

FenderTalk

Official Publication of the Central Texas Region-Antique Automobile Club of America

Vol. 35, No. 3

"Road Relics"

March 2021

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Or, "To All the Cars I've Loved Before" 🎵

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Anything on Wheels, Music, Food, Prizes, and Guest Appearances; \$20 to register, \$5 Parking – proceeds to Project GRAD program for Rouse High School

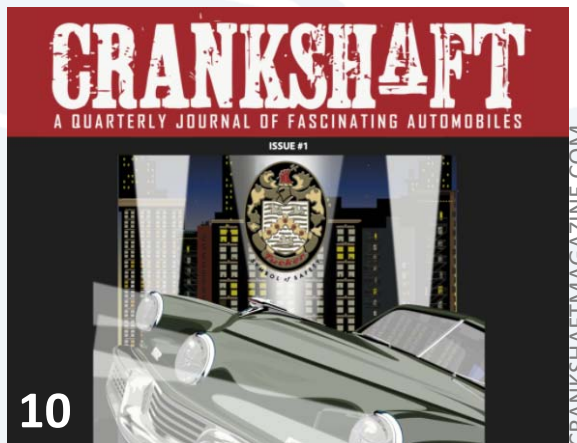
By Leif Allred



PINTEREST.COM



DJ STAMP



CRANKSHAFTMAGAZINE.COM



ROCKNRIDES.ORG

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The Steering Column

Last month, I made comments about the “typical Austin winter” we were experiencing – with a few cold days and a lot of pleasant days. Who knew that would be followed a couple weeks later by bitter cold, snow, sleet, and record low temperatures? I’m not commenting on the weather this month.

We are making progress. The Pate Swap Meet will take place April 22nd to 24th and the vendor spaces are almost completely sold out. The City of Fort Worth has approved our COVID-19 compliance plan so the Pate officers and directors are working on plans for implementing the protocol. Our club will have private porta potties on our spaces for use by our club members. This is Pate so, once again, I am not commenting on the weather.

Hope to see everyone at our virtual meeting on March 9th. Here’s to good health and good friends!

Greg Herbert, 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



Road Relics is the Central Texas Region of The Antique Automobile Club of America.

www.RoadRelics.org

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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Secretary's Report

Minutes of Road Relics Meeting February 9, 2021 (via Zoom)

*Submitted by Sue Graner, Secretary
Screen Captures by Leif Allred*

Meeting The meeting was called to order with approximately 16 persons in attendance. Ronnie and Paul B. indicated to our president that they would not be able to attend, as did Karen and Bob R.

Membership Report Wayne indicated that the National Office of AACA is really running behind on processing their membership renewals. Several members said they had paid their dues months ago and their checks still were not cashed at the time of this meeting. He noted that it is time now to begin the renewal process for the current year.

Secretary's Report January's Report was published in the Newsletter. Wally made a motion to accept the Minutes as published; Wayne seconded the motion. The minutes were unanimously adopted.

Treasurer's Report Laura was not present tonight, but the word was passed along that there were no changes to the accounts since last month.

Sunshine Report Ronnie told Greg before the meeting →



Zoom Meeting 2/9/2021

Secretary's Report

(continued) she did not know of any members being ill (which was good news). Karen R. reported that her "A fib" has been resolved and she is feeling much better.

Newsletter Leif thanked everyone for their contributions to FenderTalk. Last month DJ sent in two interesting articles about unusual minivans and campers, and Wayne put in an article regarding the way he feels about our Club. Leif can always use more articles.

Past Events Leif took his grandson to Pistons on the Square last month. They had a very good time, and he is 'all about' vintage cars. Later this month there will be a Car and Vintage Airplane Show at the Georgetown Airport. Pre-register now to avoid waiting in line the morning of the show.

Pate Swap Meet John A, our Pate representative, sent word through Greg that the show is "good to go," permits have been issued and the team is working on COVID protocols. Greg and John will fill us in next month with more details. The Meet is scheduled for April 22-24, 2021.



Virtual Zoom Meeting Program – 2/9/2021

Texas Tour Having been cancelled in 2020, will be postponed again to 2022. Hopefully, next year we can go back to normal. No places to stay, eat, or do anything except 'drive around' town were available to us in Brenham this year.

Member's Projects No new projects reported at this time. Gary P. said he sold his MG to folks in Lampasas recently. Joe P. also sold three vehicles lately: his '48 Packard, '41 Buick and '91 One-Ton Dually. George P. said his 1917 REO is almost finished. Greg sent everyone a 'trivia' questionnaire this evening and asked that we please fill it out and return to him. It will help us get to know each other a little better.

