



The Antique Expression

Gulf Coast Region, Houston, Texas

“The Flying Elephant”



By Bea And Rob McLellan

The decision to buy the 1960 Thunderbird in 2017 was based on many factors. Having come back to the AACA after 3 decades, Bea and I wanted a car that we could drive to all the AACA activities and not worry about driving our ancient open touring car from the 1920s. Breaking my fixation on prewar cars and 1950s sports cars, we needed a more modern four passenger hardtop with a good size trunk, an automatic transmission, power brakes and air-conditioning. Our decision was to look at the 1950s cars to find something that is interesting, had a fresh restoration, was under \$50,000 and has good performance and handling. Having been an auto literature dealer and having been in the old car hobby since the late 1940s, I felt I knew the cars that would make our list. The choices were 1953 Studebaker, 1963 Avanti, 1956/1957 Lincoln Continental Mark II and 1958/1960 Thunderbird. These were cars that I liked when they were new, and have remained my favorites. After a few months of searching the available cars in *Hemmings Motor News*, talking to dealers

and many owners selling cars, a 1960 Thunderbird was suddenly offered for sale online that met all the requirements except air conditioning. We were the first to respond and it was the first day to be offered. The owner was a really nice guy in his 80s who had restored several Fords and he was most helpful. It appeared to be an excellent deal, but the seller was in Seattle and it was winter. We decided to take a risk and buy it without a personal inspection with the attitude that we could always sell it if did not suit us. It arrived in Houston last December, and we were very happy with our purchase.

Why a 1960 Thunderbird? First, the 1960 model had all the bugs worked out that plagued the 1958 model. It was very popular when new and got rave reviews by many car magazines including *Motor Trend's* Car of the Year award. It stands out and attracts attention with the fins, all the chrome, six tail-lights and the name Thunderbird evokes lots of memories.

It is very stylish with the bucket seats when most cars of that era had bench seats. A big plus is that there are numerous part suppliers. The support from SquareBirds.org has been excellent. And probably most important, Bea loves it. *(Continued on pg. 2)*

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(Continued from pg. 1)

Cover Story

Why this 1960 Thunderbird? This car has the rare optional 430 engine with 350 hp. It has been nicely restored inside and out and has been kept extremely original. The car had 55,000 miles on it and although the engine had not been rebuilt, it was very well maintained along with all the mechanical and electrical components. The color, Sultana Turquoise Metallic with Corinthian White top is very eye-catching. Acceleration is most impressive and we feel very comfortable driving it anywhere and taking it out in all weather conditions.

Just what we wanted? Yes, except it needed air-conditioning and seat belts. The seat belt addition was a one day job but the A/C took over a month. Classic Auto Air sells a excellent A/C kit for the 352 engine but the rare 430 engine created installation problems. Our new AACA member, Don Reid, has professional experience in this and jumped right into the installation and easily solved problems. With the help of several SquareBird.org members, led by Ray Clark, we managed to find the proper compressor mount and their knowledge of installing it was very valuable. It runs perfectly and looks like an original factory unit but it is far superior.

Initially, Bea planned to be the primary driver but she quickly realized it was 17 feet long, about twice the length of our Miata. Parking in the garage was impossible for her and driving it in traffic and negotiating winding roads caused panic. She refers to the Thunderbird as the “Flying Elephant.” That is cute, but it is no Dumbo. I seem to have become the designated driver and Bea’s main thrill, as a passenger, is to wave to those who give us the “thumbs up” or are taking videos from their car. Our “modern antique” has in the last several months attended most of the recent Houston area and Texas AACA events and we are very pleased to be in the company of all the other antique cars that you members provide for everyone’s enjoyment.

Need a Christmas Gift for that Special Someone?

Club member Dick Brooks, has just the answer! He is willing to part with his 1979 Mercedes 450 SL.

Here are some facts about the car:

- AC is not working
- 103,050 miles registered
- Recent new blue canvas top
- Hard top included
- Garage stored
- Service records available
- Dad bought car in 1979
- Brother had it for 18 years
- Dick has had it for a year
- Engine starts on first try
- Asking \$ 9,900
- Never flooded

Come take a ride!

Call me at 512-797-7603



★HAPPY★ BIRTHDAY!

December

Jim McGee	12/1
John D. Alkire	12/4
Tahl Rozycki	12/6
Gene Wall	12/6
Pat Fant	12/10
Tom D'Ambrosio	12/13
Jose Gonzalez-Jauregui	12/15
Julie Wagner Palmer	12/17
Michael Cawley	12/22
Ellery Andrew	12/24
Javis Boudreaux	12/24
Brenda Kaiser	12/29
Larry Huber	12/29
Billy Ray Duncan	12/31

January

Sophie Adcock	1/3
Sam Romeo	1/5
John Matejka	1/7
Tina Fernandez	1/10
Nancy Smith	1/12
Raelynn Andrew	1/13
Bill Cockrell	1/16
Patricia Logan	1/16
Ted Hiesser	1/17
Jo Katherine D'Ambrosio	1/20
LaNelle Wagner	1/21
*Jack Kethley	1/22
Donald Reid	1/22
Duane Medley	1/23
Dean Forbes	1/23
Lynn Cawley	1/23
Peter Reinthaler	1/26
Paul Byrd	1/28

* Associate Member

Happy Anniversary!

