

# FenderTalk

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

Vol. 38, No. 01 *"Road Relics"* January 2024

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LEIF ALLRED



JOHN ROBERTSON



SIMPSONDESIGN.NET



LEIF ALLRED

# Steering Column

I'm back and ready to serve as the 2024 Club President. Let me begin by thanking our 2023 club leadership: Past President, Greg Herbert, who led us with his calm, unwavering style – all while preparing to move to a new residence. Sue Graner who served as a faithful, thorough Secretary – always without fail at the start of our meetings. You are tops! Two club directors have retired from the role: Vic Donnell, has provided our organization unwavering support, technical expertise and good humor over decades and has also served as a tremendous source of specialty tools for various vehicle situations! Our second retiree is Wally Graner who is a wealth of car insights, gentle humor and has generously supported our old car initiatives. Many thanks to both of you and looking forward to sharing more fun times together.

As we move into 2024 . . . thanks to those members who continue to serve our group: Vice President, John Anderson; Treasurer, Duane Pufpaff. Ronnie Burt is stepping up as Secretary. Other club chair roles remain the same: Membership, Wayne Heikkila; Programs, DJ Stamp; Newsletter and now Mini-Tour, Leif Allred; Club Gear, Greg Herbert; and Webmaster, Rich Bassemir. Many, many thanks for your willingness to help our club. We may need a Sunshine committee chair. Let me know if you are available to serve.

Save these important 2024 Dates:

- Pate Swap Meet Fundraiser: April 25-27, 2024
- Texas Tour: May 16-19, 2024, Granbury, TX

2024 goals:

- Continue to enjoy sharing antique car ownership and the hobby amongst ourselves and the community. In doing so, offer fun, welcoming activities to boost interest in the hobby.
- Lastly, my wife tells me the club needs a 2024 goal . . . a Club Christmas Party. Please reach out to her if you are available to serve on a planning committee.

**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

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



@centraltexasrr

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# Secretary's Report

## Minutes of Road Relics Meeting December 12, 2023 – Catfish Parlour

*Sue Graner, CTR-AACA Secretary*

**Meeting** The meeting was called to order by President Greg at 7:00pm.

**Membership** Wayne said he had received 19 renewals for the month, and there were no guests present at this meeting.

**Secretary's Report** The minutes of the last meeting were published in the November Newsletter, submitted by Leif. Bob R. presented the motion to accept the minutes as written, and George B. seconded the motion. It passed unanimously.

**Treasurer's Report** Duane discussed the bills he paid this month, including expenses for mini-tours and publication fees, and the amount that we were paid for our participation in Pate Swap Meet. Joe presented the motion to accept the Treasurer's Report and Vernon seconded the motion. We all voted "Aye" and the motion passed unanimously.

**Webmaster** Rich said he had nothing 'new' to report on the website. He was just

working to keep it fresh and clean and is looking for suggestions and always needs photos to add.

**Newsletter** Leif thanked everyone for their contributions and encouraged folks to send in stories and photos to lend a hand. He said he put an Easter egg in the last issue hoping someone would find the photo of DJ. Apparently, no one did. He'll keep trying in future issues. It's kind of fun to look in the background to find a certain individual.

**Sunshine Committee** Greg announced at this time that one of our dear long-time members, Karen Ross, passed away December 4th, and her service would be held at Cook Walden at 6100 N Lamar on December 21st, at 10:00am. It's just half block south off Hwy 183. Our condolences to Bob Ross and the family. Bob indicated that he and Karen had been married over 50 years.

### Past Activities

- Pistons on the Square was attended by several members

- Stephanie Nichols had a cruise-in and toy drive with a tour of the Georgetown High School auto shop
- Bell County Swap meet
- Vern went to the Belton Swap Meet and saw a '61 4-Door Impala

**Officer Elections** Greg presented us with a slate of officers for next year and we voted unanimously to accept each one. The officers and directors of Road Relics for the coming year are as follows:

President: Joe Peter

Vice President: John Anderson

Treasurer: Duane Pufpaff

Secretary: Ronnie Burt

Director: George Brunner

Director: Leif Allred

Director: Wayne Heikkila

Pate Alternate: Gary Baker

Bob R. offered the motion to accept the slate of officers; Wally G. seconded the motion. These officers and directors were accepted by acclamation. Additional officers not on the ballot include the Pate Director (elected every other year) and one more Director appointed by the President. →



