



# The Steering Column

First, I want to say that I enjoyed the meeting last month due to all the attendees and everyone's involvement.

So, is spring here? Well, if not, certainly the rush to get cars ready and prepare for Pate and the Texas Tour is upon us. Get involved and join the fun by volunteering to support these efforts. I have always found that I get much more out of them than I end up giving.

While driving a parts hauling golf cart at Pate, I have met some of the most interesting people from all walks of life and from places all over the world. And the stuff you haul. All I can say is "Oh My!"

Texas Tour offers the opportunity to get back together with friends you make on the tour and to see different parts of Texas that you may not take the time to see. So, again, mark your calendars and plan on having a great time at this event that is being hosted by your car club, the Road Relics.

**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](http://www.aaca.org)



Road Relics is the Central Texas Region of The Antique Automobile Club of America. <https://centraltexas.aaca.com/>

## FenderTalk

FenderTalk is the official monthly publication of The Road Relics and is distributed to all members in good standing. Editor: Leif Allred

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@centraltexasrr

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# Secretary's Report

## Minutes of Road Relics Annual Meeting

February 10, 2026 – Catfish Parlour

By Leif Allred

**Meeting** President Joe Peter started the meeting at 7:00pm. Background slides included custom made trophies for Texas Tour.

**Membership** 30 members; 2 guests present – Susan Lokker and Dean Hewitt – who were members by the end of the meeting.

**Secretary's Report** The January 2026 Secretary's Report from the February 2026 newsletter was accepted as published.

**Treasurer's Report** Jeremy provided the treasurer's report with Texas Tour seed money explained. It was accepted without changes.

**Sunshine Report** Sue had fallen on the ice during the recent storm; John to get back surgery within the month.

**Website** Business as usual – 10,000 visitors; 15,000 views.

**Newsletter** Thanks to Rich Bassemir for the Trophy Factory report, Wendell Bell's NFL Museum Visit, Wayne Heikkila's wiper upgrade, DJ Stamp's Cleburne Adventure, and James Bartlett's tech support on overheating.

**Past Activities** Trophy Factory Mini-Tour attended by Leif Allred, Rich Bassemir, Wendell Bell, and Joe Peter. Thanks to Rich for hosting.

Susan Lokker and Dean Hewitt attended the Nationals February 5-7 and praised the many sessions (What is Original?, Route 66, Women

in Advertising, Repairs). There was a tour bus to Washington Monuments, an Ice Cream Social, Director's Reception, and vendors.

### Upcoming Activities

Stephanie Nichols' 15<sup>th</sup> Annual Car and Airplane Show – 2/28/2026 8:00am-2:00pm at Georgetown Airport

### Texas Tour

- Bring donations for Silent Auction – the sooner the better – with form filled out
- Planning Meeting 2/14/2026 11:00am Catfish Parlour

### Member's Projects

- Rich questioned the "No GL5" transmission gear oil – to which some said "it is ok"
- Wendell is accomplishing work on the REO
- Bob is waiting on Studebaker brake parts

**Dessert** Peach and Blackberry cobblers were provided – compliments of Catfish Parlour

**Program** John Anderson converted a DVD to MP4 video of the 2010 Sentimental Tour at YO Ranch in Kerrville, TX. Many exclamations were made at the people, cars, and places that were fondly remembered from that event. Funny, too, how the technology has changed.

**Adjourn** Meeting adjourned at 8:01pm following a motion from George Brunner and second from Bob Ross.

# Texas Tour

## Planning Update

by Wayne Heikkila

Hi, everyone. Just a quick progress update from the board as the team has been working diligently to pull this together:

- Locations established
- Routes
- Driving Instructions (almost done)
- T-Shirts Designed
- Plaques Ready to be ordered
- Trophies (individualized/impressive)
- Menus for Each Day

Open items still to resolve:

- Trailer Parking
- Evening Entertainment
- Silent Auction (See Page 17 for form)
- Get More Volunteers

The tour will be here before we know it. If you would like to join our team. Please contact Wendell Bell or myself. Our team would enjoy the company.