December

Michael & Lynn Cawley	12/1 (40!!!)
Tommy & Carol Baccaro	12/19 (48!!!!)
Sam & Donna Romeo	12/24 (37!!!)
Christopher & Karen Sokol	12/27
Paul & Barbara Byrd	12/28 (61!!!!)
*Rollin & Joyce Hargrove	12/28 (53!!!!)
David & Brenda Kaiser	12/30 (15!)
Jack & Cheryl Malpass	12/30 (46!!!)

Note: These are some long years of marriage!
But we have none for January at all.
Must be too cold.



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

General Meeting 08 October, 2018

President **Jim Johnston** called the October meeting to order at 7:37 pm. Since other groups were gathering at the Tracey Gee Center, local management enclosed our section with extendible temporary walls. Why is that significant for the minutes? You'll find out shortly.

Invocation & Pledge of Allegiance

Diana Forbes led the prayer... lots of good things about praise and thanksgiving, fellowship, and our common interest (cars - *old* cars). She also asked us to be grateful for the food - that's an easy one as you'll read in the next paragraph. **Ferrell Moore** stood up to lead the Pledge of Allegiance, but the flag was not in the room. **Ev Timmins** (our Dutch immigrant) brought it into the room while commenting, "It takes an immigrant to carry the American flag." I'm glad the walls didn't keep her out.

Refreshments

We had a lot of support for the refreshments tonight. **Theresa Bartlett** brought ham sandwiches and chicken salad sandwiches, Chex Mix, potato chips, spinach dip, Fritos, carrots, candy corn, decorated cookies, and two types of lightweight chocolate crispy-rice treats, one of them with peanut butter. **Sandra Johnston's** brownies were a hit, and **Ev Timmins** brought some homemade treats called Aloha Bars. *Aloha* is a Hawaiian word that means *love and affection*, but it can also mean *hello* or *goodbye*. If you didn't eat one of the Aloha Bars, it was your loss. I can only tell you that they said *hello* to me!

Owlbert brought an exquisite mix of Asian pears and raspberries, fragrant Italian grapes, delectable European coffee cookies, a toothsome selection of cheeses, tangerine juice, and unsweetened tea. Unsweetened tea is so uninteresting. This might have prompted one of our group's amateur comedians to quote **Abraham Lincoln**: "*If this is coffee, please bring me some tea; but if this is tea, please bring me some coffee.*"

Sunshine Report

Ev Timmins reported that **Joe Vogt** is still being treated for his cancer, but he plans to attend the November meeting to vote in our election for Gulf Coast Region Officers and Directors. **Ev** also reported that according to **Mike Peterson**, **Bonnie Peterson** is not doing well. **John Alkire** sent a text to **Ev** saying that **Donna Romeo** called him and said that **Sam Romeo** was in the hospital for testing. We hope he does well.

Guests

There were no guests, but long-time member **Lee Brown** came to the meeting. We've not seen Lee as often as we'd like, so it was a real treat for us.

Prior Minutes

Jim Johnston asked for comments about the last set of published minutes. No one recommended deletions or corrections, so **Bill Cockrell** made a motion to accept them as written. **Robert Bullard** seconded the motion, and it passed with the usual enthusiastic unanimity.

Where We've Been

Nowhere that anyone reported.

Where We're Going

October 9-13: Some of the GCR *smart set* are going to Hershey for the 2018 AACA Fall Meet. **Tahl Rozycki** sauntered up to the front of the room and announced that he is making his inaugural visit to that venerated land of old cars and fresh chocolate. He leaves shortly to join fellow GCR automotive acolytes **Julie Wagner-Palmer and Bill Palmer**. Do Julie and Bill know that, or will it be a surprise?

October 14: *Lone Star Packards*, the local Packard Club affiliate, is meeting at Brookwood Community in Brookshire followed by lunch at the Swinging Door BBQ in Richmond.

October 20: **Bill Seward** said that *Current - a Christian Church* is having a car show at their church grounds in Katy.

October 27: Our **Gulf Coast Region** is going on a mini-tour to the *Lone Star Flight Museum*.

December 15 (Saturday): **Elaine Bullard** noted that our annual Christmas party will be held at the Monument Inn. We'll be supporting the Marines Toys for Tots program, so please bring a new, unwrapped toy. By the bye, Elaine has also been kind enough to volunteer to set up the 2019 Christmas party as well. Thank you, Elaine.

