



# WHY ISN'T YOUR AUDI CALLED A HORCH INSTEAD?

By Audi Reinthaler



Perhaps it could have been, if history had been just a bit different.

August Horch (pronounced Hork-uh) was a young German engineer who, after working for **Karl Benz** for years, started his own automotive business in 1899. In 1901, he produced the first automobile of his own. It was called the **Horch** somewhat understandably. The company grew steadily and attained a reputation for high quality, durable and fast automobiles; in 1906 a Horch won the equivalent of the world driving championship. But trouble was brewing with investors and stockholders Horch had brought in to help him get the company off the ground.

After a dispute, in 1909, he left, or was squeezed out of, his own company. And in a legal settlement with his former business partners, Horch was prevented from using his own name for any other auto venture.

In these regards, Horch's career arc was similar to that of another automotive pioneer, **Ransom E. Olds**, who started Oldsmobile. Just as Olds was forced out of the company he founded and prevented using his own name for another automotive brand, Horch found a way in 1910 to form another eponymously named automobile company. While Olds started REO (using his own initials), Horch and some of his associates went out and formed the August Horch Automobile Works and were promptly sued by his former associates for infringement of their company name. The German Supreme Court ordered

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Horch to rename his new firm. The new partners held a meeting at the home of one of them, which was held in the evening when the host's teen-aged son was doing his Latin homework at the dining room table. . The partner's arguments were rapidly getting nowhere, when the boy finally burst out, and exclaimed, "Call the new car **AUDI!** Which means Horch in Latin (& in English: to listen). The name was enthusiastically received by the partners, and remains today on the car.

Horch stayed at the helm of Audi for a decade, but at age 52, he retired from its board of management in 1920. Eight years later, Jorgen Skafto Rasmussen, a Danish businessman who had just acquired the American **Rickenbacker** automobile brand and the German steam car maker, **DKW** (Dampfkraftwagen), also bought Audi. By 1932, thanks to the economic vagaries of the Great Depression, there was another odd convergence in the industry as several money-losing German auto companies merged in an effort to stay alive.

**Wanderer**, another small German marque, and the original Horch company merged with the Audi and DKW brands; the result was called the **Auto Union**. Its logo, emblematic of the merging of the four companies, became four interlocking rings. And, in a final irony, August Horch was asked to return and become a member of the company's supervisory board.

Although the company produced vehicles badged as the "Auto Union", automobiles with the Horch name – its logo was a capital "H" with the letters HORCH atop it, like jewels in a crown – were also produced. These vehicles – few in number and marketed only to a very exclusive clientele – were meant to compete against the

**Mercedes-Benz 540K** and similar cars. World War II interrupted the whole enterprise.

Auto Union, which was making some of the most amazing racing cars of all times, was

pressed into service as a supplier to the German military. The company paid a terrible price for being on the losing side. The company's remnants after WWII made a variety of small motorcycles and economy cars under the DKW badge.



Auto Union: Horch, DKW, Wanderer, Audi

Horch, the man, became a university professor after the war, and lived until 1951. The main Horch factory in Zwickau ended up in East German hands, and a small Horch-badged automobile was produced there, 1955-1958; after that, the Horch brand was discontinued, and the factory began producing the infamous **Trabant**. Mercedes-Benz actually acquired what was left of Auto Union in 1958, but then, in turn, dumped the parts it didn't want on Volkswagen in 1964. VW tried to stamp out any remnants of Auto Union, but a few employees of the old company remained, and they refused to let the beloved marque die. Secretly, they developed a new car. To make a long story shorter, that car found its way to market in 1968 as the Audi 100. So, that is how Audi was reborn.

But why revive the Audi name, and not the more storied Horch? The East Germans still claimed the rights to the Horch name, even though they'd snuffed out the brand a decade earlier. But that claim became moot when the Berlin Wall fell, and Germany was reunited in 1992.

So there, that's why your Audi doesn't wear a Horch logo. But maybe, in its soul, it really is a Horch.



