



Antique Expression

Gulf Coast Region AACA, Houston, Texas

BEST BARN FIND TURNS OUT TO BE MY BEST GARAGE FIND!

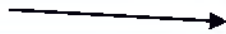


By Dean Forbes

Parked 31 years ago, this 1960 Lincoln Continental Mark V convertible automobile was last registered in 1992 and I intend to awaken it from its slumber, get it running again and drive it.

This vehicle is a rare car because only 2,000 of them were ever built. It is also a Uni-body constructed car (meaning it doesn't have a frame like most cars before it) and as such not many of those cars have survived.

Amazingly, this car is an all original, numbers matching vehicle, with one repaint in its original silver color. It has almost no rust, no dents to the body, and the original factory red leather interior is in very good condition, except for a small tear in the bottom of the driver's seat. The black convertible top is



like new, having just been replaced the week before the car went into storage. The car has 73,200 original miles and has a known 2 owner history.

The first owner, Robert B. Reed, an Engineering Representative who lived in New London, NH, bought the car new off the showroom floor of a Lincoln dealership in Boston. He later sold the car to Betty L. Gray of Houston, TX, and the wife of Sonny Gray, who was one of the founders of The Texas Gulf Coast Region/Lincoln and Continental Owner's Club, and has just turned 96 years old.

The reason this car is in such overall good condition is because the car was parked with a car cover over it, in an enclosed garage with a concrete floor. There was always good air flow, so it has no mold issues. When we first saw this car, despite having a car cover on it (which was too small), it was covered in dirt, dust and grime. The tires were flat and the car was basically sitting on the rims.

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After John Doerfler and I had already made the purchase, we discovered that the car's 2 front wheels had their brakes frozen and both front wheels would not roll at all. Therefore, we had to literally drag the car onto a flatbed wrecker. After applying a liberal amount of soapy water, we were able to get it loaded via a winch. Getting it unloaded without a wench was a chore, but we prevailed. We are hopeful for an easy clean-up and with a fresh battery, the engine turns over nicely.

The 1958 Mark III, 1959 Mark IV and the 1960 Mark V Lincoln Continental automobiles are the biggest, heaviest and longest post war American regular production passenger vehicles ever made. They are the poster child to the term, it is a "real land yacht," the likes of which we will probably never see again.



A parting shot of the beauty!

2023 Club Officers

President— Leon Ahlers
713-882-1461
lahlers49@gmail.com

Vice-President... Ashley Griffin
979-525-3459
phaetongriffin@gmail.com

Secretary ... Tanna Watson
507-271-3466
tannawatson@comcast.net

Treasurer ... Evelyn Timmins
281-797-6788
evtimmings@aol.com

Directors—1 year

Javis Boudreaux 713-953-1620
Thomas Kidd 713-825-6541

Directors—2 year- 1st yr

Stephen Morris 713-591-1499
Reed Simpson 281-729-2131

Immediate Past President

Jim Johnston 832-693-4008

Pate Swap Meet
Director

Michael Cawley 281-802-8473

Alternate

Sergio Fernandez 832-264-4991

REFRESHMENTS
September meeting



Thank you!

Diana Forbes
Sandra Johnston
Debra Moseley

★HAPPY★ BIRTHDAY!

Let's Hit the Road!!



A few possible mini-tours are being discussed. Be sure to check here for further information and dates.

We want you to come and drive your antiques!

August

Pam Ahlers	8/2
Mike Stargel	8/3
Mary Boyd	8/5
Bea Irwin	8/9
Thomas Kidd	8/9
Reed Simpson	8/11
Stephen Morris	8/23
Norma Moore	8/26
Leslie Broyles	8/30
Mike Peterson	8/31

September

Ronald 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
Shirley Wofford	10/12
Tom Pruett	10/18
Barbara Byrd	10/19

HAPPY ANNIVERSARY



Still Looking For
A club historian: person who is willing to look into the rearview mirror.

