



The Antique Expression

An AACA Award Winning Newsletter



1907 Cartercar: Omen or Predestination??

Tom Timmins

For several months I had been looking at a car on the HCCA website. It pretty much fit exactly what I was looking for, but my thoughts turned to what I would have to sell in order to buy it, and I really couldn't think of anything. I put it out of my mind thinking that it was just a passing fancy.

Lo and behold, the car turned up in the space next to mine at the Chickasha swap meet. There it was staring me in the face for three days. Was this an omen or was the car actually predestined to go to Friendswood? I think it was the latter. Having spent several years at a Presbyterian college, I am quite familiar with predestination. Like many people I tend to believe what is convenient for me at the time.

The car sat there for about three days with lots of lookers but not takers. I chatted briefly with the owner several times to test his price flexibility and he told me he would take it home before he would lower the price. About a half an hour before was time to leave on Friday, I took my card wrote a price on it and handed it to him. He just shook his head and walked away. But half an hour later, he came back and asked how I could make

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arrangements to pay. It was predestined to go to Friendswood.

Now, what's the car? It is a 1907 Cartercar. The name is unfamiliar to many because it only operated under that name from 1907 to 1915. The Cartercar was given a warm reception in the press, largely due to the friction drive transmission, which was sort of a forerunner of the CVT of today. At 4000 miles, the paper fiber on the friction drive could be replaced for no more than five dollars, which was less than half the price that would have been spent on grease packing in a regular transmission. Cartercar used an opposed two-cylinder engine with a rather intricate oiling system perched on top. For a two-cylinder engine it runs quite smoothly because of a counterbalance crankshaft. Only 264 cars were built in 1907 and sales increased again the following year up to 325. The car got the attention of William Durant and in 1909 Cartercar was bought by General Motors. Durant lost control of General Motors in 1910, and by the time he had regained control in 1915, the GM board had already discontinued the Cartercar, largely because sales never approached the 1000-2000 annually that Durant had predicted.

Tragedy struck when Byron Carter, the founder, died in 1908 as a result of trying to start a stalled car. A woman had stalled her car in the middle of a bridge and Carter who at the time was not a young man got out of his car to help the lady. The crank kicked back and as history tells it, broke his arm and jaw and the injury became infected and Carter passed away. But this actually brings us to another tidbit of history. Carter and Kettering were good friends and Kettering was so distressed by the injury and death of his friend Carter that he went to work in earnest on the self-starter that had been on the drawing board for some time. By 1912, the Cadillac had a self-starter.

The Cartercar advertisements during the period

were interesting. Because its friction drive transmission allowed selection of any ratio rather than having fixed gear positions, the Carter car was advertised as the "The car of 1000 speeds." Another ad touted "It's hard to improve a Carter car."

Its maiden voyage will be to Keels and Wheels in a few days. If all goes well, the car will be making the New Brighton to New London trip later this year and it will really test its abilities.

Gulf Coast Region History Archives

We have now rented a 5x10 climate controlled storage unit at the Public Storage facility at 2900 Woodland Park Drive, less than three miles from the Tracy Gee Center. If you have any pertinent items related to the history of our club, you can archive them there.

Present plans are for a file cabinet, shelves, a small table, and a chair to be in this unit.

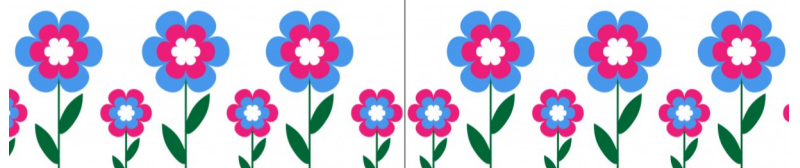
Anything brought into this unit must be in a compact and orderly form. For example, hanging file folders and accordion folders for the file cabinet must be labeled. Items for the shelves should be appropriately packaged, say who stored them and when, and say what they are. What is not appropriate is "boxes of stuff," loose items that have no identification/history tags, etc.