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### BIRTHDAYS in August

Lee Brown	8/1
Tonya Ornduff	8/1
Pam Ahlers	8/2
Laura Charleson	8/2
Mike Stargel	8/3
Bea Erwin	8/9
Audi Reinthaler	8/10
June Crane	8/11
Jerry McCurry	8/14
Troy Dehne	8/20
Julie Collins	8/24
Norma Moore	8/26
Linda Tucker	8/28
Bill Womack	8/29
Mike Peterson	8/31

### BIRTHDAYS in September

Patrick Mahoney	9/2
Ron Stein	9/3
Ann Bartlett	9/4
Bill Seward	9/6
Mary Ann Derby	9/9
Jim Johnston	9/11
Jean Beerbower	9/13
Donna Romeo	9/15
James L. Simmons	9/15
Diana Forbes	9/30

See you August 10th!

### AUGUST Anniversaries

Ted & Evelyn Hiesser	8/6 (60th!!!!)
Charles & Patricia Logan	8/8 (55 <sup>th</sup> !!!)
Robert & Elaine Bullard	8/10 (42 <sup>nd</sup> !!)
Don & Mary Lou Boggus	8/26 (55 <sup>th</sup> !!!)
Michael & Caroline Calistrat	8/26 (58 <sup>th</sup> !!!!)

**Average this month is 54 years!! Wow!**

### SEPTEMBER Anniversaries

Ben & Jean Beerbower	9/3 (66 <sup>th</sup> !!!!)
Herb & Barbara A. Wahlberg	9/8 (41!!)
Ollin & Nell Willis	9/12 (57 <sup>th</sup> !!!)
Michael & Bonnie Peterson	9/30 (61 <sup>st</sup> !!!!)

**Average this month is 56 years!! Incredible!**

## From The President

**Leon Ahlers**

Here is an interesting thought to ponder: what if I wake up tomorrow morning, dead? A recent article in the Antique Automobile by West Peterson prompted this, as he discussed the work involved in sorting through and cataloging the parts collection of a deceased friend. Good piece, however, in my opinion, he did not carry it far enough. We can talk about how our cars are to be sold or go to certain people, but what about the mountain of parts you have squirreled away? Sometimes these are worth as much as the vehicles which they fit. I have seen instances (one in this club) where a Swell Old Boy (SOB) came in and swore with all sincerity to the family that "he promised me that car and those parts" almost before the decedent was even buried. It's chilling how callous some people can be in these situations, especially when there are no written instructions, just fuzzy recollections and outright chicanery. This hobby can be both a blessing and a curse; we are blessed with

loving and knowledgeable friends who will gladly assist in the fair and equitable disposition of our assets, and then there are the cursed jackals and buzzards who, upon reading a death notice, will pounce upon the grieving relatives to try to turn a quick buck. I know (or hope) that you love your heirs, but they may not be as savvy as you on the value of your cars, parts, and other collectables, so to aid in the process of valuation, leave written estimates, updated yearly, on the true dollar value of your items. Also include a list of anything which has been promised to anyone, family or not, and the agreed-on price. If your family is not comfortable selling your things, ask a friend or fellow member who has knowledge of the items for help, and offer compensation. Auction houses usually get ten percent and more. Finally, upon the death of a serious hobbyist and you are now in charge, lock the door to the shop until an inventory can be made, pricing can be determined, and out of respect, don't hold the sale until the deceased is at least comfortable in his or her new surroundings.



### Don't forget!

The Antique Expression  
Publication Changes

After this August-September issue, we will have an AE for October-November, published in Oct. and then one in December, also covering January. We will be sending a postcard to remind you of upcoming club meetings and events in the interim months.

AE Publication dates: August, October, December.  
Get your news in early, especially dated information.



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

Secretary's Report  
AACAA Gulf Coast Region  
General Meeting  
8 June, 2015

The meeting fun hadn't even started before **Bonnie Peterson** began filling me with homemade cookies. What a gal! By the time the meeting rolled around, I had visions of sugarplums dancing in my head from the elevated blood sugar. With that background, here's what your secretary recalls about our June meeting.

