

FenderTalk

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The Steering Column

Pate was great. I know you have probably heard that before, but it really was this year, for several reasons. I really wasn't in search of parts or supplies, which gave me a chance to just haul parts and hang out with friends from the club. And I came to realize that the best reason for going to Pate is just that – having fellowship and fun times with friends who share like interests.

The parts hauling has also changed and seems to be not nearly as harried as it has been in the past. We now have more clubs hauling parts and a total of 31 trailers. I can't recall when there was more than one call for a parts hauler at any gate. I found this a great relief from "need 3 parts haulers at gate 3."

So, I would like to thank those who participated, shared time, stories and . . . especially cookies. And I would like to extend an invitation to all to come next year to Pate and, if nothing else, join the gathering, and if you bring cookies that's even better.

Joe Peter, President CTR-AACA



The Antique Automobile Club of America is a non-profit organization dedicated to the preservation, restoration and maintenance of automobiles and automotive history.

www.aaca.org



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FenderTalk

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Secretary's Report

Minutes of Road Relics Monthly Meeting

April 8, 2025 – Catfish Parlour

By Lizette Peter

Opening A pre-meeting for 2026 Texas Tour was hosted by Wendell Bell and Greg Herbert. Good discussion (I understand, although I did not attend). Waco is the planned venue city for the tour. Further analysis is underway for hotel reservations, tour/activity options . . . more information will be forthcoming.

Meeting Leif conducted the meeting. Our President was home recuperating from an accident. Before the meeting, Leif showed game camera photos of the surroundings of his home . . . all manner of wildlife has been captured. Examples include coyotes, raccoons, possum (actually PLAYING possum during an encounter with a coyote!!), deer, turkey, and one feral cat. A terrific segue to the meeting.

Secretary's Report Submitted by Ronnie. Accepted without change. JC moved to accept. Bob seconded.

Membership Submitted by Wayne. No guests in attendance. No new members. 8 to 10 members still need to renew their membership. Wayne will follow up.

Treasurer's Report Provided by Bob. Club is in favorable financial situation. Accepted without change. Gary moved to accept. Wendell seconded.

Wellness Report Provided by Ronnie. George has improved and thanked the club for the recovery card. Wishes sent to Joe for speedy, measured recovery.

Website Report provided by Rich. 1200 visits to our website YTD. Rich has added 2026 TX Tour information on the website. Lastly, if there are desired adds to the site, please contact Rich.

Newsletter Terrific as per Leif's standard. Interesting article provided by James Bartlett. Rich reported he had a Youtube tale . . . suggested we check it out. DJ has provided Pate information. →



JC's list: 50 Years of Automotive Progress has produced over 2,700 different autos. Only 21 American makes have survived.

Secretary's Report

Member's Projects

- Greg reported that after a 7-year hiatus, he has a running Model A. Planning to paint the front fenders (black).
- Wayne reported his Buick is running great – drove it to and from Galveston Island (for brunch) – 20 miles – smooth outing.

Upcoming Events

- Club Ice Cream Social – April 12, 2025, George's Home, 3:00 – 5:30 pm
- Swap Meets: Belton 4/12-13, 2025 and New Braunfels – April 18-20, 2025
- 2025 Texas Tour – May 15-18, Greenville, TX
- July 4th Parade Save-the-Date, July 4, 2025 – Smithville, TX- a pre-30's, 10 mph parade

Cobbler Break Leif requested a show of hands

for cobbler choice – peach – 10, blackberry – 5. Nice touch.

Program DJ concluded the meeting with an overview of the evolution of the Pate Swap Meet since it began in 1972. A montage of photos, poster boards and attendance statistics were provided. Currently, there are 11,000 booths available to rent. He concluded with a request that as many people as possible plan to attend the meet. The Pontiac Club will be joining our team again this year. Pate, in addition to being our main revenue opportunity, is a genuine opportunity to enjoy the car collecting hobby.

Adjourn The meeting adjourned at 8:00. George moved to adjourn. Bob seconded.



Member's Project: 1953 Packard Caribbean "Jewel"

Past Events

Ice Cream Social

by George Brunner

What a refreshing change to have the annual ice cream social in April! The wildflowers are out, the trees and grass are fresh and green, and the ice cream doesn't melt almost instantly. Spring weather is easier on the antique cars as well as the members.