Program The title is "Top 15 Extinct Steam Locomotives." Unfortunately, we had some audio difficulties halfway through. It was a Youtube video that can be accessed through a link Greg will send us.

The meeting was adjourned at 7:57 PM.



One That Got Away

A Few Too Many Gremlins

by Wayne Heikkila

In the early 80's, when I first started working for the state, one of the jobs I had to do was work every state auction. I did not mind that much. We would start moving the old furniture and office equipment to the auction site on Thursday. Then on Friday, we would drive the cars to the site for the Saturday auction. When I first started with the DPS, we were not allowed to purchase anything that had been owned by DPS but we could purchase anything that had been confiscated and those vehicles were always the last items to be sold at the auctions. Thus I would always take some cash with me to get a good deal or two.

One of the things the state did was to hold an auction on the first weekend of deer season every year. I would go with extra money to those auctions to pick up a bargain and would purchase three to five cars to sell over the year. This would normally work out well. In the late 80's, the rules changed and we were able to purchase DPS vehicles which had a replacement term of ten years or 60,000 miles.

In one of the first auctions after the change, DPS sold forty-two 1976 and 1977 Gremlins.

The '77 models were office vehicles so they had 6-cylinder engines whereas the '76 Gremlins were sergeant's cars that boasted V8's – nice little sleepers.

The way the auction would run is this: they sold the newest to the oldest vehicles and then the confiscated ones. The auctioneer would walk down the line of cars along with most of the dealers purchasing vehicles while the individual buyers would just stand by the vehicle they were looking to acquire. As they started selling Gremlins, the crowd moved on down the line to the confiscated vehicles. It was not long before there were only two dealers and me. After the dealers finished, it was only me. So, I purchased the last eight Gremlins for a mere \$175 each – all were the V8 models!

It turned out to be a good and bad day. I had a lot of great cars, but where to put that many vehicles while I disposed of them? I later wished I would have kept one. However, at the time, I needed the money more than the car.

Happy Driving Everyone!



America's first "subcompact" car, the Gremlin was released in April 1970. An early trim option was the "X" with tape stripes, black grille, slotted wheels on wider tires, sports steering wheel and custom bucket seats. The Levi's™ Edition from 1973 had seats

and door panels in blue spun nylon with copper rivets and included the red jeans label. Originally with one of two Inline 6 engines, the car did evolve to house up to a 360ci V8 in 1972 then downsized to a 304ci V8 in 1975 then back down to an Inline 6 or a 121ci

Inline 4-cylinder engine in 1977. The Gremlin vanished for good after 1978.

Reference: *Encyclopedia of American Cars From 1930, 60 Years of Fascinating Automotive History*, 1993, Publications International, Ltd., Pages 24-28, 36-39.

Model Review

Buick Riviera

By DJ Stamp

I like cars with names. The idea of naming a car after something – an idea, a person, an animal, an event or a place. There's a lot of precedent for naming a vehicle after a place – Chevy Malibu, Dodge Durango, Hyundai Tucson, Kia Rio and Buick Riviera. Aahhh, the Riviera – it runs along the southern coast of France and into Italy. The area along the Mediterranean Sea where the sky and the sea are always the deepest shade of blue. The land of the rich and famous. Marseille, Nice, Cannes, Genoa, Florence and Monaco. If you're going to build a personal luxury car, Riviera would be an appropriate name.



The French Riviera

Buick first used the name in 1949 with the Roadmaster Riviera coupe which, along with the Cadillac Coupe de Ville and Olds 98 Holiday Coupe, were the first examples of the pillarless hardtop coupe. A hardtop is a car that does not have a post between the front and rear side windows. Buick used the Riviera designation for their upper level trim packages and on their new 4-door hardtops of 1955. The name continued into the finned Electra 225 4-door hardtops of 1959 where it was reserved for the top of the line trim level. That continued until 1963 when Riviera would evolve into its own model.

In the late 1950's, General Motors lacked a personal luxury car to compete with the Ford Thunderbird. There was the Corvette but it was more of a performance sports car. To fill this market, Cadillac developed the XP-715, also known as the La Salle. Under the direction of Bill Mitchell (the father of the Corvette), the original design was penned by stylist Ned Nickles. Although designed as a Cadillac, GM President John Gordon allowed the General Motors divisions to compete to produce the design. Buick won the competition and eventually decided the car was to be called the Riviera.