### Invocation & Pledge of Allegiance

- **Bill Wahlberg** couldn't make it to the meeting, so **John Doerfler** offered tonight's invocation. John didn't have a prayer of a chance of getting his words out, however, before President **Leon Ahlers** told his first ever presidential joke: Bill isn't here because he had cataract surgery. When Bill went for his eye exam, the doctor told him, "Bill, you've got cataracts!" Bill replied, "No, doctor. I've got a '69 Ford and a '66 El Camino, but no Cadillacs!" After the laughter subsided, John offered his usual, quiet, high-quality prayer. At the end of the prayer, I heard someone in the back say, "From your lips to God's ear." Following the invocation, Leon led us in the Pledge of Allegiance.

### GCR Reports

Treasury Report: Treasurer **Tom Timmins** reported that we've got money in the bank and that we even made a little money on the Texas Tour. Yet, despite our sound financial footing, I believe the low interest rate the bank pays on our savings is getting to Tom. Lately, he assumes the air of a respectful funeral director when he talks about our accounts. I get the feeling he wants us to drape

black crepe paper on the bank statement, stand around it shaking our heads, and say how natural it looks.

Meeting Minutes: **Jo-Kat D'Ambrosio** made the motion to approve the prior minutes; **Tom D'Ambrosio** seconded the motion, and the crowd gave their unanimous approval, complete with raucous cheering and loud applause (not really).

Sunshine Report: We've already heard about **Bill Wahlberg's** Cadillac surgery (eye hear hear doing well). **Ferrell Moore** also told us that his bride, **Norma**, has had a pacemaker installed. We're not talking about a 1950 Hudson Pacemaker, either. This is the real deal, and we were happy to see Norma with us at the meeting. You're looking great, Norma!

### Refreshments:

**Jo-Kat D'Ambrosio**, **Diana Forbes**, and **Bonnie Peterson** were really good to us tonight. In addition to the delicious and spicy chips, mini-quiches, and the lovely vegetable trays with celery, carrots, and cauliflower, there was a colorful bowl of red and green grapes. I only had a few carrots and grapes because my 100-year old next door neighbor says they're all sugar and that I shouldn't over consume them.

Thankfully, however, substitutes for these sweet fruits and vegetables were available. For instance, **Diana Forbes** brought those wonderful Lacey's Almond and Dark Chocolate cookies. If you've ever had them, you won't forget them. The chocolate is melted between two toffee wafers - just what the doctor ordered! But don't think that these special store-bought cookies kept Diana out of her own kitchen. She

also made Oreo Truffles. They were so delicious and popular that I didn't get a chance to try them until young **Hazel Hernandez** kindly shared the bounty with me. And **Bonnie Peterson** wasn't scheduled to bring refreshments; but since she was the Cookie Lady at her church for years, I guess the spirit moved her. Bonnie made the most wonderful sugar cookies and some absolutely delightful cookies with jelly in the center. I don't know what those are called, but I'll call them "Jelly Bellies." After the meeting, Bonnie asked me if I was watching my weight. I assured her that I was and that I couldn't watch my weight if I couldn't see it. **Tahl Rozycki** heard this exchange and told me I looked like I was in shape because "round" is a shape!

### Where We've Been

I don't recall hearing anything about where we've been as a group, but **Chuck Crane** did talk about the national AACAA meet in Auburn he attended in May. That's probably why Chuck missed our May meeting. Chuck also spoke about the upcoming national meet in Houma, Louisiana. He says that it's a great opportunity for GCR members who've not shown a car to go to a nearby national meet and to compete for a Junior award. Then, by the time our Club hosts the national meet in Texas in 2016, we'll be able to compete for a Senior award. Thanks for the wise counsel, Chuck.

### Where We're Going

The Thomas Ranch: On June 20, we'll visit **Bill Thomas's** ranch for its Diamond Jubilee Celebration. **James Bartlett** gave us all the juicy details, including the fact that Bill is providing barbecue and Mexican food for lunch and a pipe organ concert. Bill would also like members to bring their old

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*(Continued from page 4)*

cars to participate in a parade at 2:00PM. Thank you for your generosity, Bill.

The Glidden Tour: **Chuck Crane** told us that the 2015 Glidden Tour will be held in Oklahoma for the first time since 1910. If you've got a 1942 or earlier car, Chuck wants you to get to Oklahoma sooner!

October 22-24, 2015: **Tom Timmins** was as proud as a rooster to say that the 2015 Austin Bantam National Meet will be held near Houston in League City.