If you have items that you want to put in this unit and are not one of the members who have access codes and a key, please contact me to make arrangements.
Joe Vogt

MAY MARRIAGES

A long time ago!

John & Dena Doerfler	5/1 (39!!)
Stan & Ellen Ericksen	5/10 (63!!!)
Jerry & Julie Collins	5/11 (19!)
Jim & Sandra Johnston	5/24 (28!!)
Dean & Diana Forbes	5/31 (40!!)



May Birthdays

Walt Cook	5/2
Dot McCurry	5/4
Barbara A. Wahlberg	5/4
Chris Baccaro	5/7
Jenny Medley	5/7
J.T. Gorrell	5/8
Charlie Worthen	5/9
Esther Duncan	5/15
Don Bohne	5/19
Jamie Baccaro	5/22
Ron McMillan	5/23
Douglas Staley	5/24
Susan Smith	5/24
Jerry Collins	5/25
Sherri Kurtz	5/27
Karen Staley	5/28
Timothy Eyssen	5/30



From The President

Leon Ahlers

This month's message is more a smattering of random thoughts, a compilation of small messages, if you will. First is a hearty "Well done" to all those who had a hand in the recent AACA Texas Tour. This was by far, the best executed tour in recent times. I'm sure that the more enlightened scribes among the group will extol the virtues thereof much better than I can, but the Gulf Coast Region did a GREAT job despite the threatening weather. I also wish to thank the people who opened their homes and shops and talents to the tour participants: Sean Ornduff, Alton Hues, Bill Thomas and Dena Doerfler (ladies event). Others really showcased the quality of our organization, and we should all be proud of our latest undertaking. I am. The only complaint that I heard was from a lady who allowed that "There is just too much food." And it was so good, too! On to the next hurdle, Pate Swap Meet. Sam says that he has

things under control, so that is a good sign. If you are going to work, you probably already know the drill. I had planned a Friday/Saturday trip, but my wife tripped first and broke her ankle, so I have limited movement, also. Memorial Day is coming soon, and I wish that all people would stop for a moment and really think about what it means. I am proud to be surrounded by so many fellow veterans. When Chuck Crane asked for all veterans to stand at the awards dinner, I was amazed and gratified to see so many in attendance. I guess that we just enjoy old cars, along with so many other facets of life which we hold dear. We are the fortunate ones; all of us know someone, a friend, relative or neighbor, who came back in a box, or worse yet, never came back at all. These are the real American heroes. Please honor them on their day, as it is not just another day off work or out of school. Best Regards.

Did YOU Forget to Renew Your National AACA Membership for 2015?

You don't want to miss out on all of the AACA fun in store for this year, including 15 great Meets and Tours, 6 awesome issues of *Antique Automobile* magazine and tons of fun celebrating the hobby!

Renewing your membership only takes 5 minutes and can be done one of three ways...

Renew online - fill out the secure online form and pay with your credit card

- **Renew by mail** - fill out the form that came with your January/February issue of *Antique Automobile* magazine, provide payment in the form of a check made out to AACA or your credit card information and then mail it to AACA, 501 W. Governor Rd., Hershey, PA 17033

Renew by phone - call AACA Headquarters (717-534-1910) and any of the staff here would be happy to take your renewal over the phone with credit card payment (office hours: 8 a.m. to 4:30 p.m. Eastern Time)

From the Speedster, April Issue

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

Secretary's Report
AACAA Gulf Coast Region
General Meeting
13 April, 2015

Here is what your secretary recalls from our meeting.

Invocation & Pledge of Allegiance

Bill Wahlberg gave sincere thanks for the recent rain. "We needed it," he said. Unfortunately, Bill forgot to mention that we don't need rain for the 62nd annual Texas Tour, which will be held just 3 short days after this evening's meeting. It's not necessarily due to Bill's omission, but we did have some significant storms the weekend of the Texas Tour. What's the old saying? Be careful what you ask for? Maybe Bill will be more careful next time. After the invocation, Club President Leon Ahlers led us in the Pledge of Allegiance.

