



The Antique Expression

A Real Packard Family!



By Tommy and Chris Baccaro

I still remember the day back in the early 90's that Walter and Pat Trimmer drove their newly acquired 1956 Patrician to a Lone Star Packard meeting at a long gone diner in Richmond. It had full power including dual electric antennas in the rear and factory air. They bought it in New Mexico and I think they actually drove it home. It was finished in Scottish Heather (my granddaughters say it is pink) and Dover white. It was misting that day and the finish really sparkled. As we were all gathered around it in the parking lot literally drooling over the shiny Patrician, Walter said I am going to do a complete restoration. I expressed that it was in better condition than our two Packards and I would just drive and enjoy as is until something needed to be fixed. Walter was very knowledgeable and was a perfectionist. He took it

apart! Being retired I think he just enjoyed tinkering with the Packard. Over the years the engine and transmission were rebuilt, the interior was renewed, all the power window motors were replaced etc,etc. Long story short, that Patrician never made another Packard Club meeting unless it was one of several that Walter and Pat hosted at their home in Sugarland. It often seemed near completion to most of us but he always found something else to do. Though it did not get driven much, it brought a lot of enjoyment to a really nice guy who we all miss.

Jump forward to 2016. We had lost both Walter and Pat and the car floated around to various family members until it and their 1940 Packard 110 ended up with Walter and Pat's son, Paul. Upon his acquisition of the cars, Paul sent them and all the spare parts to a restoration shop in Spring. Paul decided to restore the 1940 first and decide what to do with the '56 later. In the meantime, restoration began on the 1940 and the Patrician was moved around the shop.

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But eventually it was stored outside for about three years. The shop felt like more harm was being done to the paint by letting it sit in all the dust generated inside than if it was outside. About 6 months ago, Paul contacted me and asked if I could help him sell the car. I put it out on our Packard Club group email several times but the months passed and there were no takers. I even called a couple of people that I knew were in the market for a Packard, but there were no takers. In the meantime, 2 other Packard club members, Ben Carter and Rich Trokey, visited the shop to see if in Walter's spare parts there might be something Ben needed for his '40. Ben reported to me that the Patrician was really in better shape than expected after three years outside. (when we eventually got it home I did buff it out with Maguire's products and the paint looked much better than I expected!) I needed a 5th Packard like I needed a hole in the head, even though I had lusted after the senior V8 Packards since one of my mom's customers had come to her shop driving a brand new Patrician right off the floor from Wendall Hawkins Packard. (I was 13 at the time.) I called Paul and realized he was really a motivated seller.

I talked to my son Chris about the car and he encouraged me to go see it. From the description, everything we could not do such as interior and paint had already been done. Chris was a Ford tech for nearly 20 years and is now a shop foreman and assistant service manager at a Ford dealer. I am no dummy; I raised my own mechanic! We agreed if we bought it, he would store it at his new house and work on it as time allowed so the partnership was formed. I advised Paul we were preparing to go to the Packard national in South Bend and would check out the Patrician and maybe make an offer for it and the parts upon my return. I did and Paul accepted the offer. We met in Salado where I was attending a meeting of the Packard Club regional directors planning a return to Salado for the 2019 Texas Packard Meet. Paul lives in the Austin area. Money and title were exchanged and we now have a 1956 Packard Patrician.

Fast forward a couple of weeks and my good friend John Lortz and I went to pick up the Packard

with his truck and trailer. With the exception of the condition of the mixed matched tires, the car looked pretty nice. When I had inspected it earlier, the gasoline smelled like kerosene so I paid the shop to drain all the gas and put in 10 gallons of fresh which they did. Unfortunately, much of the electrical system was disconnected except what was needed to start the car. Another friend told me Walter did not think the wipers worked smooth enough so he removed a lot of stuff, including A/C so he could get to the cable. None of the lights were connected, the heater core was missing, the a/c compressor and condenser were off the car, wiper motor missing, radio removed, all the interior door handles missing except for the driver's door, air cleaner was off etc., etc. There were no brakes and the push button tranny would not go into reverse. John had to use his winch to get it on the trailer. When we got to Chris', we had to push it off the trailer into the street because there was no reverse.