## Registration Information

by Greg Herbert

The Registration Packet for the 72<sup>nd</sup> Annual Texas Tour is attached to this newsletter (in the email) and contains additional information about the tour. The actual Registration Form is the last two pages of the document, so make sure you read through the entire document. We look forward to seeing you at the tour. If you have questions or issues related to hotel reservations or the Registration Packet, please feel to contact us for assistance.

Greg Herbert  
Registration Chairman  
(512) 923-1505 (Cell)  
[TexasTourAACA@aol.com](mailto:TexasTourAACA@aol.com)

Link for Hotel Reservations is:

<https://www.hilton.com/en/attend-my-event/actwhhf-aaca-7991ccba-9d17-44f2-acbc-fc36bab22f50/>

Make reservations while rooms are still available. Use this link to complete your reservation to receive the discounted rates listed below. Discounted rates are good until April 19, 2026.

King with Sofa Deluxe Room (2 guests):  
Rate \$149 + 3.6% TPID fee = \$154.37  
Two Queen Beds Deluxe Room (2 guests):  
Rate \$149 + 3.6% TPID fee = \$154.37

Room rate includes a full hot breakfast buffet in the restaurant each morning.

**Hotel Information** The Central Texas Region – AACA is pleased to host the 72<sup>nd</sup> Texas Tour. Lodging will be at the Hilton Waco Hotel, and the dinners and breakfast will be served at the hotel each day.

When: May 21-23, 2026  
Where: Waco, Texas  
Headquarters Hotel: Hilton Waco Hotel  
113 S University Parks Drive, Waco, TX

Additional Information regarding the tour will continue to be updated and available at the following link: <https://www.texastour.co/>

If you have any questions or need additional assistance with hotel reservations, please call.  
Greg Herbert (512) 923-1505 (cell)  
Wendell Bell (512) 694-9803 (cell)

# Past Activities

## A 70-Year Lookback – The '56 Texas Tour

by James Bartlett

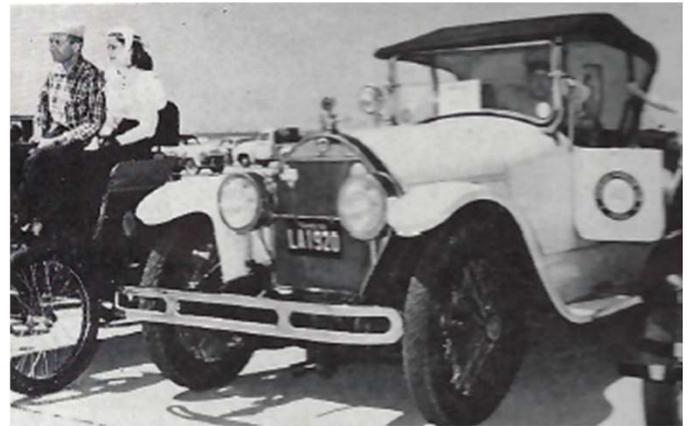
I knew the late Glen Pray, who rose to fame by, in 1960, purchasing the remnants of the Auburn-Cord-Duesenberg replacement parts operation and moving it from Auburn, Indiana to Broken Arrow, Oklahoma. Within the next decade or so, he became the first to resurrect the Auburn name on replica speedsters, and then built and sold 8/10ths-scale Cord convertibles. In talking about the old days, he said that the annual Texas Tour, which originated in 1954, was the first periodic antique car tour in the entire Southwest. Thus, it drew attendees from a dozen states. The cars entered were amazingly old in today's

terms. By the way, the big white car at center in the blurry photo below is my 1925 Locomobile, which I believe was on all the first dozen or so Texas Tours. The other cars pictured in black and white are a 1906 Cadillac, a Curved-Dash Oldsmobile and 1920 Stutz. The text below is from the Summer 1956 edition of the AACA's *Antique Automobile* magazine – yes, 70 years ago. Note that for restoration awards, some cars were entered in more than one class. This year's Texas Tour is the third week of May in Waco, the site of the very first Texas Tour.