Christmas: Christmas in June? Yes. It's time to start planning, and **Ev Timmins** has arranged for us to have our annual Christmas Luncheon at Brady's Landing on Sunday, December 13, 2015. Even though Ev booked the reservation in the first week of June, our booking filled the last slot available for the Christmas luncheon season.

Pate 2016: **Tom Timmins** announced that we've already reserved our spaces for Pate 2016.

New Members - There were no new members to greet tonight, but we did get to greet a recent member from 2014 whom we've not seen in several months. **Patrick Mahoney** is the member, and we last heard from him when he wrote a great Cover Car story about his 1965 Mustang last year. Patrick also has a 1950 Studebaker Champion.

Cars & Parts - **Mike Peterson** sold his 1971 Plymouth Satellite. We saw its new owner driving it on the Texas Tour in April. **Tom D'Ambrosio** bought a 1947 Lincoln Coupe that has spent most of its life in a museum in Michigan. He'd bring it to our 4th of July event on July 3rd. **Dean Forbes** did not buy a car, but he'd like to sell his 20-foot open aluminum trailer. It's customized with a 4-foot hitch section complete with a big tool box, an anti-sway bar,

and lots of other upgrades. He's used the trailer only four times since he bought it new in 2010. Call Dean and make him a fair offer. By the way, Dean originally bought the trailer because he's hard of hearing. You see, Diana told him not to buy the trailer and to just rent one when he needed it; but Dean claims he heard her tell him to buy it. Let's see if he hears her when she takes custody of the checkbook! Finally, **Javis Boudreaux** said a friend of his has a 1941 Lincoln V-12 for sale.

Other News to Amuse.

Dean Forbes gave us two announcements for car shows and events that will have passed by the time you read this, but here it is anyway. First, Dean told us about the Off the Rail+Summer Street Dance & Cruise-In to be held in Sealy, Texas on Saturday, June 13. Next, Dean told us about the **Professional Car Society's** (PCS) Annual Concours d'Elegance Show & Shine. This is part of PCS's 2015 International Meet and will be held on Saturday, June 13 from 10:00AM to 4:00PM at the National Museum of Funeral History right here in hot-and-humid Houston, Texas! The PCS's web site defines a professional car as a custom bodied vehicle based on passenger car styling and used in the funeral, rescue, or livery services. Such vehicles may be hearses, flower cars, service cars, ambulances, limousines, or cars which are specially built to combine two or more of these different functions [such as] combination hearse-ambulances, sedan-ambulances, or invalid coaches.+

Former GCR member Robby Markman, his brother Jeffery, and I went to see the PCS group on the evening of their Houston arrival on June 9. What a wonderful group of people they are. I met members from upstate Illinois, Michigan, New York, Ohio, Wisconsin, and Texas. The PCS member who arranged the Houston meet is a Houston Arson Bureau Investigator. I don't have a digital camera or a smart phone with which to take pictures, but I've asked some of the PCS folks to

*(Continued on pg. 6)*

**Officers**

**President—Leon Ahlers**

144 Deer Lake Rd.  
Huffman, TX 77336  
281-324-9393

[lahlers@redstonegroup.com](mailto:lahlers@redstonegroup.com)

**Vice-President...Javis Boudreaux**

11015 Overbrook Ln.  
Houston, TX 77042  
713-953-1620

[javis@sbcglobal.net](mailto:javis@sbcglobal.net)

**Secretary ... Albert Ramos**

2330 Robinhood  
Houston, TX 77005  
713-248-7687

[albert.redbrick@gmail.com](mailto:albert.redbrick@gmail.com)

**Treasurer ... Tom Timmins**

2120 Lundy Lane  
Friendswood, TX 77546  
281-388-1967

[ttimmins@aol.com](mailto:ttimmins@aol.com)

**Directors**

James Bartlett - 281-255-6770  
Wayne Bartlett - 281-351-2167  
José Gonzalez-Jaureguí - 281-556-0042  
Ron Stein - 713-521-3450  
Evelyn Timmins - 281-388-1967  
Tonya Ornduff— 832-492-5553

**Pate Swap Meet Representatives**

Sam Romeo 713-862-4026  
Robert Wheelless 281-380-4969

**Sunshine Representative**

Barbara Wahlberg 713-465-3539

**Refreshments**

Sandra Johnston 713-340-0709

**Newsletter Co-Editors**

Julia Sharon 281-934-1455  
Evelyn Timmins 281-388-1967

**REFRESHMENTS**

**AUGUST**

Lynne Boudreaux  
Dot McCurry

**SEPTEMBER**

Lisa Griffin  
Tonya Ornduff

Thank you to all who provide this.