This combined gathering of the Road Relics and Model T clubs – many people who are members of both – was coordinated by George, Todd, and Kirsten Brunner with snackable contributions from many others. It was also the first unveiling of the completed 1953 Packard Caribbean that has been in its restoration works for the last five or so years. What a beauty!

Many members have recently undergone hospitalizations, operations, and rehabilitations and this event gave the opportunity express our concerns and empathy – and to offer some advice from those who had been there before.

A special thanks for all of those who attended and brought cookies, veggie plates, lemon bars, and cheese and olive platters. Warm appreciation to Jan Donnell for helping Kirsten serve up ice cream and toppings. The museum was meticulously prepared by Todd and Kirsten and was a wonderful place to meet.

The ice cream social is one of the greatly anticipated annual activities and we look forward to next years' already!



LEIF ALLRED



LEIF ALLRED



LEIF ALLRED

Concours

Hudson Italia

by DJ Stamp

This is my brother Jack at the 2017 Des Moines Concours next to a 1954 Hudson Italia which he liked very much. Didn't think I'd ever see one since there were only 25 built but there it was and it could be mine for a mere pittance of \$350,000. These folks had another one and had owned 6 of the 25 over the years.



DJ STAMP

at Mexico's Carrera Panamericana race. The concept drafted by Art Kibiger and his small Hudson design staff was based on the Jet chassis. A minimum of 25 units were required to qualify for entry into the Carrera, but Hudson lacked the ability to produce such a small quantity cost-effectively. As a result, Italy's Carrozzeria Touring was engaged to do the job.



DJ STAMP



DJ STAMP

1954 Hudson Italia: Number 10 of 25

In response to poor sales of the Jet, Hudson's Chief Body Engineer Frank Spring suggested a lightweight, streamlined coupe to rekindle Hudson's proven win on Sunday, sell on Monday strategy. The new car was aimed



DJ STAMP

The aluminum Italia bore many novel features including front bumper and the →

Concours

→ front brake-cooling air intakes. The leading edges of the skirted rear fenders also featured brake-cooling ducts. Triple chrome tubes at the end of the rear fenders contained the taillights. A wraparound windshield neatly blended with steeply sloped side windows and the doors extended into the roof for easier entry. Borrani wire wheels finished off the exterior and reflected the Super Jet's intended competition use.

Inside, Spring designed anatomically shaped seats with two-piece backrests, and seatbacks cooled by air from bladder in the cushions. Power was provided by the Jet's 202 CI inline six with twin-H carburetion delivering 114 rated horsepower through Hudson's three-speed manual transmission.

Twenty-five knocked down Jets were shipped to Touring for bodywork. Italia, the

striking Hudson debuted at the December 1953 Detroit Auto Show but did not enter production until August 1954, months after Hudson's merger with Nash-Kelvinator forming American Motors and shortly before the closure of Hudson's Detroit factories.

This is Car Number 10 and was originally purchased in December 1954 from Lavigne Auto Sales in Warren, MI. The price was \$4,989.51. The current owner commissioned a total professional restoration completed to factory-original condition.



Letter From the Editor



Having given up the lazy restorer's mantra of "If it's not leaking, then you probably are out and it needs to be filled back up," I am steadily taking on the drips. Five years ago, a radiator was \$450, two years ago it was \$650. Now they're \$950. I should have just put my money in radiators! While apart, I refinished the fan blades with POR-150 and now those are the nicest thing on the car. Having watched the oil pan gaskets (and rope) get replaced, that will be the next leak to tackle on this car. I've also taken apart the truck to rebuild the leaking power steering pump. It has a rear main oil leak that may have to wait for exhaust leak on the Packard's manifold.

Leif

Member's Projects

Buick 8 Coupe

By Wayne Heikkila

More work on the Buick. My rebuilt transmission came back and I was eager to get it installed. I used two alignment pins that not only help alignment but also help hold the gasket in place between the bell housing and the transmission. I was not going to use silicone like the last person! The transmission slid straight in without too much trouble.

When I installed the crossmember, I had to replace the original bolts as they were the wrong size being 1/4-inch instead of 3/8-inch. After connecting linkage and speedo cable, I used my come-along to help pull the rearend and torque tube up to the transmission. I couldn't completely install the rearend all the way because I was still waiting for the new rear coil springs to arrive so I moved on to my brake system.

It was a mess. I had new brake lines but old hoses and no clips holding the lines or hoses. I purchased three new brake hoses and new c-clips along with a bag full of line holders. When I finished, I had a brake system that was going to be trouble-free for quite a while. I moved on to installing my reworked door locks.

