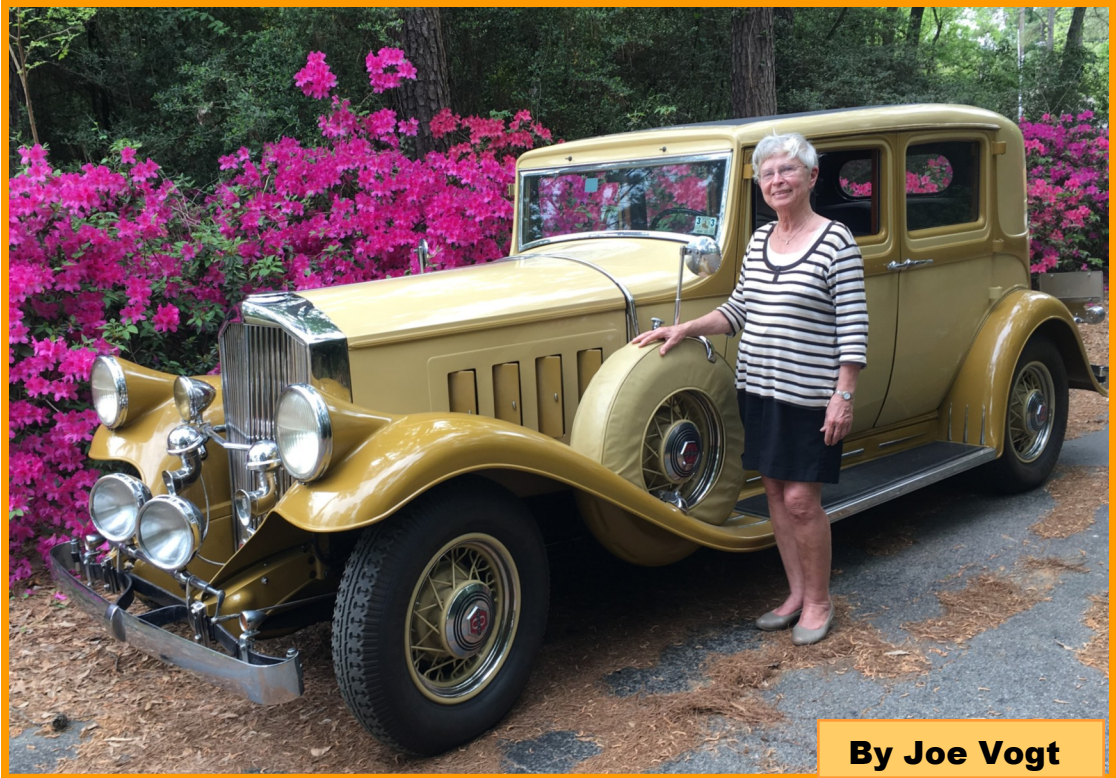




The Antique Expression

Gulf Coast Region, Houston, Texas



By Joe Vogt

My life-long interest in antique cars was highly inflamed by the Sterling McCall Car Museum Auction in June of 2007 in Round Top (actually Warrenton), Texas. No need to fly anywhere or drive very far. I could just take a short trip and attend the Auction. And who knows, sometimes in no reserve auctions like this one, very nice cars slip through the cracks.

Boy, Sterling had some nice cars, and except for the Cadillacs (which the Museum was now going to be devoted to), he was selling everything, more than 90 vehicles. But the car that totally took my breath away was a red, partially customized 1930 Pierce-Arrow Boattail Convertible Coupe. I say partially customized because Pierce-Arrow never made a boattail! Some California guy had taken three Pierce-Arrows, pieced them together, and put a boattail on the result.

Okay, now I had to register for the Auction, just in case. If this car went to someone else for any amount that I could afford I would never forgive myself. There were two other Pierce-Arrows in the auction, one of which had been in several movies including "The Sting," but the Boattail was the one. She was just too much.

Two days before the auction, registered bidders were given a private showing where they could view the cars and talk to the Sterling McCall mechanic. So I made an early appointment and went to Round Top. The mechanic was very helpful and very believable. He said he liked Pierces and Packards more than Duesenbergs because the former never overheated, always started right up, and weren't finicky. Then he asked me if I would like to go for a ride in the boattail. Are you kidding? Of course!! So he started the car, pulled it out of the Museum, and we went for one of the most idyllic rides in the country that I've ever taken (without a girl, that is).