At this point, I am going to turn this article over to Chris to detail what progress he has made. I am proud to say that he and his family were able to drive it to the LSP Christmas party in Friendswood. That's my boy!

Well, Dad summed it up pretty good. The first priority was to fix the push button issue so we could shift to reverse. After studying the push button system and talking to several people on the internet about it I believed the shift motor was out of position. I adjusted the "actuator motor" and got lucky the first time. It was running rough and I was convinced the carb. was bad. Dad had a spare Rochester 4 barrel so he brought it over. Solved the problem!

So now I got brave and decided I would run it around the block. It ran great in first gear. So then I started looking at the wiring and realized only the bare minimum was hooked up to start the car. I worked on the headlights and horn. Then I noticed it wasn't charging. After checking over the wiring I finally decided I needed a voltage regulator. I installed one and had it charging again. Brake lights did not work but Dad had a spare 3 prong switch which the '55 and '56 Packards used, so we got brake lights.

(Continued on Pg. 3)

★HAPPY★ BIRTHDAY!

APRIL

Carol Baccaro 4/1
 Evelyn Timmins 4/1
 Charles Logan 4/14
 Michael Calistrat 4/20
 Betty Gorrell 4/27

MAY

Dot McCurry 5/4
 Barbara A. Wahlberg 5/4
 Chris Baccaro 5/7
 Jenny Medley 5/7
 J.T. Gorrell 5/8
 Esther Duncan 5/15
 Marcia Swift 5/15
 Craig Adams 5/21
 Jamie Baccaro 5/22
 Susan Smith 5/24
 Sherri Kurtz 5/27
 Karen Staley 5/28
 Timothy Eysen 5/30

Cover Car (Continued from page 2)

I now decided to get even braver and pushed the Patrician to about 45 mph. It had a loud noise going into lockup at a low speed but if I let it shift later it was ok. Now the whole time the load leveling system has been working without a problem but all of a sudden it quit. The load leveling system will have to wait though because the transmission needs to be addressed first. I changed the fluid in the transmission the other day and found a lot of metal in the pan. Since the transmission was rebuilt, I suspect the torque converter and luckily Dad has a spare one of those.

It is a good thing we have a stash of parts and a lot of experience with the red and white '55 Clipper our family has enjoyed over the years, because much of it also applies to this '56 Patrician. So that's where we are with the Patrician.

The kids have been excited about the car and Maya has helped me a lot with detailing and handing me tools.

Maya helping Dad & Gramps!



Happy Anniversary!

ANNIVERSARIES April-May

Gordon & Patsy Bennett 4/8 (18!)
 Leon & Pam Ahlers 4/20 (44!!!)
 John & Dena Doerfler 5/1 (42!!!)
 Stan & Ellen Ericksen 5/10 (66!!!)
 Jim & Sandra Johnston 5/24 (31!!!)
 Dean & Diana Forbes 5/31 (43!!!)



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Secretary's Column A.A.C.A. Gulf Coast Region

General Meeting 12 March, 2018

President **Jim Johnston** called the meeting to order at 7:35 pm.

Invocation & Pledge of Allegiance - **John Doerfler** led us in giving thanks. He thoughtfully remembered our friendships in the GCR and expressed gratitude for the lovely weather we have had after a sometimes bitterly cold winter. **Ferrell Moore** then led us in the Pledge of Allegiance.

Sunshine Report - Although we did not have an official reporting of those members we should remember for their illnesses (and call to wish them well), **José Gonzalez-Juaregui** reported to me that his health is improving. José has been dealing with heart failure and complications from diabetes for the last couple of years or so, and we are happy to see that he is doing much better now. José said he is grateful that his medicines are doing their job and that *he* is doing *his* job - which includes following doctors' orders, keeping a good attitude, and attending our meetings again! Not only is José more energetic, even his painful neuropathy has abated. It's great to see you again, José!