(Minutes- Continued from pg. 5)

send me some. If they do, I'll write something about the meet or ask one or two of them to let us have an article! Incidentally, the National Museum of Funeral History is a fascinating venue. I recommend a Club trip out there.

#### Luck of the Draw

Since one or two of our members give up their bingo night to attend the meeting, we try to make up for it by closing our meetings with two drawings. This gives the bingoistas a chance of cashing in on their car club attendance. You're probably thinking this sounds just like **Wayne Bartlett**, but it isn't. The first drawing is for \$10, and every member who attends the meeting and stays through the drawing is eligible to win this prize. Treasurer **Tom Timmins** asked **Hazel Hernandez** to select the winning ticket. After a prolonged inquiry, no one claimed it. The combined intelligence of the group concluded that the hapless winner left early, so Hazel drew another ticket. And lo and behold, last month's winner, **Jo Kat D'Ambrosio**, was also this month's winner! Congratulations, Jo Kat! I think I heard her say, "Bingo!" in an undertone when her number came up.

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. During the meeting, we said the prize had grown to \$50, but we were wrong. It was \$60. And next time we have a drawing it will be for \$70, which is my way of saying that **Bill Palmer** chose the wrong night to stay home and watch re-runs of *My Mother the Car*. Even though Bill was absent, his wife, **Julie Wagner**, was in attendance. When Tom announced Bill's name, Julie uttered an oath in a tongue unknown to westerners in this modern era. She seemed to be expressing profound disappointment at the loved one's absence. That money could have filled up the tank of my new Mercedes! Julie was overheard lamenting to Tahl after the meeting. I guess in this case, Bill's absence did not make Julie's heart grow fonder.

Adjourn - This meeting ended early - around 8:20 PM, so a lot of folks continued visiting in the parking lot. **Ashley and Lisa Griffin** and their daughter, **Hazel**, visited with other members; **Tahl Rozycki**, **Julie Wagner**, **John Doerfler**, and I told amusing stories to each other; and **Ron Stein** revealed that **Kat Blakeslee** has taken up beekeeping and has a new hive. **Javis Boudreaux** overheard us and thought beekeeping meant we were talking about a Plymouth SuperBee from the 1970s. He got stung on that one.

As it was · Albert L. Ramos

## Comments from the Editor

### TECHNICAL ARTICLE

This edition we were fortunate enough to have a really nice, long technical session summary in our newsletter. My only trouble was getting it all to stay looking good in our format. So, our center insert is this month's technical article, prepared by our own Tonya Ornduff, based on their recent PAS Texas Region session on **COACH BUILDING: The Art of Metal Shaping**. Hope you enjoy it.

### COMING UP IN OCTOBER

The Rest of the Story: or Chapter 2.

We will have a delightful follow-up story from Bill Seward about his 1931 Special Lincoln.

Look for it on the cover.

## Mini-Report—National Meet

Just wanted to remind you of our hosting the Central Division Fall Meet on Oct. 20-23, 2016, at Moody Gardens in Galveston.

Chair Robert Wheelless is working out a preliminary draft outlining the meet events. There will be needs for chairpersons for various segments and also workers to execute the plan. Most recently the logo for the event was approved by National and the next project will be to draft a budget. If you have any ideas regarding what we could be doing or where we could be going, we could use your suggestions. Just contact Robert. In the near future, if you are called to help out, we hope you will respond affirmatively. We know we can make it good in Galveston!

And don't forget Houma coming up!





## Logo, Different Logo, or No Logo

In the past, I have suggested that our club adopt an Official Club Logo, that can be utilized in the printed form, as Club banner/flag, an embroidered patch, or a lapel pin. (Evelyn mentioned she used our jacket printing logo to get an extra 5 points for the AE.)