By Jane Davie [from *Antique Automobile* and published here with permission]

The Third Texas Tour, held in Abilene April 12-15, was truly big enough for Texans to brag about and this time you can believe them! Approximately 200 HCCA and AACA members with 65 cars participated: cars ranged from a



1903 Oldsmobile to a 1931 Chrysler, all truly beauties.

The city of Abilene was celebrating its Diamond Jubilee and afforded the regional group a perfect opportunity to display its wonderful old cars in the state, as well as the fabulous costumes. Beards were grown by →

# Past Activities

→ local citizens and costumes were worn daily preceding the jubilee and tour.

The Abilene Regional Group of the HCCA served as host with Raymond L. Jones (HCCA and AACA) as tour chairman. Cars arrived early Thursday coming from near and far. We were most happy to welcome Lindy Bothwell and his lovely Ann from Woodland Hills, California, Bob Mapelli and family and Ray Dougherty and family and Grant Gibson, all of Denver, Colorado; and Walter Rosenthal and family from California. Mr. Rosenthal drove his 1912 Ford all the way from California, plus the 125-mile tour. Other out-of-state cars included Bobby Ruedy and Carel Elliott of Oklahoma City and Bob Allen of Tulsa, Oklahoma.

Immediately after registration, the cars assembled for a parade through Abilene, terminating in the business district at 5:30 p.m., where cars were placed in the Citizen National Bank Building for public inspection. A buffet dinner was served on the roof, which gave us the opportunity to renew old acquaintances, and new ones were made to the tune of paper roll music from an electric Seeburg antique piano belonging to J.P. Davie of Dallas.

The tour assembled Friday morning and departed for Sweetwater, 40 miles. Police escorted us in a parade through town, ending

at the local city park for a delicious barbecue lunch. Following the feast, we departed on the long leg of our journey, returning to Abilene through scenic mountain countryside, typically West Texas, even to the hot, dry wind. Andy Calvin of Crowell had two flats on his Overland. H.B. Carroll had a flat early and later a blow-out that blew the rim off his 1906 Cadillac. Being in West Texas, he pulled off the road and sat until an oilfield welding truck came along. He flagged the truck down, repairs were made and he continued on the tour. How's that for Texas luck?

Friday evening participants enjoyed a banquet and evening of bingo with such prizes for the winners as brass lights, Klaxon horns, derby hats, steering wheels, a beautiful antique umbrella, several hats for the ladies and high-top shoes, all of which contributed much to the interest in the game.

Very early on Saturday the tour drove to the recently completed Abilene Air Force Base for its formal dedication and air show. It was difficult to determine which means of transportation received the most enthusiasm from the public in attendance – the beautiful antique autos or the wonderful jet planes. Later a fried chicken lunch was served in the shade of the wings of a mammoth B-36 bomber, followed by driving events on the paved concrete aprons. →



# Past Activities

→ The point system of judging was used and needless to say the task of the judges was tremendous with such a large gathering of well-restored antiques. Judges were Lindy Bothwell, Ray Dougherty, Bobby Ruedy, Jim Eitleman of Dallas, H.C. Bennie of Fort Worth and T.S. "Doc" Vincent of Houston.

The awards banquet was held in the Abilene High School cafeteria Sunday evening, followed by a style show. Lovely costumes were modeled on stage as each participant stepped through a picture frame into the spotlight.

We are all indebted to those of the Abilene Regional Group who made our tour possible – tour chairman R.L. Jones who gives the credit to his wife Jane, who worked untiringly on the tour – also to our faithful friends Joe Klassen and Howell Brister of Magnolia Petroleum Company. Magnolia again sponsored our tour, contributing the trophies and their fine products for our cars.