Well, I never even got a bid in at the Auction. *(Continued on pg. 2)*

Inside this issue:

Monthly Aging List: Birthdays!	3
Independence Day Lunch	5
Letter to Pate Shareholders	10

(Continued from pg. 1)

Cover Story

When they pulled the Pierce in front of the auctioneer, you could hear the gasps in the crowd (this was the first of what I would call the super cars to be auctioned). For all the previous bidding, the auctioneer had had to go fishing for an opening bid. Not for the Pierce. I didn't want to appear too anxious in an auction like this, so I didn't want to join the bidding right away. I needn't have worried. It only took the opening bid plus two others before the price was above the maximum I wanted to pay. I never even got a chance to raise my hand. Including the 10% buyer's premium the Pierce finally went for \$165,000, fourth highest price in the Auction.

Well, now I had the fever. I had already joined the Pierce-Arrow Society and got real serious about a 1930 roadster in Illinois, but the inspector that I hired to look at the car said that it would need at least \$70,000 to restore in addition to the purchase price. Plus the asking price was way too high. So I gave up on this one.

But a few months later, I saw a Model 54 Club Sedan for sale on the Pierce-Arrow Society website. I hadn't really thought about a sedan. Surely convertibles and roadsters were the way to go. But the more I thought about it, the more I liked the idea of a sedan. Better sun, wind, and rain protection. And boy this was a pretty sedan. And it was owned by a Society member who had pretty much gone through the entire car (or so he and I thought at the time). And I wanted to buy a clean, running car because I like driving more than restoring. And the price was stretching, but not breaking my budget.

After I purchased the car, I found out that before it warmed up, the left front brake totally locked up with even the lightest application, the cast iron radiator outlet had almost totally corroded away, a right front wheel bearing race had a gash in it, and the state inspection would be problematic because one of the windshield wipers didn't work. I already knew that the valves needed adjusting.

So welcome to the world of antique cars. I have fixed the majority of what needed fixing and put on limited miles in the year that I've owned the car, but the quality of my driving time is more important to me than the quantity, so I've already got my money's worth. And even with all the associated work, the reality is better than the dream.

NOTE: Joe originally wrote this for our Oct. 2008 issue of the Antique Expression. Glad you still have it, Joe, and thanks for letting new members enjoy your dream!

ATTENTION NEW(ER) MEMBERS

NAMETAGS

If you joined after our nametags were ordered, you may want to order your own now. Yes, we have our Gordon Bennett taking orders. He did so at the July lunch, but we thought some of you who were not there might want one too. So, here is your chance. The cost of the pin is \$10.00. That is for the tag and the inscribing of your name, etc. The club will furnish the cloisonné trim for it. Check them out at a meeting soon. All we need to know is the name you want on it, and whether or not you want the magnetic back or a pin. Picture to right is not accurate. Ask Gordon or Evelyn for a form at the meeting.



★ HAPPY ★ BIRTHDAY!

August

Lee Brown	8/1
Pam Ahlers	8/2
Mike Stargel	8/3
Thomas Kidd	8/9
Audi Reinthaler	8/10
Jerry McCurry	8/14
Dee Wanderman	8/21
Julie Collins	8/24
Norma Moore	8/26
Linda Tucker	8/28
Mike Peterson	8/31

September

Ron Stein	9/3
Ann Bartlett	9/4
Bill Seward	9/6
Mary Ann Derby	9/9
Joy Wheeless	9/10
Jim Johnston	9/11
Donna Romeo	9/15
Mike Wagoner	9/26
Diana Forbes	9/30

Happy Anniversary!

ANNIVERSARIES

August

Ted & Evelyn Hiesser	8/6	(63!!!!)
Charles & Patricia Logan	8/8	(58!!!!)
Robert & Elaine Bullard	8/10	(45!!)
Bill & Victoria Seward	8/19	
Michael & Caroline Calistrat	8/26	(61!!!!)
Patrick & Lydia Fant	8/26	(18!)

September

Herb & Barbara Wahlberg.	9/8	(44!!)
Ollin & Nell Willis	9/12	(60!!!!)
Michael & Bonnie Peterson	9/30	(64!!!!)

Average years married for dates given: 57
Antique car folks stay married!

Hot n' Sweet Pickles

This takes 3 days, start to finish. After the initial making of it (half an hour), it takes 5 seconds on each of the next 2 days.

- 1 large jar of whole dill pickles (1 gallon) (about \$4.50)
- cloves of garlic (about 5 or 6)
- 1 bottle of hot sauce, any brand (about 6 oz)
- 1 bag of sugar (4 lbs)

Drain the pickles and rinse the jar.
Slice about 2-3 of them and put them in the bottom of the jar.
Then pour some sugar over them.
Then sprinkle some hot sauce on the sugar.
Then put some slices of the garlic clove on top.

Repeat this sequence until you are out of pickles and at the top of the jar.
The sugar should be almost all gone, same with the hot sauce .