# Secretary's Report

## Upcoming Events

- Decatur Swap Meet – February 24, 2024
- Chickasha Pre-War Swap Meet – March 17-18, 2024
- Lonestar Road & Kustom Round Up – April 19-20, 2024 – Austin Expo Center
- Pate Swap Meet – April 25-27, 2024 – at the Texas Motor Speedway

**Meeting** Throughout the meeting Greg showed us a variety of slides featuring 'Old Car Advertisements.' The 1910 Model that sold for \$1700 apiece (2 years salary at the time), a 1951 Cadillac; a 1961 Cadillac (featuring a bride and groom), and a '78 Cadillac Ad telling us what it means to own a Cadillac. Some of the other cars mentioned in the Ads were the '60-61 Edsel which were the last year produced, a Graham Paige that got good gas mileage in the 30's, a '27 Hudson, a '58 Hudson Hornet as well as a '20 Maxwell. Additional cars that were included in the old ads were a 1969 Lincoln Mark III, a '41 Lincoln Zephyr V-12 and a 1903 Pierce Arrow. The last group of cars that Greg showed us in the collection were a 1942 95 HP Plymouth; a 1950 Woody (the first all metal Woody), a 1940's

Willy's ½ Ton Truck, a 1966 Ford Wagon (Fairlane) and a 1966 Mustang.

**Dessert** While Rich was getting ready to present his program, we had a short break for cobbler.

**Program** Rich B. presented tonight's program featuring his road trip to Dearborn Michigan. He said they flew to Ford County (John Anderson offered that he worked for Ford in Dearborn). One of the Ford garages has been turned into a restaurant, and it was a cool place to visit. Parts of cars were used for all kinds of things and it was a lot of fun and very quaint.

Rich said that the Henry Ford Museum of American Innovation at Greenfield Village was a "must see." Just a few of the 'sights to see' there included locomotives, a Cadillac Type 5+ from 1918; a 1937 Cord 812 Convertible; a Buggati Type 41 Royal Convertible; a 1913 Scrips Booth Rocket Cycle Car, and a 1916 Electric Car that Clara Ford drove; a LaSalle; a 1936 Zephyr; and the Goldenrod that went 409mph on the Salt Flats in the desert.

Thanks, Rich, for the interesting program.

**Adjourn** George made a motion thus the meeting was adjourned at 8:10pm.



Monthly Meeting – Catfish Parlour – December 12, 2023

# *In Loving Memory*

## **Celebrating Karen Ross**

*By Leif Allred*

### **Obituary (Dignity Memorial)**

Karen Fay Ross, 82, passed away at Seton Ascension Hospital in Round Rock, Texas on December 4th, 2023. She was born in Lincoln, Nebraska on November 6, 1941. Karen grew up looking after her two younger brothers (Ray and Tom) and found joy in aggravating her older brother Jack. She was a cosmetologist, worked for Paramount Laundry, was a military spouse, and eventually retired after 30 years as an accountant at the Texas State Comptroller's Office. She met Bob Ross on February 15, 1964 and they were married on March 20th, 1964. Karen and Bob welcomed their son, Sean Ross, on March 29, 1968. Karen and Bob had 59 years of marriage, watched their family grow, and had many life experiences together.



**November 6, 1941 – December 4, 2023**

During her life, she was able to go to Peterborough, England for four years while her husband was stationed there. While living in England, Karen went to Holland twice on day trips and to Rome, Italy for a week. She was able to keep in touch with the friends and colleagues found during those years and was happily surprised to find some of her friends from England stationed close to them when they transferred to Austin, Texas in 1974.

She enjoyed adventuring on cruises to the Caribbean, Panama, Hawaii, and Alaska with her family and friends. Karen attended many of the bimonthly get-togethers with her co-workers from the Texas State Comptroller's Office. She enjoyed her membership in old car clubs and participating in the Car Club tours. She was a member of the AACA, Central Texas Region (Road Relics) club, the Austin Area Car Club, the Austin Area Cadillac club, and the Cen-Tex Tin Lizzies Model T Ford club. She liked to say "We had old cars before they were old cars." She will be missed by many, many people.



