

# FenderTalk

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

Vol. 36, No. 10 *"Road Relics"* October 2022

## FEATURES

### Memorabilia

#### **5 Slot Cars and More**

Nostalgia delivered in a Red Box

*By DJ Stamp*



DJ STAMP

### Window Shopping

#### **7 Too Good to be True**

How a 5-hour drive is beats  
an internet virtual tour

*by Wayne Heikkila*



WAYNE HEIKKILA

### Member's Projects

#### **8 Working on the REO**

Immeasurable benefits of club members'  
experience, assistance, and specialty tools  
*by Wendell Bell*



WENDELL BELL

### Around Town

#### **12 Car Shows and Cruise-Ins**

Cars and Caffeine and Gearheads

*By John Robertson*



LEIF ALLRED

## DEPARTMENTS

- |                             |                          |
|-----------------------------|--------------------------|
| <b>2</b> Steering Column    | <b>14</b> National News  |
| <b>3</b> Secretary's Report | <b>15</b> Calendar       |
| <b>13</b> Membership        | <b>16</b> Classified Ads |

# *The Steering Column*

For about seven years, I have let my Model A sit in the garage, untouched, except to clean the dust off it about once a month. I have not run out of excuses, but I have no good excuses. Time to pull it out and get it running. How about some of you who have a similar situation? It is the right time of year now. Leif is planning a cooler weather mini tour on October 8th so plan to participate. Think about serving as an officer or director for next year to help bring new ideas forward for the future of the club. This is your chance the make a difference.

Hope to see everyone at Catfish Parlour on, Tuesday, October 11th. 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](http://www.aaca.org)



Road Relics is the Central Texas Region of The Antique Automobile Club of America. [www.CentralTexas.aaca.com](http://www.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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# Secretary's Report

## Minutes of Road Relics Monthly Meeting September 13, 2022

*Submitted by Sue Graner, CTR-AACA Secretary*

**Meeting** The September meeting was called to order at 7:02pm by our President Greg H. For the first time ever, he was totally locked out of his computer, so he had to proceed off the cuff. His jokes and quizzes will be missed.

**Secretary's Report** The minutes from the August meeting were published in the newsletter (submitted by Ronnie B.). There were no changes to be made, so Bob R. made a motion to accept them as written, and John R. seconded the motion. All present voted "Aye" and the minutes were accepted.

**Membership** Wayne H. was not in attendance, but he did call Greg to say that there were no new members this month. We did have two guests in the group this evening. John R. brought his friend Rick who has a Model A and lives in Driftwood. He searched a long time for his Model A '31 Deluxe Roadster. He is also the President of the Capitol City Model A Club. Stacy O. was another visitor and he is in the gas station business. He owns a 2020 'Vette.

**Treasurer's Report** Duane couldn't make the meeting tonight and the report could not be extracted from Greg's computer so there was no report to accept.

**Sunshine Report** Ronnie said she had heard that Vic wasn't feeling well and would be seeing the doctor tomorrow, Rich had a touch of sciatica, and we were delighted to see Karen R. back with us after her knee surgery.

**Newsletter** Leif mentioned that a publishing company and AACA was collecting stories from its members about their experiences with automobiles and their interest in being in the club in the first place. Send in your stories to Leif and he'll publish them in FenderTalk as well as on the Club website. He thanked everyone for their contributions and photos and mentioned that he could always use stories and photos to keep our newsletter 'full'.

**Past Events** No one did much in the way of attending car shows last month. Greg and his wife Nancy took a vacation on Lake Michigan where the

high temperatures were 77 degrees. He said they couldn't just keep staying there because they had paid for their flight home.

### Upcoming Events

- The Marble Falls Car Show is October 1st.
- On October 8th there is a mini-tour leaving Leander at 1:00pm after lunch. Meet up at the QT station, then we'll meander through country roads. Leif is trying to get us into Restivo Restorations or Staccato (gun manufacturer) or Williamson County Museum. Then we'll end up at Stephanie Nichols' Cruise-in at Georgetown ISD. She sells car insurance for antique cars and will give us a little talk on that. We've had two members recently with 'Insurance' issues; one was happy with the results of his claim, and the other not so much. We all need to have a good company behind us so our beloved cars can be repaired or replaced as necessary in case of an accident.
- Belmont Village Sidewalk Party is November 5<sup>th</sup> →



# Secretary's Report

## (Upcoming Events)

- We'll gather at the Palisades at 3006 Bee Caves Rd. and caravan up the street to Belmont. The Residents always turn out for our show, and there will be food, music and a good time for all.
- Another show coming up is October 29th for the Taylor Car Show.
  - The Heroes and Hotrods Show will be the weekend of November 11th and 12<sup>th</sup> in Bastrop.
  - Then on November 12<sup>th</sup>, it's Wings and Wheels. D.J. is putting together a Mini-Tour to Kingsbury for the club. More on that next month.