Put the lid on it. Tom usually liked to shake it a bit.
Set it on your kitchen counter.
The next day, turn over the jar. On day 3, turn it over again.
I set the jar on a plate so when I turn it over, if it leaks a bit, it won't be sticky!

Then, put them in bottles. You do not need to refrigerate them all, only the ones you are ready to eat. They taste better cold. You can bottle them after 4 or 5 days too.

Evelyn Timmins

I usually do not use all the sugar or hot sauce.

Tom brought this recipe home verbally one day long ago from a client who had made them for him. We have enjoyed them and sharing the recipe ever since.

Don't forget to come to Tracy Gee on August 13 for our next meeting!

The seat of success is not always a swivel chair.



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

General Meeting 11 June, 2018

President **Jim Johnston** called the meeting to order at 7:45 pm. Neither mincing nor waffling, he reminded us that we had to be out of the meeting space by 8:45 pm. Jim always says that, but he's usually the one still talking when that magic minute approaches!

Invocation & Pledge of Allegiance - **Mary Lou Boggus** reverently and competently gave the invocation. It was short and sweet, just like her.

Sunshine Report - The big news tonight had to do with **Joe Vogt** and the yeoman's work he is doing dealing with colon cancer. Like any good engineer, Joe not only gathered information, but he and his doctor are using it to his advantage. I've spoken with Joe several times since his diagnosis. He sounds great and is going a fine job of dealing with the matter. Be sure to send Joe a card and let him know you are mindful of him.

Refreshments - We can thank **Bea and Robert McLellan** for tonight's refreshments. I thought the chocolate chunk cookies were good, but I wasn't quite sure... so I went back for more. They were *great!* Thank you, Bea!

Guests - They're not exactly guests, but we rarely see them - the **Baccaros** were here tonight!

New Members - **Robert McLellan** introduced **Don Reid**. Don is a Volvo and Mercedes mechanic and is getting ready to open his own shop. It was also great to see new

members **Pat and Lydia Fant** attending their second meeting. *Welcome to all y'all!*

Where We've Been - Nowhere special lately that I know of.

Where We're Going

July 7, 2018: The Club is celebrating the 4th on the 7th in air conditioned comfort at the Del Webb Sweetgrass Community Clubhouse in Richmond, Texas. We can thank **Lenny Holzband** for this excellent venue. In addition to barbecue, pot-luck side dishes, and the excellent company of your fellow GCR cohorts, we'll have an added treat: **Ferrell Moore** will present a slideshow of some of our GCR "Cars as Stars" in major motion pictures over the years.

2020: **Jim Johnston** reminded us that our Club is hosting the 2020 Texas Tour. We need a Chairman and a hotel. Some of the discussion was about the timing of the event. Should we target April instead of May to beat the heat? "Yes!" was the nearly unanimous response. **Tahl Rozycki** then made us aware of **Dwayne Epting's** observation during the 2018 Texas Tour: Dwayne told Tahl that when the GCR hosted the Texas Tour in Galveston in 2010, it was a wonderful venue and was also highly attended. Jim has already called Moody Gardens in Galveston to ask about pricing and got a price of \$149. **Ron Stein** said the Triumph Club paid only \$139 at La Toretta in Conroe. La Torretta is a good option because it is close to possible tour venues to see the car collections and workshops of **Bill Thomas, Richard Mitchell**, and **Tony Gullo**. If held in April, we'd have to be careful that the Tour doesn't interfere with Easter on April 12. The site selection committee will consist of **Jim Johnston**,

Lenny Holzband, Ron Stein, and **Wayne Bartlett**. Jim recommended that we ask **The Packard Club** to come in as associate members of the GCR and help us.

Pate Swap Meet - Our Man from Pate, **Sam Romeo**, was not at tonight's meeting, but he did send the Board a note that despite selling 294 fewer spaces in 2018 than in 2017, a per-space price increase helped net \$75,000 more than in the prior year.

Other News

Joe Vogt offered to resign his elected position as the Club Vice President. During the Board meeting earlier in the evening, **we decided to ask Joe to not resign**. Instead, when it is necessary, **Robert Bullard** will step in to serve. Joe will continue as Club Historian.

Jim Johnston wants us to help the Blue Skyes Over Autism organization with a car show.

We still need a place to organize and store the **Original Automotive Literature** that **Robert McLellan** donated to our Club. **Ron Stein** will ask Carriage Clubhouse about pricing for an air-conditioned space.