GCR Reports

Treasury Report: We don't know how he does it (just a knack, he might say), but Treasurer Tom Timmins keeps the money flowing. That's a real task when your Club is the one hosting the Texas Tour. Nevertheless, our accounts, like our tires, remain full. Tom reminded us that if we're counting on interest income to top off our coffers, well...don't count on it.

Meeting Minutes: Again, don't ask me how (these things just happen), but someone made the motion to approve the March meeting minutes. The ball just kind of rolled from there until they were approved.

Sunshine Report: Barbara Wahlberg provided the Sunshine Report tonight. Several of our members need your prayers, kind thoughts, and/or attention. Robert

W's mother is very ill; Charlie W. and Frank G. continue to meet their challenges with imperturbable self-possession and aplomb; Carol C. had a hip replaced. And for those of you who are "old-timers", don't forget to call Frank G. and wag the jaw a bit. Stan and Ellen E. would also appreciate it if you'd catch up on news with them.

Announcements

Refreshments: : Tonight we thanked Barbara Wahlberg and Jim & Sandra Johnston for their good taste and generosity in providing the refreshments. I especially appreciated the ginger snaps that Barbara brought. In the interest of full disclosure, I only attend the meetings and write these minutes because Lee Brown once promised me I'd get to eat delicious food and then get plenty of sleep while clever people said important things. Which part of that prior sentence was not true?

Where We've Been

Several members recently went to the Chickasha Swap Meet, and two of them found some cars that had been looking for them. Ashley Griffin bought a 1929 Ford Model A Phaeton. Tom Timmins answered the call of the wild and bought a 1907 Cartercar, a Michigan-built friction-drive car. The Cartercar.org website extols the virtues of the friction-drive system: "no gears to strip," "no clutch to slip," "unlimited speeds," "climbs a 50% grade," "no jerks or jars," "and more!" Congratulations, Tom. That sounds like the perfect car for you!

Where We're Going

April 16 - 19, 2015: James Bartlett gave us lots of information about

the upcoming Texas Tour. There were LOTS of details about registration, parking, food, and events. Of special note, our Club is grateful to member Lenny Holzband for his generosity in donating canvas tour bags printed with the Tour's logo. Thank you, Lenny. Also, Nancy Smith secured donations of tire gauges to include in the tour bags. Good work. Finally, Eileen Bartlett is working so hard on the tour details that her hair is turning even redder from the effort. Be sure to thank her for her tremendous efforts. We couldn't have hosted the 62nd annual Texas Tour without her.

April 24 - 26, 2015: The third annual Concours d'Elegance of Texas will once again be held at La Torretta Lake Resort & Spa in Montgomery, Texas. The Auburn-Cord-Duesenberg Club will be hosting its Texas Meet at the event, so there will be lots of these wonderful cars onsite. Member Ron Stein is one of the Concours officials, and he invited Club members to bring their cars to park in a designated area of the field.

April 30 - May 3, 2015: Sam Romeo spoke briefly about the Pate Swap Meet. Pate is even bigger than what Sam told us about at the last meeting. Now they've sold 1,200 to 1,500 more spaces than they did last year. There will be lots of fun for those who work Pate, so head on out there for some good old-fashioned fun.

April 30 - May 3, 2015: Keels and Wheels will also be held the same weekend as Pate. Tom Timmins, our man on the field (but not in the water) at K&W, reports that Packard will be the featured marque. In addition, Margaret Dunning, the 104 year-old woman who still drives her 1930 Packard, will be a special guest star

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at the event. Tom also said that there will be some special Mustangs at the show as well as a Jaguar once owned by Clark Gable.