The first generation Buick Riviera hit the street October 3, 1962 as a 1963 model. This is the first time the Riviera was a stand alone personal luxury vehicle. I remember riding in one my Dad brought home when I was quite young and boy was I impressed!!



The 1963 Buick Riviera – First Generation

Bill Mitchell pulled an early Riviera from the assembly line and modified it to become the Silver Arrow I. It had a lowered roofline, the hood and front fenders were lengthened and the headlights were hidden behind translucent covers in the fenders. →

Model Review



Buick Riviera – Silver Arrow I

(continued) Hidden headlights were originally conceived but not realized in the XP-715 design. The grill was solid with air intakes mounted beneath and the hubcaps were a bow to Rolls Royce as part of Bill Mitchell's inspiration was a custom bodied Rolls. This was Bill Mitchell's personal car when not on the show circuit.

The first generation vehicles were produced from 1963-65 with the first 2 years being basically identical. They were powered by the Buick Nailhead 401ci 325hp V8. Upscale GS models were powered by the 425ci 340hp V8. To maintain exclusivity, production was limited to 40,000 vehicles per year and price was in the \$4,300 to \$5,000 range. 0-60mph took around 8 seconds with a 16-second quarter mile and top speed of around 115mph. Styling changes for 1965 were, in my opinion, significant. The headlights were moved from the grill to be hidden behind moveable doors in the fenders and the tail lights were mounted in the rear bumper. I know from personal experience the headlights are a source of pride among 1965 owners. When you take your car to a show, other '65 owners will ask you if the headlights work and then you get to show them off. The headlight mechanism is quite

complicated with a motor mounted behind the center of the grill and arms that reach to the fenders where the direction of power changes. Plenty of opportunity for failure with a lot of joints to rust and bind up led to a lot of burnt out motors. I purchased my 1965 Riviera from a body shop auction and restored it in my garage. It was well received at Buick Club of America meets. I feel like the 1965 Riviera is a custom car right out of the factory and remember taking it to a low rider show and it fit right in. Due to lack of storage, I sold it to a gentleman from Houston. I'd like to own another one. →



1965 Buick Riviera – Ready for DJ to show you how the headlight covers work



DJ's 1965 Buick Riviera – Comin' and Goin'

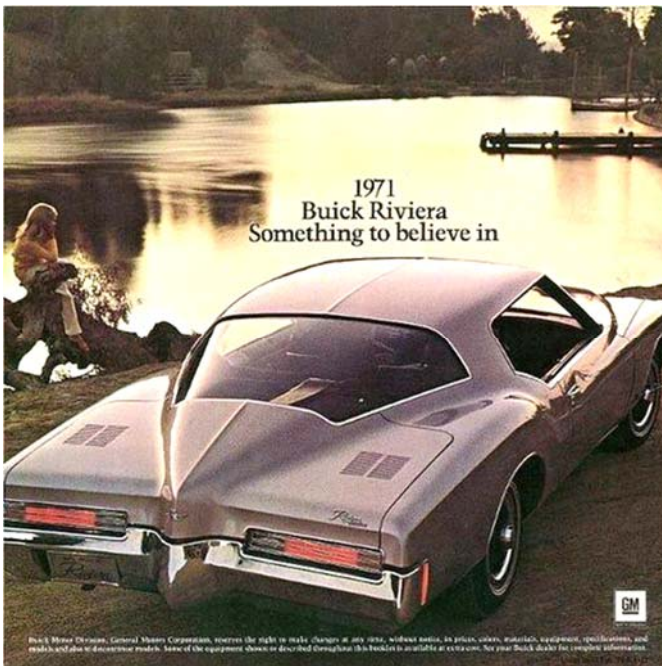
Model Review

(Continued) The second generation cars were produced from 1966-70 with the first 3 years retaining the hidden headlights. The hidden headlights were dropped from the Riviera line in 1970 – never to return. Probably a budgetary decision. The cars were still very much in the sporting personal luxury car vein and easy to recognize.



1966 Buick Riviera – Second Generation

The third generation, often referred to as boat tails, are my second favorite design in the Riviera lineup. Under Bill Michell's direction, I see a nod to the early Corvette Stingray coupes.