## Restorations

### Brass Model T's

1 Dan Williams, 1911 Ford Torpedo – 2 Grant Gibson, 1913 Ford – 3 Max Graham, 1913 Ford

### Steel Model T's

1 Beverly Slimp, 1923 Ford – 2 J.E. Dowdy, 1918 Ford – 3 J.P. Morgan, 1918 Ford

### 1900-1906

1 Dan Williams, 1903 Ford – 2 Dan Williams, 1903 Oldsmobile – 3 R.L. Jones, 1906 Buick

### 1907-1911

1 R.A. McDaniel, 1909 Maxwell – 2 Dan

Williams, 1911 Ford – 3 R.L. Jones, 1909 Ford

### 1912-1915

1 Grant Gibson, 1913 Ford – 2 Max Graham, 1913 Ford – 3 Davie, 1914 Hupmobile

### 1916-1925

1 J.E. Dowdy, 1918 Model T – 2 Beverly Slimp, 1923 Ford – 3 J.P. Morgan, 1918 Ford

### 1926-1942

1 Bob Allen, 1931 Chrysler – 2 Ed Fishel, 1927 Chevrolet – 3 Liston Zander, 1923 Pierce Arrow

### Oldest Car Award

1903 Oldsmobile, Dan Williams, Dallas

### Cars Driven Farthest

1900-1913 – 1912 Model T Ford, 1,284 miles, California – Walter Rosenthal

1914-1920 – 1920 Dodge, 304 miles, Oklahoma City – Carol Elliot

1921-1942 – 1931 Chrysler, 422 miles, Tulsa – Bob Allen

### Most Trouble

Karl Binner, West, Texas, 1921 Stutz, wheel bearing

**Most Popular Car** (Liston Zander Award) – 1905 Cadillac, Bob Mapelli

### Driving Contests

Model T Race, One-Cylinder Race, Two-Cylinder Race, Four-Cylinder Race, Six-Cylinder Race, Balloon Race, Cranking contests (2), Blindfold Driving, Ladies Driving and Champion Driver

# Past Activities

## Cars Known to Be on 3rd Texas Tour

1921 Stuz Bulldog, Karl Binner, now owned by Sidney Seawright Jr. (Sidney Sr. pictured)



1923 Pierce Arrow, Liston Zander, now owned by Brady Richard



1925 Locomobile, H.B. Carroll, now owned by James Bartlett



## What Else We Know About Some of the People Listed (In Order, to the Best of My Memory)

- Ray Dougherty – Founded a fabulous museum in Longmont, Colorado that still exists
- Bob Allen – I think later owned an exceedingly rare Ruxton
- H.B. Carroll – Owned 3 Locomobiles, and was father-in-law of famous race-car builder Jim Hall (Indianapolis cars and Chaparral sports cars)
- Joe Klassen – Future 8th Texas Tour chairman
- Magnolia Petroleum – Merged into Mobil Oil
- Dan Williams – Also owned a Mercer Raceabout and I think a Duesenberg Dual Cowl phaeton
- Max Graham – Later owned an Auburn Speedster
- Beverly Slimp – Later donated two revolving trophies recognizing Model T's
- J.P. and Jane Davies – Later donated a revolving trophy for Best Owner Restored Car
- Liston Zander – Texas' first major car collector, established a museum in San Antonio
- Karl Binner – Future 30th Texas Tour chairman and one of the Pate founders
- Bobby Warren – Attended 60+ Texas Tours, sometimes for only the final banquet
- E. Kinner – Faithful attender from West Texas who died on the tour in about 1969
- Evelyn Binner – Attended 60-plus Texas Tours

Be the legacy future Texas Tour participants remember from 2026!

# *In The Shop*

## **In Praise of Plastic**

*by John Haydon*

Plastic coffee cans, that is. When Folger's and Maxwell House stopped packaging their coffee in literal tins, my dad wept for the future. Being a red-blooded American father, he had somehow (despite not drinking coffee) hoarded and then filled at least a dozen coffee tins with grimy used hardware that probably shouldn't have been salvaged in the first place. As I dumped out the last of these tetanus-covered rust buckets, I realized how lucky I was that we had moved on to plastic coffee jugs.

The current plastic tubs are rustproof, leakproof, and lighter than tin. They also bounce back from impacts and drops, and they're less likely to damage whatever you drop them on. Even better, they clean up much easier and more completely than their tin ancestors. Add in the fact that they are made in so many more sizes, and you start to realize that the plastic jugs are a minor blessing. They are useful in so many more ways than the old tins!