## Member's Projects Several

members reported that they had been working on their cars:

- One member's roadster wasn't working due to issues with the alternator and was asking for recommendations for a repair shop. Texas Alternator at I-35 and Rundberg was suggested.
- Our guest Rick indicated that his restoration was "old" and that he was having troubles with his gas gauge.
- Jeremy C. said his "drop link" was missing off the sway bar and it had finally stopped overheating.

**Program** John A. brought another good video to the Club tonight with "Fill'er Up."

It was a history of the appearance and function of gas stations over the years. When they started popping up in residential areas the architecture had to be taken up a notch and it was fascinating to see all the different types of buildings that were built for the purpose of supplying fuel and service. They began to be more stylish, from Pagodas to Windmills, to Tudor and Craftsman. Many of the quaint stations are being repurposed today to be retail shops, coffee shops, restaurants, etc. They have become symbols of the Automobile Age almost like Train Depots. Thank you, John, for a very interesting program.



Frank Seneca Service – Pagoda Gas Station – West Allis, Milwaukee

# Memotabilia

## Slot Cars and More

*Story and Photos by DJ Stamp*

Surprise, Surprise! I knew I had a package coming in the mail from my little bro and I knew it had my and my brother's old slot cars.



We used to race slot cars as kids. We would build huge 1/32 scale layouts in the basement. First, it was all on the floor but eventually we built a layout on plywood. I do remember building a drag strip the length of the basement and breaking the swing arm on a Cox car doing a wheelie. It was mostly Strombecker track and I can remember having a LeMans starting track. Dick thinks he might still have the track somewhere in his shop. We also used to take our cars to the

commercial raceways where you might have a 8 lane or wider track. That was fun!

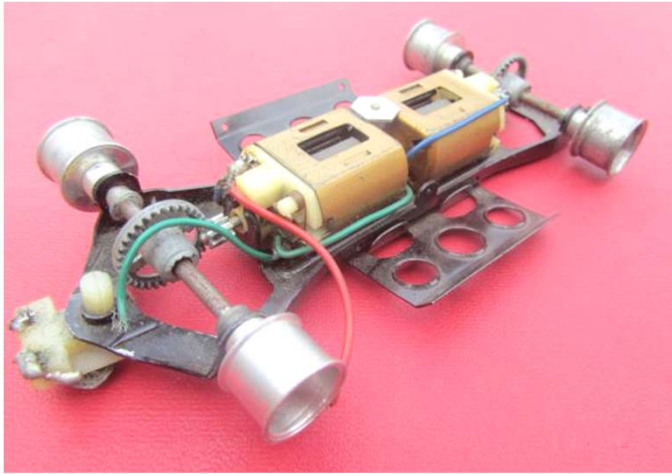


I was expecting my Ruskit Porsche Carrera and the cobra model I had mounted on a slot car chassis along with the Cheetah and a few other Strombecker cars. I don't recall the Mustang fastbacks or the 1962 Pontiac Grand Prix, which quickly vaulted to the top of my favorites list. I have some recollection of the twin motor Ruskit Chassis which I probably built as an upgrade for the Carrera. As I recall, it was not very successful. →





# Memotabilia



→ I had forgotten the case they all came in was made by my Uncle Beans. He was one of those guys who wore a lot of caps in his life and could fix darn near anything!! It makes me proud when folks say I have a lot of Beans in me. On a side note, Uncle Beans was my Grandfather's brother on my Mother's side of the family. He was married to Ida who was my Father's sister. That makes their son Mike my first and second cousin. Whether he's my first or second depends on our current state of relations.