December 2018 or January 2019: *Blue Skyes Over Autism* (sometimes spelled "Skies". I'll just call it

*Minutes**Continued from page 4)*

BSOA). **Lenny Holzband** is trying to help BSOA organize a car show to draw more people to their fundraiser. In 2017 our GCR gave BSOA \$500 by buying their raffle tickets. If we “win” the raffle, the Club would donate the prize back to BSOA so they could select another winner. Our goal is to help the organization in their mission to support those with autism and their families. **Elaine Bullard** made a motion to buy their raffle tickets again. **Jo Kat D’Ambrosio** seconded it, and all agreed. **Javis Boudreaux** recommended that we increase our donation next year to \$1,000.

Further developing the topic of our charitable work, **Jim Johnston** reminded us that we should be involved in a charity. We all agree. **Elaine Bullard** spoke about a foundation in North Carolina that helps families of children with cancer that she and **Robert Bullard** are involved in it. It is run entirely by volunteers. **Ev Timmins** reminded us that we can support Keels and Wheels, a local car show that benefits a local charity.

Other News To Amuse

Board Elections: **Jim Johnston** spoke about the Board meeting that occurred immediately prior to the general meeting. The Board spoke about staggering director positions so that 4 of the 8 elected in November would have only a one year term, but the other 4 would have 2 year terms. Thenceforth, our annual elections would be for 4 directors per year. Staggering the Board memberships would avoid the possibility of a total board turnover and help us retain institutional knowledge.

Useful discussion ensued. **Ferrell Moore** said he thinks there are too many people on the Board, and **Jo Kat D’Ambrosio** agreed. **Sandra Johnson**, however,

wisely said it should be up to next administration to change the Board.

Lenny Holzband made a motion to stagger board positions for the 2020 elections to be held in 2019, and **Jo Kat** seconded it. The staggered motion carried steadily.

Jim then reminded everyone that this staggered Board is not going to happen with our 2018 election for the 2019 positions. The next administration will implement it.

Wayne Bartlett read the list of candidates for the November 12 election of Officers and Directors. The list most recent was also in the *Antique Expression*. Jim reminded the members that the candidates list is not fixed. Anyone can volunteer to run for a position. There were no nominations from the floor. Currently, the only contested position is for our GCR Pate Directorship.

Original Automotive Literature: At long last, plans have been made to move the literature from **Robert and Bea McLellan’s** garage storage to some other site. On October 13 at 9:00 a.m., **Jim Johnston** will take *Big Bird* (Ev’s 27 ft. long 5th wheel enclosed trailer) to the McLellan’s house. A group of members will slide the boxed literature down the ramp that **Wayne Bartlett** constructed, and then some hired lads will load it into *Big Bird* to be driven to Ev’s. At some unknown later date, we’ll organize it from *an underground command post, deep in the bowels of a hidden bunker, somewhere under the brick and steel of a nondescript building, under the guidance of our leader ... Wayne Bartlett.* (Note from Ev-Fancy description of my cow pasture.)

Wheelin’-’n-Dealin’

Someone Whose Name I Did Not Catch has a 1930 Ford Model B 7 passenger sedan for sale. “It’s all original, and it runs and drives.”

Mike Peterson’s son is selling an open car hauler trailer.

Bill Seward wants to sell a trunk full of 1938-1941 Buick parts.

Javis Boudreaux bought a new truck. It’s a big Ford 4-door; and boy, is it nice! The seats not only have heating and air-conditioning, but they also massage your backside!

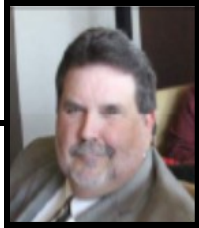
Luck of the Draw

Do you remember reading earlier that **Lee Brown** came to the meeting? Well, it’s a good thing he did because he won the first drawing, the \$10 prize for simply being there. Good job, Lee! I only wish **John Doerfler** had attended as well. If he had, he’d have won the cumulative prize. It was \$50 tonight. In November, it will be \$60.

Adjournment - The meeting adjourned at 8:45 pm. I took the opportunity to borrow Javis’s truck keys so I could go get a massage.

As it was – Albert L. Ramos





This is your Caboose (last one from me) News Letter as the President of The Gulf Coast Region AACA for 2018

Moving on Down the Road

To begin I'd like to thank all the 2018 Board of Directors/Officers for everything you all have done along the way this past year.

Board members Joe Vogt, Albert Ramos, Ev Timmins, Dean Forbes, Wayne Bartlett, Javis Boudreaux, Bill Cockrell, Lenny Holzband, Robert McLellan, Robert Bullard, Ron Stein, Sam Romeo, Robert Wheelless, and of course our Sunshine lady Barbara Wahlberg. Again, thank you all!

