



ANTIQUÉ EXPRESSION

Gulf Coast Region AACA, Houston, Texas

A Real COVER PAIGE!



By Michael Riley

Ever since I was a small boy, Vintage Cars have caught my attention. I would talk to my Dad about how interesting and different they were from new cars. It wasn't long before he would quiz me on the brands that I would see while driving around with him. When I was in school, I found many car books in the school library. Big books that showed all the different makes, models and body styles. I would check these books out, spending every spare moment I could learning everything I could about each different car. My research of the automobile was my favorite thing to do. So, while in high school, I wrote my Junior Theme about Henry Ford, and the Ford Motor Company. I haven't stopped researching new brands. Most of them now are from the Brass era. The Brass Era is the most interesting time of the Automobile, in my opinion. There were so many

makes, and cars were mostly hand built. These early cars are much harder to find since so many of them were scrapped and recycled in WW1 and WW2.

My interest in Brass Era cars grew to the point that I wanted to add a Brass Era car to my collection. I really like unique cars and unique brands. I was drawn to cars like the American Underslung, and the Regal Underslung. They were very low and sporty cars of their time. Those cars are VERY RARE, but when one happens to become available, the cost is and has been out of my reach. So 2 years ago when I saw this 1911 Paige Detroit Model B 4 passenger Touring for sale in Hemmings, I was very interested in the car. I called the owner and spoke with him about the car numerous times over a 2 year period. Brass cars don't have a big following these days, and are very hard to sell. I wanted to purchase the car because of its uniqueness and it was a right hand drive, not to mention that it was made the same year that my grandfather was born.

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One of the other factors that drew me to this car is that it was an ALL Original car, with the original paint, and upholstery. Even the factory pin stripes are intact. The story and history of its preservation is interesting and fun to tell to the people attending the car show. The original owner of the Paige Detroit owned the car from 1911 to 1928. He had purchased the car from the Paige Detroit dealer in Lincoln, Nebraska. So when he was looking to replace the car with a new model, he took the car to Lord Auto Sales of Lincoln, Nebraska, and traded it in on a new 1928 Graham Paige. The Paige Detroit was already considered a novelty, but the dealership took the car in trade and chose to display it on the showroom floor because it was in such good condition. The car had been taken care of very well over these 17 years of ownership. The Paige Detroit was displayed on the showroom floor until the Lord Auto Sales company decided to close in 1940 after Graham stopped production of automobiles entirely. During the time that Lord Auto Sales was selling everything at the dealership, a young man, recently graduated from high school, had noticed the car. Richard Miller offered Lord Auto sales 20 dollars for the car, and they accepted the offer. Young Mr Miller got the car running and driving on his limited funds, and used it as his daily car. Mr Miller joined the military after Pearl Harbor and served until the war was over. Upon his return, he decided to go to Nebraska University in Lincoln. While in college there, he used the Paige Detroit to get around town.

Although the car was drivable, Mr Miller only had a hand brake to stop the car. So on a Thursday afternoon while driving the car without a proper registration along with the sketchy brakes, he was pulled over by Officer Brittin, and issued a citation. Mr. Miller was to appear in court the following day to see Judge Fisher, who consequently fined Mr. Miller 2 dollars for each charge (no registration, improper brakes). This was recorded in the Friday, Jan 24, 1947, Lincoln Journal Star Paper. Richard Miller owned the car until 1999, when he sold it to Rick Schmutt. During Mr Miller's ownership, he took very good care of the car, preserving its originality. Rick Schmutt owned the Paige Detroit from 1999 until 2012 also preserving its originality. Mr Schmutt sold the Paige Detroit to Gary and Chris Paulsen, a father and son who enjoy the Brass Era cars very much. Chris Paulsen is a well known instructor at the McPherson College of Automotive Restoration, and has displayed cars at Pebble Beach Concours d'Elegance. Chris works with his father Gary on numerous restoration projects. The Paulsens decided to sell the Paige Detroit to finance the restoration of a 1910 Auburn, which was displayed at Pebble Beach this past August. The Paulsens owned the Paige Detroit from 2012 to 2022. I purchased the car from them this past spring and look forward to showing the Paige Detroit at many different car shows. I will also preserve the car's originality like all its past owners over the past 111 years. I want people to see how early automobiling *(Continued on pg. 4)*

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TBD

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★HAPPY★ BIRTHDAY!

