



# The Antique Expression

An AACA Award Winning Newsletter



## My 1918 Buick Center Door Sedan

By Bill Thomas

About a year and a half ago I answered an ad on Craig's List listing some old cars. It was only about fifteen miles from my place. So I drove over to New Waverly. Well, when I arrived, the place was out in the woods and not very developed. There were old parts and pieces of cars everywhere. I thought it looked more like a junk yard than restorable cars. Finally we found the owner and he took us to a couple of old barns and there were some cars that had potential.

Outside was an old T fuel truck that caught my attention. So, we marked that one. Once inside, there were two old Buicks. One was a 1918 roadster, the other, a closed car, also a 1918 which I never knew Buick made, a center door sedan! Well, I knew the roadster

was desirable and went over and looked at the center door. He said it would actually run! That made it more interesting. It was an older restoration but appeared to have been kept inside most of its life. The roof has some issues but that was expected. The rest of the car was tight and could be refinished without too much work.

So, I worked out a deal on all three vehicles and gave him a check for the full amount. He said, "I have all the titles," which again, I found unusual. Normally the title on cars this old can be an issue.

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I only brought one trailer so we had to leave one car there. We left the roadster. I told him we would try and get back within the next week to pick it up. He said that was not a problem.

So the week went by and back to New Waverly we went. Surprise, when we got back, the roadster was gone!..... "Oh, I forgot, I sold that car about three weeks ago!" Really now. I have the title and the other buyer took off without asking for a title! That's interesting. I said, "You accepted my check for the car and you forgot it had already been sold?" I am not sure I buy that.

But, he said, "I have another 1918 Buick four door I will let you have for a couple of hundred dollars less." Well, under the circumstances, I thought what other option is there, sue for the roadster? I did not want to get wrapped up in all that mess so I took the four door. The center door came out of Virginia I think. The four door out of Nebraska.

We spent about ten months working on the center door, body off, etc. The clutch was stuck so we pulled the engine. We were able to get the engine running in about half a day. It ran so nicely we decided just to clean it up and paint the outside. Sent the clutch to Houston to be rebuilt. With the four cylinder engine, Buick used a cone clutch. We sand blasted the clutch and got it relined. We did have to replace some of the top wood because of rot. We completed replacing all the bad wood in our wood shop and in a couple of months, added a new interior and paint job. Took it out for some road test and pronounced it, done!

Our first outing was the Texas tour where we received a second place award. Attended La Toretta and received a class award. The last outing was Keels and Wheels where the car received a best in class award. So, over all, we have been quite pleased.

I now had some time to do some background research on these two cars. I researched two Buick

books and found out both of these 18 Buicks apparently are very rare. Very low production numbers, center door 700, and only 463 of the four-door were manufactured. I also inquired with the Early Buick Club and the Buick Club of America, and they confirmed my findings. On the center door, we can document my car and one other in the Buick museum in Flint: only two left.

The four-door, which will face restoration in the next year, is a six-cylinder on a 118 inch wheel base, and I cannot find any record of another 18 four door on the 118 wheel base. Is it the only one left? I don't know for sure. So far, it appears it is.

One other interesting thing. The title on the 18 roadster had Willie Kruger on it. Do any of the old time members of the Gulf Coast remember Willie and did he ever own a Buick roadster? I don't know but found that interesting as well. By the way, I did give the title back. I have no idea who finally got the roadster, but I know I didn't.

So, in conclusion, apparently I wound up with two very rare Buick autos just by happenstance.



### Don't forget!

The Antique Expression  
Publication Changes

After this June issue, we will **not** have an AE for July. We will have one every second month: August, October, and December. We will be sending a postcard to remind you of upcoming club meetings and events in the interim months.