There were also some very emotional surprises included: A stubby wrench marked D.J. (of which I have no recollection) and a shadow box of miniature tableware that Mom made – that I do remember. The kicker was when I opened two small packages to unveil Dad's badges: one was the badge he wore and the other was his gold retirement badge. Dad served as a firefighter from 11/22/1945 until 3/6/1969. I used to ride my bike over to visit him at Fire Station Number 3 where I would slide down the firepole. He also used to buy cars and leave one at the station for us to work on in his spare time – some of which Mom never knew about. She used to ask me if Dad had another car at the fire station – "no Mom." One of Dad's positions when he worked out of Central Fire Station was Tillerman on a 1928 Peter Pirsch hook 'n ladder truck. He said he scraped the fender the first time he left the bay. Those two badges will soon assume a proud place in our home!! I hope this elicits some fond memories for y'all.



# Window Shopping

## Too Good To Be True

by Wayne Heikkila

A Cadillac LaSalle Club member contacted me about a 1940 LaSalle Model 52 that was a restoration that had come to a halt. He said the car was completely painted, all the mechanicals were rebuilt, and they had a new interior for the car. The catch was someone needed to finish its assembly; but the price was very good. When I told Adriana about the car, she said "It is too good to be true."

Nelson, the gentleman I was dealing with, said it was too hot to go out and sift through the building looking for the parts but, with a lot of prodding, I was finally able to get some photos of the car but no other information. From what I could see, it looked very nice. I wanted to get answers to my questions from the person that did the restoration work. The planets aligned so Adriana and I headed to Longview, TX to look at it. Adriana could not believe we were headed five hours away to view a car having only a couple photos and no information. I told Adriana, "That is how you find the deals."

We made it to Longview and met Nelson. The car was in a large storage warehouse. Looking under the frame, the fuel, brake lines and shocks looked new – it was hard to believe the car had been sitting for 20 years. Inside the car was all the stainless that had been polished and both bumpers had been re-chromed along with other parts. The paint and body were amazing but it had 15-inch Cadillac rims on it.

Cliff showed up to talk about the restoration work. We went over to another storage unit where we proceeded to go

through LaSalle, Corvette and Buick parts. It was amazing how many NOS parts they had collected for the car: caps and trim rings, fuel and water pump, hoses and belts and many more. Sadly, many would have to be rebuilt or replaced. A few things we could not find: drive shaft, radio, vacuum antenna, the switch to operate the antenna, the rims to the car – the holy grail items for a 40 LaSalle.

After looking through the parts, we moved back over to the car and that is when things went from bad to worse. They didn't know what happened to the new interior parts and the engine needed rebuilding, most of the bushings had not been replaced, the shocks had not been rebuilt, and the body panels had never been painted. The dollar figures just started adding up and it no longer made any sense as I could buy a running driving car cheaper; not including my labor to reassemble the car. The search will continue for something that at least drives.



WAYNE HEIKKILA



# Member's Projects

## Working on the REO

*Story and Photos by Wendell Bell*

My long-running 1929 REO project has taken some significant steps forward in recent months. That might be an odd thing to say about a largely dismantled vehicle, having separated the body from the frame to address the larger paint and body issues. Before describing that adventure, I'll provide a brief recap of how I got to this point with a whole lot of advice as well as hands-on help from Road Relics friends and long-distance contacts in the REO Club of America.

While we were able to make a long-dormant engine run several years ago, it did not run very well. The biggest problem was a cracked head with an ineffective weld repair. Also, it turned out that it did not have quite the correct carburetor. Those issues have been addressed so that it runs much better.