1971 Buick Riviera – Third Generation

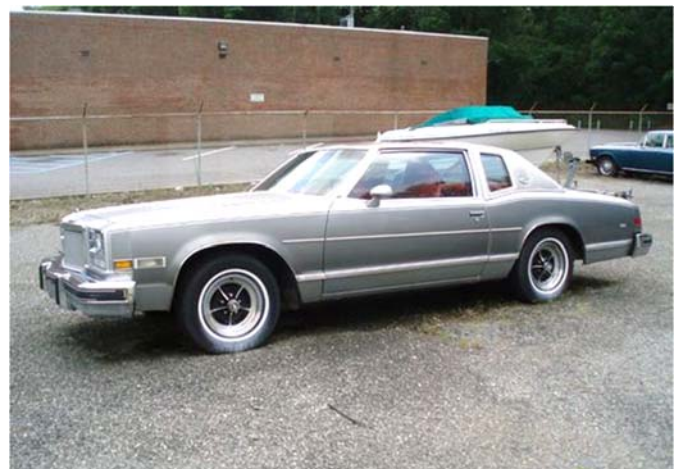
Designed by Jerry Hershberg, future head of design for Nissan, the third generation cars were produced from 1971-73.

The fourth generation was produced from 1974-76. Styling changes resulted in a design that was less distinctive from its GM cousins and sales for this style plummeted.



1974 Buick Riviera – Fourth Generation

The Riviera was downsized for the 1977-78 fifth generation cars to ride on the smaller GM B-body under carriage. It was mainly a gussied up LeSabre coupe. In 1978 there was a special 75th anniversary car to celebrate GM's 75th anniversary. They featured distinctive silver and black paint with grey leather seats trimmed in black and had four-wheel disc brakes, special brushed chrome trim and LXXV badges. →



1977 Buick Riviera – Fifth Generation

Model Review

(Continued) The sixth generation cars had a fairly long production run from 1979-85. They were the first Rivas and the first Buicks to feature front wheel drive and shared mechanical design and platform with Cadillac Eldorado and Oldsmobile Toronado.



1984 Buick Riviera – Sixth Generation

Seventh generation cars were produced from 1986-93. Power was now by V6 which resulted in reduced power and increased gas mileage.




1990 Buick Riviera – Seventh Generation

After a hiatus from Riviera production in 1994, eighth generation cars were produced from 1995-99. Styling became more unique, again separating the Riviera from its GM cousins as it had in the early years. They were powered by a supercharged V6 which

resulted in a 0-60 time under 7 seconds. The model was discontinued in 1995. I just saw one at Circle C park where some car guys gather for a talk circle. The Riviera design jumped right out at me. You immediately knew it was a Riviera.



1997 Buick Riviera – Eighth Generation

Riviera show cars were produced in 2007 and 2013. The 2013 car appears to be the 2007 platform with some changes. We may not have seen the last of the breed. 



2007 Buick Riviera – The Next Generation?

Editor's Note: There will be a quiz! Next month, our readers will be given a photo of a Buick Riviera and asked to determine the year. Also, I got carried away on photos which are from the INTERNET or PINTEREST unless otherwise noted.

Publications

Crankshaft

By Steve Moskowitz, AACA National CEO

AACA tries its best not to endorse products or firms in our hobby. This is always difficult as we have so many friends who continue to support us in so many ways. We now have a chance to support one of those that has supported us in the pages of Hemmings and Hemmings Classic Cars for many years. Richard Lentinello, their former editor, has embarked upon a new venture and, for those who miss some of the great magazines that covered our hobby, here is your chance to support Richard and get a great new magazine as well. And we are excited to share that Richard has already been in touch with us about featuring several AACA member cars in future issues.

We received this note from Richard describing the magazine and what you can expect:

"Our primary focus will be collector cars. Be it a convertible or a business coupe, four-door sedan or station wagon, full Classic Pierce-Arrow or a six-cylinder-powered Comet, coach-built Lancia or mass-produced Sunbeam, muscle cars and even historic competition cars, expect to read about them in Crankshaft. We couldn't care less if a car is worth \$35-million or \$3,500. If we like it and find it interesting, we'll write about it. Elitism and snobbery are words not in our vocabulary. We appreciate and admire all cars regardless of their value. I can look at a Cosworth Vega and a Bugeye Sprite with the same admiration I bestow on a Cord 810 or a Figoni et Falaschi-bodied Talbot-Lago T150C SS. It's all about the car: its design, its style, its engineering – not how much

it's worth, or its place in the collector-car hierarchy.