They slipped right in and worked great. The next day my new springs arrived. I installed them and finished installing the rear end and, for the first time in months, the Buick was sitting on its tires again. I took the pleasure of cruising it around the block and then checked it all over for any leaks. Nothing. The next morning, I drove it to Beaumont Frame and Front End. I spoke with

Les and went over the specs and how to do the alignment. After our meeting, I made an appointment to get the work done and, two days later, took the Buick back for the alignment. After the alignment, Les told me the alignment was close already and that he had to adjust the passenger side only and had to adjust the tow.

The Buick tracks well and drives nice. For its first trip, I was going to drive to Kirbyville. I was looking forward to eating at Jenny's Fried Chicken which is about 40 miles from the house. I was going to have nice weather for it. Well, the trip didn't go as planned as about 5 miles north of Silsbee, the Buick started cutting out and stalled. Luckily, I was able to pull into a vacant lot. I opened the hood on the driver's side and found the band around the generator had come loose and shorted out on one of the terminals. There I was dead in the water. AAA to the rescue. After getting home on the flatbed, I had to assess the damage. The generator was melted inside and I'm sure the voltage regulator is bad now also. After looking at my options, I chose to purchase a Power Gen. Within 3 days I was on the road again. Where to go next!? Happy driving



WAYNE HEIKKILA

Spare Parts

The Great Squirrel War

by JC Carter

Since I moved out into the boondocks around 18 years ago, there has been an ongoing battle—me versus the harry-tailed rodents. It all started when I put up a bird feeder, only to have it immediately destroyed. So, I put up another. Same result. And so on. Every bird feeder I put up became a casualty of war.

Determined to outsmart them, I mounted the next one on top of a 1" conduit pipe, thinking "They can't possibly climb this." Wrong! I greased the pole—those little acrobats just launched themselves from the tree to land on the roof of the feeder. So, I stretched a wire between trees and hung the feeder in the center. That worked...until they tight-roped across the wire like seasoned circus performers. Frustrated but not defeated, I strung a thin cable high into the trees and hung the feeder from it. Surely this would work! Nope. They either slid down the cable like little firefighters or jumped from the trees. If they missed the roof, they ran back up the tree and tried again. They never give up!

Then one day, while I was working on my Model T, I got a shock from one of the coils — and inspiration struck! If I could figure out a way to hook a coil to the bird feeder hanging over the back deck . . . Well, let's just say I had an old 12-volt power supply and some telephone wire and a push button. Whenever I saw one of the harry tailed thieves jump on the feeder, I'd press a button from my recliner. The little bandit would freeze in place until I let go, then drop to the deck and take off up the tree,

chattering and cussing at me in squirrely outrage.

Now, let me be clear — this doesn't hurt them. It just makes them think before trying to steal bird food again. Sometimes. Mostly. After a while, they do tend to leave the feeder alone. Sometimes. Mostly. But one thing is certain—those little rascals never give up. And so, the war continues . . .

Respectfully submitted by JC Carter and edited by S.D.



Model T Ford Coil. Rumored to also used for fishing expeditions.

JC CARTER

Fundraiser

Pate Swap Meet: One Car Hauler's Perspective

by Leif Allred

Remarkable Each year a vibrant village of vendors springs up alongside Texas Motor Speedway and there's a lot of planning to organize and operate this car crazy community. With nearly 10,000 spaces filled, one can find most anything they're looking for (or a buyer for that which they've been hoarding and have been told to get rid of) while the bartering starts before the gates open. I've been attending Pate Swap Meet for 9 years – a youngster by most accounts from people who recall the mud of the original site. During breaks, we talk about the remarkable treasures we have hauled for people – or how the little trailer was capable of such a feat. What keeps me coming back isn't necessarily the parts I constantly need but rather the people I meet, the interesting things I've discovered, experiences found in no other place, and the culture of this institution. Everyone seems to have brought a positive attitude with them. There are cookies involved too as apparently "Free Parts Hauling" carts are powered by them. The following offers a perspective from the golf cart providing little navigation hints while you immerse yourself into the world of Pate Swap Meet.