I first presented the idea of a logo to our club Board a few years back, first while serving as a Director, and again as President during the discussions of our Club hosting a National Meet. So here is my suggestion for a club logo.



The design is a spinoff of the logo that has been designed for the 2016 National Meet. That National Meet logo was conceived thru the work of our 2016 National Meet Chairman, Robert Wheelless, with the help of a business associate, Cynthia Bowen. This is just my suggested design. The Club Board should decide to move forward with a chosen design or nix the idea completely. I personally would encourage other suggested designs. If you have one, or any ideas or comments, send them to the Board of Directors.

So hey hey hey Club Members, what do you all think of having an Official club logo for our club? If you think we should, voice that opinion at the next club meeting!!!!

Jim Johnston

### Here's A Good One

A friend was telling me that he had never worked a crossword puzzle, but he was working for one and married to another.

## GCR AACA Storage

Our GCR historian, Joe Vogt, is gathering records and files to preserve our history dating from this region's founding in 1959 to the present time.

For starters, the Timminses and Moores have coughed up copies of *The Antique Expression* from the years in which they were editors. Knowing that many GCR members are pack rats and may have old car stuff dating back to the beginning, we need the help of such members who are willing to admit as much. To fill the gaps, Joe specifically needs copies of *AE* for the years 1959 through 1985 and from 2001 through 2004. We have only one copy of each *AE* from 1990 through 1995, so it would be helpful if those could be acquired, as well.

Also needed are membership directories printed prior to 1986 and from 1998 to the present.

Any historical information is welcome ó Pate and other swap meets, tours, photos, reminiscences, AACA national magazines ó anything that should be saved for the record. Think of all the closet space you can clear up. Contact Joe at 281-496-7138 or me at 713-771-4062.

Ferrell Moore

## Christmas in AUGUST??

Our Christmas Lunch will be on Sunday, Dec. 13 at Brady's Landing. Since it is always nicely decorated, we won't have to do much, but I would love to have a small team get this together. Items we will address are the table centerpieces, favors, Toys for Tots, nametags, registration, entertainment, etc. If you would like to help, please let me know so I can plan a meeting.

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### Caroline's Car

When I asked Caroline what she would like to receive on her (82) birthday, she, without a second thought said, "A new car." She felt that she had to explain her wish. "All my life you made me drive previously owned cars, and most were antiques."

*Once in my life I want to know how does it feel to have a brand new car.*

**I am a strong believer in Buy American!** So we looked at Fords, and based on many suggestions, and on the results of actually testing various models, we selected the **Escape SE**. It happened that Joe Meyers had on the lot exactly what Caroline wanted: burgundy color (Ford calls it Sunset), and NO sunroof. We bought it and are excited about it; what a wonderful car! It cannot compete with my 1985 Lincoln Town Car for comfort but we do not mind.

To my surprise, the lawn mower engine is very powerful, and extremely economical. Why do I call it lawn mower? It has four cylinders and only 1.6 liters ! But it is turbo-charged, and surprisingly powerful.

I did not drive a modern car; my cars are, and always were, antiques. Because of this I was, and continue to be, amazed by the many computer features the Escape SE has. There are so many mini SUVs on the road, from the luxury Cadillac, to the mundane Jeep. Maybe all have the features Caroline's Escape SE has; I do not know.

But her car has TWO monitors: a large one for the back-up camera and for the GPS, and a small one for information. My eyes opened wide when I saw a miniscule picture of the Escape, where the lights work, the doors open or close, and two trip computers that show more information I know what to do with!

And imagine my surprise the first time at the gas station, when I saw that there is NO filler cap to unscrew! The back door opens and closes at the touch of a button and the back seats fold forward to increase the capacity of the storage area. Also, the storage area is provided with a cover, to hide what is there, and to protect the food from the sun! There is a 120 volt outlet and two 12 volt outlets.

There is so much more I can say about this wonderful car, but I imagine other people will say: my SUV does all these as well. Maybe so, but Caroline's car is made in the U.S.A. and we love it!

Mike Calistrat

### Here's a good one.....

The difference between success and failure is no greater than the difference between Can and Can't.