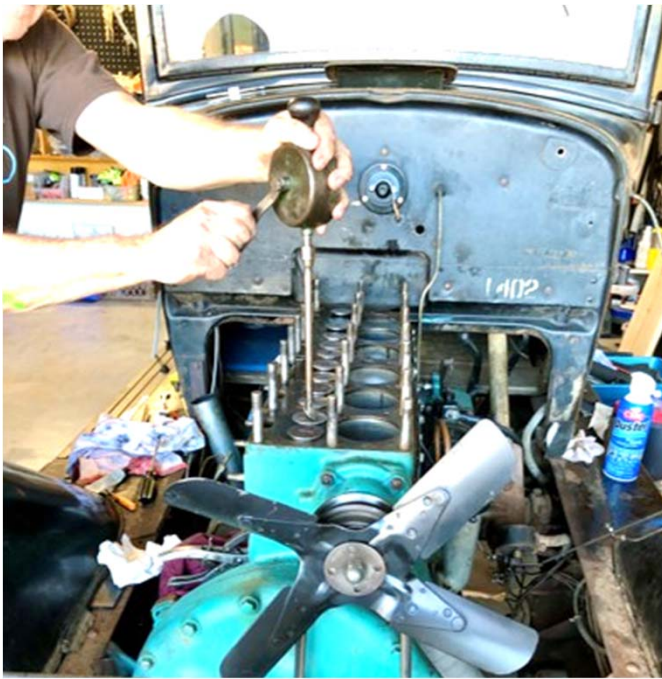
First, George Pierce, who got me into the REO business in the first place, located a head for sale by a REO Club member in California. Great, even though I had to buy the whole engine as the seller understandably did not want to part out a REO engine. No problem – the price was reasonable. Shipping was another matter. The package weighed about seven hundred pounds so it would be expensive – way more than the cost of the engine. Since the head was already loose, the seller kindly agreed to send it separately while waiting for a colleague to drive near Austin with a load moving across the country. I contributed a bit to their expenses and they dropped off the rest of the engine at a farm about an hour's drive from Austin. I picked it up and took it to Pierce's place near San Antonio. →



**Wayne Removes the Engine Head**



# Member's Projects



**Using Vic's Valve Lapping Tool**

→ Removing the old head from my engine was difficult. I tried several methods to no avail until Wayne Heikkila came over and applied his powers of persuasion. He also

oversaw installation of the replacement head that was resurfaced by Parks Engine Service in Seguin. While the head was off, I took out and cleaned the valves using the proper valve spring tool I found at the Hershey swap meet. Vic Donnell loaned me a valve lapping tool to smooth out the valve seats in the block.

With the new head, performance was noticeably better, but not quite right. Then Pierce learned that the Schebler carburetor on it was actually designed for a marine application. He found the right one (which looks almost identical) also at Hershey. Swapping out carburetors made another noticeable improvement.

In the meantime, the cosmetic work was stalled in my two-car garage at home. Again, Road Relics friends got it moving. In early 2020, I removed all four fenders and took them out to Joe Peter's shop where he →



**Driving Onto Joe's Trailer**

# Member's Projects

→ showed me how to sandblast, remove dents, and paint. They look great! We were planning to move the whole car out to start on the rest when COVID-19 put that on hold. I should also mention that one of the first things I did to this car was replace the rusted-out gas tank and John Anderson put me in touch with a neighbor who painted the new one.

After a “pandemic pause” of more than a year, Joe swung by with a trailer and hauled the REO out to his shop near Dripping Springs. I stripped out the interior and removed the frame bolts, steering column and other encumbrances, and Joe and his helper Homer jacked the body up enough to slip heavy canvas straps underneath it attached to overhead beams. We then rolled the frame out from under it. The body is still suspended there also resting on heavy sawhorses for safety.



**REO Body Off**

Currently, I am cleaning up the frame and painting with rust encapsulator, taking a small area at a time. Rather than risk fouling up the engine, wheels, and brakes with media blasting, I am removing surface rust and decades of road grime with wire brushes.



**REO Frame on Stands**

Having the body off provides good access to overhaul things such as universal joints, emergency brake drum, shocks, wiring, and much more. Now I can focus attention on the main body. I had already removed several layers of old paint, including a heavy brushed-on top coat, using chemical strippers. →



**Section Treated with Rust Encapsulator**



# Member's Projects

→ I like to note little victories along the way. Recently, I refurbished the steering wheel after taking it over to Vic's to use one of his many pullers to get it off the shaft. The wheel rim had deep cracks running all the way around the outside and inside circumferences. I first thought the rim was made of bakelite, but it is actually wood covered with hard paint or mystery coating. Regardless, epoxy putty filled the cracks nicely before sanding and painting. I decided to simply polish the aluminum spokes rather than painting them.

It seems like everything takes much more time than I imagined. I have been driving out to Joe's shop one or two days a week – a good forty-minute trip each way depending on traffic. At the same time, this hobby gets more rewarding all the time. As the saying goes, it is more about the journey than the

destination. While tinkering with the REO, it is fascinating to watch Joe's progress on his 1953 Packard Caribbean. Also, Wayne had his LaSalle at Joe's while overhauling the engine. It was great watching it get back on the road but heartbreaking to learn it was soon lost in a freakish fire accident.

I am assisting Joe with a chrome plating setup to handle numerous small parts on the Caribbean and a few from the REO. That is a story for another time.