August

		Years
Robert & Elaine Bullard	8/10	50
Ray & Debra Amos	8/16	49
Bill & Victoria Seward	8/19	56
John & Mary Ann Dalton	8/21	shy
Patrick & Lydia Fant	8/26	23

September

		Years
Herb & Barbara A. Wahlberg	9/8	49
Ollin & Nell Willis	9/12	65
Mike & Bonnie Peterson	9/30	69

October

		Years
Ashley & Lisa Griffin	10/6	22
Billy Ray & Esther Duncan	10/12	62
Sergio & Tina Fernandez	10/21	34
Lenny & Paula Holzband	10/21	51

Don't forget to come to Tracy Gee Center on Sept. 11 for our next meeting.

The Case Against Studebaker

By Tommy Baccaro

For years, many have placed the blame for the demise of Packard on the purchase of Studebaker in 1954. However, others, and I agree, have said Packard died due to a perfect storm of problems that simply overwhelmed them. The purchase of Studebaker was just one of those elements of that storm. We should resist drawing conclusions based on what we know now compared to what James Nance and his team knew in 1954.

The purchase of [Studebaker](#) was perfectly logical at the time. Nance had been approached by George Mason of Nash regarding a grand merger that would require Nash buying Hudson and Packard to buy Studebaker. The new company would be called American Motors and it would be the 4th major full line producer in the country. Nash had a huge body plant that was not being fully utilized, and it would make the bodies for most, if not all, the full line. Packard and Nash would share bodies and Hudson and Studebaker would share bodies. I am not sure if a decision had been made regarding Clipper or how the Studebaker facilities in South Bend would have been used other than to continue building Studebaker trucks. Packard bought Studebaker and Nash bought Hudson. Then before the grand plan could be carried out, George Mason the author of the "grand plan" unexpectedly died. His successor at Nash /Kelvinator was George Romney. Romney had a totally different vision for the company and it did not include Packard. The big mistake Packard made was not to secure an outside audit of the Studebaker books prior to the purchase. They were in deep red ink but it was not proven it would have deterred them as they were anxious to create the new company.

Another segment in the great storm that hit Packard involved the Briggs Manufacturing Company selling out to Chrysler. Briggs had convinced Packard in the '40's to let them supply bodies to Packard and then truck them across town to the main plant. Formally everything in the build process was done at the large Packard plant on East Grand Blvd. Briggs had built bodies for some Chrysler products as well as some body parts for Ford. Chrysler would not continue to build the Packard bodies but they agreed to lease the plant to Packard. Packard spent a lot of money converting a body plant into a full production facility. The result was a cramped, crowded facility causing delays and quality control issues that had never been associated with Packard before. I believe instead of leaving the huge facility on East Grand Blvd. largely vacant, it would have cost them less money to remodel their plant and resurrect the part that had formerly built bodies.

Another result of the move to and conversion of the Briggs Plant on Conner Ave. was the 1955 Packards were presented to the public well after everyone else had cars in the showroom floors around the country. Before the 1956 models began production, most of the quality control issues on the assembly line were corrected but the damage was done. Packard's reputation had been tarnished.

Another problem Packard faced was very low production in the 1954 models which made low revenue. The '54 models were truly great cars and they represented the epitome in the development of the straight 8 engine. The problem was simple, the public now wanted V8 cars. Packard along with Pontiac and Buick clung to the straight 8 longer then they should have, but Pontiac and Buick had the entire resources of GM to back them up. Packard had been building V12 engines for decades therefore, they were familiar with the process but just were not convinced the V 8 advantages were worth the investment. Ford and GM engaged in a brutal price war about the same time that took a heavy toll on the independents. Plus, though continued refinements had been made to the appearance, the '54 models were basically '51 models. One might argue the '55's were also '51 warm overs but Dick Teague and the Packard design team reworked the 4 year old "high pockets belt line" to the extent that most did not recognize it was a 4 year warm over.

Banks and insurance companies who normally are available for loans were hesitant to loan due to interest rates and fear of a pending recession.