Speaking just about my preferred brand (Folger's), you can get no fewer than 4 different size jugs. Three of them have the same 7-inch diameter, with differing heights. From shortest to tallest, we call them the Colombian Roast, Decaf, and Sam's Club sizes. At just over 5 inches tall, the 23-ounce Colombian Roast size makes an excellent drip pan. The next time you have to douse something in brake cleaner, take a moment to position a Colombian Roast bucket under it and you'll end up with a lot less of a mess to clean up. When you're ready for wet-sanding,

fill a Colombian Roast jug about 3/4 full of water and add a drop of dish detergent. Dip your wet-or-dry paper in it, then put the lid right back on the jug before you kick it over.

The 26-ounce Decaf jug stands a little over 6 inches tall. This is my go-to size for soaking greasy or rusty hardware in WD-40 or ATF. Keep the lid on to minimize the chance of spills from bumping the bucket mid-soak. Using the lid will even let you shake the jug to help dislodge grime (be sure to hold the lid in place). Decaf is also a good size for storing small parts until they find a permanent home. The monster Sam's Club size measures nearly 9 inches tall, large enough to hold 2-1/2 pounds of coffee. This size is a great way to keep your roll of paper towels from unraveling on a breezy day -- just drop your roll in the jug whenever you're not tearing a piece off. It also makes a nice portable mini trash bin. How many times have you gotten halfway through a cleaning project and realized you've just made a big pile of dirty paper towels on the floor because the garbage can is on the other side of the car? It's also a good size to hold soiled microfiber cloths. Despite the relatively large size, it's still small enough to pack for car shows. The smallest size wastebasket liner bags fit nicely, or you can use an old plastic HEB shopping bag as a liner. Bring along the lid and you won't even have to empty it before you head home. If the liner leaks and you get something gunky inside the jug, it's up to you whether to clean it out or just toss the whole shebang. Of course, this size can also do anything else the smaller sizes can do, just on a larger scale. →

# *In The Shop*

→ The plastic lids on their own make good drip pans, splash shields, and small parts trays. Of course, they're even more useful in keeping small things in (or out) of the jugs themselves.

There is also an Espresso size, which is a smaller 4-inch diameter by 5-1/2 inches tall and labeled as 10 ounce. So far, the best use I've found for this little guy is a pen/pencil bucket on the workbench.

Safety-conscious smart people will point out that it's not wise to reuse food containers to store toxic chemicals. I definitely agree, but I also believe that warning applies more to things like storing oxidized brake fluid in a Dr Pepper bottle... in the fridge... or draining antifreeze into a Gatorade bottle, or some other fluid that resembles the original contents. The odds are quite low that anyone

will try to make a pot of coffee in my garage and fail to recognize that he's scooping out nuts and bolts instead of Chock Full O' Nuts. (Odds are even lower that he'd also fail to recognize that I don't have a coffee maker in the garage.) Still, a quick coat of spray paint and a "Mr. Yuck" sticker (remember those?) should eliminate that safety concern. While the two largest sizes still have bonded-in labels, Folger's has recently made the labels of the Colombian and Espresso sizes an easy-to-remove wrap, apparently to encourage reuse.

You prefer to buy whole beans in a bag? You're loyal to your local Starbucks? You're not even a coffee drinker? No problem! My wife and I typically go through a Colombian jug and a Decaf jug in about 2 weeks, and I hate tossing them in the bin. I have A LOT of them to share. How many do you want?

## *Letter From the Editor*



Many people gather at Pistons on the Square in downtown Georgetown on Third Saturdays. To get a good parking spot – like Greg's – one must get there when it is still dark. For a Model A Ford that still has a generator, there's a brush position for running with headlights that will overcharge the battery during daytime driving. Else, while running with the brushes for daylight driving, the headlights will drain the battery. With that, you get to drain your battery on the way there and then sit for three hours and hope it will start. This is a risk for 6-Volt systems with no jump start donors. However, I just noticed something. Georgetown has these boxes all along the square where power is available for market days . . . and for 6-volt chargers!