Car News

Elaine Bullard said she and **Robert** trailed their Ford Model A to Elk City, OK in April. Elk City is at the intersection of I-40 and Historic Route 66 in western Oklahoma. Elaine said that along the way they stopped in Nocona, Texas. Many of you know that both the Justin Boot Co. and the Nocona Boot

(Continued on pg. 5)

(Minutes, Continued from page 4)

Co. were both from Nocona. Justin Boot Co. came first. Indiana native H.J. ("Joe") Justin started making boots in Spanish Fort, Texas in 1879 near the old Chisholm Trail. He taught his seven children the art of boot-making, and they worked with him. When the railroad came to Nocona in 1887, Justin moved the workshop there. He died in 1918, but the children carried on the business. When the Justin Boot Co. moved to Fort Worth, Texas in 1925, one of the children, Enid Justin Steltzer, thought her father would have wanted the company to remain in Nocona, so she started the Nocona Boot Company that same year. In 1981 she merged the company with the parent company of Justin Boot Co., Justin Industries, which was then controlled by one of her nephews.

Julie Wagner-Palmer says her Hudson, **Rock**, has new pistons. She has pictures! Julie charged **Tahl Rozycki** a quarter to see them, but those might have been different pictures from the ones I saw. Julie showed me a picture of Rock's grill. I asked her if he was smiling, and she said, "No. I think his tank is full and he's just got gas."

Ron Stein says he recently broke a few of his own rules about buying a car. When but a wee lad just starting to collect antique cars in Texas, Ron promised himself that he would never buy a car at night or in the rain, especially a car without air conditioning or one that still needs work. And yet, daredevil that he is, Ron went off the rule rails to purchase **Sal Gotlieb's** cobalt blue 1956 Continental. Sal has already completed the vast majority of the restoration of the blue beauty - it's about 95% done - so there's very little left to do. Congratulations, Ron!

Robert Bullard reported that he purchased a 1929 Model A 4-door Phaeton with only 47,000 original-miles. He bought it in Michigan three months ago

The Phaeton sounds like quite a prize because it still has its original floor boards, gas cap, tool kit, and owner's manual.

Luck of the Draw - Our Club has two drawings to entice members to attend the regular meetings. The first is a \$10 "being there" prize - just come to the meeting, get a numbered ticket, and remain at the meeting until the end. If your ticket is selected from the random drawing, you win! Tonight's winner was your Club secretary. The second drawing is for a cumulative prize that grows by \$10 at each regularly-scheduled meeting until someone wins. If **Roland Hargrove** had been there, he'd be \$20 richer. He wasn't, so he isn't. Skipping July for our 4th of July picnic, the August prize will be \$30.

Adjournment - After an hour or so of this wild dissipation, the meeting adjourned at 8:45 pm

As it was - Albert L. Ramos



Central Divisional Tour Sept 12-15, 2018 • Amarillo, TX

The Amarillo Region of AACA invites you to tour the Historic "Crown of Texas"!

Come and join us for a FALL tour that includes the famous Boys Ranch at Tascosa, a cattle operation from birth to BBQ, one of the largest dairy operations in America and more.

Tour Chairman:

Glenn Wallick

806-670-3413

TumbleweedChr@gmail.com

Host Accommodations:

Holiday Inn

8231 Amarillo Blvd West 79124

PH: 806-322-4777

FAX: 806-418-2360

Registration:

Norman & Meredith Beach

5302 Briar, Amarillo, TX 79109

806-331-2665 or 806-676-4561

TumbleweedReg@gmail.com

Fort Amarillo RV Resort

10101 Amarillo Blvd West 79124

PH: 806-331-1700

FAX: 806-331-1703

2018 Patriotic Challenge!

A patriotic challenge was issued by Stacy Zimmerman, editor of the AACA Speedster. In the June issue she wrote:

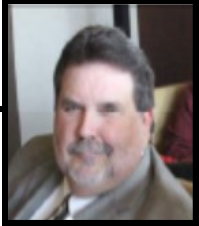
We have this wonderful **Military Sponsorship Program** that most folks aren't aware of and I would love for you to help me change that. The Military Sponsorship Program is available to all military retirees and veterans and offers a current year's membership for FREE. These complimentary memberships are for first-time AACA applicants and are limited by the funds available each year for this program. These complimentary memberships are intended for individuals who have a genuine interest in the antique car hobby.

At this time, I'd like to issue a Patriotic Challenge to each and every one of you. If you decide to accept this challenge, this is what you need to do...

1. Take an application with you to any event. (Evelyn will have a few at the meeting in August.)
2. Hand the application to a military retiree or veteran who you think would enjoy becoming a member of AACA and encourage them to apply for their complimentary membership.

That's it - that's the **2018 Patriotic Challenge**. I can't think of a better way we as a club can honor our military retirees and veterans for everything they have done for us!

(From the June Speedster.)



Reflections of the Pate Swap Meet....and More!

.How did we get here? And why should we still be interested, as a Shareholder Club, in doing whatever is necessary to ensure that Pate is successful? First and foremost, all of us in the Gulf Coast Region AACA need to understand what our Club's involvement in Pate was as it applies to the beginning of what is now The Pate Swap Meet. To do that we must step back.