Refreshments - **Theresa Bartlett** and **Eileen Bartlett** were tonight's hostesses. They graced the tables with a variety of fruits, nuts, and chips as well as chicken salad sandwiches and cream puffs. Eileen wanted to make sure we had something green for St. Patrick's day, so she brought cupcakes decorated with green icing! Bless her Irish soul! Thank you, Eileen and Theresa although she

could not be with us due to her father's illness.

Guests - It's always fun when we can welcome a guest, and it's even more special when that guest is family to one of our GCR members. Tonight we welcomed **Patrick**, son of **José Gonzalez-Juaregui**. Patrick is a PhD physicist and researcher in radiation oncology. His latest research is on *brachytherapy*, which is the placement of radioactive sources inside the patient on a temporary or permanent basis to disrupt the DNA of cancer cells and destroy their ability to divide and grow. We're grateful that people like Patrick do this important work. And I know José is grateful when Patrick visits because Patrick comes all the way from Amsterdam, which is the capital of the Netherlands (and birthplace of our own Evelyn!).

Although there *are* antique and special interest cars in and around Amsterdam (the *International Amsterdam Motor Show* is being held the last weekend in March), Patrick reported that his usual and preferred mode of transportation is a bicycle. That's understandable, since Amsterdam is such a bicycle-friendly city. I imagine it's easier to get around on bicycle in a city comprised of about 90 islands and 165 canals connected by more than 1,700 bridges. Many of the streets on those islands are closed to automobiles. Interestingly, there are more bicycles in Amsterdam than there are people!

I hope you who attended the March meeting got to visit with Patrick and welcome him to Houston. He's a very kind, friendly and interesting

young man, and I know José is proud.!

Treasurer's Report - Our trusty Treasurer, **Ev Timmins**, reported that our coffers are still full - there's plenty of gelt in the belt!

Old Business - Everything old is new again. See the section below.

New Business - **Jim Johnston** handed out copies of our GCR budget, and Board member **Lenny Holzband** discussed it with us. Lenny noted that the majority of our current funding is from our share of the Pate Swap Meet net proceeds. A group discussion ensued.

Where We've Been - **The Café at Brookwood Community** was the location of our successful Valentines Luncheon. In addition to eating delicious food, visiting with friends, and supporting the Brookwood Community, we enjoyed seeing a few old cars as well. From **Robert and Bea McLellan's** striking Aquamarine 1960 T-Bird Coupe (looks great with Bea's red hair!) to **Wayne and Theresa Bartlett's** "banana-yellow" 1940 LaSalle Convertible Coupe that Wayne recently painted with a paint brush (good thing Wayne knows all about color-sanding), it really was a lot of fun. Some of the friends we saw there are those who do not get to attend our regular meetings, like **Stan and Ellen Ericksen**. Stan claims that he and Ellen are slowing down, but I can assure you he's as sharp as ever. For instance, Stan didn't fall for it when I asked him if I could borrow his dessert before he stuck a fork in it!

Where We're Going - **Joe Vogt** has been coming up with great ideas for events, presentations, and mini-tours. Joe is doing this for *you*, so be

(Continued on next page.)

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sure to help him by offering your suggestions. **Julie Wagner-Palmer** suggested we consider a tour to the *Historical Veterinary Research Collection* at Texas A&M University. Maybe we'll see historical oddities like the Victorian diamond serpent bracelet Julie removed from the stomach of an infamous cat burglar, or the little black book of Cold War era secret Russian spy codes that **Tahl Rozycki** discovered in the bladder of an ailing Russian Wolfhound. *April Fool!*

Here are some other upcoming events:

March 17 - Traders Village: Wayne Bartlett has been working on the *McLellan Original Automotive Literature Collection* that **Robert McLellan** recently donated to our Club. Wayne has made several trips to Robert's house to get the boxed material and has reorganized and labeled it with the kind and steadfast assistance of his helpmeet, **Theresa Bartlett**. He also custom-built shelves for the material in his trailer and is ready to do a "test run" by trailering a limited amount of the boxed literature to Trader's Village and offering the material for sale. This is all in preparation for selling the original automotive literature at Pate to benefit our Club's bank account. By the time you read this article, the Traders Village event will have already occurred, but Wayne (*and the Club*) still need your help. More than 1/2 of Robert's donated material is still in Robert's storage facility. It needs to be transported, sorted, and re-labeled. With some fun effort and teamwork, we can get it done; but it may not be in time to do it properly for Pate 2018. Call Wayne now (unless it's after 8:30 pm) and ask how you can help. If we can organize the literature to sell at Pate 2018, we will place a full page ad about it in the Pate booklet.