*Leif*

# Automobilia

## Austin Healey Sprite

by DJ Stamp

My collection of automotive miniatures and automobilia is extensive. Over the years I've missed out on the purchase of some items due to my own hesitation and those are among my biggest collecting regrets. Years ago, at the OLD Pate Swap meet in Cresson, I passed on a \$5 Dinky Toys Packard convertible because I had already spent \$60 on three boxed Ideal "Cars of All Nations" (XK 120 Jag, Ferrari 166 MM Barchetta and Pegaso Coupe). The next year I returned to his table and bought the same car for a couple bucks more.

I still remember picking up and examining a National Products bathtub Nash at the Canton First Monday Flea Market years ago. It had been on his table for a couple of days for this iteration of First Monday and who knows how many others. A gentleman noticed me picking it up and that got HIS attention. I checked it out and figured I'd come back later. I walked about 10 feet and told Pat I should buy it. I turned around and that gentleman who noticed me admiring it had picked it up and when he saw me turn around and wait - he bought it. That's the point in my life I decided if I saw something unique or something I hadn't seen before and I liked it - BUY IT!!.



That was the reaction when I saw this 1/32 plastic model Austin Healey Sprite of unknown manufacturer. I bought it because I

had never seen it and I KNEW this car never existed. This was a square body Sprite with a Bugeye rear body. A common modification to full size square body Sprites is to replace the front end with a Bugeye one piece nose or bonnet (hood and fenders) - either steel or fiberglass. It looks good and is basically a bolt on modification. Adding a Bugeye rear body section to a square body would make no sense and be quite difficult with unibody construction. Toy and model car manufacturers sometimes take liberties with their toy designs - I believed that was the case here - until I got the November 2025 issue of Healey Marque magazine.



I STAND CORRECTED. The article on Sprite prototypes displays just such a modification on page 8 which I had never seen. This prototype resulted from the collaboration of Geoffrey Healey and Syd Enever. My model does not retain the hood scoop of the prototype and you can't tell if the prototype had a trunk lid like my model has but the similarity is unmistakable. I can tell you this model has a place in my collection until I can find an example in better condition. Considering my age and the rarity of this car the chances of finding another are not great. . . but if I find it, rest assured - I WILL buy it!!

# Tech Tips

## Distributor Cap – Oil Filter Gasket

by James Bartlett

### Distributor Cap Woes

I had been fighting an engine misfire in my 1929 Packard. Although I'd already found an air leak in the fuel sending unit and installed a replacement, the car remained erratic. It would run fine the first 10 miles or so, then start misfiring or backfiring. It seemed heat-related and, in past cases, a new ignition condenser or coil would do the trick. Not this time.

Also, the spark plugs and wires were already new and the distributor cap looked great with no tell-tale carbon tracks. But then brother Wayne mentioned hearing about internal faults in caps made overseas, and it occurred to me that I might have one of the bad caps.

So, I got a new cap from a trusted Packard specialty company, installed it, and went on a 40-mile test drive. Perfect. Note that newer cars may not pose issues in finding good replacement parts, but older cars can.



### Check the Oil Filter Gasket

My Tech Tips focus on problems I've had and this one was particularly embarrassing. I've changed literally hundreds of spin-on cartridge filters for oil or other fluids; always remembering to 1) ensure the old gasket came off with the used filter, 2) check that the new filter had a gasket in place, and 3) lightly oil the new gasket.

But last month brought my first change of a hard-to-reach transmission filter on a new Kubota lawn tractor. Although, obviously not a collector car, the concept is the same. I didn't notice that the old gasket remained behind and, worse yet, was now off-center. I put on the new filter, then started and moved the tractor to check for leaks, just as two quarts of fluid sprayed onto the garage floor and my freshly washed tractor.

After having to clean up the mess, I'm pretty sure I won't repeat this mistake.



# Around Town



LEIF ALLRED



LEIF ALLRED

## Pistons on the Square Georgetown, TX – February 21, 2026 By Leif Allred

Parking spaces filled up quickly. Greg and Wendell got there early saving me the spot between him and The Brothers – one rebuilds the cars and they have an eclectic mix of cars. In addition to the Military Jeep and Impala are a Model T Buckboard and 1960s Mini.