**HAPPY ANNIVERSARY ALL YOU JUNE  
AND JULY COUPLES!**



**BIRTHDAYS in JUNE**

Chuck Crane	6/1
Donna Sanford	6/4
John Sweney	6/13
Joan Eyssen	6/18
Carrie Huber	6/18
Sandra Johnston	6/21
Barbara J Wahlberg	6/21
Robert Wheelless	6/26

**From The President**

**Leon Ahlers**

Volunteerism... it's a big word, but it's a big job. If not for volunteers, this country would be in a more wretched state than presently exists. Fire departments, hospitals, churches, and civic associations are largely composed of volunteers. Most of us volunteer for the simple reason that it is the right thing to do; step up and help where you can. There is no remuneration, but the feeling of satisfaction is rather nice, especially when the job goes well. Our Gulf Coast Region would be non-existent without a strong core of volunteers. Our newsletter, tours, programs, and even the tasty treats that tempt our taste buds at the meetings, are the products of volunteers. My reason for mentioning this topic is that all of us who volunteer our time and effort are not professionals and as such, an occasional oversight occurs, a stitch is dropped here and there, but the overall product, as in the

latest AACA Texas Tour, have been outstanding. It has recently been brought to my attention that some "Monday morning quarterbacking" has occurred regarding our latest effort. I am asking folks to bring your critiques to the board meetings where all of us can learn from your observations, rather than address the matter directly with the tour chairman. As President, I lead the directors and general meetings and try to keep matters between the lines. It is my sincere hope that any comments on events, tours, etc., be kept on a positive note because it is at best, difficult, to find volunteers who feel unappreciated. Volunteering should make you feel good, sort of like wetting your pants in a dark suit; you get a warm feeling although no one else notices. Thank all of you who have given your time and effort these past few decades.



**JULY BIRTHDAYS**

Elaine Bullard	7/7
Ron Sanford	7/8
Alton Hues	7/11
Ferrell Moore	7/18
Carl Sharon	7/23
Ellen Ericksen	7/24
Frank Guseman	7/26
Nell Willis	7/27
Cheryl Malpass	7/29
Bonnie Peterson	7/30
Mary Ellen Doyle	7/31
Robert Hoff	7/31

**JUNE Anniversaries**

Ron & Sally McMillan	6/11 (21 years!)
Tom & Evelyn Timmins	6/16 (48!!!)
Ferrell & Norma Moore	6/18 (60!!!!)
Jerry & Dot McCurry	6/22 (19!)
Glenn & Floy Haddox	6/23 (25!!)
Ralph & Verniece Brady	6/28 (46!!!!)

**Average for the month: 36.5 years**

**JULY Anniversaries**

Chris & Jamie Baccaro	7/2 (14!)
Steve & Dee Wanderman	7/4 (40!!)
Barney & Louise Calvert	7/5 (63!!!!)
J.T. & Betty Gorrell	7/11 (28!!)
Larry & Carrie Huber	7/12
Bill & Nancy Womack	7/14 (27!!)
Danny & Sherri Kurtz	7/17
Charlie & Jerria Worthen	7/19 (31!!!!)
Timothy & Joan Eyssen	7/22

**Average for the month: 33.8 years**

**Here's A Good One.....**

From time to time I will have some sayings from this booklet that Stan Ericksen gave me. Coleman Cox wrote it in 1932 and it was given out by the Amarillo Hardware Co., most likely on a tour, don't you think?

- Automobile drivers frequently do not realize how fast they are traveling until wrecked and that is often true of boys and girls.
- "All are born equal.." Maybe so, but equal to what or to whom remains the unanswered question.
- Politeness pays compound interest.



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

Secretary's Report  
AACA Gulf Coast Region  
General Meeting  
11 May, 2015

Here is what your secretary recalls about our May meeting through the haze of his sugar-induced stupor, with grateful acknowledgement to Ev Timmins and Sandra Johnston for their culinary talents.

### Invocation & Pledge of Allegiance

Bill Wahlberg couldn't make it to the meeting, so John Doerfler offered tonight's invocation. John does a great job of leading us in giving thanks, but I may not be listening as carefully as I should. I could have sworn he gave thanks for those who were NOT here tonight. That's OK, Bill. I'm sure John meant it in a good way; we really are looking forward to seeing you soon! After the invocation, Club President Leon Ahlers led us in the Pledge of Allegiance.