April 20-22 Concours d'Elegance of Texas in Arlington.

April 26 to 29: Pate Swap Meet at Texas Motor Speedway, Fort Worth.

4th of July: We considered two venues for our annual picnic: one choice was the Spring Creek Park in Tomball on Weds., July 4th. The other was to hold the picnic on Saturday, July 7 in the air-conditioned clubhouse of the community where **Lenny and Paula Holzbond** live in Richmond.. This second option requires a \$200 deposit. **Sandra Johnston** made the motion to hold the event at "Lenny's Clubhouse." **Ev Timmins** seconded the motion. All the members affirmed it with a vote.

Other News To Amuse - The highlight of the evening was a presentation by **Robert and Elaine Bullard** on touring all over the USA with their modified 1931 Ford Model A. The modifications have been made to increase the old car's reliability, safety, and comfort. While retaining a standard block, the engine has inserted bearings in place of poured Babbit bearings and has also been modified to accept an oil filter. Robert changes the oil every 1,000 miles. He's also installed a larger capacity radiator so that the car runs cooler, an air-conditioner so that the occupants stay cooler, an overdrive so the car runs faster (up to 60 mph!), and custom cast iron drum brakes installed to slow it down.

In 2017, Robert and Elaine drove their Model A about 9,500 miles while participating in several tours over 63 days. Obviously, this Model A ain't no trailer queen! Elaine drove 1,500 of the 9,500 miles they toured in 2017, but she is an excellent navigator as well. She uses an app called *Roadside America* to help them find items of interest and monuments in the areas they are traveling.

So where did Robert & Elaine's Excellent Adventures take them? To the Outer Banks of North Carolina; to Kitty Hawk to see where the Wright Brothers were the First in Flight;

on the Tail of the Dragon (an 11 mile road with 318 curves - or 320 if you include the time Robert swerved to pass a turtle); a moonshine tour from Deals Gap, North Carolina to Walhalla, South Carolina; to the town where **Babe Ruth** hit his first professional home-run (Fayetteville, NC in 1914); on the Cherochala Skyway (a National Scenic Byway connecting the Cherokee National Forest in southeast Tennessee and the Nantahala National Forest in southwest North Carolina); through 444 miles on the Natchez Trace, and even to the top of Pikes Peak in Colorado. And in case you're wondering, they averaged 20.7 mpg!

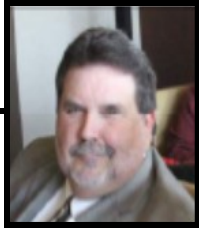
Thank you, Robert and Elaine, for that fascinating, interesting, and informative presentation.

Luck of the Draw - **Julie Wagner-Palmer** didn't attend the January meeting, but it's a good thing she was here for this March meeting. She won the \$10 "being there" prize! Julie drives a modern diesel SUV, and \$10 was probably *just* the right amount to pay for her mileage back and forth from the Woodlands to our meeting.

If Julie had been really lucky, she would have won the second drawing, the cumulative prize that grows by \$10 at each regular monthly meeting until someone wins it. Tonight's prize had grown to **\$100**. Julie didn't win it. Neither did **Mike Calistrat** - even though his name was drawn - because he wasn't at the meeting! We miss you, Mike (and **Caroline**), and hope to see you back at the meetings again soon.

Adjournment - The meeting adjourned at 8:45 pm.

As it was - Albert L. Ramos



Winter Meet in Sunny Mobile, Alabama

By Pres. Jim Johnston

As I mentioned at our last meeting, Sandra and I took a road trip to Mobile, AL, to attend and work at the 2018 Winter Fall Meet hosted by the Deep South Region AACA.