Let's Hit the Road!!



August

Pam Ahlers	8/2
Mike Stargel	8/3
Mary Boyd	8/5
Bea Irwin	8/9
Thomas Kidd	8/9
Stephen Morris	8/23
Norma Moore	8/26
Leslie Broyles	8/30
Mike Peterson	8/31

September

Ron Stein	9/3
Bill Seward	9/6
Mary Ann Derby	9/9
Jim Johnston	9/11
Diana Forbes	9/30

October

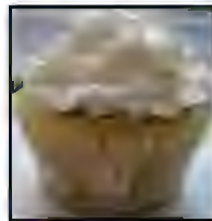
Lisa Griffin	10/2
Joyce Hargrove	10/7
Paula Chin	10/10
Wayne Bartlett	10/11
Louise Calvert	10/16
Tom Pruett	10/18
Barbara Byrd	10/19
Anthony Baccaro	10/26



Don't forget
our
END-of-
SUMMER
HOT DOG &
ICE CREAM
SOCIAL

Sept. 24 11-3
Spring Creek Park
TOMBALL

HAPPY ANNIVERSARY



Still Wanted!

A club historian: person willing to look into the rearview mirror.

FLASH about anniversaries!

Sometimes we all like trivia! But this is not trivial. Is it just antique car people or did everyone select well?

We have 14 couples' anniversaries (only 2 missing dates), but that gives us a total of 588 years of togetherness. I know Dalton and Bartlett would have added to that, but congratulations to all!!!

Evelyn

August

Robert & Elaine Bullard	8/10 (49 !!!!)
Ray & Debra Amos	8/16 (48 !!!!)/
Bill & Victoria Seward	8/19 (55 !!!!!!)
John & Mary Ann Dalton	8/21
Mike & Caroline Calistrat	8/26 (65 !!!!!!)
Patrick & Lydia Fant	8/26 (22 !!)

September

Herb & Barbara A Wahlberg	9/8 (48 !!!!)
Ollin & Nell Willis	9/12 (68 !!!!!!)
Mike & Bonnie Peterson	9/30 (68 !!!!!!)

October

Ashley & Lisa Griffin	10/6 (21!!)
Wayne & Theresa Bartlett	10/11
Billy Ray & Esther Duncan	10/12 (61 !!!!!!)
Sergio & Tina Fernandez	10/21 (33 !!!)
Lenny & Paula Holzband	10/21 (50 !!!!!!)

Cover car (continued from p. 2)

automobiling was, and experience the car. I let people sit behind the wheel, get in the back seat, and everyone's favorite.....honking the bulb horn.

This 1911 Paige Detroit is a very rare automobile. There are very few Paige Detroit cars known to exist. There was a 1910 Roadster in France, a Touring car, and my 1911 Model B 4 Passenger Touring. My Paige Detroit is the only one known at this time in that year and body style.

- 1911 Paige Detroit Model B 4 Passenger Touring factory price \$900
- 4 cylinder Flathead engine 25 HP 4 stroke
- 3 Speed manual transmission with multi disc clutch
- 10 inch rear wheel brakes
- Bosch magneto Fixed timing (Most cars had adjustable timing)
- 32 x 3 1/2 wheels
- Oil site glass
- No Top, No Speedometer, No Spare tire
- Top Speed claimed to be 55 MPH

The Paige at a car show with Michael.



July 10, 2022, CLUB MINUTES, but more of a good time story

GCRAACA Annual 4th of July Picnic on the 10th!