### *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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**Co Editor:  
Julia Sharon**  
PO Box 280  
Brookshire, Texas  
77423-0280  
Phone: 281-934-1455

**Co Editor:  
Evelyn Timmins**  
281-388-1967  
evtimmins@aol.com  
2120 Lundy Ln.  
Friendswood, TX 77546

A good political speaker is a man who can work his audience up to a point of becoming enthusiastic without saying anything.



# Down the Road

## 3rd of July Fun!

Underlined items are club (GCR AACA) sponsored activities.

- Aug. 10 GCR AACA meeting in the Tracy Gee Center. 7:30 P.M.
- Aug. 21 Last date to submit anything for a mini-issue in Sept.
- 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 Southwest Swap Meet, Decatur, TX: 940-271-1005
- Sept. 24-26 **West Texas Region AACA: 53<sup>rd</sup> Grand Ole Tour**. Abilene. Contact: Cathy Dawson 432-520-3018 . Registration-\$250 per couple or \$125 single, plus hotel.  
[www.WTRAACACLASSICMEMORIES.COM](http://www.WTRAACACLASSICMEMORIES.COM)
- Sept.29 Deadline for Antique Expression articles for Oct. issue.
- Oct. 11 2<sup>nd</sup> Annual Brotherhood of Congregation Emanu El Classic & Collectable Car Show Lenny Holzband 713-823-9369
- Nov. 5-7 AACA 2015 **Central Division Fall Meet, Houma, LA**
- Nov. 9 GCR AACA meeting in the Tracy Gee Center. 7:30 P.M.
- Nov. 13-14 Bastrop Area Cruisers 10<sup>th</sup> Annual Veterans Weekend Car Show: [bastropareacruisers.com](http://bastropareacruisers.com)
- Nov. 18 Deadline for Antique Expression articles for Dec. issue.
- Dec. 13 Noon-Christmas lunch at Brady's Landing. Info and signup in next issue (Oct.-Nov.)

May 19-21, **2016** 63<sup>rd</sup> Texas Tour, Abilene, TX Hosted by Golden Crescent Region AACA.

### Public Car Outings.....

**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

**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.

About 65 club members enjoyed (?) the heat that only a July celebration can bring. We really did enjoy the Park in Katy that the Doerflers reserved for our July 3<sup>rd</sup> picnic this year. Our lunch was catered barbecue and trimmings from Rudy's and lots of good complementary dishes from our attendees.

About 9 antique cars were also present with John Sweney and Mike Stargel winning the drawing for their 1932 Cadillac. The Moores brought their daughter Patsy and her children also, but alas, the car only got them all to within 2 miles of the destination. Some quick help from club member Jonny Keifer helped Ferrell get his car to a shop. After lunch, we played several games of BINGO with prizes going to the winners.

Thank you, John and Dena Doerfler, and all your helpers.

See pictures on page 12.



*Audi (Continued from page 2)*

I could not pronounce my given name of Traude (one rolls the R) and I had an uncle called Aumi, so I think I made up my name of Audi and everybody knows me by that.

Yes, I was born in Vienna, Austria, my mother's hometown, but she married a German and moved to Halberstadt (north of Leipzig). My father's family had several high end clothing stores, similar to Lord and Taylor. During the war my father ended up at the Russian front. In 1944 I was staying with my Grandmother (OMI). Her house was hit by a phosphorus bomb. A German soldier finding refuge in her cellar, grabbed me and ran upstairs through the flames. He ran down a street along a brick wall, while planes were shooting at us. I can still see, smell & hear it today.

In 1990 Pete and I were driving our 1919 Model T Touring car through Europe, after the Wall had come down in Berlin, and we ventured into the former East Germany. We did make it to Halberstadt and we found out, that my Omi's house was still in rubble!!! except they put a fence around it, plastered with all the propaganda of that time. We discovered the brick wall also! Because one sits so much higher in a Model T, we could look over the top of the brick wall & I finally found out what was behind it— "A Cemetery!"