Reconnaissance What you'll find at Pate Swap Meet can be quite amazing. Imagine a plain white unmarked tractor trailer opening up to expose a 1970's carousel. There were shelves that held four or five mounts each – mostly either a galloping horse with flared nostrils and chomping teeth. But then there were the oddities – a fish, a cat, or a zebra. Either way, all were painted vibrant colors and came with

the spiraled pole painted gold. It was like a feeding frenzy as people were trying to claim their favorite before they were even removed from the trailer. I personally hauled six of them with three being one buyer. The guy who bought the cat had a photo of himself as a young boy riding one almost exactly like it. Then another year the same thing happened with a batch of Sinclair Oil's "DINO" Dinosaur that were traded multiple times after the weekend was over. Sinclair's marketing ploy was started in the 1930s from the idea that refined crude oil lubricants were formed from dinosaurs. I've also seen a bumper sticker on a hot rod saying, "Fueled by Recycled Dinosaurs!" Then came the craze of cutting the noses off of trucks and making bars or wall art! People go crazy over those too – many for sale at Pate.

Radar The spring weather is quite unpredictable in the open prairie north of Fort Worth at the end of April when Pate Swap Meet happens. There could be severe thunderstorms that one can see developing and quickly rolling in. Some years it is really cold while others summer has already made an appearance. Whether hot or cold, either way it's usually very windy. During one of those spontaneous downpours, I have aimed the golf cart directly into the storm for the windshield to block the pelting rain while watching people at the information tents who had to stand out from under the pavilion in order to stay dry. One shopper told me that he tried to seek shelter in a large handicapped Port-o-Potty only to be turned away by at least twelve grown men already packed in there →

Fundraiser

→ saying, “Sorry, dude, we’re all full in here!” Pate participants are resilient. They tarp over their goods and then dry everything off when the storm passes. Soon following the aftermath, people were photographed paddling a kayak down the parking lot in the standing water. Were they selling a kayak? How did they have that lying around? If the weather threat is Saturday afternoon, there will be some good sales to have that morning as vendors bug out.

Responsibilities Although the swap meet is centered around cars, petrol memorabilia, and other transportation related themes, it’s the people that make it happen and are the draw that reunite participants from around the states and nearby countries. Fourteen car clubs from Texas and Arkansas put on the swap meet – each having a board member of some sort being the link back to their club – and the event serves as annual fundraising efforts to support each organization. If not for these over 700 volunteers, it would not be possible to host such a massive endeavor. Each club has a job whether parts hauling, marking out the spaces, trash duty, security, registration, gassing up the golf carts, or vendor escorts. Some responsibilities are during the meet but all require extensive planning and activity before and after the long weekend. Like a family reunion (without all of the “family” drama) – we get together yearly to trauma bond over wind and weather, Port-O-Potty delays, adopting new rules and changes, and re-learning the layout. Like any non-profit fundraiser, just don’t try to account for the hours expended for the compensation. Most say they’d do it for free anyways (which is close enough to correct).

Rigs My club’s job is to haul parts around with a trailer attached to a golf cart. I was never told what “parts” means, however, but that’s the job I know. On several occasions, I’ve disconnected the trailer and hooked up something else. For example, I have dragged a 1957 Chevy carcass out into the parking lot before 10:00am when the meet shuts down traffic. On another occasion, I moved a trailer made from a truck bed out to the camping area and backed it up onto a car hauler. Sometimes parts are small and heavy – cylinder heads, transmissions, anvils (no kidding – anvils); large and light – gas station signs, fenders, doors, vehicle art (truck noses); or massive and heavy (entire rear section of 1959 Chevy, rear ends, band saws, and gas pumps). There’s also no end to tires and wheels! The Tex-Ark club has fashioned an engine hoist trailer from Model A Ford components of which we get to hear the queue of customers waiting to get that service. Then there’s stuff that is just odd: restored coin operated kiddie rides, brass barber chair covered in crushed red velvet, or the whole cab of a truck. These rigs are quite durable and capable. Each delivery usually comes with a story – like the father/son project it will soon be.

Rascals One way for participants to get all they can out of Pate Swap Meet is by renting a scooter (some bring their own). It used to be based on a “disability” but now that need is determined on whether or not they want to be separated from about \$80 per day. I could rent a Cadillac for \$80 per day! So now a sea of Rascals descends on the field each day with the operator apparently having been given the advice of: 1) meander two to three abreast →

Fundraiser

→ to consume the width of an aisle, 2) leave it in the middle of the aisle to peruse a seller's booth, 3) look in a direction different than where the scooter is traveling, 4) get as far away and downhill from the charging station as you can, and 5) carry large items across your lap to take up even more space. It takes me back to being told not to leave my bicycle in the walkway. When requesting parts hauling, you'll want to leave the scooter at the information booth and jump in the cart. We can travel a lot faster on perimeter roads and into the parking lot and will bring you back to the tent as that's where we're based anyways.