Other News

James Bartlett saw Sophie Adcock recently. If any members are going to Club events, call Sophie and offer her a lift. She'd enjoy attending some of our functions. James also told us that former member Catherine Narum has passed away, and her family wants to dispose of a few car-related things. Finally, James told us that Bobby Warren will attend the Texas Tour with his Maxwell, which he has finally restored. Leon Ahlers thanked Joe Vogt and Ferrell Moore for their work in securing a storage site to maintain the Club archives. There was also a lot of talk about the new state inspection requirements for trailers that are rated to carry loads exceeding 4,500 pounds "Actual Gross Weight." The Texas DPS defines Gross Weight as the empty or actual weight of trailer plus its carrying capacity. The inspection elements deal mostly with brakes, tires, wheels, and lighting.

Finally - and this is significant - Ev Timmins reported that after the May edition of the Antique Expression, our multiple-award-winning publication will only be published bi-monthly.

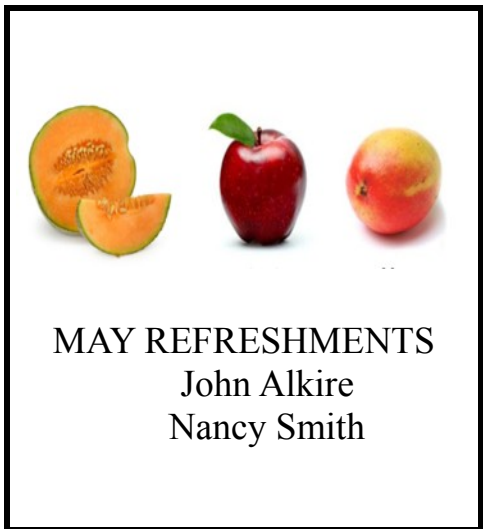
Cars & Parts

We've already read about the cars that Ashley Griffin and Tom Timmins bought in Chickasha, but what about those who hope one day to have a fully restored car? Your corresponding secretary, Albert, is looking for some old Champion H-10 spark plugs to use in a 1937 car with a flat-head V-8. These are not the "modern" post-war H-10s with 5 ribs on the insulator; rather, these would have just two ribs.

Luck of the Draw

The April meeting was drawn to a close with our usual two drawings for a cash prize. Every member who attends the meeting is eligible for the first drawing, which is for a crisp \$10. It's important to attend the meeting not only because one becomes eligible for this prize, but because it's probably the only time you'll see our Treasurer, Tom Timmins, easily let go of money. Tom selected the winner, and the winner was... **Hazel Hernandez!** Congratulations, Hazel! Your mom and pop, **Lisa and Ashley Griffin**, want you to save the money for college! Our second drawing was for the cumulative cash prize that grows by \$10 every month until someone wins it. Any member's name can be chosen, but the member has to attend the meeting to claim the prize. The prize had grown to \$40, and the next time we have a drawing it will be for \$50 - simply because **Benny Guseman** was absent! Maybe Benny will have better luck when he shows his dad's 1902 Curved Dash Oldsmobile and 1918 Oldsmobile Economy Truck at the Keels and Wheels Concours d'Elegance the weekend of May 2-3.

Adjourn - In the immortal words of the Swan of Avon (Shakespeare), "Like as the waves make towards the pebb'l'd shore, so do our minutes, hasten to their end." The meeting adjourned at 8:45 PM and continued "after hours" with some of us telling "Tahl" tales in the parking lot. As it was—Albert L. Ramos



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62nd Annual Texas Tour ... *the tradition continues*

By Ferrell Moore

We should all be extremely proud of the dozens of Gulf Coast Region members who stepped up to the running board and helped out those in the driver's seat – the Bartlett clan – as our club hosted one of the most enjoyable Texas Tours ever. This 62nd annual tour, set April 16-19 in Tomball and scenic Montgomery County, was by any measurement a rousing success and true example of Gulf Coast hospitality.

Early arrivals Thursday were greeted by registrars Norma Moore and Evelyn Timmins. That afternoon we enjoyed a shop tour at the Ornduffs' restoration shop, a garage tour of the Bartlett car collection of '20s and '30s classics, and for some, inspection of a restored B-17 World War II bomber at nearby Hooks Airport, where several AACA club members also volunteer.



Participants check out the B-17 bomber at Hooks Airport.