Crankshaft will publish thoughtful, authoritative and entertaining content that hardcore car enthusiasts will relish reading. No fluff or boring content added just to fill pages, and no unethical quid pro quo articles to appease advertisers. Not happening folks. We're only interested in providing the collector-car community with insightful and engaging stories about impressive automobiles that appeal to our senses; the kind that will leave you wanting more. Since I entered the automotive publishing business in 1987, I have always put the interests of the readers first and foremost, and I will continue that practice. Promise.

The real success behind

every magazine are the writers who create its content. And for that I'm proud to have on board former Hemmings editors Jim Donnelly and David LaChance, plus Walt Gosden, Ray Bohacz and Milton Stern. We will also be introducing writers such as Bryan Raab Davis and John Giltinan whose bylines appear in this issue, plus well-known photographers such as Peter Harholdt and Don Spiro and illustrator Joe Pepitone.

I hope you enjoy reading this first issue as much as we enjoyed creating it. Our ultimate goal is for Crankshaft to become the car magazine that is a must-read for anyone and everyone who adores and appreciates fascinating automobiles of distinction. As in the past, I welcome your thoughts and comments. Thank you, and enjoy!" →

Publications

From Crankshaft website:

We devoted 16 pages to the incredible restoration of a 1948 Tucker – it's a must-read story. Other American cars include a 1915 F.R.P., 1924 Miller, 1930 Packard, 1937 Imperial, 1957 Plymouth, 1967 Thunderbird, and a 1979 Buick. For European car enthusiasts, there's a 1946 Fiat, 1957 A.C. Ace Le Mans, 1957 GAZ Volga, 1955 MG TF, and a 1972 Renault 17. Plus stories on Rollston Coachbuilders, Langhorne Speedway, and Malaise Era Styling.

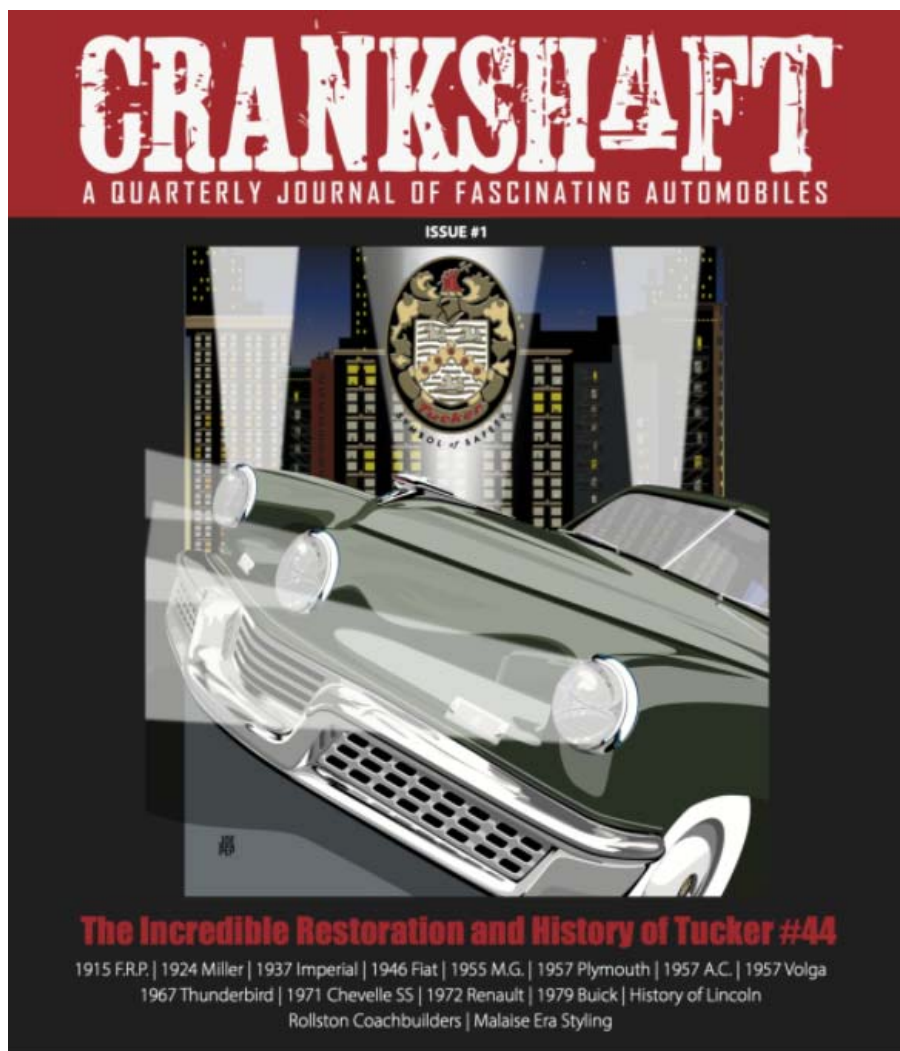
\$15.95

Single Purchase Issue
Crankshaft Magazine Vol 1

\$59.95

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Crankshaft Magazine – Issue #1