These projects seem to go in fits and starts, interrupted by trips, illnesses, grand parenting, home projects, and just life in general. Speaking of trips, I am heading to Italy for a few weeks that will include a visit to the Ferrari museum in Modena. That is also a story for another time.



**Before: Steering Wheel Cracks**



**After: Refurbished Steering Wheel**



# Around Town

## Car Shows and Cruise-Ins

*by John Robertson*

The Gearheads Club of Buda hosted a Cars and Coffee show at the Moxie Gymnasium and Cheer School at FM 12 and Fitzhugh Road (north of Dripping Springs) on Sunday, August 28. Future shows will be held at the Moxie facility the last Sunday of each month. This was the second month for this location, which had previously been held at

Dreamland on Highway 290. Vehicles began arriving around 8:00am and continued coming and going throughout the morning. Club organizers said that they had over 72 vintage and contemporary cars, trucks, and motorcycles and over 170 visitors. This was an eclectic group of vehicles and all attracted some level of interest.



JOHN ROBERTSON



JOHN ROBERTSON



JOHN ROBERTSON

**Cars and Coffee – August 28, 2022 – Dripping Springs, TX**

# Membership

## Renewal

It is time to renew your membership. The National AACA dues are \$45 and our Local club dues are \$20. You may pay online or mail two checks. For any questions, please feel free to contact membership chair, Wayne Heikkila at (512) 740-4212.



Pay by Mail:

1) \$45 payable to AACA

2) \$20 payable to CTR-AACA

Wayne Heikkila

3543 Pauling Loop

Round Rock, TX 78665



To pay online, please click the link:



## Club Gear

### Gear

Vests

Club Shirts

Rain Ponchos

Ball Caps

Texas Flag Badge

CTR Window Sticker

2017/2019 FDCS T-Shirts

### Price

\$18

\$15

\$15

\$15

\$2

\$1

\$Offer



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

## Mini-Tours

Sign up to lead a mini-tour!

[jlrarkin1961@sbcglobal.net](mailto:jlrarkin1961@sbcglobal.net)



LEIF ALLRED 180825

## Leaders

### President

Greg Herbert

### Vice President

John Anderson

### Treasurer

Duane Pufpaff

### Secretary

Sue Graner

### Directors

George Brunner

Vic Donnell

Wally Graner

Joe Peter

DJ Stamp (Pate Rep)

Leif Allred (Past Pres)

### Mini-Tour Chair

Jim Rankin

### Membership Chair

Wayne Heikkila

### Sunshine Chair

Ronnie Burt

### Programs Chair

DJ Stamp

### 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

### Forums

<https://forums.aaca.org/>

#### Forum Guidelines:

- Follow the forum rules
- Post in appropriate forum
- Write complete topic titles (no clickbait)
- When applicable include year, make and model of vehicle
- Stay on the topic of the post
- Remember the golden rule  
*"Before you speak (post or comment) ask yourself if what you are going to say is true, is kind, is necessary, is helpful. If the answer is no, maybe what you are about to say should be left unsaid."* -- Bernard Meltzer



The screenshot shows the AACA forums homepage. The main content area lists several forum categories with their respective post counts and recent topics. The sidebar on the right features a vertical gallery of car-related images with captions and user information.

Forum Category	Post Count	Recent Topic
Buick - Post War	70.8k	Torque Tube oil leak ? Co...
Buick Reatta	218.5k	1991 Reatta ran out of oil...
Buick Riviera	111.3k	CARS (old Buick parts)
Buick Gran Sport (GS)	201	66 Skylark Gran Sport en...
Me and My Buick	40.3k	My 1965 Skylark 2dr Har...
Buick - Photos and Videos	23.4k	...and why not a Yellow ...
Buick - Meets & Tours	2.9k	2023 Northeast Buick Re...
Buick - Performance and Modified	14.1k	1940 Buick Ecoboost
Opel	377	Just a picture of another ...
OLDSMOBILE		
Oldsmobile - General	11.2k	1918 Olds parts list , mod...