For those of you that may not know, the Deep South Region lent us a hand in Galveston with our meet, so we went as representatives of the GCR AACA to help them with their meet in Mobile. This Winter Fall Meet was originally slated to be hosted by the AACA Club in Puerto Rico, but due to the two hurricanes and the resulting damage, the meet was cancelled until the Deep South Region stepped up to the plate. And step up they did! In just about 4 months they were able to put on the meet and did a wonderful job.

Our trip to Mobile began on Wednesday the 21st via motorhome with car in tow and cats sleeping, very well I might add, all the way to our first stop in Slidell, LA. We were up bright and early on Thursday morning and arrived in Mobile at the show field at about 11:00 AM, met up with the meet Chairperson Charlotte Dahlenburg and husband Darrin for them to guide us to the trailer/motorhome camping area just blocks from the show field. Then we were off to begin helping with whatever tasks needing attention, beginning with the silent auction modeled after Dena and John Doerfler's auction at our 2016 meet in Galveston. After helping Deep South member Frankie split up the tickets to the desired price ranges, Sandra stayed to help Charlotte and Darrin's mom with tagging all the auction items, and I was off with Zeno and Daren to pick up the numbers for setting up the show field on Friday.

Thursday night was only supposed to be an ice cream social at the Henderson Collection Antique Car Museum, but everyone was surprised to find some great Cajun gumbo and hot dogs being served up by the Deep South Region as well as the aforementioned ice cream.

Friday we were signed up for the trolley tour of Mobile, but duty called sending Sandra helping with registration and again I was busy as a go to goffer wherever I was needed. I attended the Round Table Discussion where I spoke and handed out copies of the Associate Member Program and got the "go ahead to proceed" from AACA President Chuck Crane!! Friday night was a Southern Fried Chicken Dinner at Battle House and after that we found us too full and too pooped to do anything else but get back to the motor home

with the kitty cats to get some much-needed sleep!

Saturday morning, I was up early (5:30 AM) to meet Deep South Past President Zeno, Daren and another Region member to begin setting up the show field, finishing up at about 6:45 with time to spare for the cars to begin lining up for the 7:00 AM entry onto the show field. Sandra filled in as a registration helper at the show field entrance where she helped AACA National President Chuck Crane hand out dash plaques. I helped direct the 142 registered cars assigned spaces. But one didn't show up: a 1942 Ford named "Henry the Ford" owned by yours truly, but more about that later. So that brings us to the climax of the story to have y'all check out the pictures of a very successful AACA Winter Fall Meet and we came away with 4 potential new members from right here in the Houston area.

Moving on Down the Road



CLUB LOGO ITEMS?

If you are interested in club nametags, jackets, or even a shirt, let your board know.

Pres. Chuck & 1st Lady June at the Mobile Meet.





**From Club
Historian & VP
Joe Vogt**

From the April, 2008
Antique Expression

The cover car for April, 2008, was Lee Brown's 1962 Cadillac Convertible. Speaking of the bold, sweeping excess of Cadillac's in the late 50s and early 60s, Lee said that "Automobile Styling went where only imagination had been before. Cadillac stepped into that fray of excitement and was determined to become the leader. Cadillac responded with fabulous, huge cars, flowing in chrome with bulbous extrusions and voluptuous body lines that climaxed into the ultimate excess – the tailfin. Yards of sheet metal were dedicated to nothing more than the mounting of a taillight – and of course, the image of extravagance; the image of a Cadillac."

"There is nothing new on the market that even approaches the extravagance of a high finned Cadillac. Gas guzzling and oversized, they are also politically incorrect. Bad-boy cars have always been the most fun cars – and political incorrectness has always been the baddest of bad-boys. My liberal friends have even given the Cadillac a new name in jest; they call it the 'Global Warmer!'."

On March 5, the Erickson's attended the 5th Annual Car Stampede in Belleville put on by the Austin County Cruisers. No entry fee and over 225 cars and motorcycles with plaques given to the top ten vehicles chosen by the exhibitors!! And on March 15, The Checker participated in the St. Patrick's Day parade in downtown Houston.