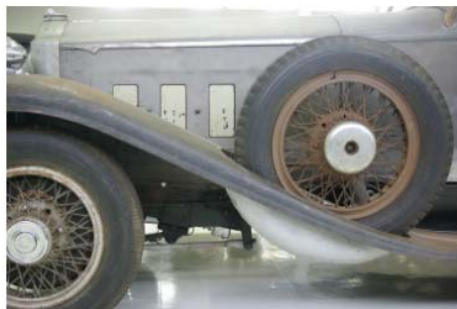
Website: www.crankshaftmagazine.com

Contact us: info@crankshaftmagazine.com



Our Goal.

For both American and foreign car enthusiasts, *Crankshaft* promises to be the absolute best, all-inclusive collector-car publication of its kind; one that you will enjoy reading with immense satisfaction.



Distinctively Different.

More than a magazine, *Crankshaft* is a softcover book filled with creatively designed layouts. Its engaging content, thoughtfully crafted by knowledgeable writers and creative photographers, will inform, entertain and captivate you like few car magazines have done before.



Where to Find Us.

Due to its limited production, *Crankshaft* will not be sold in bookstores or on newsstands; it will be available only by subscribing through www.crankshaftmagazine.com



Membership

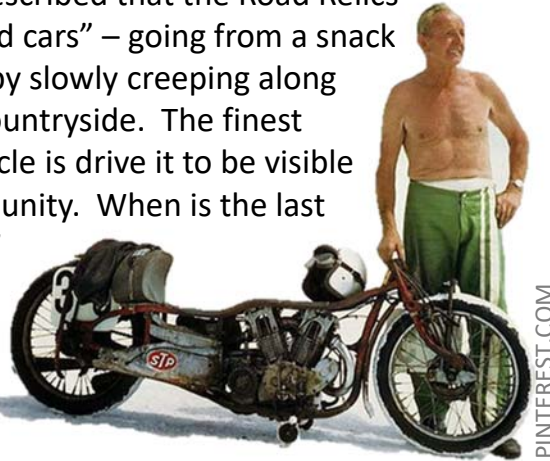
Mini-Tours

It has been endearingly described that the Road Relics are a “food club that drives old cars” – going from a snack breakfast to a lunch location by slowly creeping along the back roads through the countryside. The finest thing to do to an antique vehicle is drive it to be visible and appreciated by the community. When is the last time you got the “thumbs up” from the car beside you?

Coordinate a Mini-Tour!

Mini-Tour Chair: Jim Rankin

jlrarkin1961@sbcglobal.net



PINTEREST.COM

Club Merchandise

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



Contact: Adriana Meyer-Alonzo
240-772-0377

np2014sa@gmail.com



Editor's Letter

“Go Outside!” That’s what your parents told you. Didn’t we discover wisdom in some of their advice? Within the AACA notice that the Annual Convention has been cancelled claims the issue is having indoor meetings. Maybe for Pennsylvania winters but, in Texas (not including the recent Snow-VID event), we have car shows and cruises mostly all year long. The Georgetown car club conducts monthly meetings in San Gabriel park, the Corvette club makes big showings at Pistons on the Square, and there are massive local cars shows scheduled. So, for your parents and the club’s health, go outside and play. Then write about it.

Leif

Leaders

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Vice President

John Anderson

Treasurer

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Secretary

Sue Graner

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Rich Bassemir

Wendell Bell

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Mini-Tour Chair

Jim Rankin

Membership Chair

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Club Gear

Adriana Meyer-Alonso

Webmaster

Rich Bassemir

National News

National News, Notifications, and Nudges

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



Surprises Kids find in Old Cars

By Wayne Tuck
2019 VP Membership

Features we find in old cars can be a new discovery for kids. I still laugh to myself every time I think about the time my youngest grandson came out to the garage for a visit with grandad. I was working on my 1952 Hudson at the time and put him in the front seat. The first thing he noticed was the size of the steering wheel. I'm sure he had never seen a car without power steering. This was a new discovery for him. He was even more surprised with the window crank handles. How many kids today have never seen crank down windows? Not only a crank down window, but crank open vent windows. Most of today's youth have never seen a vent window. He spent the next half hour working his way around the interior cranking windows up and down.