## Letter From the Editor



POTS 9/17/2022 – Georgetown, TX

I was taking the surface streets to *Pistons on the Square* in Georgetown and saw a Model A Ford waiting to turn onto Williams Drive. Then there was a 70s Chevelle filling up at the QT and a '72 C10 4x4 coming up behind me. Upon turning onto Austin Ave, a 60s Mini joined our little convoy and, as we finally rolled up to the courthouse, we were a modern and antique corvette, two C10s, the Mini, an old Mustang, and a bewildered Camry who didn't get the memo. It was a really great feeling to see this group come together in anticipation of the monthly meet. Then while we're chit-chatting and debating about which shop had the best coffee, the STACCATO dragster came rumbling in, backed into two spots, and the driver was pried from the cockpit.

*Leif*



# Calendar

**October 11, 2022 7:00pm (earlier for food)**  
MONTHLY MEETING  
Catfish Parlour – South  
4705 E Ben White Blvd, Austin, TX 78744

**October 1, 2022 9:00am-2:00pm**  
MAIN STREET CAR SHOW  
Marble Falls, TX  
<https://highlandlakeskiwanis.org/>

**October 4-7, 2022**  
EASTERN FALL NATIONALS  
Hershey, PA 717-566-7720

**October 8, 2022 Mini-Tour**  
GEORGETOWN ISD AUTO PROGRAM  
Organized by Leif Allred  
Georgetown, TX


**October 15, 2022 9:00am-2:00pm**  
GEARHEADS 13<sup>TH</sup> ANNUAL OPEN CAR SHOW  
[www.budagearheads.com](http://www.budagearheads.com)

**October 29, 2022 10:00am-4:00pm**  
MAIN STREET CAR SHOW  
Taylor, TX

**November 5, 2022 Mini-Tour**  
BELMONT VILLAGE SIDEWALK PARTY  
Organized by Leif Allred  
Austin, TX


**November 12, 2022 Mini-Tour**  
WINGS and WHEELS FLY-IN  
Organized by DJ Stamp / Austin-Healey Club  
Kingsbury, TX – Pioneer Flight Museum


**November 11-12, 2022**  
VETERANS WEEKEND CAR SHOW  
Main Street, Bastrop, TX  
<https://BastropAreaCruisers.com>



**Save these days-**  
November 11 and 12, 2022  
Veterans Weekend Car Show  
Main Street, Bastrop

**BASTROP AREA CRUISERS**



Check the club's webpage for updates: <https://www.bastropareacruisers.com>  
Or the club's Facebook page: 

**December 11, 2022 1:00pm**  
ROAD RELICS HOLIDAY PARTY  
Maggiano's (The Domain)  
Austin, TX

**January 26-28, 2023**  
WINTER NATIONALS  
Miami, FL 305-992-5902

**February 9-11, 2023**  
AACA NATIONAL CONVENTION  
Williamsburg, VA 717-534-1910

**April 13-15, 2023**  
SOUTHEASTERN SPRING NATIONALS  
Charlotte, NC 704-847-4215

**April 27-29, 2023**  
PATE SWAP MEET  
Fort Worth, TX  
[www.pateswapmeet.com/](http://www.pateswapmeet.com/)

## LEGEND

- ☐ Monthly Meetings
- ☐ Special Events
- ☐ Road Relics Mini-Tours
- ☐ National Meets and Tours
- ☐ Local (unofficial) Events

[www.motortexas.com/events/](http://www.motortexas.com/events/)  
[https://www.taillightking.com/swap\\_list.htm](https://www.taillightking.com/swap_list.htm)

# FOR SALE BY OWNER

Club Classified Ads

## WANTED:

1948-51 JEEPSTER

Driver quality to restored condition.

Contact DJ at 512-288-5121.



## WANTED:

Chevrolet Stepside Tailgate. In any condition but preferably not attached to a truck – to be turned into a bench for fundraising auction.



Road Relics Limited Edition Blanket \$40:



Please contact Jim Rankin: (512) 689-3885  
or [jlrain1961@sbcglobal.net](mailto:jlrain1961@sbcglobal.net)

## 1949/1953 Ford Passenger Car Radiator:

Will deliver it to the buyer **\$150**

John Tiemann 512-658-4619



## Miscellaneous Tools and Stuff:

Tire irons and that thing; brake calipers; *Coca-Cola* bottle opener (in original box); assorted antique screw drivers, pliers, and wrenches – most with raised *Ford* script but without an actual bolt application size! It's not like you're not going back and forth trying to find the correct size anyway.

## \$ Donation to the Club (Beebe)

Leif Allred 512-350-3825

[FenderTalk@outlook.com](mailto:FenderTalk@outlook.com)