The Ericksons gave us some insight that I could certainly relate to: "You're only young once, but you can be immature forever."

President John Alkire had a lot to jokingly say about Fords in this issue. For example:

- Statistics show that 90% of all Fords bought are still on the road. The last 10% made it home.
- How is a golf ball different from a Ford? You can drive a golf ball 200 yards.
- Speed kills – Drive a Ford – Live Forever.

- How do you double the value of a Ford? Fill it with gas. And quite a few others.

Mike Calistrat was almost finished with the Membership Directory which included a picture of (almost) everyone. The Directory also included a listing of antique cars owned by each member, all antique cars in the Directory listed by year of manufacture, and a graph showing the number of GCR cars in each year of manufacture since 1900.

Eileen Bartlett was a guest on the weekly local talk radio show "Classic Car and Boat Show" hosted by the founders of the Keels and Wheels Concours d'Elegance put on by the Lakewood Yacht Club: Bob Fuller, Ken Dougherty, and Ron Stein. On each show, one of Ron's brainchilds was a quiz, and for this show, he asked listeners to name five cars with the same names as American presidents. Several callers answered correctly and received prizes.

The highlight of John Alkire's trip to the Chickasha pre-war swap meet (also attended by Sam Romeo, Tom and Evelyn Timmins, Chuck and June Crane, and Pete Reinthaler) was a trip to Don Boulton's restoration shop and car barn in Oklahoma City with the finest collection of "significant" brass era cars that John had ever seen. Pope Hartford, Matheson, Mercer, Packard, Locomobile, etc., etc. All very well restored.

Tom Timmins announced that at the May meeting, we would have guest speakers to talk about body repair. No, not the Bondo and sheet metal kind, but rather PhDs in molecular biology will talk about the latest in medical developments for repair and restoration of our own malfunctions.

Gordon and Patsy Bennett teamed up with Larry and Doris Bennett for a then upcoming Poker Run in Friendswood.

At the annual meeting, Chuck Crane became an AACA Board member, and received a Senior Master Judging Award.

Sam Romeo discussed the joy and needs of the upcoming Pate Swap meet which earns our club 90% of our funding requirements. The Pate was (and is?) the third largest swap meet in the US.

The information about the upcoming Texas Tour at Nacodoches came in the mail some days ago. It set off memories of our first Texas Tour, the 22nd in Victoria, in the Spring of 1975.

Ellen & I had purchased a 1917 Willys Overland touring car from O. Keller & Jimmie Lee Pyle in late winter of 1975. During the 17 years they had owned it, they had done a complete restoration and the price was "right". They lived on the South East part of Houston and Keller drove it to the Northwest Mall to make the delivery in our part of Houston while Jimmie Lee followed. Keller told me later that Jimmie Lee cried as I drove off. "It was like she was losing part of the family," he said. (I had that same nostalgic feeling when I watched my Checker being driven off, never to return.... Didn't cry though....)

The Overland had been nicknamed "The Rooter Hawg" by the club members as it was high in the back and low in the front, a nickname that followed it through the 22 years we owned that FUN car. I had a trailer made so we could haul the car to various tours.

At Victoria we met many friendly - fun loving - and hungry tourists and antique car lovers. Some of those friendships endured for many years after.

Now, the car had "brakes" on just the rear wheels. And only one brake band did much good on slowing (Notice I said "slowing" and NOT stopping" the Rooter Hawg". The differential leaked grease and "lubed" the linings even though Keller had put in modern grease seals. This was a MAJOR consideration to Ellen over the years with my driving with one hand and a beer in the other.

I was on a judging team, and one of the cars we judged was a blue 1936 Ford coupe, freshly and PERFECTLY re-stored by Houston member Dick Brownlee. After the judging, it was "tour time" into the Victoria countryside, the usual two lane blacktop roads, but scenic.