We found an entire new world of things he never knew existed. A cigar lighter? That is known as a power outlet today. You mean you need to push down the buttons individually to lock the car? You need a key to unlock it? Ash trays? Turn the knobs to change the radio station? Where are the seat belts? What is that button on the floor? No padding on the dashboard?

Now let's take a look at an even older car. A tassel on the string that pulls the shade down over the back window? You mean you need to put your arm out the window to signal a turn? That lever on the left controls the spark advance? What is a spark advance anyway? Step on a floor pedal to start it?

All you need to do to get their attention is show it to them. Kids are even more thrilled if you take them for a ride. Let's all do something to pique their interest. The future of the old car hobby depends on it!



Member Info

AACA Mileage Award Program

The Mileage Award Program (MAP) has been established to recognize AACA members who drive an AACA-approved vehicle throughout the calendar year. Participation is voluntary and tracking mileage is the owner's responsibility; although subject to review. It is intended that all activity and mileage will be governed by the vehicle's owner.

Any time a vehicle is driven – anywhere for any reason – the mileage counts towards the award level. Miles where the vehicle is towed (emergency or non-emergency) do not count towards the total driving miles.

Click [here](#) for the application.

For additional questions, please contact: Sherm Carey at shermcarey@gmail.com.

Upcoming Car Show

8th Annual Rock N Rides Car Show

Reported by Leif Allred

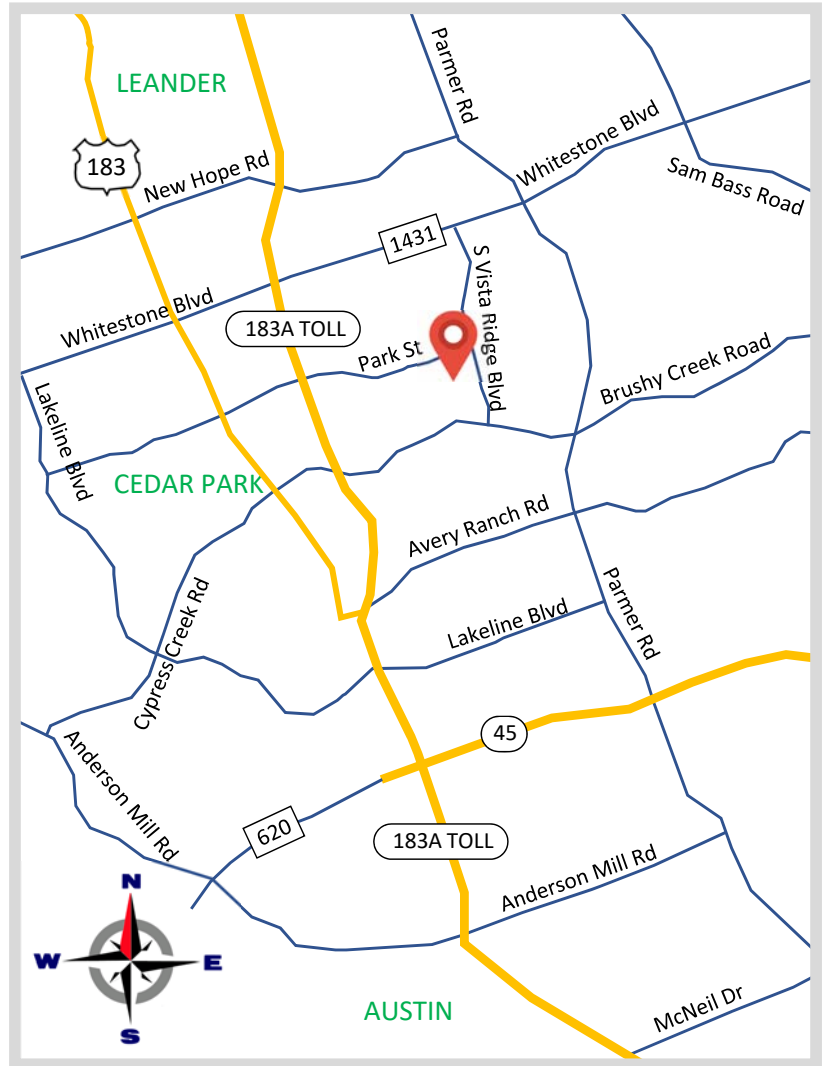
Saturday, March 6, 2021

9:00am to 1:00pm

Registration Opens at 8:30am
(just show up with \$20 cash)
Gupton Stadium (\$5 parking)
200 Gupton Way
Cedar Park, TX 78613

Rouse Rock N Rides started in 2014 and does an annual car show on the first Saturday in March and claims to be one of the largest car shows in Williamson County with hundreds of cars and trucks and a multitude of spectators attending each year.