# *In Loving Memory*

## Memorial Service

Funeral Services were held at Cook-Walden Chapel of the Hills Funeral Home in Austin, TX on December 21, 2023. Instead of the traditional church pew layout where everybody faces the front, the sanctuary was laid out in reception style with round tables draped in a soft lavender covering with cream colored runners and flower centerpieces. A nice collage of flowers, plants and other treasures (cars, cruises, family, and friends) adorned the stage. The service were officiated by son Sean Ross with music and memories of Karen – one especially touching sentiment came from the courageous oldest great granddaughter.

Although a rainy morning, apparently cars made in 1956 are impenetrable to water and their bravery was appreciated. In attendance from the club were Dan and Alice Marshall, Rich Bassemir, Duane Pufpaff, Paul Rivera, Vern Hancock, Leif Allred, Laura Pressley, John Anderson, Joe and Lizette Peter, Vic and Jan Donnell, Greg Herbert, Bob Ross (of course), Jim and Lynda Rankin, DJ and Pat Stamp, Wayne Heikkila and Adriana Meyer-Alonzo.

It was always evident that Bob loved Karen and the club shares that feeling for her. She will truly be missed.



LEIF ALLRED



LEIF ALLRED



LEIF ALLRED



LEIF ALLRED

Trailer key chains given as keepsakes

December 21, 2023 – Austin, TX

# Sightings

## Old Cars Around the World

*Report and Photos By John Robertson*

This Fall Connie and I had the privilege to tour Countries of the British Isles which included Wales, England, Scotland, Northern Ireland and The Republic of Ireland. It was a wonderful trip with lots of exciting sights and places to see and tours to experience.

The Kilbeggan Distillery was one of a number of tours that we took along our journey of local distilleries, breweries and pubs in most of the countries visited. Our last distillery on our journey from Belfast, Northern Ireland to the City of Galway on the west central coast of the Republic of Ireland was to the village of Kilbeggan in east central Ireland. In this quaint Irish village, we had the opportunity to tour and sample the fine Irish whiskey that this distillery has been producing for most of the past 266 years.

The distillery was founded in 1757 by Matthew MacManus, operating with a 232 gallon still with an initial annual output of 1,500 gallons. By the 19<sup>th</sup> century, the distillery was bought by John and William Codd. In 1841, it was sold to a new owner which was short lived and, in 1843, the distillery was purchased by John Locke where the distillery flourished under his stewardship. The town also prospered with the distillery providing cottages, either for rent or purchase, and co-operative purchases of coal for the employees during the winter.

A 1866 incident rendered the steam boiler inoperable and the distillery had to shut down. Due to the high regard of the employees and towns people for John Locke, the entire community came together to purchase a replacement boiler. →





# *Sightings*

→ Another incident in 1878 saw the local community come to the aid of the distillery when a fire broke out and destroyed a large portion and hundreds of gallons of new whiskey. The community entered the burning distillery and rolled aging casks out of the building and down to street to safety.

In 1887, the distillery was visited by Mr. Alfred Barnard, a British writer researching for his book, “The Whiskey Distilleries of the United Kingdom.” By this time the distillery was being operated by John Locke’s sons. The distillery had grown to occupying a site of 5 acres and the output had grown to 157,200 gallons per year and employed over 70 men. Their product was shipped to Dublin, England and “the Colonies.” and they had over 2,000 casks of spirit aging in their bonded warehouses.

As they entered the 20th century, Kilbeggan, like many Irish distilleries, began to enter a period of decline due to less market access, prohibition in the United States, a trade war with the United Empire, shipping difficulties, The Great War (WWI), the Irish War of Independence, and competition from blended scotch. As a result, the distillery ceased production from 1924 to 1931.

After the deaths of the brothers, ownership passed to their daughters and challenges to operate continued. They began limited operations in 1934 with some financial success then the distillery was put up for sale in 1947. However, the transaction did not take place due to scandals with the proposed purchasers and politics thus the distillery stopped all operations in 1952. In 1962 the distillery was purchased by Karl-

Heinz Moller, a German businessman who owned a motor distribution company in Hamburg, Germany. His primary purpose of the purchase was to have access to the 100,000 gallons of whiskey still held by the distillery (which was sold off for a huge profit) and a rare Mercedes Benz owned by the Distillery. In 1969, the distillery was sold and then again in 1982 – 30 years after ceasing operations – to the Kilbeggan Preservation and Development Association established by locals in the town which restored the distillery and reopened it to the public as a whiskey distillery museum.