### GCR Reports

Treasury Report: Ginger Rogers could have sung our Treasury Report tonight. I'm making a not-so-obscure reference to the Warner Bros. film, *Gold Diggers of 1933*, in which Ginger Rogers sings the opening song, "We're In The Money." Of course, Tom is no Ginger; so perhaps we'd better use the Fred Astaire version. Either way, Tom reported that we're still golden, even after our fair Club hosted the 62nd annual Texas Tour. Tom also made a joke about Club member **Don Boggus**, a CPA. He said that in the old days, Don would come to work, sit at his desk, bow his head for a few seconds, and then get to it. Tom presumed Don was praying. One day, Tom sat at Don's desk and happened to look down. Taped to the edge of his desk was the

instruction, "Debits on the left; credits on the right." It was funnier when Tom said it.

Meeting Minutes: James Bartlett made the motion to approve the prior minutes; Robert Wheelless seconded the motion. After that, it was fairly uneventful: everyone voted to approve them. Unlike reading this column, approving our prior minutes takes less than a minute.

Sunshine Report: The general rule is "No Bill, no Barbara" - Wahlberg, that is. In Barbara's absence, the general membership provided the low-down on those down low. Of particular note, **Pam Ahlers** has a broken ankle, so pray for Leon. I noted Leon was looking mighty fit, so I asked him what he was doing to get in shape. He said that in the old days, when Pam asked him something, he'd say, "Yes, dear?" and await further instructions. Now that Pam's mobility is limited, Leon actually hops out of his easy chair to see what she needs. Keep up the good work, Leon. Finally, how many of you have called friends in the Club who can't attend the meetings? *Do it now!* And while you're at it, encourage Stan to write more Taxi Tales. He's got a million of those stories; that's one of the many reasons why he was such a successful salesman.

Refreshments: : Tonight we thanked Nancy Smith and John Alkire for NOT bringing the refreshments as scheduled. Instead, we were treated to the extraordinary culinary delights of Ev Timmins and Sandra Johnston. We're not just talking fruit and vegetable trays. No no no. This was the real deal: Dreamsicle cookies, chocolate chip cookies, Ev's Famous 'n Fabulous Pecan Bars, and something Ev called "Magic Bars", which was made with pecans, coconut, choco-

late chips, and that special blend of butter, sugar, and flour that us common-folk call "crust". Betty Crocker can't hold a candle (or light a burner) to our Ev. Next month, I resolve to give up sugar... unless it's mixed in with butter, flour, nuts, and/or chocolate.

### Where We've Been

The 62nd Annual Texas Tour - This was one for the record books. Not only did we financially break even, but we had a great time with excellent guests and cars. Of course, we owe the success of the Tour to our wonderful volunteers, especially **Eileen Bartlett, Bonnie Peterson, Ev Timmins, and Norma Moore** as well as so many other club members who answered the call to duty. Those of us who didn't take a direct role simply did as we were told and kept a song in our hearts. Besides all the great volunteers from our Club, we also had wonderful guests from around the state and out of state who honored us with their participation. It was as nice a group of old car nuts as you can imagine, and we all enjoyed some fine events, tasty food, great old cars, and friendship.

James Bartlett spoke at the meeting about some of the Tour events. For Thursday, James noted that all the participants were favorably impressed with **Sean Ornduff's** metal shaping demonstration at **Ornduff Craftsmanship**. The visit to James' car collection was also a fun and successful event and was held indoors at a neighbor's car barn. A few people also attended the B-17 Bomber event, but this was limited due to concerns about the weather. Speaking of the weather, the rain held off while all the daytime activities were under way, but the buckets started leaking and then pouring as we were heading to the

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evening picnic at Spring Creek Park. Thankfully, however, this venue was fully roofed and the rain didn't linger. With all the great members and guests in attendance and the tasty food grilled by **Wayne Bartlett**, **Warren Bartlett** (son of James) and **Michael Webb** (future son-in-law of James), if your spirits were dampened, it was only because you ventured out from the picnic before it stopped raining.

Friday morning dawned clear and blue after Thursday evening's rain. It was perfect for the car judging event, and the local folks enjoyed wandering about in a motor-induced euphoria imagining what it would be like to drive such great old cars. After the show and lunch, many of us visited **Old Iron Works**, the restoration shop and car collection of **Richard Mitchell**; others went to the Heritage Center. We closed the evening with rain, dinner, and a style show at the local Lutheran church. I don't know who catered the event, but I can tell you that the coconut cream pie, the chocolate cream pie, the apple pie, and the pecan pie were all good enough to eat - twice.