Visit their social pages and website at www.rocknrides.org for photos and videos. For more information on how to be a participant, a sponsor or vendor for this event, contact event coordinator Shawn Jones at RockNRides@RouseBand.org.



HandWaxandWash, LLC

2021 SPONSORS

Rouse Rock N Rides Car Show

www.RockNRides.org



Calendar

March 6, 2021 (see Page 13)

ROCK N RIDES CAR SHOW
www.RockNRides.org
Cedar Park, TX

March 9, 2021 7:00pm

MONTHLY MEETING (ONLINE)

April 8-10, 2021

SOUTHEASTERN SPRING NATIONALS
Charlotte, NC

April 15-17, 2021 (rescheduled)

ANNUAL CONVENTION
Philadelphia, PA

April 19-22, 2021

SOUTHEASTERN DIVISIONAL TOUR
Central Florida

April 22-24, 2021

PATE SWAP MEET
Fort Worth, TX

April 30 – May 2, 2021

NEW BRAUNFELS SWAP MEET and CAR SHOW
New Braunfels, TX

May 20-25, 2021

FOUNDERS TOUR
Davis, WV

June 2-5, 2021

EASTERN DIVISIONAL TOUR
Eastern Shore of MD

June 17-19, 2021

EASTERN SPRING NATIONALS
Saratoga Springs, NY

July 1-3, 2021 (rescheduled)

CENTRAL SPRING NATIONALS
Auburn, IN

July 11-16, 2021

VINTAGE TOUR
Wellsboro, PA

July 22-24, 2021

GRAND NATIONALS
New Ulm, MN

August 13-14, 2021

WESTERN FALL NATIONALS
Loveland, CO

September 9-11, 2021

SOUTHEASTERN FALL NATIONALS
Greenville, SC

September 12-17, 2021

REVIVAL AAA GLIDDEN TOUR® (VMCCA)
Saratoga Springs, NY

October 6-9, 2021

EASTERN FALL NATIONALS
Hershey, PA

October 11-15, 2021

SOUTHEASTERN DIVISIONAL FALL TOUR
Mt Airy, NC

October 18-22, 2021

CENTRAL DIVISIONAL TOUR
Broken Arrow, OK

November 4-6, 2021

SPECIAL WESTERN NATIONALS
Phoenix, AZ

November 6, 2021

BELMONT VILLAGE MINI-TOUR
West Lake Hills, TX

REF: www.motortexas.com/events/

LEGEND

☐ Monthly Meetings

☐ Special Events

☐ Road Relics Mini-Tours

☐ National Meets and Tours

☐ Local (unofficial) Events

FOR SALE BY OWNER

Club Classified Ads



LEIF ALLRED

2007 Pontiac Solstice Convertible Roadster:

2.4L DOHC 4-cylinder ECOTEC engine, 5-speed automatic transmission, A/C, power windows, power locks, leather bucket seats and steering wheel, cruise control, 18" chrome wheels Audio: 7 Monsoon speakers, MP3, XM, AM/FM, 6-CD Changer 74,343 miles. **\$9,369**

Leif Allred 512-350-3825
FenderTalk@Outlook.com



JOHN HUBLER

1967 Chevrolet Camaro Convertible:
Original 327 engine block 2V (ME Code) with Powerglide two-speed transmission "Barn Fresh" unrestored and running car. Original black Interior. Original Paint was Butternut Yellow.

\$18,000 Firm.

John Hubler 512-426-0704
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WANTED – Enclosed Car Hauler:

Looking for 18-foot V-Nose Enclosed Trailer or equivalent.

Size: Minimum 8.5 feet wide by at least 16 feet but 18 feet is preferred. Weight: Total gross weight should be under 7,000 pounds (project car is 3,000 pounds).

Contact:

Doug Stelter

512-680-4266

dougstelter@gmail.com