I'd also like to thank all of the membership for this past year and all of the support each of you have provided along the way. I'd especially like to thank all that have provided the wonderful refreshments we have at our meeting each month as well as my wife Sandra for keeping all of those volunteers signed up and serving as hostess. I know that sounds like a simple thing but it's a job that has to be done.

I'd also like to recognize one person in our club that you can always depend on, even when he hasn't been asked for help. He is always there, and that's Wayne Bartlett. The best example I can give of how Wayne is, is to just tell all of you to just ask John and Dena Doerfler about who just showed up when "Harvey" came to visit Dean and Diana's house during the flood....Wayne Bartlett. And from what I heard, Wayne just showed up and said, "where do you want to start?". John said Wayne was like a machine, and he was like the energizer bunny. It seems like I heard that Wayne did the same thing for The Seward's. To put it another way, they broke the mold when Wayne Bartlett was made, and I'm proud we have Wayne in our club, and we can all call our friend.

In reflecting over the past year, I'd like to say that one of the things I would have to say I'm most proud of for our club is the support our club gave in getting involved in supporting the "Blue Skyes over Autism" 501C3 Charity. I'd particularly like to thank member Ev Timmins for providing the use of her two trailers at different times as well as her 1934 Packard that really lit up the eyes of a bunch of kids in the world of autism. When I drove up to deliver Santa Claus to the Blue Skyes Christmas party in Ev's Packard, I was shocked when I saw all of the kids, in their actions. It was funny to see all those kids all crowded all around that '34 Packard and Santa standing all by himself looking like he was wondering what just happened here?

I'm also proud that we have continued the tradition of our involvement with the US Marines Toys for Tots program. Just know the toys we are all able to bring to our December social are making a lot of kids happy.

I also want to thank all who have stepped up to the plate to

continue to serve or also to the members who will be serving for the first time as the 2019 Officers and Directors of the Gulf Coast Region AACA.

In closing, I'd like for all of you to be sure and read an article on page 12 of this newsletter. By now I'm sure you've all read or heard about issues that occurred with 2019 Election of Officers and Directors. I have provided some background information that gives an overview of the events as they occurred that found us going through what had to be done in regards to our 2019 election.

So, to Move on Down the Road for one last time, I thank you all for allowing me to serve this Club as its 2018 President, and I am looking forward to our Region Club's 2019 future, and I fully support and look forward to the leadership of President Robert Bullard!

Jim Johnston

NEW OFFICERS/BOARD for 2019

Officers:

President: Robert Bullard
Vice President: Bill Cockrell
Secretary: Albert Ramos
Treasurer: Evelyn Timmins

Directors:

Gordon Bennett
Javis Boudreaux
Dean Forbes
Ashley Griffin
Lenny Holzband
Robert McLellan
Ron Stein
Julie Wagner
Past President: Jim Johnston
Pate Director: Wayne Bartlett
Alt. Pate Director Robert Wheelless

MERRY CHRISTMAS

To ALL





**From our
Club Historian
Joe Vogt**

From the Dec., 2008
Antique Expression

The cover car for December, 2008, was Tom Timmins' not quite ready for prime time 1911 Metz. Not quite ready because the rebuilt engine would fire, but not at that time really run. The car is interesting because it is one of the cheapest cars ever built in the U.S. and because of the way it was marketed.

The car is extremely light, has a two cylinder, air cooled engine, a friction drive, which would slip, especially when it was wet, and good multidisc brakes built into the rear hub.

Charles Metz, a sixth grade dropout, was actually more interesting than the car. He won the New York State high wheeler championship in 1885 at the age of 22. In 1893, with two partners, he started the Waltham Manufacturing Company and developed racing bikes that were half the weight of competing brands. His most famous bike had 10 seats and sets of pedals and is still on display at the Ford Museum in Dearborn.

About 1898, he developed one of the earliest motorcycles, the Orient-Aster, that was marketed to the public, and the same year came out with an electric car that was sponsored by General Electric and displayed at the Madison Square auto show. By 1901, Waltham was producing automobiles.

In 1902, Metz left Waltham to build motorcycles, and in 1906, his Marsh-Metz cycle set an American record of 1 minute 10 seconds for the measured mile.

By 1908, the Waltham Company was broke and asked Metz to return. Since there was a huge parts inventory and no market for the car, Metz had the idea to sell the car as a kit, which consisted of 14 packages of parts which could be easily shipped by rail to the aspiring owner for \$25 each. Each time the company received payment, the next package was shipped. By 1909, the company was back on its feet.

1912 saw the introduction of the Model 22, a 4-cylinder roadster at the bargain price of \$395. In 1913, three Metz Model 22 cars finished 1, 2, and 3 in the 1300 mile .

Glidden Tour.

By 1922, the company was in dire financial condition, and Charles Metz filed for bankruptcy.