Saturday's Tour events included Tony Gullo's collection of 200 cars, a visit to club member **Bill Thomas's** ranch (which included an organ concert) and a trip to **Alton Hues'** ranch. Alton not only has an old car collection, he's also built an old Texas town on his ranch by moving historic buildings to it. He even has a ferris wheel, and many members and guests rode it for a birds-eye view of the area. Alton is a long-time friend and former member of the club, and now he's becoming a current member. The final banquet for the Tour was held Saturday evening, again at the Lutheran church. The dinner included a raffle prize of an electric scooter donated by the **Petersons**. The raffle was held to benefit the Wounded

Warriors Project, and the winner of the scooter graciously auctioned it off to raise even more money for the charity. After all was said and done, we raised \$1,100 for our Wounded Warrior Project donation. Thank you Petersons and all who helped get this done, including **Donna Romeo** for being in charge of the raffle.

Finally, James looked into the future and told us that the Golden Crescent Region AACA from Victoria will host next year's Texas Tour. It should be a good one. **Dwain Epting**, who is from Odessa, has joined the Golden Crescent Region and will be the Tour Chairman.

Keels & Wheels - Tom Timmins had a lot of interesting things to say about Keels & Wheels. Some of the many fine cars there belonged to Tom and Ev, but one of Tom's friends also brought an interesting and popular car: a 1902 Holsman, which was its first year of production. "When the car was running, the engine sprayed oil everywhere!" Tom said with relish. The Holsman was an unusual car. It was rope-driven to the rear wheels, a drive system that Holsman didn't change until 1906. Another unusual feature of the car is that in order to brake, you put the transmission in reverse!

Tom said that several Club members won awards at Keels & Wheels. For American Pre-War Open Cars, **Richard and Irina Mitchell** won Best of Class with their 1932 Stutz Bearcat Speedster and Best of the Best American with their 1930 Stutz Lancefield Supercharged; **Bill Seward** won Silver with his 1931 Lincoln Model K Two-Window Berline; and **Frank Guseman** won Silver with his 1902 Oldsmobile Curved Dash that **Benny Guseman** and his sister brought for Frank. Everyone who saw the Olds admired Frank's fine restoration. In the Antique 1900-1915 category, Bill Thomas won Best of Class with his 1918 Buick Center Door, a car that our own **Sean Ornduff** and **Ashley Griffin** had a hand in making show-ready. (See also cover story.)

(Continued on pg. 6)

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**John Sweney and Mike Stargel** won Best of Class in the Pre-War Cadillac class with their 1932 Cadillac 370B V-12.

Finally, Tom told us that **Margaret Dunning**, the 104-year old lady who has been at several Keels & Wheels events, was there again with her 1930 Packard 740 Custom Eight Roadster. Margaret grew up on a large farm next to Henry Ford's farm in Michigan, and Ford would sometimes visit their farm house. Margaret told Tom that the secret to her longevity was that she ate her meat "raw", she didn't eat vegetables, and she never married! Unfortunately, Margaret died two weeks after Keels & Wheels from a fall down some stairs while attending a charity event in California. We'll certainly miss that fine lady..

Concours d'Elegance of Texas - Ron Stein told us that the Concours d'Elegance of Texas saw 80 cars on the field and had an \$8 million auction. Again, several Gulf Coast Region members' cars won awards. I don't recall all of them, but I believe they were **Richard Mitchell** (1933 Stutz DV32 Monte Carlo - Best Closed Car and Best in Class for Classic Closed 1925-1948; 1931 La Salle 345 Roadster - Best in Class for American Classic Open 1925-1948); **James Bartlett** (1932 Duesenberg Dual-Cowl Phaeton - Runner Up in a category I don't remember); and past member, **Matt Pautz** (1982 Avanti II - Second Prize in a category I don't recall). Congratulations to all and my apologies to any I missed.

Pate - Sam Romeo addressed the assembled about the recent Pate Swap Meet. It was a great success, and almost 9,000 spaces were sold. That's big! Good work, all you Pate volunteers.