12:00 pm Pledge of Allegiance and Opening Prayer
John Sweney won \$100 in the drawing for driving his Antique Car to the picnic in the hot weather.

Attendees: Paul and Barbara Byrd, Evelyn Timmins, Albert Ramos, Greg Goings, Clinton Russell, new member, Jim Stryker, Marcia Swift and John Matejka, Lisa Weatherwax, Stephen Morris, Leon Ahlers, Mike Stargel, John Sweney, Bill Palmer and Julie Wagner Palmer, Ashley and Lisa Griffin, Hazel Hernandez (guest), Dean and Diana Forbes, Tahl Rozycki, Dennis Keim, Robert Wheelless and Keri Johnson (guest), Tanna Watson

12:00-2:00 pm We all enjoyed good company and great BBQ after which we cleaned up and stowed tables and chairs

2:30 Ended another successful picnic.
Thanks to the Palmers for arranging for us to use their homeowners meeting place; it was nice and cool.
Tanna Watson, Secretary

Ford Museum



Drive carefully. Back to school days are here.

Moving on Down the Road..... with **Pres. Leon Ahlers**

Recently, I went by the house I grew up in and asked if I could come in and look around. The couple said no and slammed the door. Sometimes my parents can be so rude.

This, of course did not happen, (the parents and the house are all long gone) but in this age of mistrust, such a scenario would be more probable than not. As keepers of the classics, we have a somewhat elevated interest in history, or should have. Where did our car come from, who were the previous owners, etc.. Now that many states have purged their records before a certain date (1981 in Texas) and with the advent of auctions and the internet, cars move around a lot more than they used to, so it is becoming increasingly difficult to find a paper trail. Houses, on the other hand, are fairly well rooted and remain in place until moved or demolished. I was recently in Corpus Christi and decided to stop by my grandparents' old home which we sold in 2008, upon my mother's passing. Over the years, I had found some documents from when the house was built in 1951, and wanted to pass these on to the current owner.

The approach. Many of us have seen an old car parked in a garage or behind a house and went up to the front door and asked about the vehicle, some with mixed results (dogs, guns, etc.). It is pretty much the same as asking about the house, except that you need to look presentable, not as clean as those kids distributing religious literature, but smiling and unassuming. Shorts, a collared shirt, and Crocs are good, as people can spot a salesman a mile away. I rang the bell, stepped back . and waited. A man answered the door, I introduced myself as the grandson of the original owners, and the fellow seemed relatively unimpressed. It was when a female inside the house screamed "I've been looking for you", I knew that I had come to the right place! The lady had found my name, but could not find me as I have no social media footprint. They invited me in, plied me with iced tea, and asked what seemed like a hundred questions, all of which I was able to answer. She almost got emotional when I presented them with a building materials list and the original sale documents. They are also history fans, and are trying to restore the home to its 1950's vibe, and I have memories AND pictures. What I thought would be a fifteen minute visit turned into three and a half hours. During this time, the lady called her daughter and sister to come meet me and ask questions, and made me promise to come back. What a truly wonderful experience; the home is getting lots of love, and I felt that my grandparents were nodding in approval. Sometimes, you CAN go home again. Respectfully, Leon Ahlers