Sean Ornduff treated us to a bang-up metal shaping demonstration with his planishing hammer, while Ashley and Lisa Griffin greeted visitors. Tonya Ornduff provided coffee and introduced us to her chickens. Back at the hotel, some early arrivals disappeared inside Bonnie Peterson's well-stocked hospitality room and apparently never came out.

Thursday night we made the short drive to Spring Creek Park where tour participants were welcomed with a meal of burgers and hot dogs. Master chef Wayne Bartlett, assisted by a large number of helpers including Catherine Bartlett, Mike Webb, Theresa Bartlett

Warren Bartlett, Larry and Sherry Daspit, Jack and Cheryl Malpass, Bill and Victoria Seward and Julie Palmer, served up those tour favorites. A number of True Texas Tourists were unfazed at having to sit on rain-dampened picnic table seats. We were, however, under a large pavilion as rain showers continued. The rain actually accentuated the emerald green forest setting surrounding us.

Friday morning began under fair skies with car judging in downtown Tomball, while across the street in the Community Center, the Ladies' Event featured a presentation by GCR member and certified professional organizer Dena Doerfler.

Her talk was titled "*Is Your Home A Ramblin' Wreck?*

Get It Organized!" If the Moore home and garage is typical, this advice was much needed by the guests. Friday lunch, featuring large helpings of sliced beef and breaded catfish, was served in the Community Center. During free time, the Texas Tourists browsed the antique shops next door.

Registration chair Mike Peterson reports that more than 180 people participated in the tour. GCR was well represented by 51 members and guests. About 100 cars were registered, more than half of which were submitted for the judges' keen scrutiny. Chief judge Chuck Crane was assisted by several experienced tour old-

timers. An interesting fact: There were no Model Ts on this tour. That, and reluctance to drive older cars given rain showers in the forecast, might help explain why Wayne Bartlett and his vulture wagon picked up no stranded cars during the entire tour.

Driving tours began Friday afternoon with a 30-mile trip to the town of Montgomery, where we toured Richard Mitchell's impressive Old Iron Works restoration facility and antique car collection. Inside this shop we saw restoration craftsmen and women working on some of the more than a dozen perfectly restored classic automobiles from such marques as Stutz, Packard, LaSalle, Mercer and Marmon. Participants also had the opportunity to visit nearby Ferndale Heritage and Nature Center and/or shop in Montgomery stores.

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We dined Friday night in the spacious and attractive community room of the Salem Lutheran Church and School, located just outside Tomball. Choices: Beef or chicken. We then adjourned to a theater upstairs where the traditional Texas Tour Style Show had the crowd energized with a knockout display of vintage clothing. A video was made of the event, so I won't go into great detail, but here are some of the highlights: Tour co-chair James Bartlett, dressed in his very own but seldom-used tux, was serenaded to the tune of "Hey Big Spender" by our own unsinkable Mary Lou Boggus.

Together, they hosted the show. Assisted by historical slides, they introduced models wearing clothing dating from the early 1900s through the 1980s. One model brought the crowd to a standing ovation. Ninety-eight-year-old Ann Bartlett, mother of James and Wayne, took center stage in a representation of the World War II "Rosie the Riveter" garb she wore on the job at the Philadelphia Navy Yard where she met future husband Homer. She was escorted by grandson Warren Bartlett, dressed in his dad James' Vietnam War era Seabees uniform sporting Homer's many World War II ribbons. Great stuff. Among other show-stoppers were the Boggus' grandson Nicholas, strutting in a 1930s sailor suit, and J.T. Gorrell as an "older" Elvis Presley. Outside during this time, a heavy rainstorm drenched the antique cars in the parking lot, but no serious flooding was reported.

Saturday's all-day tour of +/-100 rain-free miles (depending on how far anyone strayed from the driving instructions) began with a visit to Tony Gullo's classic car collection near Magnolia. Getting there was half the fun as we drove through Coastal Prairie and Post Oak Savannah ecosystems and roads bordered by magnificent live oaks. At the collection of 200-plus cars, we saw many "regular" cars we could relate to, a few of which GCR members actually owned previously. For many, several static displays and automotive-related dioramas, along with a recreation of a 50-seat diner, were icing on the cake.