Recognize You probably entered through Gate #3 (different than the racetrack labels) – the most logical entry being close to the parking lot and with a big welcome sign on Petty Place. There's a white tent Information Booth there. Pick up a map, rent a scooter nearby, and get a lemonade from the stand. It doesn't mean that this is the best place to get parts hauled from as it is the most congested with people and that's also where everyone else heads to. If you are near a radio, you'll mostly hear "I need parts hauler at Gate #3." Being the main entrance, this gate also has the most traffic restrictions. There are eight information booths: #2, #4, #6, and #8 are against the stadium along Lone Star Circle and #1 (by the RVs), #3 (the gate 98.2% of the people came in), #5 (to the grassy area), and #7 (conveniently located to an expedient path to the cars). The parts hauler will pick you up from an information booth, take you to pick up your parts, take them to where they need to go, and return to the tent to pick up the next person. When you waive me down to ask how to reserve a parts hauler, you'll be told to go to an information tent. The best time to get parts

moved around is before 10:00am on any of the days of service.

Remember I find there's no better way to see the swap meet than through the obscured view from the parts hauling vehicles. Having a captive audience in the golf cart is also a great way to meet customers and their support staff – those people who have to help unload the items at the truck or booth. While the customer is loading the trailer, there's not much more to do but admire the precarious way items make it into the trailer and talk with suppliers and bystanders. We tend also to meet up with the same people each year and can tell pretty quickly which customer does not know where their items are actually located. Don't be "that guy." Take a photo of the metal ID tag on the ground at the booth and note the street and avenues. The racetrack has its own Gate numbers and landmarks that don't correspond to Pate's layout. Note that each booth number repeats itself in a given zone. It's not intuitive but once you figure it out, any tag location may be derived. There's Mustang Bob who has an efficient plan and scoops up Mustang parts, cleans them up, and resells them. He'll fill an entire trailer every day. I also have a buddy I see every year who drives a little mini-bike. I look forward to helping them navigate the lot.

Redesign Pate participants have been coming for decades – many having the same spots as reserved the day after last years' event. If not for lines marked on the what-would-be-considered-pavement, I am sure vendor booths and campsites would spawn naturally in creative and chaotic fashion. My background is mechanical engineering and volume manufacturing. Imagine an →

Fundraiser

→ organized and purposefully designed layout. I'm not talking a gated community but one where vendors put their 45-foot long motorhome, campsite, personal Porto, and trailer all on the same side to create a "service aisle" separated from the "selling side" where people may shop. This dual purpose would cut the walking distance in half, possibly doubling the sales opportunities, and giving parts hauling, vendor escorts, trash carts, and other non-shoppers an unimpeded and safer place to operate. The term "pavement" is used loosely to mean what was once possibly asphalt but now consists of gravelly spots that, when filled with water, seem uncrossable lest someone lose a golf cart. I'd take the pothole path to get these lean manufacturing ideas implemented as at least I'm not dodging scooters left in the walkway.

Road Warriors That brings up go-cart gangs. After 5:00pm, the swap meet turns into a post-apocalyptic, fuel-driven, exhaust-rich environment as the green flag goes down on allowing personal motorized vehicles to run the place. If you're on foot, a scooter, or golf cart, this is the time to go back to base and load up on cookies. Our club has a hospitality booth that requires periodic sampling of homemade cookies and I've become a connoisseur of lovingly baked delights to the point I can tell who made them. Test me. It's one of the top reasons I volunteer. The combustion engine decibel level exceeds what goes on inside the race track as mini-bikes, go-carts, ATVs, motorized barstools, and other contraptions seem more to be blowing off steam and establishing territorial boundaries rather than shopping. These Road Warriors have been waiting all day to storm up and down the aisles and one knows exactly when

the parts hauling activities are retired for the day about as well as Fred Flintstone sliding down his Brontosaurus. A lot of people stay overnight in the lot. This is also about the time you smell the grills fire up and generators echo off the stadium. But I'm out in favor of climate control and running water.

Return Keep coming back . . . year after year.