It seemed the Model A Fords finally outnumbered Corvettes, Mustangs, and Camaros. Something unique and unusual always shows up.



LEIF ALLRED

After Pistons on the Square, many of us took advantage of an invitation from Georgetown Area Car Club (GTACC) to visit the SportClips® collection. GTACC has a member



LEIF ALLRED

who tends the SportClips® collection. What a job! Supposedly, he doesn't just get to drive them around, though. He was the guy constantly wiping fingerprints and drool off of the cars. What a superb collection – each with a story of how it was acquired or its path to restoration. The cars also carry a provenance unmatched by local museums. They are very special. Even so, many had bugs in the grill or spattered on the windshield proving they are not just for show.



LEIF ALLRED

# DJ's CarSense®

## An Automotive Outlet for Outstanding Observations

by DJ Stamp

**Doozy** Here is a Duesenberg with its tires removed being weighed for scrap metal during the WWII.



**1952 Chevrolet** My first car was a 1952 Chevrolet. It cost 10 bucks - no tax - no auction fees - just 10 bucks! This LS3-Powered 1952 Chevrolet Styleline Deluxe Sport Coupe ICON Derelict® sold for USD \$332,000 on 9/10/2025.



**Sleep Tight** In 1936, amidst the Great Depression, Pontiac introduced a groundbreaking feature in its Business Coupe model: fold-down seats that transformed the car's interior into a bed. This innovation catered to traveling salesmen and individuals seeking affordable lodging during their journeys. The design allowed the front seat to fold forward, creating a flat surface suitable for resting. While not a widespread feature across all Pontiac models, the Business Coupe's adaptability provided a practical solution for those on the road. Nash also had this feature in some of their bathtub vehicles around 1950.



**RV-ing** A vintage trailer designed to carry a 1955 BMW Isetta



# Membership

## Mini-Tours

One of the most rewarding activities in old cars is parading around town as a group on a mini-tour. Now is the time to sign up and fill the 2026 calendar with excursions. Please let John Robertson know which month you wish to coordinate a tour. Karl and Jeanne Frank have a paper map whereupon they highlight the obscure back roads they've explored. Let's help them fill it up.



## Renewal Time

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](mailto:wayneheikkila@gmail.com).



Pay by Mail:

1) \$45 payable to AACA

2) \$20 payable to Road Relics

Wayne Heikkila

220 Jena Lane

Lumberton, TX 77657

(or Central Texas Region - Antique Automobile Club of America Inc)

## Club Gear

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

Greg Herbert: [gdherbert@aol.com](mailto:gdherbert@aol.com)



## Leaders

### President

Joe Peter

### Vice President

Bob Ross

### Treasurer

Jeremy Cameron

### Secretary

Leif Allred

### Directors

John Anderson

Rich Bassemir

Paul Price

Greg Herbert (Past Pres)

DJ Stamp (Pate Rep)

Wendell Bell

### Membership Chair

Wayne Heikkila

### Sunshine Chair

Ronnie Burt

### Programs Chair

DJ Stamp

### Mini-Tour Chair

John Robertson

### Club Gear

Greg Herbert

### Webmaster

Rich Bassemir

# National News

## National News, Notifications, and Nudges

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

### Digital Marketing

#### Ron Jury, Vice-President Marketing

Over the last year with the assistance of our Consulting firm, Creative Web, we have deployed advertising in several websites. With the assistance of Steve Moskowitz, CEO, we were able to negotiate an advertising campaign with NASCAR for their races at an extremely low price. We will be featured in programs for every NASCAR events and reach up to 11,000,000 auto enthusiasts in 2025.

Creative Web has been given access to our site to start analyzing the data to better understand who is visiting our website so we can start to better understand who we are reaching and to better understand if our marketing is working or not. This data will also help us to understand what direction we need to go and if we are missing our target audience.