It all started from an idea of several forward thinking antique car enthusiasts in Texas in 1971, of which, our own Barney Calvert, was right in the middle of it all and played an integral part in bringing a fledgling idea into reality. That year and 1972 saw the idea blossom into a full-blown swap meet. But keep in mind, the idea that ended up growing in the direction of a larger than life swap meet, at first, didn't even have a place to call home.

Enter the collaboration of Barney Calvert and Jim Peel (a right-hand man to A.M. "Aggie" Pate). With Jim Peel's help, A.M. "Aggie" Pate stepped forward and offered 180 acres to the fledgling association for as long as they wanted it. Pate, long a car enthusiast himself, had erected a museum on the land about 2.5 miles out of Cresson, Texas, which was southwest of Fort Worth. That led to the fledgling association of a few to grow then became known as the "South-Central Swap Meet Association", a name which our club still owns. Some of you may remember, quite a number of years back, our club gave that swap meet a rebirth, first at the Fair Grounds in Bellville, and then moved to the Fair Grounds in Brenham, TX. In fact, if you Google "South-Central Swap Meet," you can still see a google hit when we last had the Swap meet in Brenham, TX back in February 2003!

The South-Central Swap Meet Association quickly grew into an Association made up of car clubs all over Texas and one club just over the border in Arkansas (now known as the TEX-ARK Auto Club Inc. now based in Nash, TX and still a shareholder club. Then at an organizational meeting in Austin in February of 1972, it was decided, to take up the use of land offer from Aggie Pate, and that the very first swap meet would be held on the grounds of the Pate Museum on April 27, 28, and 29, 1973. However, the swap meet was not called Pate yet. A lot of people simply called it "Cresson" because of its proximity to the town 2 1/2 miles away. Barney Calvert, being one of the original founders of the Swap Meet, also became the first president of the association. When Aggie Pate died in 1988, the swap meet was renamed The Pate Swap Meet in his honor.

So where are Barney Calvert and Jim Peel today, the two guys in the thick of it when it all started? Well, today Jim Peel is an Honorary Director of the Pate Swap Meet and Barney still attends the Pate Swap Meet, but is also active in the New Braunfels Swap Meet.

In the years while at Cresson there were problems, mostly associated with the unpredictable Texas weather. You never knew how to dress so you brought clothes for every type of weather that might be encountered. Mud was a given if it rained and if it didn't, the choking dust became unbearable at times. Back then when people from the shareholder clubs showed up to work the meet where needed, first thing they did was to sign in. The sign in list became the "Labor Pool" list. From that list they the needed workers were identified and dispatched to various work details as needed during the Swap Meet. I remember the first time I attended the swap meet to work for our club was back in 1983. I wasn't a member of our club yet; but Clark Young, a friend that I knew from the Lion's Club's in Houston, kicked up my interest so I went up to work as a volunteer person from the Gulf Coast Region. Not sure if it was just the way it worked out, or because I wasn't a "real" member of any car club, but I was sent to work with two other guy's, neither of which were members of the Gulf Coast Region, but our task was to empty the garbage cans all day, and we had fun doing it. Imagine that!

In 1996, the association was notified that the Pate family was selling the land. So, the swap meet would have to find a new home. Some ranch land was found near Cresson that was very affordable, and a Gulf Coast Region Member was willing to buy the land and let the swap meet use the land at no cost (same deal the swap meet had at the old location). In what was labeled an "exhaustive" search, the swap meet moved in 1998 to the Texas Motor Speedway, just north of Fort Worth, and that became the new home for the Pate Swap Meet.

A couple of different locations within the Speedway were tried, until the west parking lot became the permanent site. All paved, already marked off into spaces, the new site began to attract some of the vendors that were unhappy with the move from Cresson, and the inside/outside locations that were at first tried at the Speedway.

Although there were originally 17 clubs involved as shareholder clubs, one club left the Association and 16 of those original founders are still associated today. Today, Pate is still growing. Many of the problems of the past have been solved, but there are still issues to be worked on. Because of those issues, our Club's Board decided what better Club to identify many of the areas of concern than the Club that was there when it all started.

So our Board over a period of a few weeks identified areas of concern in an open letter that was sent by our club to all the Share Holder Club Presidents as well as all of the Pate Directors and all of the Officers of Pate.

(Continued on pg. 8)



The Rearview Mirror

From our Club Historian Joe Vogt

From the Aug., 2008
Antique Expression

The cover car article for the August, 2008 Antique Expression was entitled "Just Ask the Man Who's Done One!," and was written by Tom Timmins for his 1920 Packard.