The Taxi Tales column discussed three books from "Half.com/books," a division of ebay. One of the books, Taxi from Hell, was written by Vladimir Lobas, a Russian immigrant. His only automobile driving experience before immigrating was with a "driving instructor" in Russia. Vladimir was never alone behind the wheel. Yet New York issued him a driver's license on the strength of an elaborate looking certificate from the Russian driving school. He passed the written test by obtaining most of the answers from the fellow sitting next to him.

GCR President John Alkire advised getting ready for winter by checking the coolant and putting some stabilizer in the fuel, the same good advice that holds true today.

Note from the editor: This famous Metz is now for sale, if anyone is interested.

Do a Good Deed

Lars Anderson VP
Library & Research Center

You've had an antique vehicle for years, you belong to the finest car club there is. It provides lots of good times and years of memories. You are part of a community, a national community of old car enthusiasts. You share the experience of belonging with many thousands from across the country. You also have another common trait. You've collected an array of literature, documents, magazines, and other types of printed matter. More than you really need. What are you doing with the duplicates? Perhaps you sold a vehicle and now have a file cabinet of material which has no meaning to you. How are you going to dispose of it all? You really don't have the heart to throw it away. Well here's a good feeling move you can make. Your AACA Library can use your collection to further their responsibilities as America's Automotive Library. They would really appreciate receiving it to add to their files. And so would the researcher who hasn't been able to find the document you donated and now here it is in our library. It's all tax deductible as the Library and Research Center is a 501.C3. organization. They'll send you a nice thank you letter and receipt of material. It's your responsibility to place a value on it. Call the Library, 717-534-2082 ask for Chris Ritter or email critter@aaca.org.

ANTIQUES, BARBECUE, and FLYING MACHINES!

It was a good day for a mini-tour, this past October 27th. A bright and sunny day as we assembled at Joe's Bar-B-Que in Alvin for lunch prior to our visit to the Lone Star Flight Museum at Ellington Field. There were about 15 or so of us in a mix of modern and older cars, and after we had enjoyed the tasty BBQ at Joe's, we headed out in caravan for the Museum, a trip of about 16 miles. In the caravan were Bill and Victoria Seward's '41 Buick, Wayne and Theresa Bartlett's '40 La Salle, Julie and Bill Palmer's '56 Hudson (Rock), Rob and Bea McLellan's '60 T-Bird, and leading the pack, Jim and Sandra Johnston's '42 Ford. We parked our old cars in the parking lot at the front of the museum, creating a miniature car show for the other visitors.

In the arrival hall, we were greeted by a friendly docent who accompanied us through the museum's attractions, offering very interesting commentary on the various aircraft and other exhibits. The Lone Star Flight Museum's new facility opened in the fall of 2017 and features an aviation learning center and an orientation theater, but for us the main attractions were the two 30,000 square-foot hangars housing more than 20 fully restored aircraft, all but two of which are fully operational. Several of these aircraft have been restored to replicate historic examples, such as a North American B-25 "Mitchell" medium bomber that took part in the 1942 bombing raid on Tokyo during World War II, and a Douglas SBD Dauntless Dive Bomber that took part in the Battle of Midway in June 1942. For each of these aircraft, the docent answered our questions and provided additional insights into the particular histories not only of the aircraft represented but of the specific examples at the Museum. One of the two non-operational aircraft we saw was a Republic P-47 Thunderbolt which was undergoing an engine rebuild (we know about those!!!), for which the docent said only three outfits in the world were qualified (we know about THAT, too!!) Along with military aircraft we saw several civilian aircraft including an Anderson-Greenwood AG-14, a rare (only 5 built) pusher-type airplane (the engine is in the back) that was actually built in Houston in 1953.

We were able to watch as a WWII B-17 started its engines and taxied to its takeoff point; this aircraft is one of several that offers daily flights to museum visitors. One interesting exhibit that we noticed was a set of aircraft engines on stands, showing the evolution of these engines throughout aviation history. Of interest to car folks was a 12-cylinder Rolls-Royce "Merlin" engine, a variant of which was built by Packard during WWII under license from Rolls-Royce, and was used to power the famous P-51 Mustang fighter, many of which are still flying today.

As the tour ended, we broke up and returned to our homes, glad for the experience. The consensus was that the tour was successful and the Lone Star Flight Museum an experience highly recommended to all.

By Bill and Victoria Seward



REMEMBER WHEN???

..you were a child and oh so badly wanted that special gift for Christmas? Now I know some of you had parents like mine, and you did not always get what you wanted, either because it was not good for you, or it cost too much. (That is why Tom told me he was a believer until about 18 because his parents could not say "Santa can't afford it.")

Well, let's bring those special (unwrapped) gifts for the **Toys for Tots** group to our Christmas lunch. Let's give them good memories!!