In 1987, the newly opened Cooley Distillery acquired the assets of the Kilbeggan distillery and relaunched the making of whiskeys under the Kilbeggan and Locke’s Whiskey Brands off site. In 2007, the 250<sup>th</sup> anniversary of the distillery’s founding, distillation re-commenced at Kilbeggan on site with the firing of the pots being witnessed by the descendants of all the families that had previously owned and run the distillery.

Today, the Kilbeggan Distillery includes a restaurant, gift shop, historical areas and artifacts, a working waterwheel on the River Brusna which runs next to the distillery (a steam engine is also occasionally used to power the wheel when the river water levels are low).

Now you know about the Distillery history. As you will recall, there was mention of two vehicles in this article: an “antique truck” and a “rare historic Mercedes Benz”. Unfortunately, I have nothing to add about the Mercedes or what happened to it. →



# Sightings

→ However, I do have some information about the antique panel truck that is currently displayed on site at the distillery. As I toured the distillery, I immediately saw what appeared to be an old English panel truck and began taking pictures. In the process of doing so, I got in trouble with Management when I went where I was not allowed to go beyond a fence to get a better picture.

In my exchange with one of their employees, a very nice lady, I was able to get some information on the truck but not about the history of the Mercedes or the how the distillery acquired this truck. As it turned out, after she made me leave the restricted area, she stated that she was an antique car fan and immediately pulled out her cell phone and began to show me her pictures of a red 1957 Ford fire truck that her friend had restored. She often gets rides on it for parades and show events. In turn, I showed her my cell phone pictures of my 1953 F100 Ford Pickup and we had a grand time swapping car stories!

I hope you enjoyed this article about the Kilbeggan Distillery and the 1932 British Standard Motor Car "Austin 10" Panel Truck. The vehicle came with a 1287cc engine, right hand drive, and, although the current color is black, the original color was red. Research appears to indicate that Standard Motor Car – founded in 1903 in Coventry, England – did not make an Panel Truck for this model as standard production so it was probably modified at some point to a panel truck configuration. Every distillery and winery needs an old car or truck around.

## References:

<https://www.kilbegganwhiskey.com/the-distillery/>  
[https://en.wikipedia.org/wiki/Standard\\_Motor\\_Company](https://en.wikipedia.org/wiki/Standard_Motor_Company)



Even the  
smallest Standard  
has . . .



... a 12-volt  
lighting and starting set

See that your new car has ample reserve of electric power and light—insist upon a 12-volt lighting and starting set. *Not only is it vital in these days of faster travel, it also makes starting certain without fuss or bother on the coldest day.* That's why even the smallest Standard car—the "Nine"—

is fitted with a 12-volt set—a unique feature in a car of this price class. The Standard car is regardlessly equipped with every device which makes for safety on the road. Another reason why the Standard is known to be "the car it pays to pay a little more for."

Write for 1935 literature to:—THE STANDARD MOTOR CO., LTD., CANLEY, COVENTRY

Light Car PRICES  
(ex-works)  
from £145 to £245  
Dunlop Tyres, Triples Glass  
Illustrated above, the Standard "Niners"

West End Showrooms  
"Standard Cars,"  
37, Davies Street,  
Grosvenor Square,  
London, W.1.

**STANDARD**

THE CAR IT PAYS TO PAY A LITTLE MORE FOR

# History

## Stop Signs and Traffic Lights

by Paul Burt

Before automobiles even swarmed over the roads and streets, there was a need to control traffic to avoid accidents and keep vehicles moving smoothly. The current systems have developed over more than a century.

Traffic lights are intertwined with the automobile but the world's first traffic light existed almost 20 years before German inventor Karl Benz patented the first modern car. On December 9, 1868, a 20-foot-tall traffic light was installed at the intersection of Bridge Street and Great George Street outside the Palace of Westminster in London in an attempt to control the flow of carriage and pedestrian traffic. It was an adaptation of the railroad's signaling system using pivoting "arms" to communicate "stop" and "go"

during the day and gas-powered red and green lights at night. Relying on gas turned out to be a problem when the traffic light exploded less than a month later.