Around Town

Local Shows, Events, and Cruise-Ins

by Club Members

Pate Swap Meet

Texas Motor Speedway – April 24-26, 2025

By DJ Stamp

I have mixed emotions about this year's meet. Although successful, sales were down a bit from last year. We managed to keep our carts and trailers busy for most of the meet until Saturday afternoon; which this year wasn't a disaster as there was reduced demand as a lot of vendors had left. There seemed to be more activity on Wednesday than Saturday even though Saturday was absolutely gorgeous.

We had several unfortunate incidents including 2 dog bites, 1 dog killing, a runaway motorcycle and bees swarming a vendor booth. The dog death was heartbreaking as a fostered pit bull (with an unfamiliar babysitter) won a fight instigated by a small service dog. I'm pretty sure the topic of dogs will be brought up at the next board of directors meeting.

In Lieu of the Friday night potluck we gathered at a Mexican restaurant in Justin, which was a short drive from the track. Pat enjoys my being a director since it limits my shopping – although I did manage to score a rough edge slab of cedar for a table top. I did get snagged to give away a new Craftsman tool box full of tools to a young Pate attendee who was there with his parents.

Many thanks to our volunteers who included: Leif Allred, Gary & Barbara Baker, Wendel Bell, Wayne Heikkila, Greg Herbert and his best friend Chris, Jim and Jay McMeans, Joe

and Lizette Peter, Duane Puffpaff, Jim and Lynda Rankin, DJ and Pat Stamp, Chester Toothman and Dan, Rick and Dave from the Pontiac club. Brenda from the Pontiac club wanted to drive but got stuck selling T Shirts.

Tip of the hat to Leif for using his engineering mind to fit the trailers into the storage container and gain room from last year. Also, thanks to chefs Greg and Joe and hospitality workers for the good grub. The new smaller trailers, although reduced capacity, tended to be popular with many of our drivers – and also safer.

Pistons on the Square

Georgetown, TX – April 19, 2025

By Leif Allred

No matter how hard I searched, I did not see a blue convertible Model A Ford in Georgetown at this monthly (third Saturday) event. Just these guys.



The weather threatened rain so a lot of people bagged out anyways. Turns out not having it back from the paint shop is a pretty good reason to not drive it over.

The DJ Page

An Automotive Outlet for Outstanding Observations

by DJ Stamp

Airplane Filling Station Built in 1931, this former gas station roughly shaped like the Spirit of St. Louis is located at 6829 Clinton Highway in Powell, Tennessee. Having been abandoned for years, it is now restored as an Airbnb rental.



Fifth Wheel Parking 1953 Packard Patrician with "The Park-Car" which was invented by Brooks Walker in the 1930s and patented in the 1950s. The car included a fifth wheel that allowed it to rotate in and out of parking spaces, as well as turn in a full circle.



<https://youtu.be/ki9otMeiRP0?si=8GqornKHlf1VH-iw>

Almond noiseless right angle drive Used on line shaft to transmit rotative power to a perpendicular shaft in mills. The Almond Noiseless Right Angle Drive is able to achieve the same thing that bevel gears would, but does so silently. It demonstrates the creativity, innovation and manufacturing abilities late in the 1800's. It's a mesmerizing motion!



https://youtu.be/5r8RAypUX_c?si=KMM5j1b9ur4KD_XS

Build Your Own Bugatti As a tribute to the incredible cars, Terry Cook started DELAHAYE USA 20 years ago dedicated to recreating and honoring some of most beautiful coachbuilt cars ever created for kings, royalty and potentates.



<https://delahayeusa.com/>

Membership

Dues

National AACA dues are \$45 and our local Central Texas Region AACA dues are \$20 (requires national membership). For any questions, please contact membership chair, Wayne Heikkila at (512) 740-4212 or wayneheikkila@gmail.com.



Pay by Mail:

1) \$45 payable to AACA

2) \$20 payable to CTR-AACA

Wayne Heikkila

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Rich Bassemir

Club Gear

Vests	\$18
Club Shirts	\$15
Rain Ponchos	\$15
Ball Caps	\$15
Texas Flag Badge	\$2
CTR Window Sticker	\$1
2017/2019 FDCS T-Shirts	\$Offer



Greg Herbert: gdherbert@aol.com

Mini-Tours

The club works at having a "mini-tour" once a month to get our cars out for a drive. Sometimes it is a car show, sometimes it is a drive through the backroads, sometimes it includes historical sites and attractions, and often includes a stop for food or ice cream. If planning a mini-tour, here is a file on our website that has helpful guidelines:

<https://centraltexas.aaca.com/resources/>



National News

National News, Notifications, and Nudges

As Reported from AACA emails, Antique Automobile Magazine, Website, and Mailings



Your Club Needs You!