NATM Museum



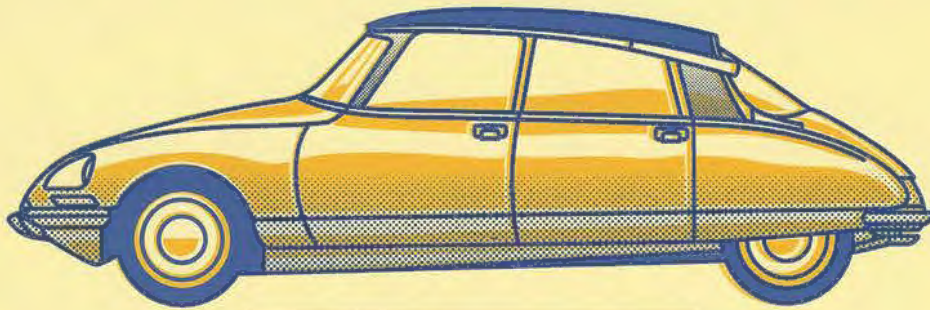
NATM Museum



GULF COAST REGION

ANTIQUÉ AUTOMOBILE CLUB OF AMERICA

END OF SUMMER HOT DOG AND
ICE CREAM SOCIAL



FOR ANTIQUÉ AND CLASSIC
CAR FANATICS

RAIN
OR
SHINE

11am - 3pm
Sept 24, 2022

SPRING CREEK PARK
15012 BROWN ROAD TOMBALL, TX 77377

QUESTIONS? CALL
979-525-3459

CHASING DETAILS OR GETTING OUT OF THE TEXAS HEAT

When restoring a rare or unique car, a person must follow a path or road to whatever part of the country that can help answer a question.

I've been working on a pre-war Lincoln and, although a fairly complete car when received, I found several parts were missing and small details had been lost to time. 2022 marked the 100-year anniversary of Ford Motor Co. buying the Lincoln Motor Company from Henry Leland, and with that, a 100-year "homecoming" was set to commemorate the purchase at the Gilmore Museum in Hickory Corners, Michigan. A multi-day celebration had been scheduled September 8 – 13, 2022. Lisa was tasked with getting us out of the oppressive Texas heat and humidity and mentioned she wanted to visit the Henry Ford Museum since we would be in Michigan. So, with bags packed and a light itinerary, we flew out to the Wolverine State.

Knowing we didn't sign up for the pre party events, we had a few days of self-guided tours to roam the state and see things that would interest us.

Day one found us driving south and crossing the state border into Indiana to Auburn to visit the Auburn Cord Duesenberg (ACD) Museum, located in the original Dealer's Showroom and World Headquarters for ACD. The significance of this facility has garnered it a spot on the National Historic Registry. The flooring and most of the lighting are original to this building; current restoration efforts are underway to return the interior to the original colors. Many of you have been to this facility and know how wonderful a place it is to showcase so many Auburns, Cords and Duesenbergs on the main floor. Except for a sole Corvette (a current raffle car), it is a step back into the 1930s with the décor and vehicles showing their best.

Climbing the grand staircase in the lobby to the second level, you are greeted by more ACDs plus cars from more American manufacturers, some that are familiar, some that are not. Locomobile, Marmon, Graham, and Ruxton shared floor space with Packard, Chrysler, Tucker, Imp and many, many more. There is so much to see here, we left for a lunch break only to return and continue our tour through the business offices of the ACD company. We toured the design offices, the

advertising department, the International Sales department, the boardroom, and E.L. Cord's personal office.

Once we were convinced that we had seen everything the ACD museum had to offer, we walked along the sidewalk to the rear of the building to what once was the Auburn Service Center and is now the National Auto and Truck Museum (NATM). The NATM is a 2-story facility where the ground floor was designated to show a few pre-war vehicles, a few large trucks and multiple mid-century, muscle car and disco era cars. A few standout vehicles from this section included a Cord prototype "show car" that had been decommissioned and used for erosion control for many years before Cord club members unearthed the remains and put on display a rusty, crusty hulk with hints of Cord engineering. Other interesting vehicles included a Dodge Charger used in the original Dukes of Hazard TV show of the 1980s and General Motors Futureliner #10, used to promote the "Parade of Progress" in the 1950s.

As you take the stairs to the basement of the service center, you are greeted with a sign that informs, "You are entering the experimental area of the Auburn Motor Company from 1928 to the company's closing in 1937. It is in this area that designers and engineers worked in total secrecy, from the prying eyes of Detroit Auto Companies. It was here the 1st 29 Cord 810s were handcrafted. In the basement, trucks of all shapes, sizes, makes and design uses were present. Looking for an old International truck? It's there, several to be exact. How about a 1000 cubic inch/140 horsepower snowblower from the 1920s? Check. Milk or bread trucks? Yes and yes. Fuel trucks, dump trucks, land speed racing trucks, oh my! If you're interested, they even have a 1939 Kenworth Emergency Rescue "car" that can be bought for 30K.