Speaking of food, our next stop 23 miles up the road was just in time for a catered barbecue lunch in the party barn at longtime GCR member Bill Thomas' Grandview Ranch. Several people asserted this was the best barbecue beef and sausage they had ever eaten. Just outside the barn we could see Thomas' lush vineyard, which last

year produced more than 85,000 pounds of grapes bought by a local winery. We passed by some of his classic Packards and Cadillacs on our way to a spectacular concert hall, located inside his spectacular house. There we were treated to a quirky concert by talented and entertaining organist Jim Conners.

Then up the road another nine miles and a visit to Alton Hues' car collection, restored historic houses and country saloon. We were taken back to an earlier time of July 4th picnics and county fairs as people lined up to ride his Ferris wheel – which seemed to be 100 feet tall but probably was only 30 or 40.



Saturday night was devoted to dinner at the Salem Lutheran Church complex, followed by presentation of awards in the upstairs theater. After awards were presented by chief judge Crane assisted by Tom Timmins (see related article), we were entertained by an unexpected event. All through the tour, tickets had been sold by Donna Romeo for the raffle of a motor scooter donated by Mike and Bonnie Peterson. When the winning ticket was drawn, it belonged to Jim Blackburn of Texarkana, who just happened to be a professional auctioneer. Taking the mike, he donated the scooter back and then auctioned it off with the high bid at \$400 by Alton Hues. Next, Bill Thomas bought a donated pair of tickets to the upcoming Keels and Wheels Concours for \$100. Total revenue raised, with Donna's efforts accounting for almost half, was \$1,000, all of which will be donated to the Wounded Warriors Project.

Continued on page 9....see Thanks.....

Down the Road

Underlined items are club (AACA) sponsored activities.

- May 11 GCR AACA meeting - Tracy Gee Center. 7:30 P.M.
- May 25 Deadline for Antique Expression articles for June issue.
- June 8 GCR AACA meeting in the Tracy Gee Center. 7:30 P.M.
- June 20 12-5 Bill Thomas Grandview Ranch for celebration.
- June 27 FYI: Antique and Collector Cars & Part Auction, Whitney, NE. I have the flyer for it if you are interested.
- July 4 Keep it open for club event.
- Sept. 18-20 Original SW Swap Meet, Decatur, TX: 940-271-1005
- Oct. 26 2nd Annual Brotherhood of Congregation Emanu El Collectable Car Show: Lenny Holzband 713-774-3055

PLAN AHEAD!!

- Nov. 5-7** AACA 2015 Central Division Fall Meet, Houma, LA
- Nov. 13-14 Bastrop Area Cruisers 10th Annual Veteran's Weekend Car Show: bastropareacrusiers.com
- Friday evenings** Pearland Antique & Classic Auto Show Cruise Night at Lowe's parking lot at FM 518 & Pearland Parkway, beginning at 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
- Last Sat. morning of the month:** Coffee, Cars, and Books from 8 - 10 AM in Barnes & Noble parking lot on Bay Area Blvd.

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.

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

**Meeting begins 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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THANKS for the Memories and the Hard Work!

Continued from page 7, Texas Tour

This would be a good place for kudos to Eileen Bartlett, tour co-chair, who produced the style show and who also deserves much of the credit for the success of the tour. We can only guess how many hours she spent and how many nerves were frayed during the past several months.

Other valuable contributors of time and resources include:

Lenny Holzband, who printed and donated the tour goodie bags as well as the T-shirt design. Jim and Sandra Johnston, who collected the donations that were inserted in the tour bags by a small group of drudges inside the Timmins car barn. Bonnie Peterson's many helpers who were invaluable in the hospitality room. Tom and Evelyn Timmins, who hauled around all the registration materials, goodie bags and many of the revolving trophies (Tom designed and produced those clever, reusable driving tour signs). Cheryl Malpass, who set the neat centerpieces at the banquets. And many others who did double duty as trailer parking help, car photography on the judging field and dining table setup and cleanup.