Down the Road

Underlined items are club (GCR AACA) sponsored activities.

- Nov. 12 **GCR AACA** meeting. 7:30 in the Tracy Gee Center.
- Dec. 15 Christmas Lunch at Monument Inn in La Porte. Must have RSVP.
- Dec. 31 Deadline for contributions for AE January mini.
- Jan. 14, 2019 **GCR AACA** meeting. 7:30 in the Tracy Gee Center.
- Jan. 15 Deadline to register for the Annual Valentine's Day lunch at Brookwood Community.
- Jan. 28 Deadline for contributions for AE Feb/Mar issue.
- Feb. 7-9 AACA Annual Meeting, Phila.PA*
- Feb. 10 Annual **GCR AACA** Valentine Lunch at Brookwood Community. Separate flyer to follow
- Feb. 21-23 AACA Winter Meet, Ocala, FL.*
- Mar. 6-9 Gasparilla Great Endurance Run: Tampa, Jacksonville, Amelia Island*

* Go to AACA.org to register and request information.

Public Car Outings.....

Friday Lunch - Car (& food) 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

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

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

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

The Antique Automobile Club of America

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

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

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

The Antique Expression

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REFRESHMENTS

January

**Paula & Lenny Holzband
Barbara Byrd**

February

Let's eat at Brookwood

March

Theresa Bartlett

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

General Meeting Minutes 12 November, 2018

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

Invocation & Pledge of Allegiance

Diana Forbes offered thanks for our fellowship and the joy of our shared interest in cars. She asked for a blessing on our food and urged us to be mindful of those members who could not attend. **Sandra Johnston** then led us in the Pledge.

Guests

We did not host any guests, but new member **Rick Lamprecht** joined us. Rick moved to Texas from California some time ago when he retired to be closer to his grandchildren. Rick's "driver" is a '57 T-Bird, but he used to have a '23 REO Speedwagon firetruck. His claim to fame is that he once dropped a ball bearing down the carburetor of the T-Bird.

We were also happy to see members **Joe Vogt and Dixie Thomas**. Joe has been out for a few months while he deals with his cancer, but he wanted to be sure to vote in our Officers and Directors election. Thanks for coming tonight, Joe and Dixie!

Sunshine Report

Sandra Johnston announced that **Ferrell Moore** had gall bladder surgery. Sandra was happy to report that it went well. We're looking forward to seeing you at the Christmas party, Ferrell.

Refreshments

If Jim was the *maitre d'hôtel* for this little gathering, **Tahl Rozycki** was the *chef*, and **Owlbert** was the *sous chef*. It was almost like a Sunday brunch. *Chef Tahl* created a tantalizing *mélange* of appetizers, including a healthy and slimming veggie tray, savory Chex mix, fancy sodas that no one touched (perhaps they were intimidated by the foreign-sounding names on the bottles), as well as domestic drinks like Sprite and tea. *Chef Owlbert* supplemented the drinks with tangerine juice, which prompted **Diana Forbes** to ask where we put the champagne for the Mimosas. I recommended she mix the tangerine juice with Sprite for Virgin Mimosas. *Chef Owlbert* also dished up a palate-pleasing mix of Asian pears, blackberries, and raspberries paired with an excellent assortment of cheeses and Triscuits.

Of course, no *prix fixe* feast is complete without dessert, and the members really enjoyed the European coffee biscuits (perfect with the coffee **Sandra Johnson** thoughtfully prepared) and the seasonally appropriate super-huge pumpkin pie. And for those who like to cap off a *superb* meal with just the right touch of sweetness, *Chef Tahl* thoughtfully placed a large box of chocolates on the table. I don't believe he got them at Hershey.

If this sounds like a lot of fattening food, just remember that *you've got to get your Winter fat if you ever expect to have Spring rolls!* Incidentally, **Javis Boudreaux** told the assembled that the Asian pears came from *Chef Owlbert's* back yard tree. If Javis is going to tell lies, he should at least tell them truthfully.

GCR Election

Jim Johnston prepared us for the election by reading the slate of candidates for all of the uncontested positions. The attending members voted unanimously for these candidates. There was one contested officer election, that of our GCR Pate Director. The candidates were **Sam Romeo** and **Wayne Bartlett**. Sam won the vote.

Where We've Been

Lone Star Flight Museum - **Bill Seward** briefed us on the visit he and other members recently made to the Lone Star Flight Museum at Ellington Field. They toured two hangars and saw lots of interesting airplanes. Bill was particularly impressed with a Polish Air Force MIG 17. He said all the communist-bloc airplanes were generally interesting. For example, one plane had a stick protruding up through each wing. The tour guide told him that if the wheels were down and locked, the stick was visible and it was safe to land! Another communist-bloc airplane used a cork float attached to a coat hanger to measure fuel. If you could see the hanger sticking out of the bonnet, you had fuel.