In hopes that he could help prevent future restorers from making his mistakes, Tom listed 7 mistakes that he made in the restoration and said that there were probably others, but that those were the ones that stuck in his craw. An example was mistake number 3, which was powder coating the rims. Although the coating looked good, was pretty durable, and hid some imperfections, it was thicker than paint, so he had to remove much of the coating with a burr on a Dremel in the locking grooves so the rim could seat properly and not blow off when the tire was inflated.

Stan Ericksen told us that if we wanted to buy an \$18,000 car, it's easy. Buy a \$6000 car on time.

In his president's column, John Alkire noted that the Model T was 100 years old that month and reminded us that we are a nonprofit organization, but really never donated to charities in the past. He said that we could take a look at where we were financially toward the end of the year to see if we have the funds.

John also had an interesting article on German Silver. He at one point thought that many of the parts to his Rolls Royce Phantom 1 were brass and that much of the chrome plating had worn off. Turns out that they were German Silver, also called Nickel Silver, which badly needed to be polished. And German Silver isn't really silver at all, but rather a copper-nickel alloy that can also contain 20% zinc and trace amounts of other elements like tin, antimony, etc.

The fourth of July picnic at Bear Creek Park was a great success with many of our antique cars having showed up. In fact, there were pictures of 10 of them on the back page of The Antique Expression.

Contributed by Stan Ericksen

COLONIAL TRIVIA

Early colonial politicians required feedback from the public to determine what people considered important. The politicians sent their assistants to local taverns, pubs, and bars. They were told to 'go sip some Ale and listen to people's conversations and political concerns. 'You go sip here' and 'You go sip there.' The two words 'go sip' were eventually combined when referring to this local opinion gathering and thus we have the term 'gossip.'

In those local taverns, pubs, and bars, people drank from pint and quart-sized containers. A bar maid's job was to keep an eye on the customers and keep the drinks coming. She also had to remember who was drinking in 'pints' and who was drinking in 'quarts,' hence the phrase 'minding your 'P's and Q's'.

Ready for Fun?

10th AACAA Sentimental Tour

Modified Progressive Tour • November 4-9, 2018

Limited to vehicles 1928-1958

Natchez and Vicksburg, Mississippi

Tour Highlights: Natchez Trace • Pre-War Mansions • Historic Natchez Exhibit • Restored Cotton Plantation • Louisiana Music Museum • Mount Locust • Emerald Mound • Sunken Trace • Rocky Springs • Vicksburg National Military Park • Biedenharn Coca-Cola Museum • Civil War Ironclad Ship • Grand Gulf Military Park

Questions? Charlie Froehlich, Chairman • 601-749-9935

Registration: August 1-31



Hosted by AACAA Louisiana Region

(Continued from pg. 6) Pres. Column

We asked for their comments with a request for them to get back with us by the end of July. A copy of the open letter is also in this month's newsletter.

So where are we as a club now? Clearly, when it comes to Pate, our club needs to work on issues and areas of concern. Mostly our club's issues seem to be centered around being better prepared well in advance in a well-organized, cost-effective approach to supporting our club's tasks for the Pate Swap Meet as well as a need in increasing our work force.

Now for the More!

Let's take a tour!!

Along with our Pate issues, we all need to work at having more activities for our club by getting back to having fun activities that involve tours and comradery with our old cars. I have found it easy to come up with ideas for a tour; but when it comes to organizing the tour WE ALL NEED TO STEP UP! Tours don't happen by themselves and they are usually too much work for one or two people to organize. So I propose we start off with a local tour to the following location. But we need members to help organize tours and other club activities. Let's go visit

Joe's Bar-B-Que and the Lone Star Flight Museum at its new location at Ellington Field on I45 South.

We could assemble at Joe's on Hwy. 6 in Alvin, enjoying breakfast or lunch, as the club desires, and then go on to the museum. That would be on your way home also.

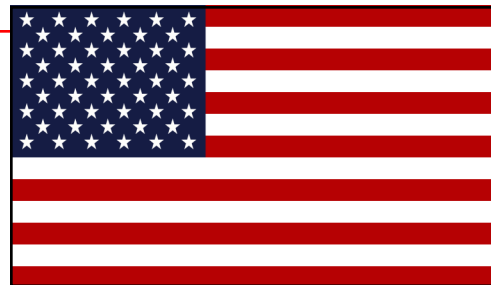
Would this be of interest to you? I will bring it up at the next board meeting and we can discuss dates and time. If you have a preference, just let one of the board members know, or come to our meeting and let us hear it.

Joe's Bar-B-Que (Nolan Ryan's favorite)
1400 Hwy 6, Alvin, TX 77512.

(Joe's is located just west of the HWY 35 Business Loop on the South side of Hwy 6.