Along with yours truly and those already mentioned were Leon and Pam Ahlers, Don Boggus, Barbara and Paul Byrd, John Manning and Barbara Collins, John Doerfler, Dot and Jerry_McCurry, Bill Palmer, Sam Romeo, Albert Ramos, Tahl Rozycki, Doug and Karen Staley, Ron Stein and Kat Blakeslee, John Sweney and Mike Stargel. There may have been more; I apologize if I omitted anyone.

"We received many comments on the tour's excellent organization and entertaining venues," said James Bartlett, "and a number of people called this the best tour they'd been on. This just shows what the Gulf Coast Region can do working together. As co-chairs, Eileen and I feel it was a pleasure working with all our members on this great event."

ANTIQUÉ EXPRESSION PUBLICATION CHANGES COMING!

Julia and I had been talking before about possibly doing a newsletter on a bi-monthly basis. Her recent stroke has made this need all the more evident to me. While I was a judge for the National AACA newsletter competition, many regional clubs had a couple of pages only, or published theirs every other month, or even quarterly. When I had a tour coming up, a church program to run, handling the merchandise for Keels & Wheels, every month for over 10 years, I always had to be there for the monthly publication of the Antique Expression.

You may have recently noticed the articles (and cover cars) by the Timmins too (which has cost us a lot of money!!). I have asked a lot of you to do a cover car or write up something technical you did, or a car trip you took, even a poem or recipe.

You have a nice car and I know you can talk about it for hours. It would not take that long to put the info on paper and turn it in. What kept me going all these years was that many of you have been fabulous about sharing. I already have a few promised articles for the future. I hope that continues, but I hope more of you chip in.

We will have this issue, and I will do June so as to give you all information about the 4th of July. Then we will not have July, but will have Aug., then Oct. and Dec.

We will try to send you a postcard for those months when there is not an AE, just to remind you of events, or the meetings.

Evelyn

TEXAS TOUR ROTATING and SPECIAL AWARDS

Car Driven Farthest-Charles Logan-1969 Camaro from New Mexico
Trailerred Farthest- Joe Bullen
Oldest Driver-Bobby Warren
Youngest Driver-Tonya Ornduff
Hard Luck-John Sweney
Oldest Car Completing Tour-1914 Cadillac Touring-David Gish
Kristi's Choice-1965 Mustang Convertible-Nancy Whiddon
Julie Wagner Orphan Car Award-1923 Pierce Arrow Touring Sedan-
Sean Ornduff
Walker Edwards Commercial-1936 Ford Taxi-Arthur Roe
Pate Award-1961 Ford Galaxie Starliner-Mike Peterson
Davie Trophy-1953 MG TD Roadster-Gary Potter
Rockefeller Award-1928 Packard Phaeton-Gordon Logan
Most Popular Car-1923 Pierce Arrow Touring Sedan-Sean Ornduff
Chairman's Choice-1910 Maxwell-Bobby Warren



Thanks to Chief Judge Chuck Crane for getting this list to me.

TRIVIA QUESTION

In 1914, Henry Ford shocked the business world by announcing that he would pay workers \$5 for an eight-hour day.
What was the wage scale at the time?



Dean and Diana Forbes look happy over winning the People's Choice Award at the 27th Annual Texas Tri-Region LCOC (Lincoln Continental Owners Club).

It's TEE TIME



The Tradition Continues

TEXAS TOUR TEE SHIRTS, that is!
If you did not come on the tour, or if you did not buy enough tee shirts on the tour, see Evelyn at the next meeting where you can buy to your heart's content.

The shirts can be purchased in sizes Small, Medium, Large, Ex Large, 2XL, or 3XL. The cost is \$15.