This complex signaling system predated the idea of a simple stop sign by nearly 30 years. Stop signs originated in response to appeals for some sort of safety signage to tame the chaotic streets of early 20th-century America, which lacked speed limits, directional signs, or any traffic laws. In the year 1900, New York businessman William Phelps Eno (considered the father of U.S. traffic law – though he never drove a car himself) wrote an article suggesting stop signs be placed at intersections. It took another 15 years but the first stop signs were installed in Detroit, Michigan — the heart of the U.S. automotive industry — and the idea was soon exported to the rest of the country and around the world.



**New Street Semaphore at Westminster**

Although red octagonal stop signs are a fixture of today's roads, the stop sign has undergone a few changes over the years. Early stop signs in Detroit were square with black lettering on a white background. The first official signs to use the octagonal shape arrived years later in 1923, courtesy of the Mississippi Valley Association of State Highway Departments, which decided that the number of sides on a sign should convey the level of danger. Eight was the second-highest danger level. The highest is the circle, which technically has infinite sides, and is used for railroad crossings in the U.S. The blue stop sign – mostly in Hawaii – is used as an unofficial marker mostly for parking lots. →

# History

→ Here are some other key historical milestones in traffic signal history:

**1868** — The first gas-lit traffic lights were installed outside the Houses of Parliament in London.

**1912** — A traffic control device on a Paris tower with a revolving four-sided metal box with glass showcase and words “Stop” painted in red and “Go” painted in white.

**1914** — American policeman Lester Wire designed the first electric traffic light installed in Cleveland, Ohio.

**1917** — First interconnected traffic signal system in Salt Lake City, with six connected intersections controlled from a manual switch.

**1920** — William Potts invented the first four-way and three-colored traffic lights introducing yellow to indicate the light would change soon.

**1920** — Los Angeles installed five signals that paired “Stop” and “Go” semaphore arms with small red and green lights and bells that rang before the flags changed.

**1920s** — In Syracuse, New York, traffic lights were vandalized frequently. The Irish citizens objected to the red light on top, which they viewed as a symbol of British oppression of Ireland (represented by green lights at the bottom). City officials flipped the signals in that neighborhood for green to be on top.

**1923** — Garrett Morgan received a patent for an electric traffic signal. The African American inventor owned a sewing machine company in

Cleveland and, after witnessing a horrific accident, worked on his automated traffic signal system. GE paid him \$40,000 for the invention.

**1928** — Charles Adler Jr. developed a sonically actuated traffic light. To operate it, drivers pulled up to a red light and honked their horns to make the light change. Installed in Baltimore, it was the first actuated traffic signal in the United States and served as the basis for modern traffic signals.

**1929** — Adler also invented a pedestrian push button, which was installed in Baltimore—the first pedestrian-actuated signal.

**1950s** — Computerized detection used in traffic lights. A pressure plate was placed at intersections so computers would know that a car was waiting at the red light.

**1960s** — As computers improved, they could monitor traffic and change lights in an even more efficient way.

**1990s** — The countdown timer was introduced to traffic lights to help pedestrians know whether they have enough time to cross the road before the signal changes color.

**2010s** — Connected vehicles can communicate with traffic signals and other vehicles to improve speed, timing, and efficiency at intersections—perhaps as much as 40 percent as more vehicles get connected, according to Washington State University.

Some claim that signals will further evolve for AI so keep the old cars out there on the roads to defeat the new technologies.