*By Dave Anspach,
2025 AACA President*

First of all, I want to say that it is an honor to serve as the 2025 President of our Club. It is an honor, however, that bears a great responsibility. A responsibility that I take extremely seriously and I, in turn, am asking every one of you to share. To paraphrase John F Kennedy from his 1961 inaugural address "ask not what your club can do for you. Ask what you can do for your club." Now many of you will ask "what can I do?" Let's talk about that.

Since we have been talking about membership for the past few years, let's deal with that first. Getting a new member is absolutely the easiest thing we all can do. We all have friends, neighbors, relatives and so on that are not presently members. With all the reduced rate and free memberships we offer, it really is as simple as ASKING someone to join. Who can say no to a gift?? With a smile and a little conversation on the fun you have, you will soon be signing up a new member.

You can't have fun if you don't participate, so get involved! If you aren't part of a region, join one!! If there isn't one close by . . . Start one. Regional meetings and activities with local friends are among the finest social events around. Some Regions do as many as 7 tours and a show locally every year. These

busy folks are having a lot of fun.

Don't want to join a region...participate in National activities. What better way to get to visit areas all over the country and participate in a car activity than to do a National show or tour. From Maine to Florida, Carolina to California, and don't forget Puerto Rico, AACA events traverse the continent and more. No event near you?? Look for a few like minded people and set one up yourself!! Between Hershey headquarters and your directors and committees, there is plenty of help to get you going on a successful event. And don't forget judging. Our judging program offers you the opportunity to get up close and personal to every kind of vehicle you can imagine from Abarth to Zagato. It is fun and easy to learn and packed full of opportunities to travel.

There are literally hundreds of opportunities to get involved on various committees and groups throughout your club. All you have to do is stand up and say "I can help." There is something for everyone, just let us know you are available, we'll find a place for you!! So the bottom line is we have a fantastic club. What is missing is U!! Get new members, participate, have fun!!! I guarantee that you will peg the fun meter and have a great time!!



Calendar

May 13, 2025 7:00pm (earlier for food)
MONTHLY MEETING
Catfish Parlour South 4705 E Ben White Blvd

May 1-3, 2025
Western Spring Nationals / Grand Nationals
Tucson, AZ

May 2-3, 2025
LONESTAR ROUNDUP
<https://lonestarroundup.com/>

May 3, 2025
GTACC 18TH ANNUAL CAR SHOW
2 Texas Drive, Georgetown, TX

May 2025 – May 15-18, 2025
TEXAS TOUR
<https://www.netraaca.com/texas-tour-2025/>

June 1, 2025
SIENA CLASSIC CAR SHOW
Buda, TX

June 1-7, 2025
Vintage Tour
Southern/Eastern Pennsylvania

June 15, 2025
STEPHANIE NICHOLS'
FATHER'S DAY CAR SHOW
The Vineyard to Florence – Florence, TX

July 2-5, 2025
Central Springs Nationals
Auburn, IN

July 4, 2025
Independence Day Parade
Smithville, TX – by Britanie Olvera

July 12, 2025
WATERMELON FESTIVAL AND CAR SHOW
McDade, TX

July 24-26, 2025
Grand Nationals / Zenith
Dayton, OH

July 25-27, 2025
FREDERICKSBURG SWAP MEET
Fredericksburg, TX

August 2025
Sweating to the Oldies Mini-Tour
Johnson City, TX – by Leif Allred

September 7-12, 2025
Revival AAA Glidden Tour® (Pre-1943)
Owensboro, KY (VMCCA Hosted)

September 13, 2025
Cappleman Cars Mini-Tour
Luling, TX – by John Robertson

September 18-20, 2025
Southeastern Fall Nationals
Corydon, IN

October 4, 2025
MAIN STREET CAR SHOW
Marble Falls, TX

October 7-10, 2025
Eastern Fall Meet
Hershey, PA

November 1, 2025
Belmont Village Sidewalk Party
Austin, TX – by Wally and Sue Graner

LEGEND

☐ Monthly Meetings

☒ Special Events

☐ Road Relics Mini-Tours

☐ National Meets and Tours

☐ Local (unofficial) Events

www.motortexas.com/events/

https://www.taillightking.com/swap_list.htm