Where We're Going - On June 20, we'll visit **Bill Thomas's** ranch. Bill would like members to bring their old cars. Be sure to sign up for this event with James. As of the time of the meeting, we still had not settled on a site for our July 4th event, so the Thomas Ranch in June may serve as a replacement if no other venue is found.

#### Cars and Parts

If you missed the May meeting, you missed a real treat because **Mike and Caroline Calistrat** were here tonight. As great as it was to see them, Mike made it even more special because he brought us his latest engineering project as a "Show & Tell:" a double-overhead cam V-8 engine. Mike brought the engine into the room and even started it. Before you get all excited, it wasn't an engine that would power a real car. Instead, it was a plastic model of an engine, and you could see

many of the parts working through clear panels and the spark plugs lighting up while it was being powered by batteries. Thanks for the demonstration, Mike!

James Bartlett told us a tale of a trip he took to see a Packard restoration shop in Ridgefield, Connecticut. It's an upscale community, and the restoration shop was not prominent in the landscape.

#### Other News to Amuse

After co-chairing the Texas Tour, helping James at the Concours d'Elegance of Texas, and working at the Pate Swap Meet, Eileen Bartlett skipped tonight's meeting. James said she was recuperating and relaxing at a bed and breakfast on a river in Pennsylvania. Slacker!

Tonight we also learned that Javis and Lynne Boudreaux will be celebrating their 24th wedding anniversary later in the week. According to Javis, Lynne is one lucky girl; but the rest of us know the truth: Javis won the lottery when he won Lynne's heart.

#### Luck of the Draw

The close of our meeting is the highlight of Tom Timmins' treasure-loving evening - he gets to host the drawing for two cash prizes, and he doesn't even have to fill out an expense report! The first drawing is for \$10, and every member who attends the meeting is eligible for this drawing. Tom selected the numbered ticket, and the winner was...**Jo Kat D'Ambrosio!** Congratulations, Jo Kat! Spend it wisely. The 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 \$50, and the next time we have a drawing it will be for \$60 - simply because **Chuck Crane** was nowhere to be found! Of course, Chuck didn't need the money since at the last meeting he reported that he had won a car at a National AACA event.

Adjourn - Around 8:40 PM, my pen was running out of ink and my alarm clock sounded. It was time for me to wake up and turn off the auto-pilot, so my recounting of the minutes grinds to an end. The meeting adjourned, but **Julie Wagner, Tahl Rozycki**, and I went out for Chinese food to continue the news from nowhere.

As it was - Albert L. Ramos

**Happy 4th of July!**



### *Big Hats and Little Whispers*

Yes, it seems I am reviving my column from when Tom was the club president, but not really. You see, Stan Ericksen sent me a few small books which he encountered while cleaning a closet box. We are lucky enough to have them for our newsletter. They are all quite yellow and well past the copyright age. I hope you enjoy these. Evelyn Timmins, Editor

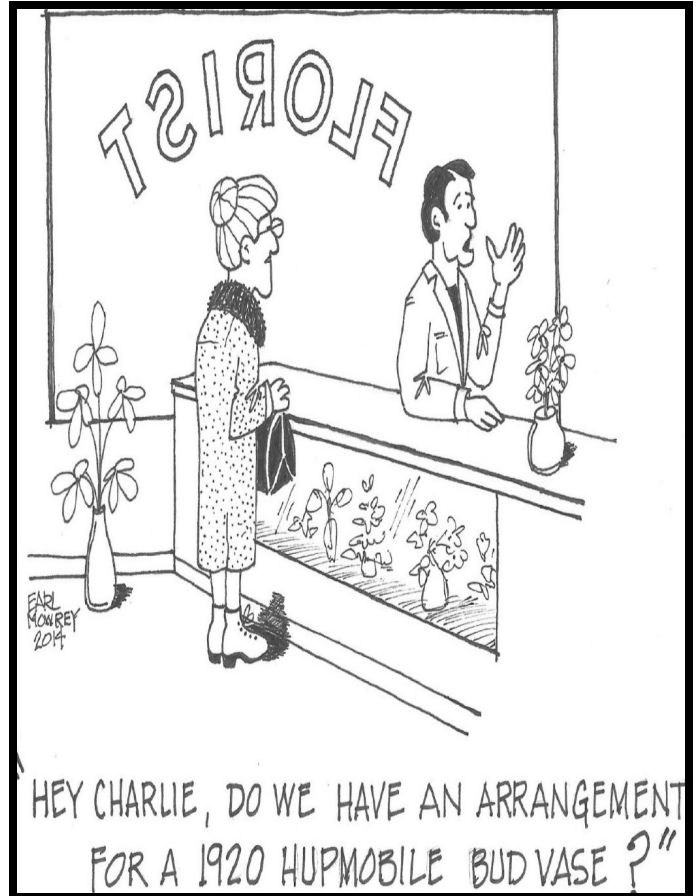
#### **FASHIONS OF YESTER-YEAR: Early Day Fashion 1901-1902**