We were in line behind Dick and wife Dorothy. Somehow, we fell behind climbing a hill. As we crested the hill, I saw the group had stopped, and in my attempt to catch up, I was rolling too fast to make a safe stop. I admit, I panicked. Here we were, almost brakeless, about to rear-end a BEAUTIFUL restoration I had just judged, and on our first tour. What a reputation I was going to have.

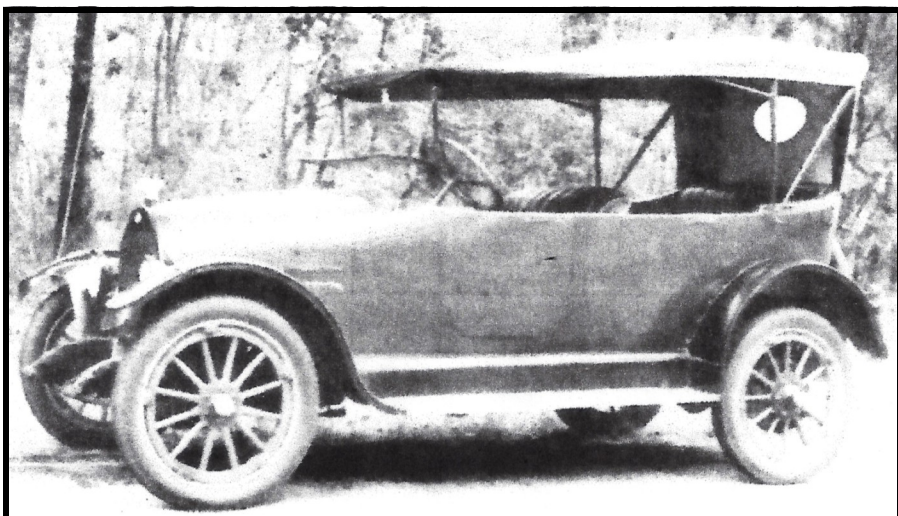
Dick said later he was watching in his rearview mirror and could see my eyes getting bigger and bigger. (Almost shorts changing time for me too). HAPPILY the grassy shoulder was wide enough to swing on to and we came to a halt right next to the open window with Dorothy looking over at my MUCH relieved face. "Hi there," I calmly said to Dorothy as my racing heart slowed. We greeted each other with that same "Hi there" over the years and a smile thinking of a missed disaster.

Ericksens' 1917 Overland "Rooter Hawg"

The Overland received a trophy for 3rd in a class with 4 cars entered, and I couldn't have been prouder.

We have many parts of Texas we would have never seen if it wasn't for the FUN tours with the AACA-GCR, and do miss "Touring," but, old age has caught up with us. We still have MANY HAPPY thoughts though!

Now, "Tourless" - Stan



**On The Road Again is a series of stories from Gulf Coast Region AACA chapter members about how a shared interest in cars and helping others can pave the way to friendship and adventure.*

Down the Road

Underlined items are club (GCR AACA) sponsored activities.

April 9 **GCR AACA** meeting. 7:30 in the Tracy Gee Center.

April 14 Fayetteville Lion's Club 2nd Annual Car Show. Hwy. 159 on the Fayetteville Square; Contact: JHD1255@aol.com

April 23 Deadline for AE May mini information.

April 26-29 **PATE Swap Meet**

May 5-6 Keels & Wheels Concours d'Elegance at Lakewood Yacht Club in Seabrook off NASA 1.

May 14 **GCR AACA** meeting. 7:30 in the Tracy Gee Center.

May 28 Deadline for AE June issue contributions.

June 11 **GCR AACA** meeting. 7:30 in the Tracy Gee Center

July 7 Annual July 4th celebration: Sweetgrass Clubhouse, Lenny Holzband.

Public Car Outings.....

Friday Lunch - Group of car enthusiasts gather for lunch on Fridays at various restaurants. Contact Bill Cockrell 281-293-0842 for information.