The next part of the great storm was probably defense contracts. Packard had a long history of providing vehicles and engines to the American military. When General Pershing pursued Poncho Villa into Mexico in 1916 many of his men and supplies were carried by Packard trucks. The same was true the following year when America entered the "Great War" in Europe. In WW2 Packard built engines for the PT boats as well as engines for our fighter planes. However, Charles Wilson, Eisenhower's Secretary of defense, felt there were too many suppliers. He wanted to consolidate into fewer suppliers and hopefully save the government some money. That resulted in Packard losing its defense production despite having built a very up to date defense plant in Utica close to the proving grounds. Most of Packard's defense business went to General Motors. Wilson had once been the president of GM so I guess he knew them better. Packard had long used defense contracts to smooth things out if they had a bad year and now they could not. It was a devastating blow.

The new '57 Packards had been totally designed and
(Continued on p. 5)

GOING HOME

By President Leon Ahlers



They say that you can never go home again, which may be true, but you can revisit your past, sometimes with surprising results. We recently visited Chicago, as my wife had a seminar there and I felt the need to accompany her. You see, I arrived in Chicago many years ago through no fault on my part, because my parents lived there when birth occurred. I grew up enjoying snow (I didn't have to drive in it), snowmen, sledding, snowball fights, all the fun stuff!

While Pam was busy learning, I drove up to Arlington Heights, my old home for the first eight years. Most of the houses in the neighborhood looked the same as they did in 1957, when we left. The town center, however, has radically changed. There are multi story buildings everywhere, front street has been totally revamped, and in place of the old lumber yard, now stands a modern city hall and police building. Many of the old landmarks are gone as well; the movie theater, the hardware store, the bike shop, and even the old Chevrolet dealership where I sat on my bike and watched them unload NEW, 1957 Chevies, all history. Saddest of all, the old Arlington Park racetrack is slated to become the new Chicago Bears football stadium. Good luck with that one.

Driving through the old neighborhood was a trip back in time. The streets are now paved with asphalt, where they were concrete, but they still go to the same places and none have been renamed. The house next door to us holds special memories for me as this was where I took the first steps toward my auto restoration hobby. Our neighbor, Mr. Goewey, had a 1915 Model T roadster which he worked on every weekend. I would come over to watch him and, at age 6, he would let me polish the brass radiator shell and headlamps. "Just don't get the Brasso on the paint or in the grille". Lessons well learned. Two houses down lived a fellow named Ray Kroc. My parents knew him, but he didn't have any kids my age or old cars, so he was of no interest to me. In 1955, he set up a hamburger stand in Des Plaines, a couple of towns toward Chicago, and we would occasionally stop there for lunch on the way to or from the city. I remember my parents remarking "why would he call a hamburger stand McDonalds?" He did okay with it.

The rest of my three-day adventure was spent exploring different venues, and sharing memories with several older residents. Want to learn about local history, stop at garage sales. Those folks love to talk! Arlington Heights now has a historical society, and per their records, we are "settlers." My grandparents owned a farm there in the early 1900s which is now part of the city. I could go on and on, but suffice it to say that time travel is fun and relatively inexpensive, but what we have today is a lot better. These times in which we now live should be savored, for they are, indeed, the good old days.

Respectfully submitted, Leon Ahlers

(Continued from p. 4)

engineered but there was no money left to produce them. James Nance went to Ford hoping they would sell him Lincoln bodies and they could add enough Packard styling cues to produce a very presentable Packard. He also asked for Ford bodies to use for Studebakers. There had always been a good relationship between Packard and Ford so Henry Ford II originally was inclined to do so. (the hearse that carried Henry Ford senior to his grave was a Packard) However, his executive team convinced him it made no sense to help a competitor cut into Lincoln sales when they were desperately trying to catch up with Cadillac. I don't know the dates but I think Nance resigned shortly after the Ford decision. Still later, S/P considered having an Italian company build a body for Packard on a limited basis. However, Mercedes argued it would hurt their sales and since S/P was the American distributor for Mercedes, they had to keep them happy.