From the Ladies Auxiliary – Gulf Coast Region  
In the early days of motor history, one and two cylinder autos became popular just as the hourglass silhouette and Gibson girl styles were carried over from the turn of the century. In 1902, the era brought the straight front corset and the forward tilted stance with the S-curve back. The “Morning Glory” or bell skirt was worn with either a fitted Basque waist or the fuller over blouse. At first sleeves were narrow and tight fitted from shoulder to wrist, but later was changed to the bishop sleeve which had fullness below the elbow and gather at the wrist. Belts were usually worn narrow, but were occasionally worn with a “draped girdle” around the waistline.

In 1902, automobile coats were advertised in long, ¾ length and loose hip jackets called the Monte Carlo. Hats were of the most feminine design made of velvets, felt, lace and silks. They were mostly turbans and toques with wide rolled brims worn on top of the new pompadour hair styles. They were trimmed with flowers, feathers, furs, jet, cut steel and enamel.

All kinds and types of shoes were worn, using the Baby Louis heel for dress and the military heel for walking. The hosiery was fancy lace with colored embroidered designs and were worn inside with velvet, suede and patent leather slippers.

The 1902 Delineator described the accessories of that day as “The glitter of gold is quite conspicuous.” Stocks, cravats, chiffon neck ruffles and tiny gilt buttons caused that statement to be made. Evening bags of suede or metal embroidered velvet mounted on gold, silver or gun metal frames were very popular while the more practical bags were of leather.



Reprinted with permission of the artist, Earl Mowrey through the Rumble Seat, AACA, Winter Issue. 2015

### **GCR AACA Storage**

Remember we now have storage facilities for club related items. If you need to use it, check with Joe Vogt or Leon Ahlers about a key.

Also, if you do a club event and need a club banner, they are also stored there.

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**The Many Faces of Membership** by Bob Parish, VP, Membership

Recently our Region took a weekend Fall Tour, which has become a tradition with us for many years. A thought occurred to me that some of our members only participate in touring events. Other members like using their cars in parade activities. There are still other members that like to show and tour with their vehicles on a National level while others would rather participate in local shows and display their vehicles for various requests. Region monthly dinner meetings bring out other members and then there are members that try to do all of the above.

I think it is wonderful that we have an organization with a network of Regions and Chapters that offer so many activities for the antique car enthusiast. To quote my dad, who used to say "people do what they want to do", and I find that's so true today.

Since there are so many activities within AACA and the 375 Regions and Chapters that should appeal to the many car hobbyists, why haven't we grown at a greater rate? However, a recent national member count indicates we have experienced a slight overall gain this year to date. That's an accomplishment, considering the fact that many organizations, car-related or not, show a membership decline.

The Region/Chapter complimentary membership program is still not being used to its maximum potential. I was talking with a Region representative recently who was complaining about not being able to grow their Region. I checked with Headquarters to find that their complimentary memberships had not been used in the past 2 years. I would think that someone in the Region would know 4 people in the area that had an interest in the hobby. If a Region doesn't currently have a membership chairman, or someone responsible for recruiting new members, that position should be considered. After all, there is an activity for every level of interest. If we can't give away a free year's membership to the best, all inclusive Antique Automobile Club of America, with a state-of-the-art bi-monthly magazine, a world class Library and Research Center, an award winning museum and over 15 National activities each year with a community of over 60,000 satisfied members, we have a much greater image problem.

Let's try to spread the word about the benefits of AACA membership and utilize the complimentary memberships given to each Region. Reach out to those people who are interested in our cars, give them a ride around the block, show them how much fun can be had and the future will remain vibrant for our organization.