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Blue Skyes Over Autism (more easily known as *BSOA*) - **Jim Johnston** borrowed **Ev Timmins'** trailer to get 10 bales of hay to the BSOA event so he could take the kids on a hayride. It was great fun. Some of the kids enjoyed it so much, they went on the hayride three times! Thanks for doing that, Jim.

Hershey - **Tahl Rozycki** had so much to say about his first trip to the AACA Fall Meet at Hershey that he came to the front of the room to speak. Here are some of the highlights, so to speak, from *Tahl's Excellent Adventure*:

- a. The hotel he stayed in is next to the AACA Museum.
- b. It rained.
- c. Tahl went to a karaoke singing contest Friday night.
- d. It rained.
- e. The karaoke was too slow and sad for Tahl's *Alt-Funk-Two-Steppin'* sensibilities.
- f. Tahl injected some fun by singing, "You're A Mean One Mr. Grinch..."
- g. The audience loved it.
- h. Tahl won the contest.
- i. The rain stopped and the sky cleared.
- j. Tahl was a car judge on Saturday.
- k. Tahl's team made him a chassis judge. He was so proud!
- l. **Rookie Tahl** realized why he was made a chassis judge the first time he kneeled in the mud to look under a car. I think he needs a "Smart Pill".
- m. Tahl met **Jay Leno**
- n. Tahl had to evacuate his hotel room at 2:00 a.m. Sunday morning because of a small fire in another room caused by a faulty heater.
- o. Tahl met a lot of nice people in the parking lot, not all of them fully clothed at that hour.

Where We're Going

December 15, 2018: Christmas luncheon at the *Monument Inn*. Bring a new unwrapped toy to support the Marine Toys-for Tots program.

February 10, 2019: We'll have Valentines at *Brookwood Community* in Brookshire. It's always a nice visit to Brookwood.

4th of July, 2019: Like last year, we'll have an event at the *Del Webb Sweetgrass Community Clubhouse* in Richmond, Texas.

Other News To Amuse

Jim and Sandra Johnston's '42 Ford recently received a new radiator and water pump; but after the surgery, it wouldn't start and had no headlights. The problem was with a positive ground error.

Robert McLellan reminded us that it's time to start organizing the Original Automotive Literature.

Rob't Wheelless spoke about his buddy **David Pilgrim** in Rockport, Texas who had some "work" done to his dad's old truck, a '54 Chevy 3100. David grew up driving the Chevy and even drove it on the first date with his wife, Debbie. David had the truck rebuilt with a Quad-Turbocharged Duramax engine. The four turbos make at least 100 lbs. of boost and yield more than 1,000 horsepower! A 7-speed clutch-less transmission translates all that power into movement, and special fasteners keep it together. David has run his truck at Bonneville Salt Flats and has done Texas Mile events in it. Rob't told us the truck is so well-designed and built from an automotive engineering perspective that David won several awards from GM at the 2017 SEMA show. David has also set numerous Land Speed records with his 1950 Panhead motor at Bonneville Speedway. Rob't said that David would welcome us for a tour of his shop in Rockport, but it's a bit of a drive to get there.

Luck of the Draw

Bill Seward won the \$10 "being there" prize. But the big money was on the cumulative money drawing that grows by \$10 every every regular monthly meeting until someone wins it. Tonight it was up to \$60. Of all the nights to miss a meeting and be on the Sunshine Report, **Ferrell Moore** chose the wrong one. It must be galling that you missed it, Ferrell. The prize doesn't increase in December because our meeting is the Christmas luncheon, but it will increase to \$70 in January.

The meeting adjourned at 8:45 pm.

As it was – Albert L. Ramos

An Explanation of Recent EventsJim Johnston

As a lot of you know by now, there was an issue with the recent election of our 2019 Officers and Directors. The problem has to do with the fact that some members of the GCR AACA had not paid their 2018 National dues, and therefore were not officially “members.” So now I’ll give you a summary of the current situation, and how subsequent events played out.

Our regional club’s bylaws, and the bylaws of the National AACA, both require that in order to qualify to be a member of a Region or Chapter club, a person must be a “member in good standing” of the National AACA. So naturally our Region Club’s bylaws also require a person to be a “member in good standing” in our Region Club, by first and foremost, having all their respective and required dues paid. To sum the issue at hand, if these qualifications aren’t met, a person will not and should not be allowed to vote.

So how are our club’s Region dues verified? That answer is simple. When the treasurer receives a member’s payment, the treasurer marks them paid and maintains the corresponding deposit slip. We are mandated by our bylaws that we insure that our members have their local Region dues paid. Again, that is a task that the treasurer handles. In doing so, there are usually no issues with local regional dues.