Friday evenings Pearland Antique & Classic Auto Show Cruise Night at Lowe's parking lot at FM 518 & Pearland Parkway, 6 PM

Saturday evenings cruise in at Chick-Fil-A in Home Depot's parking lot, 5 PM, Hwy 146 and FM 2094 in Kemah

Third Sat. of the month, Houston Ride 'N Shine sponsors free car meet from 8-10 AM. at La Centerra Mall in Katy. Facebook.com/houstonridenshine

Last Sat. morning of the month: Coffee, Cars, and Books from 8 - 10 AM in Barnes & Noble parking lot on Bay Area Blvd.

Last Sat. morning of the month: Coffee and pastries at Gateway Classic Cars, 71 Esplanade Blvd., Houston, 77060

1st Sat. of the month: Coffee and Cars. Free car meet from 8-10 AM at Memorial City Mall , south side parking lot.

The Antique Automobile Club of America

Is a non-profit organization dedicated to the preservation, restoration and maintenance of automobiles and automotive history. It is the country's oldest and largest automotive historical society.

**Gulf Coast Regional Meetings at Tracy Gee Center
3599 West Center Dr.,
Houston, TX 77042**

Meetings begin at 7:30 p.m. 2nd Monday of each month, Except for February, July and December, when special activities are scheduled.

The Antique Expression

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Send Evelyn your stories!!

REFRESHMENTS



**April
Lenny Holzband
Diana Forbes**



Need some New Wheels?

Member deals on cars you might need.

1989 Mustang GT Convertible

Mileage: 79XXX
5.0 engine
Automatic transmission
Original top
Recent plugs, & wires
Recent Bridgestone tires/Cobra R wheels – < 1000 mi.
Recent inner & outer tie rods
Recent springs
Recent new leather seat covers
Upgraded radio-Sirius—Original radio available—works
New exhaust & mufflers
Top boot included & manuals

Price \$11,900

Bill Cockrell - 281-293-0842
Email: bcnhtown@gmail.com



2007 Lincoln Navigator L Executive Edition

Mileage 73XXX
Sunroof
GPS
DVD System
Front & rear air systems
Heated & Cooled leather seats
Electric running board
Electric lift & close gate
20" Chrome wheel & tires
3rd row seat – electric fold down
AM/FM/Sirius Radio
Tow package

Price \$14,900

Bill Cockrell - 281-293-0842
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Could 3D Printed Parts Ensure the Longevity of the Collector Car Hobby?

From The Speedster: Reprinted with permission from Kurt Ernst and [Hemmings Daily](#)

Own old cars, trucks or motorcycles long enough, and sooner or later a common problem arises: A needed part is no longer available. Porsche Classic has recently announced an innovative solution (for a select grouping of components, anyway), which raises the question: Can 3D printed parts eventually be the answer to owners' and restorers' prayers?

Three-dimensional printing, now part of a process commonly referred to as additive manufacturing, can trace its roots to the 1980s, but it would take until the early 21st century for the technology to jump from lab to industry. By 2010 or so, printers had become affordable and powerful enough to gain favor among low-volume manufacturers, where they were typically used for rapid proto-typing of parts.

Early 3D printers used plastic resins (usually cured by UV light) to create objects, limiting their potential uses. An intake manifold, for example, could be designed on a computer, printed in a shop, and then tested on a customer's vehicle for fit, but the plastic material wasn't initially capable of withstanding high temps and strong vibration. On the other hand, the plastic part could be used to produce a mold to create the final metal-cast part, streamlining the traditional design and manufacturing process.

In more recent years, additive manufacturing has expanded to include a wider array of printable materials, including both stronger plastic and metal, leading to the rise of "desktop manufacturing." Not only are automotive aftermarket parts now occasionally made in this manner, but hypercar manufacturer Koenigsegg and boutique manufacturer Local Motors have both adopted 3D printing as part of the manufacturing process. Even the aerospace industry has embraced the technology, using 3D printed parts in the Airbus A350 XWB and the Eurofighter Typhoon.

Which brings us full circle to Porsche Classic, which announced earlier this month that 3D printing would be used to create parts for cars such as the uber-rare 959, of which only 292 examples were ever created. Prior to 3D printing's maturation, duplicating an out-of-stock part sometimes required the re-creation of machine tools or dies, a costly proposition for a low-volume replacement part.

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