My Omi could afford a Horch sports car in 1936, which she enjoyed tremendously. The Nazis "confiscated" the car in the late 1930's and there was nothing one could do. My Omi never saw her Horch again, as everything burned down during the war and nobody in the family retained any proof that we had ever owned the Horch. I dearly hope that it survived and was 'liberated' by an American soldier, and is in someone's collection today. I do remember the US Army arriving in Halberstadt and everybody was happy (and it was my introduction to chocolate!), but then the Russians took over and everybody was scared. My Father was somewhere at the Russian Front and my Mother, not knowing if her husband would return, decided to flee to Vienna as she did not want to live under Communism. We had no papers and we did this all illegally by whatever means possible, a very scary journey, including a lot of walking and going over mountain ranges to finally getting to Salzburg County where the family chauffeur met us and drove us to Vienna (Yes, with false papers).



After WWII, from August, 1945, the military administration was taken over from the US by the Soviet Army. The Auto Union factories of Horch and Audi were disassembled by the Russians; Auto Union relocated itself to Ingolstadt, Bavaria, evolving into the present day Audi company. In 1948 all large companies left, were expropriated by the East German administration. With the founding of the German Democratic Republic -DDR- in 1949 in East Germany, the difficult post-war reconstruction began. In 1958 the Horch and Audi factories were merged into the Sachsenring automotive plant where the compact *Trabant* cars were manufactured. These small cars had a two-cylinder, two-stroke engine. The car was the first vehicle in the world to be industrially manufactured with a plastic coated paper mache car body. The former VEB Sachsenring manufacturing site was acquired by *Volkswagen* in 1990 (thus once again having the same owner as Audi), and has since been redeveloped as an engine and transmission manufacturing site. (The Sept., 2012 AE has our cover story on our 1961 Trabant.)

*(Continued on page 11-Audi)*



Audi (Continued from page 10)

I wasn't raised with antique cars, but more than thirty years ago, married into the hobby. Considering that I was also marrying into becoming stepmother to a very large crowd of children, and even becoming an instant grandmother, the old cars were the least of my worries. Pete represents the largest Antique Auto Insurance company of the World called J. C Taylor and attends 25 to 30 antique car shows and swap meets a year, and after braving several of these, I decided that this was not my thing. His favorite color is RUST which is definitely not mine!

However, when Pete announced several years ago that he was going to Pebble Beach, California to attend the Concours d'Elegance, I decided that I could make an exception and attend that meet, especially as the featured car was to be a **1939 Horch!** Pebble Beach Concours d'Elegance is unquestionably regarded as the most prestigious automotive gathering. They also stretch a point, and raise the prices of everything from motel rooms to Coca Cola by about 500% and manage to live with it. The Horch was locked up in a special auction tent, and that was where I was headed to immediately, while Pete was working the show. At the heavily guarded auction tent, I was denied entrance until I purchased a bidder's ticket for another \$100. Our tickets to the Concours had already cost twice

that amount, so regretfully, I never saw the fabled Horch!

I wandered around and took about 850 plus photos of all the beautiful automobiles. And then I saw him, my countryman, fellow Austrian, the ex-Governor of California Arnold Schwarzenegger. We had never met, and I almost missed him, as I was used to the cinema screening picture of a giant, and he is perhaps 5'8" tall in the abundant flesh. "Szervus, Arnold," I called out, and he looked up, smiled and waved (and, I'm sure, wondered, "Gott in Himmel, who is that Austrian Blond?") and called back, "Szervus." His mother brought him up with good etiquette. He then got lost in a crowd, but my day was made.



The 1939 Horch 853A Special Roadster by Erdman & Rossi  
which Audi did not get to see  
sold at auction on Aug. 17, 2012, for \$5,170,000!





The Antique Expression

**HAPPY BIRTHDAY, AMERICA!!**  
**July 3rd Picnic**  
**Peckham Park, Katy**

Waiting for all to arrive.



Lined up at the buffet



Enjoying the visit among friends & family



Photos in this edition from Ferrell Moore, Mike Peterson, Bill Seward, Audi Reinthaler and Tonya Ornduff.

Bonnie & Mike Peterson brought grand-children, Erin and Cole, both students at Texas A & M. Son Brian & wife Donna were there also.



Moore grandchildren were there too! Ferrell & Norma had 3: Jaylynn, Gracie, and Grayson, hiding in back.



Can you guess who this member is?