Check out the details about Joe's offerings on page 11. We will have exact directions when we decide on a date and time. We hope you can all come to the meeting to help decide the date and time!

"Moving on Down the Road".
Jim Johnston



The Independence Day Lunch

It was a beautiful, warm but overcast day when we met at the Del Webb Sweetgrass Lakehouse in Richmond, Texas, hosted by residents Lenny and Paula Holzband, as well as Sandra Johnston and Diana Forbes. There were 75 members plus some guests in attendance. We had a row of 11 antique cars present. After admiring each other's antiques, we enjoyed time inside socializing. Albert Ramos sported his new hairdo which he said was modeled after Julie's hair. I wonder if the next time we see him it will be multicolored? We feasted on a very large buffet. Lenny made sure that we had plenty of barbecued brisket, turkey and links. The selection of dishes furnished by the participants made it difficult to fill just one plate. We thank everyone for all the tasty dishes and desserts. The food presentation and decorations were beautiful.

Our President, Jim Johnston, opened the meeting with the prayer and tribute to the flag. We gave a special thanks for the founding of our country and our freedom. Next, Webmaster Kidd gave an update on the club website and the development of some changes. Please send him your car pictures. Ferrell Moore followed this with slides and movie clips showing our cars on film. Jim pointed out that "snow" made from potatoes and antique cars create a real cleanup mess. Paula Holzband won the \$100 drawing for those having an antique car at the event. As the luncheon crowd adjourned, gray skies drifted in. We hope everyone got home safe and dry.

If you were not at our 4th of July on the 7th lunch you really missed out. A gathering of friends, meeting strangers (who will become friends) and sharing our cars is why we have a club. It was just a couple of years ago that Bea and I were missing out on all this camaraderie. No longer. If you did not attend, please join us at our next event. We all look forward to seeing you.

Rob and Bea McLellan
9111 Longstaff Drive
Houston, TX 77031-2711
Email: robertauto27@gmail.com

Down the Road

Underlined items are club (GCR AACA) sponsored activities.

- July 30 Deadline for AE August issue contributions.
- August 13 **GCR AACA** meeting. 7:30 in the Tracy Gee Center.
- August 27 Deadline for contributions for AE September mini.
- Sept. 12-15 Central Divisional Tour, Amarillo, TX. See pg. 5.
- Sept. 10 **GCR AACA** meeting. 7:30 in the Tracy Gee Center.
- Nov. 4 - 9 10th Sentimental Tour, Vicksburg, MS. See pg. 7.

Save the date At our next meeting we will select a date (August or September??) for the "Southern" mini-tour to Alvin and the Lone Star Museum.

Public Car Outings.....

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

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

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

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

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

What can we do??

With our Sunshine lady, Barbara, not always able to spread the cheer, what can you do? How about sending a card to those in the club who are ill?

For some members, driving at night is not a choice. They can't. What can we do? They live near someone. Why not offer to drive them to a meeting or event? How about asking the Hiessers, the Willises, Sophie Adcock? Ben Beerbower? Jose-Gonzalez-Jauregui? Any others?

You really can't do a lot when we have a party, but a lot needs to be done. How about helping set up the decorations sometime? It's fun. Or, even the clean-up can be jolly. Think Christmas!

The Antique Automobile Club of America

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

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

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

The Antique Expression

Is the official bi-monthly Publication of Gulf Coast Region, A.A.C.A., Inc., Houston Area, Texas, And is distributed to all members in good standing.

Editor: Evelyn Timmins

281-797-6788
evtimmins@aol.com
2120 Lundy Ln.
Friendswood, TX 77546



REFRESHMENTS

August
Julie Wagner
Dot McCurry



GCR AACA Letter to Pate Shareholder Clubs

This letter was unanimously approved by the Board of Directors of the Gulf Coast Region AACA, not only a present Shareholder Club of the Pate Swap Meet, but also the club that was in the forefront of forming what is today "The Pate Swap Meet". This letter was also unanimously ratified and approved by the Membership of the GCR AACA Club.

This letter has been sent to all the Shareholder Club Presidents, as well as the Pate Directors and Officers from the emails addresses that were available from Pate Swap Meet contact information records provided to the Gulf Coast Region AACA.

To: All Presidents of Pate Shareholder Clubs
Copy: All Pate Directors and Officers

June 21, 2018

The Board and membership of the Gulf Coast Region of the Antique Automobile Club of America would like to address some concerns to the current operational procedures for the annual Pate Swap Meet. Because our club bases much of our yearly budget on this event, like most other clubs also do, fluctuations in the Pate annual revenue back to the clubs can be quite impactful.

We have several questions and/or recommendations we would like to propose for discussion.

BUDGET

When we were discussing the income for our club, we raised questions about the Pate budget and were surprised to find that only publicity has an established budget amount.