(continued on pg. 10)

COLE GORDON HELPING HAND FOUNDATION

2nd Annual



COLE GORDON MEMORIAL FAJITA COOKOFF

COMPETITION CATEGORIES: BEEF FAJITA, CHICKEN FAJITA, CHEF'S CHOICE, BEANS, DESSERT, BLOODY MARY, MARGARITA, SHOWMANSHIP

SATURDAY, SEPTEMBER 23, 2023 10am - 8pm

COLE GORDON HELPING HAND RANCH • 2576 COUNTY ROAD 144 IN ALVIN



GREAT FOOD!

Teams from all around will compete in 10 categories including the coveted "Cole's Grand Champion" Award



OPEN TO THE PUBLIC

\$10⁰⁰ PER PERSON (16 & Over)

EVENTS INCLUDE:

- Fajita Cookoff
- Cooking Team Calcutta
- Live Music
- Shrimp Boil
- Live and Silent Auctions

SCHEDULE:

- 10am - Gates Open to Public and Cookoff Begins. (Try some of Cole's Chicken or Mac-Attack Sausage for Lunch)
- 4pm - Live Action and Shrimp Boil
- 5pm - Cookoff Awards (win that Calcutta!)
- 6pm - Live Concert Begins

For more information and registration visit ColeGordonFoundation.com, call 713-823-5989, or scan the QR code



LIVE MUSIC!

Great local bands will start at 6pm and play until we give up or go home!



Get that car out and do something!

A Cool Something to Do in October



**Saturday, October 21, 2023
10:00 am until 2:00 pm**

**Canyon Creek Park in Ponderosa Forest subdivision
17919 Canyon Creek Rd., Houston, TX 77090
(north of 1960 between Ella and Kuykendahl)**

To register your car, see other side of this card.

*Antiques, Classics, Sports Cars, Hot Rods, Customs, Muscle Cars...
all "interesting" cars of any age welcome.*

*This is a KID-FRIENDLY event and the crowd will be mostly people
who might not normally attend a car show.*

*Audience Choice awards will be given
in two categories — under 16 and 16+.*

*There is no registration fee — but you do need to register.
Scan the QR code to go to the registration page,
or go to:*

<https://tinyurl.com/PonderosaAutoShow>.

If you have questions, email:

PonderosaAutoShow@outlook.com



Contact Stephen Morris if you have questions.

sjaymorris@hotmail.com or 713-591-1499

Down the Road

Underlined items are club (GCR AACA) sponsored activities.

- Sept. 11 Meeting will be at Tracy Gee Center beginning at 7:30 with board meeting at 6 PM.
- Sept. 23 Cole Gordon Cookoff See page 6.
- Oct. 14 Brookwood Bike to the Beach (See pg. 9)
- Oct. 21 Ponderosa Forest Auto Show
- Nov. 11 Veterans' Day Picnic Bear Creek Park
- Dec. 9 Annual Christmas/holiday lunch at Monument Inn

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.

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. (May not be active.)

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 : Coffee and pastries at Gateway Classic Cars, 71 Esplanade Blvd., Houston, 77060

First Sat. morning of the month Coffee and Cars at Old post office.

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 Region Meetings
Tracy Gee Center
3599 West Center Dr.,
Houston, TX 77042

Meetings begin at 7:30 p.m.
2nd Monday of each month,
Except for Feb., July & Dec.

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

Committee Chairs

Web Page Admin.

Thomas Kidd 713-825-6541

Facebook Admin

Julie Wagner-Palmer
713-826-8711

PATE President

Robert Wheelless 281-380-4969

Sunshine Representative

Diana Forbes 713-385-6947

Club Hostess

Sandra Johnston 713-340-0709

Mini-tour Chairman-TBD

Club HistorianTBD

Some
funnies
from Stan
Ericksen.