With the assistance of the members of the Digital Marketing team, we came up with several promotions, which included a reduced membership fee in Charlotte, a free 1-year membership to other clubs attending the Kansas City - AACA free Chicken dinner and a guest speaker from Mecum Auction. We baited our fishing hook with a Free Hat to new members in a direct mail campaign and Antique Automobile magazine. The AACA presence at the Philadelphia Auto Show this year netted us an additional 120 plus members thanks to the efforts of Mike Jones, Dave Hutchison and all the volunteers.

The marketing committee is dedicated to helping AACA increase membership in the immediate future and beyond.

### Endowments

#### John McCarthy, Vice-President

AACA has two Endowments---the Life Member Endowment and the AACA Library and Research Center Endowment.

The AACA Life Member Endowment is an AACA Board designated fund whose sole purpose is to fund the subscription cost of the *Antique Automobile* magazine for AACA Life Members. The Endowment is conservatively managed for the purpose of producing dividend and interest income to cover such costs, and secondarily far exceeded the cost of the *Antique Automobile* magazine.

The AACA Library and Research Center Endowment is to provide for the long-term financial management and growth of the AACA Library and Research Center. The Library and Research Center Endowment is a donor-based endowment where the donor stipulates under the terms of their donation are to be principal and only the earnings from such funds may be used by the Library. Such funds are to be held in perpetuity. The funds are invested for the primary purpose of producing investment income from dividends and interest, and secondarily from appreciation of investments.

The Endowment Committee disburses income from the Library Endowment as needed to meet its financial goals. Disbursements are made from investment income less investment advisory management fees.

Endowment funds are to consist of a diversified portfolio in readily marketable securities such as common stocks, investment grade preferred stocks, mutual funds, exchange traded funds, and investment grade bonds and notes. No more than 55% of the portfolios are to be invested in equities such as common stocks, equity mutual funds and exchange traded equity funds.

All endowment fund assets are maintained in endowment accounts and no such assets are comingled with assets of AACA or the AACA Library and Research Center.



# Calendar

**March 10, 2026 7:00pm (earlier for food)**  
MONTHLY MEETING  
Catfish Parlour South 4705 E Ben White Blvd

**April 17, 2026**  
NEW BRAUNFELS SWAP MEET  
New Braunfels, TX

**March 7, 2026 10:00am**  
MISSION GOLF CARS 1<sup>ST</sup> ANNUAL CAR SHOW  
204 San Antonio St, Buda, TX 78610

**April 23-26, 2026**  
PATE SWAP MEET  
Texas Motor Speedway, Fort Worth, TX  
<https://www.pateswapmeet.com/>

**March 7, 2026 9:00am-1:00pm**  
RockNRides Car Show  
Gupton Stadium  
Cedar Park, TX

**May 21-23, 2026**  
72<sup>nd</sup> ANNUAL TEXAS TOUR  
Hosted by Central Texas Region AACA (us)

**March 19-21, 2026**  
SPECIAL NATIONALS  
Guaynago, Puerto Rico

**June 21, 2026**  
Father's Day Car Show  
Florence, TX



## Texas Tour Silent Auction Donation Form

During Texas Tour 2026, a silent auction will be presented to raise funds for the tour and/or a charitable contribution. Please donate meaningful items to make the silent auction successful and fun with competitive bids. Please use this donation form to identify your item, donor information, the estimated value, recommended starting bid (typically 35% the value), and what should be done with it in the unlikely case it does not sell (donate it, return it, make trophies out of it for the next Texas Tour).

Description of Item being donated:

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Donor's Name and Contact Information:

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Estimated Value: \_\_\_\_\_

Recommended Initial Bid: \_\_\_\_\_

Should item not sell – desired disposition:

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# Classifieds

## 1955 Mercury Monterey

John Lang: 941-457-6123 or [jrlang@aetools.com](mailto:jrlang@aetools.com)

Convert from 8 volt to 12 volt

Power Steering and Vintage Air A/C

Coker Classic Whitewall Tires

New Aluminum radiator with Cooling Fans

Replace Old Carburetor with Modern one

Ask about his 1956 Continental Mark II.