- We feel that it is extremely important that a higher level of fiduciary responsibility be implemented to protect the monetary distributions of all the clubs involved.
- Accountability to all the member clubs needs to be more transparent, and a firm annual budget should be submitted to all clubs for review with open input and full explanation of all expenses.

FUND DISTRIBUTION

- Verification of membership which results in the division of funds should be reviewed and transparent to all participating clubs.
- With the great success and growth of Pate, good business practice should include the purchase of a bonding policy for all money-handling personnel, and an indemnity policy to protect Pate officers and directors, shareholder clubs and their members.
- A "check and balance system" should be put into place so that no one entity is responsible for all funds collected.
- A simple audit should be required at the end of each event and prior to funds being distributed.

OPERATING PROCEDURES

Expenses

- Board expense standards (lodging, mileage, etc.) and general expense authorization procedures for such should be established.
- Reimbursement standards/procedures should be in place and followed.

Registration

- Guidelines should be readily available to all, reviewed and approved by each of the shareholder clubs.
- The registration should be computerized, so the database of standard and commercial vendors can be utilized for sales, reporting, trends, etc.

Audit and review

Accountability to the shareholder clubs and the continued growth of this meet as well as generally accepted business practices require that an annual simple audit be established.

Continued on pg. 11.)

(Continued from pg. 10)

To sum up, Pate has become a very successful and now large enterprise. We congratulate the PATE leadership team as well as the contributing efforts of the shareholder clubs on this success. However, with this growth and success, we also see a need to be more professional and grounded to sound business practices. To ensure Pate's future, we believe it is very important that Pate become more diligent in the management processes of operating the swap meet.

We hope that this communication is viewed with good intentions as expressed and an opportunity for all Clubs to come together so the clubs can enjoy and profit from this event for many years to come. We hope you will agree and can join us in making this happen.

We look forward to hearing from all the shareholder clubs and Pate directors regarding your ideas and input to make Pate Swap Meet the best possible. Please respond by July 30, 2018 so we may discuss our identified concerns and suggestions. You may direct your responses to: James Johnston; pres-GCRAACA@att.net; or James Johnston, 11506 Freestone Ave; Pearland, Texas, 77584. Telephone James at 832-693-4008 for any questions.

This letter has been generated by the Board of Directors of the Gulf Coast Region AACA and voted on and approved unanimously by the Board of Directors and the General Membership of the Gulf Coast Region AACA Club – Shareholder Club of the "Pate Swap Meet".

2018 Officers

President—Jim Johnston

11506 Freestone Ave.
Pearland, TX 77584
832-693-4008
sandra-jim@att.net

Vice-President... Joe Vogt

1534 S. Kirkwood Rd.
Houston, TX 77077
joe@vestviews

Secretary ... Albert Ramos

2330 Robinhood
Houston, TX 77005
713-248-7687
albert.redbrick@gmail.com

Treasurer ... Evelyn Timmins

2120 Lundy Lane
Friendswood, TX 77546
281-388-1967
evtimmings@aol.com

Directors

Dean Forbes 713-465-3603
Wayne Bartlett - 281-351-2167
Javis Boudreaux 713-953-1620
Bill Cockrell 281-293-0842
Lenny Holzband 713-823-9369
Robert McLellan 713-772-3285
Robert Bullard 918-857-7577
Ron Stein - 713-521-3450

Pate Swap Meet Representatives

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

Club Historian

Joe Vogt...281-496-7138

Sunshine Representative

Barbara Wahlberg 713-465-3539

MINI-tour, anyone??

JOE'S BREAKFAST BUFFET

****OWNED and OPERATED BY JOE SALADINO****

FRIDAY 6a-10a SATURDAY 6a-11a SUNDAY 6a-12:30  DAY 6a-10a

ALL YOU CAN EAT BUFFET...\$8.45
Child Buffet (5 & Under)...\$5.99

MADE TO ORDER EGGS-OMELETS-SCRAMBLED EGGS
PANCAKES-WAFFLES-BACON-SAUSAGE-HAM
CHICKEN TENDERS-HASH BROWNS-GRITS
BISCUITS & GRAVY-TOAST-ENGLISH MUFFINS-FRUIT
& MUCH MORE!

DRINKS: Coffee & Iced Tea \$1.00 - Sodas \$2.25- Milk & Juice sm \$1.50 Lg \$3.00

Specials

10% Veteran Discount – Friday, Saturday & Sunday
Senior Discount (60 & over) 1/2 Price – Monday



Been having some good beach weather!

The Swards (with Julie) thinking of their own car



Out and About with the GCR!

Independence Day Celebration on July 7



Might be fun at the next meeting to see who can name all the car owners!