VISION FOR **BROOKWOOD**

BIKE TO THE BEACH

Mark Saturday, October 14 on your calendar for the annual Bike to the Beach event raising money for autism awareness. Our fundraising goal for this year is \$70,000.

We have come a long way from the first year when only ten Citizens rode in Bike to the Beach. This year more than 40 Citizen cyclists, alongside the same number of volunteer riders, will ride 6 or 12 miles!

To learn more about sponsorships to Bike to the Beach contact Aimee Pickett 281.375.2192, or go to www.brookwoodb2b.org to contribute. If you are interested in volunteering the day of the event, visit www.brookwoodcommunity.org/volunteer.



2023 BROOKWOOD INTERDEPENDENCE TEAM

Davis Bankson
Robert Baugh
Jay Blay
Scott Baxmann
Josh Bixenman
Emory Black
Bubba Brandt
Susan Brinkman
Chanse Calfee
Buddy Cole
Kendall Cutrer
Tim Dorriety
Karen Ghormley
Caroline Gorman
Meade Greer

Thomas Henderson
Vicki Husfeld
Peter Itchon
Jaekle Melissa
Michele Jardine
Andrew Keith
Kenny Kendall
Janice King
Ricky Kitchell
Kurt Larson
Jeff Lawler
Chris McClung
Stuart McTaggart
Tyler Minter
Kim Morrow

Bill Overstreet
Joe Parker
Stacey Perna
Diane Phillips
Chad Roberts
Heath Rockoff
Vicki Sharp
Rhea Shirley
Wilson Shudde
Kim Sneed
Rick Stonebarger
Vicki Streit
Christine Thompson
Joshua Venable



THE YOUNG PROFESSIONALS OF BROOKWOOD have been an integral part of several Brookwood activities throughout the year. From their support in January for the "Finding Purpose" film premiere fundraiser and their spring networking meetup at Los Tios, to most recently training with Citizens as they prepare for their Bike to the Beach ride in October, this organization makes a difference.

The Young Professionals will be supporting Citizen riders during **Bike to the Beach** on Saturday, October 14.



If you are a young professional and would like to volunteer, visit www.brookwoodcommunity.org/volunteer. We need you!

Javis Boudreaux, 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.

(Continued from p. 5) *Studebaker*

Eisenhower did not want Studebaker/Packard to fail because of the number of jobs that would be lost and I also think he had a soft spot for Packard. He had ridden around Europe all through the war in his Packard Clipper staff car. He reached out to aircraft manufacturer Curtiss-Wright to throw a lifeline to Studebaker/Packard much in the same fashion Obama did when he found a buyer for Chrysler a few years ago. The postal service also gave Studebaker a contract for Studebaker postal trucks. Unfortunately, Curtiss-Wright was apparently just looking for a tax write off and never made a serious attempt to save Packard. Almost immediately they ordered all Detroit assets be sold and all production moved to South Bend. Only a handful of employees made the move to Indiana as the overwhelming majority of Packard employees lost their job which I am pretty sure is not what Eisenhower had wanted.

I based all these thoughts on articles I have read beginning in the late '60's when I bought my first Packard - a 1952 200 Deluxe. Though I was raised in Packards (all junior models btw) I did not start reading articles and buying Packard books until 1969. I also feel people blaming the 120 for Packard's ultimate demise is not fair. Without the junior models Packard would have never survived. Also, people like me whose middleclass family drove juniors would not be restoring all kinds of Packards now. I also confess I have a little bit of a soft spot for Studebaker. My grand-father traded in the 1950 Packard in which I learned to drive, on a 1958 Studebaker sedan. It was no Packard, but it was a good car for them and turns out it was their last car.

The demise of Packard was caused by a perfect storm of problems they could not overcome all at once. Curtiss-Wright in my opinion might have far more responsibility than Studebaker. Studebaker did try to keep the name alive for several years.

Driving on, Tommy

Pictures from Lisa Griffin.

Around and About with our Members

4th of July Barbecue



Held at the historical Revive Church in Pasadena



We even had a few antiques in this hot weather!