*Reprinted with permission from the AACA Rummage Box, Winter 2015*

***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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Nearly all petroleum and sugar is refined. I have met quite a few people who were not.



# Down the Road

Underlined items are club (GCR AACA) sponsored activities.

- June 8 GCR AACA meeting in the Tracy Gee Center. 7:30 P.M.
- June 12-14 The Elegance at Hershey, Hershey, PA
- June 20 Thomas Ranch Diamond Jubilee, See page 10.
- June 27 FYI: Antique & Collector Cars & Part Auction, Whitney, NE.
- July 3 10:30 AM. Picnic at Peckham Park in Katy. See page 10.
- July 27 Deadline for AE articles-**August**.
- Aug. 10 GCR AACA meeting in the Tracy Gee Center, 7:30 P.M.
- Aug. 30-Sept 4 AAA Revival Glidden Tour, Oklahoma City, OK
- Sept. 14 GCR AACA meeting in the Tracy Gee Center, 7:30 P.M.
- Sept. 18-20 Original SW Swap Meet, Decatur, TX: 940-271-1005
- Sept.29 Deadline for Antique Expression articles for **Oct.** issue.
- Nov. 18 Deadline for Antique Expression articles for **Dec.** issue.
- Oct. 11 2<sup>nd</sup> Annual Congregation Emanu El Classic & Collectable Car Show Lenny Holzband 713-823-9369
- PLAN AHEAD!!**
- Nov. 5-7 AACA 2015 Central Division Fall Meet, Houma, LA**
- Nov. 13-14 Bastrop Area Cruisers 10<sup>th</sup> Annual Veteran's Weekend Car Show: [bastropareacruisers.com](http://bastropareacruisers.com)
- May 19-21, **2016** 63<sup>rd</sup> Texas Tour, Abilene, TX Hosted by Golden Crescent Region AACA.

## Public Outings for Cars

### 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.

## IMPORTANT NOTICE!!

**Flood damage** is a covered hazard under J. C. Taylor Insurance policies. Their claims telephone number is 1-800-272-6764. If I can be of any assistance, my Houston cell number is 713-661-2440. The number is Houston, but I am in Washington on Pacific time (Houston minus 2 hours).

Pete Reinthaler



YOU ARE INVITED



Please join us on Saturday, June 20, 2015 as we

*Celebrate 75 Years*

**Thomas Ranch Diamond Jubilee  
Saturday, June 20, 2015**

Thomas Ranch  
10365 Summer Lane • Anderson, TX 77830

1:00pm – 5:00pm

Lunch, Entertainment, Carriage Rides and Car Show

Gulf Coast Region members – Sign up to attend this great FREE event by contacting James or Eileen Bartlett via phone (281-255-6770) or email [jamesandeileen@comcast.net](mailto:jamesandeileen@comcast.net). Bring your old cars for the show; space is available for trailer parking if needed. As of late May, about 40 Gulf Coast Region members have signed up, including Ahlers, Bartletts, Boggus, Brown, Cockrell, D'Ambrosio, Forbes, Griffin, Johnston, McCurry, Malpass, Manning & Collins, Romeo, Rozycki, Seward, Stein, Timmins, Vogt and Wheelless.

See you at both of these exciting events!!



JULY 3rd



HAPPY BIRTHDAY AMERICA!!

This year our July picnic will be on Friday, July 3rd. Then, if you want, you can participate in local parades on the 4th to show off your antiques.

**Where:** Mary Jo Peckham Park in Katy. See directions below.

**When:** Show up at 10-10:30 AM.

**What:** We will have barbeque, salad and dessert.

**How:** Sign up list will be circulated at the June meeting. If you miss it, contact the Doerflers at 281-463-2787.

Directions to Mary Jo Peckham Park-Katy

5597 Gardenia  
Katy, TX

From Houston take I-10 (Katy Freeway) westbound to Katy-Ft. Bend Road exit. Make a right onto Katy-Ft. Bend Road and then go left onto Franz Rd. Go approximately 1.1 miles to Katy City Park Rd (just past the Katy Police Station) and turn right. Parking is at the deadend (past the Blue Building).