Day 2 had us heading 2 hours east of our Kalamazoo hotel to visit the Henry Ford Museum and Greenfield Village. This campus started construction in 1929 by Henry Ford to be used as a school of innovation before public interest caused it to open as a museum. While there are many Ford products here, to call this a Ford Museum would be a disservice. It is more a museum dedicated to human ingenuity and innovation. Inside are studies of wooden furniture including chairs, tables, and ornate buffets. There are rooms reserved for clocks of all shapes, sizes, and eras.

Down the Road

Underlined items are club (GCR AACA) sponsored activities.

- Sept. 12 Meeting will be at Tracy Gee Center beginning at 7:30 with board meeting at 6 PM.
- Sept. 24 End of summer **Hot Dog & Ice Cream Social**, Tomball, Spring Creek Park, 11AM-3PM *Rain or Shine*
- Oct. 8 **Tomball Historical Museum** Open House & Car Show; You are invited. Bring an antique or dress in vintage apparel. Contact Ashley Griffin for more info.
- Oct. 10 Deadline for contributions to the Nov.—Dec. AE issue.
- Oct. 10 Meeting will be at Tracy Gee Center beginning at 7:30 with board meeting at 6 PM. unless otherwise notified.
- Nov. **Veterans' Day** Event. TBD
- Nov. TBD We have been asked to participate in the annual **Autorama** Contact Ashley Griffin to register.
- Dec. 10 **Christmas Lunch** at Monument Inn. More to come.

Public Car Outings.....

The items below have not been checked as to their current availability . You might call in advance to confirm or check Showplace Classics.

Sunday, 8-12 Prince's Hamburgers, near Sharpstown Golf. Kicking tires with friends.

Friday evenings Pearland Antique & Classic Auto Show (PACA) Cruise Night-parking lot behind Freddy's Burgers, FM 518 & Pearland Pkway. 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

3rd Sat of the month: Tailpipes & Tacos-Lupe's Tortillas, 703 Pkway Katy

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



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On September 17, from 10-2 Niftee 50ees is having a car show at Hockley Comm. Center: 28515 Old Washington Rd,



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, or when special activities are scheduled.

The Antique Expression

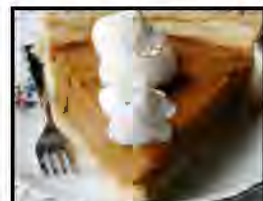
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REFRESHMENTS

**September
Tanna Watson
Elaine Bullard
THANK YOU!**



(Continued from p. 7)

Then there is transportation aspect. JFK's last limo is on display along with Eisenhower's Bubbletop and FDR's "Sunshine Special." Each unique limo offered a glimpse of an American President as they visited crowds of citizens. Looking like a used car lot, albeit a very expensive one, there's a Bugatti sitting next to a Duesenberg, next to a Tucker and a Cord, which is parked next to a Continental. A Locomobile racer shares the floor with a Chrysler Turbine car and several Indy cars that show human determination at work. Trains and planes. Early wagon trains are flanked by large steam locomotives which are flanked by larger locomotives. A Ford Trimotor plane appears as if its ready to fly off to the clear blue yonder along with several other private and early commercial planes.

The most imposing displays belong to the multiple steam, gas, and water powered generators. The largest unit is 1 of 9 generators that powered the Model T factory. This unit was disassembled, moved, and reassembled, under the direction of Henry Ford, before the museum was built around it.

