillac and other popular V8s of the period were built on a cast-aluminum crankcase with a pair of bolt-on, cast-iron cylinder blocks, one for each bank, the Chevrolet employed an entirely different form of construction. Here, the iron crankcase and block castings were combined, more like a modern V8, but split in half right down the middle. The two block halves bolted together at the crankshaft's vertical centerline. Monobloc V8s were some years in the future.

Though the Cadillac and others were typically side-valve (aka L-head) designs with or without detachable heads, the Chevrolet V8 employed an overhead valve design, known as "valve-in-head" in those days. Another noteworthy difference: The Chevy's induction system was between the two cylinder banks, while the exhaust ports were outboard—technically, a cross-flow layout. The detachable heads were secured to the block with only six fasteners