However, National dues is not so simple. Long before this November there was another reason for us to check that all members have paid their National and Region dues. That membership verification requires us to confirm that both Region and National dues are paid by all members prior to reporting our membership totals to the Pate Swap Meet Association. This is done because we may find one of three scenarios.

If a person hasn’t paid their Region dues - they aren’t legally a Region member and can’t be included in the Pate totals.

If a person hasn’t paid their National Dues, they can’t be a member of our club – and they can’t be included in the Pate totals, even though Pate has nothing to do with the AACA.

If a person hasn’t paid Region or National Dues – they still can’t be included in the Pate totals.

So, in the AACA bylaws (which has to carry over to our bylaws), I give you a quote via email from Steve Moskowitz, the Executive Director of the AACA.

To:pres-gcraaca@att.net

Nov 19 at 1:02 PM

2.7.2 (Policy & Procedure Manual. Duties of President)

h. Establish and maintain an up-to-date membership roster, assuring that all members are also National members of AACA. Forward the roster to National Headquarters as early as possible in the year, but no later than May 1.

From this roster the Region/Chapter secretary derives the Region/Chapter mailing list.

Additionally, it is stated in national by-laws and should be in your by-laws as well.

Steve Moskowitz

Antique Automobile Club of America

Executive Director

So in the last week of March, 2018, I called National and talked to Pat Buckley, who reports to Steve Moskowitz, and asked if all our Gulf Coast Region members had paid their National dues. At that time only one person was reported to me as not having paid their National dues. The member was then contacted by our treasurer and the dues were paid.

Now, jump forward to our election on November 12th, 2018. The election was held, but later a question was raised

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that per our bylaws the vote must be certified. The AACA suggests that one way to do this is by referring to the sign-in roster book. Our issue there was the sign in book was not at the meeting, so a list of attendees at the November 12th meeting was handwritten.

Then on Tuesday, the day after the meeting, a question was raised to determine if a quorum of a club's membership is required before moving forward with the vote and certification. On Wednesday I called the National AACA and I was told that our meeting on November 12th was in fact a duly called meeting for the purpose of electing our 2019 Officers and Directors. So, our meeting met all requirements as a legally called meeting and vote, so our vote certification could proceed, and I reported that to the board.

I was then requested to contact National to verify for certification purposes that all of the 28 members at the November 12th meeting had paid their required National dues. I was contacted, because our treasurer was in the hospital (She is fine now!). I contacted National and talked to Pat Buckley and found out that 3 of the people who attended the November 12th meeting and voted had not paid their 2018 National AACA dues. I then asked if there were a way for these 3 people to call someone at National with a credit card number to pay their dues. I was told no because they were only collecting the 2019 dues.

I then called a board member to let them know what I had found out and was then asked to call for a Special Meeting of the Board so that these issues could be worked out. I asked that a letter of that request be sent to me via email, which was done. I then secured a room at the Tracy Gee Center and contacted the board via email to attend a special meeting November 19th at 6:30 PM. so that the board could resolve the vote certification issue. Acting VP and President-elect Robert Bullard chaired the meeting where a unanimous Board decision was made to call for a re-certification re-vote of the known 25 members that were certified to vote and were present at the November 12th meeting. The re-vote would be via an email or vote via USPS in order to obtain a certified vote for the 2019 Officers and Directors of the Gulf Coast AACA.

On Thursday I again called National for Pat Buckley, who was not available, and spoke to Karen White. I wanted an answer to the question of why the 3 names that had been given to me in November, were not given to me in the last week of March 2018. I was referred to Lilley Creis who told me that the reason we did not get the names in March was because of the length of time the memberships had lapsed in non-payment. That still did not make sense. So then on November 27th I referred my question to Steve Moskowitz. Between Friday November 16th and Friday November 26th I had been sick with the flu.

On November 27th I received an email from Steve Moskowitz explaining why it had been such an issue in getting the correct information for National dues payments for the 28 people at the November 12th election night. See Steve's email to me below.

To:pres-gcraaca@att.net

Nov 27 at 12:37 PM

Jim,

I found out the problem! My staff apparently did a lousy job on follow up. Those names were on your roster and the fault completely lays with us. Lilley is new, and I made it clear that this cannot happen. I will be spot checking. I am shocked at finding this as the procedure is well known. That job has had some turnover, but I think it is stable now.

Steve Moskowitz

Antique Automobile Club of America

Executive Director

Please direct any further questions to me, Jim.

Around Town with the GCR AACA

Lone Star Museum-Ellington and Barbecue at Joe's



Sewards' cover car at Joe's



Julie's "Rock" on the left & Polish Mig-17 Fighter on the right



Our own cover car on the left and the AG-14 "pusher" built in Houston on the right.



Johnston's 32 Ford with Seward's 41 Buick and Bartlett's 40 LaSalle, left, with B-17 Bomber warming up below.



The club ladies had a great time too!