Behind the Henry Ford is Greenfield Village. This is a small town, of sorts, that has many significant houses and buildings, most of which Henry Ford bought and had moved on-site early in the 20th century. Henry Ford's childhood home, complete with correct floor and wall coverings along with a specific wood-burning stove offer a glimpse into his young years. Then there's the Wright bicycle shop, the Heinz House (the condiment company) and an early jewelry store brought over from Europe. An early machine shop, a power station and a locomotive roundhouse are a few of the structures we toured, each having a docent to explain the how's and why's of what you see. If you find yourself too tired to walk the entire Village, there's a station to hop into one of several Model Ts for a driving tour or ride the steam train around the outskirts of the Village and watch as the working farm and gardens goes by. 2 days should be scheduled to tour the museum and Village properly, Lisa and I did it in ¾ of a day. We missed a lot and are planning on going back next season.

Days 3 and 4 kept us closer to our Kalamazoo hotel. These days, our journey took us 30 minutes north to

a unique concept as it is actually several museums combined into one large compound. The Gilmore is home to the National museums of the Lincoln club, the Cadillac club, the Pierce Arrow Society, the Model A Ford club, the Classic Car Club of America (CCCA), the Checker Car Club, and the Franklin Club. There is also a motorcycle museum, a pedal car museum and several other smaller collections that represent of 400 classic, antique, and unique cars. Another Tucker, another Duesenberg, more Auburns, several Corvettes and a multitude of muscle cars and high wheelers are some of the other offerings here.

If you've read this far, you may remember the purpose of this trip was so that I could gather reference material for the Lincoln I'm working on and to attend the 100-year homecoming for the Lincoln Motor Company. The homecoming would culminate in a show on the field in front of the Lincoln Motor Company club museum on Saturday. Well, we made it. And it was raining. That did not stop the participants from driving their cars onto the show field for judging by the respective Lincoln clubs. More than 150 cars were set up to show their best. Lincoln model Ls (pre-32), model Ks (32-39), Zephyrs, Continentals, and town cars all got soaked but the owners didn't have dampened spirits. We made new friends, made great contacts, got some questions answered and some questions led to more questions.

2400 miles flown, 700 miles driven in a rental. A trip we would definitely recommend. Maybe there's interest in a GCRAACA excursion to Michigan next year for a banzai run, this time next year? Did I mention it was 84 degrees during the day and 60 degrees at night? What a way to get out of the Texas heat!

Ashley "Phaeton" Griffin

Gilmore Museum



Javis Boudreau, our future former President, tried to call the meeting to order at 7:33 pm, but he needed a drink before he could spit it out. I think his mouth was still dry from the Halloween candy he consumed two weeks earlier.

Around and About with the Griffins

ACD Museum



Ford Motor Com-



Ford Museum



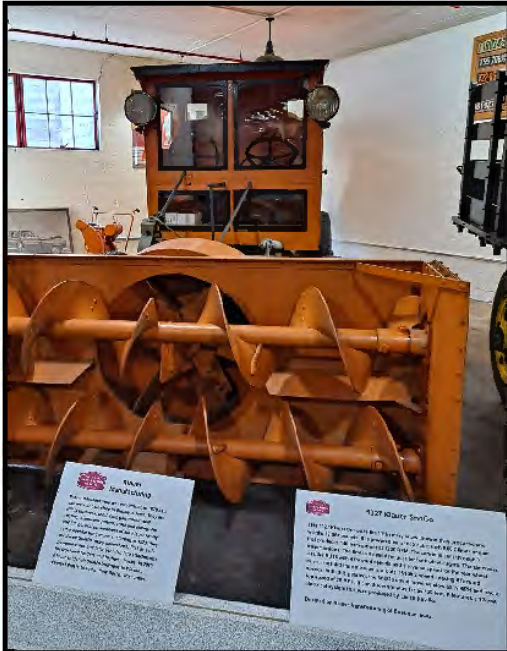
Gilmore Museum



Rolling with Riley



NATM Museum



Come back next month to read about Federico Pohl's antique car.

See you down the road!