GCR Winners, 62nd Annual Texas Tour

First Place in Class

1919 Locomobile Sportif – Warren Bartlett
1931 Lincoln 2-Window Berline – Bill Seward
1935 Auburn 851 Phaeton – Catherine Bartlett
1969 Chevrolet Camaro Convertible – Charles Logan
1959 Edsel Ranger 2-Door Hardtop – Ted Hiesser
1961 Ford Galaxie Starliner – Mike Peterson

Second Place in Class

1920 Buick Touring – Bill Thomas
1949 Plymouth Special Deluxe Convertible – Julie Palmer
1949 Mercury Station Wagon – Alton Hues
1956 Cadillac DeVille 4-Door Hardtop – J.T. Gorrell
1976 Pontiac Bonneville Brougham – Don Boggus
1983 Chrysler Imperial Coupe – Tahl Rozycki

Third Place in Class

1928 Graham-Paige Victoria Coupe – Tom Timmins

Breck Wagner Award (Best Orphan Car)

1923 Pierce Arrow Touring – Sean Ornduff

Pate Museum of Transportation Award (Best Original Car)

1961 Ford Galaxie Sunliner – Mike Peterson

Most Popular Car

1923 Pierce Arrow Touring – Sean Ornduff

A **special nod** to the winner of the Chairman's Choice Award, Bobby Warren's 1910 Maxwell Semi-Racer, as well as to the Hard Luck Award winner John Sweney, for his sad tale of the reasons why he didn't even get to take an antique on the tour.

In Case You Missed It!

The Texas Tour, that is. We visited the Alton Hues Ranch in Richards, TX, population 300, where most tour participants rode his ferris wheel. See page 7. The area settled in the 1830s and was named after the town banker. He created his ranch over a span of 30 years. Mr. Hues was a club member in the 1960s and rejoined us on the tour. Welcome back!!

TRIVIA ANSWER

\$2.71 was the prevailing wage for a day's work when Ford upped the ante, but it had been for a nine-hour day, so workers benefited doubly by his generosity. Ford believed that the workers needed a family life, too, and he realized that workers would be more inclined to buy automobiles if they had more cash on hand.

Source: *Automotive Milestones: Trivia of a Most Unique Machine*

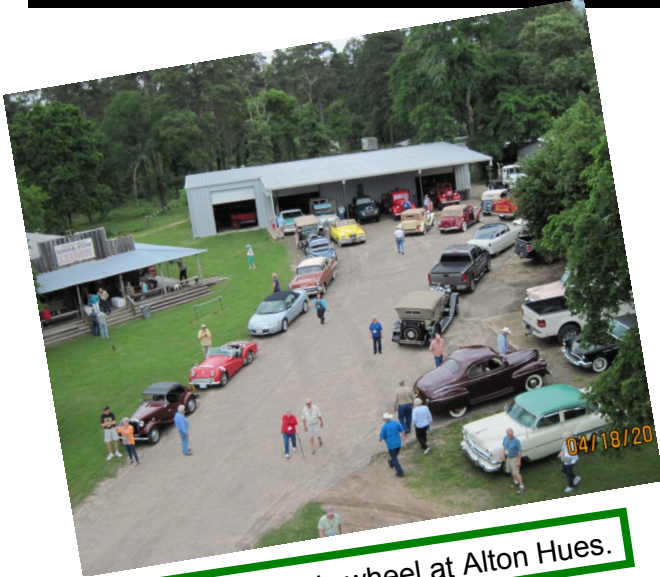
The judging field, one of the many times we were lucky enough to miss the rain!



We Have A Website
WWW.GCRAACA.ORG

Modern or antique clothes, don't Bonnie and
Mike Peterson look good!

TEXAS TOUR IN PICTURES



View from the ferris wheel at Alton Hues.



Another great visit to Bill Thomas' beautiful Grandview Ranch.



We ate at Salem Lutheran twice.
Isn't this a good shot?



Checking out the great stuff at
Richard Mitchell's Old Iron Works.

Photos courtesy of
Ferrell Moore and
Mike Peterson.