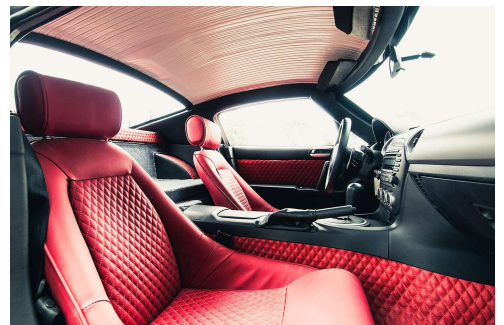
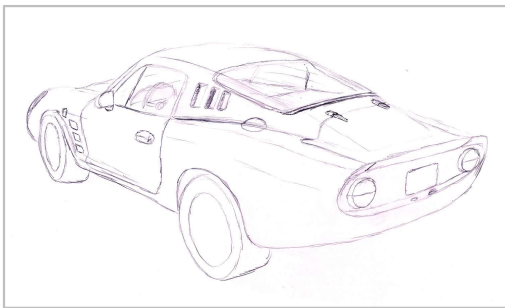
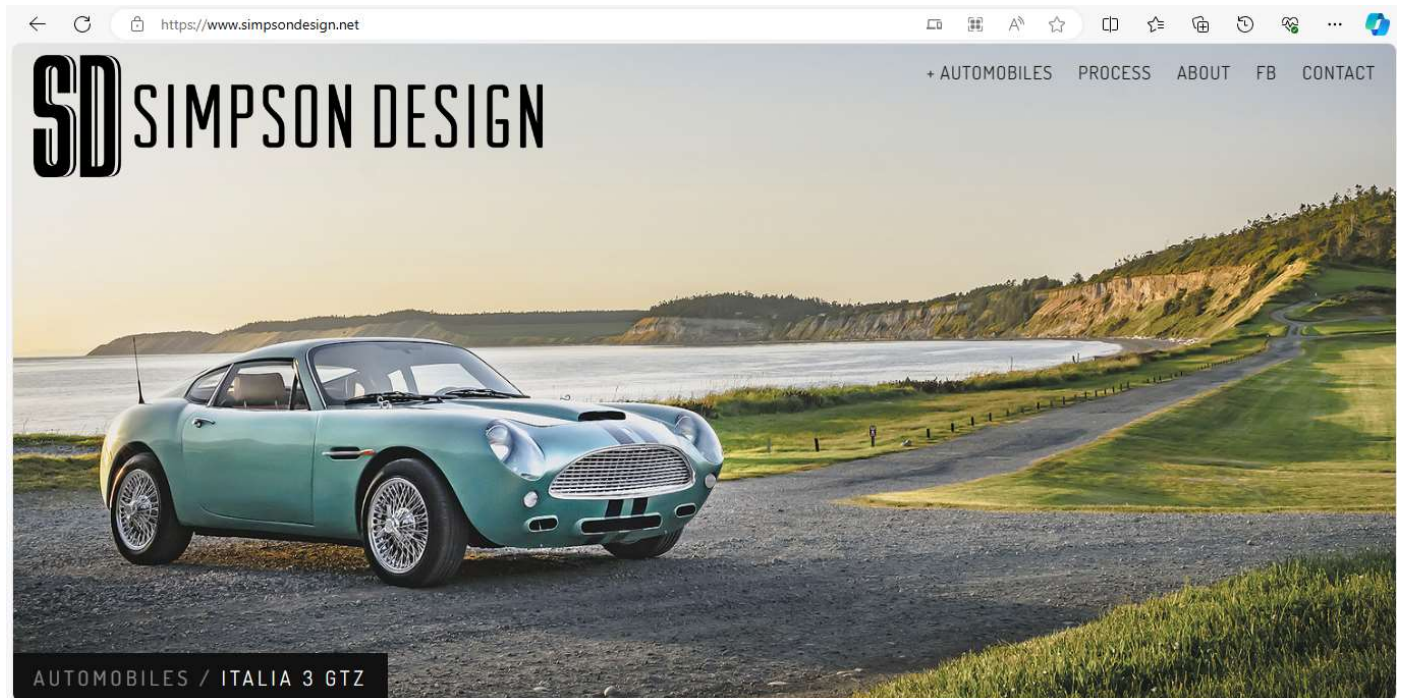


# On the Internet

## Simpson Design

*by DJ Stamp (photos from Simpson Design)*

I saw this car on BringATrailer.com and thought it was pretty cool. It's a Simpson which is based on a Mazda Miata platform. They have several cars – some of which are pretty cool – others not so much. I did enjoy sleuthing which cars they were based on such as the Ferrari 250 SWB, Matra Bonnet Djet, Fiat Dino and Aston Martin DB5. We've had a Matra Bonnet Djet at our Father's Day Car Show once so there's one around Austin somewhere. Here's the link to Simpson Design: <https://www.simpsondesign.net/>





# Around Town

## Local Shows, Events, and Cruise-Ins

by Edgar Frog

### Cruise-In and Toy Collection

Georgetown, TX – December 2, 2023

This informal cruise-in (with awards) was coordinated by Stephanie Nichols and the Georgetown High School Automotive Technology students and was a toy donation opportunity for a local non-profit who provides services for children involved in abuse and neglect.



One important part of the kids' classic car education was instruction that the parking lines were merely suggestions when it comes to cars with large doors and expensive paint. Some of the participants took advantage of a tour of the automotive program's facilities. The teachers requested



Georgetown High School Auto Shop

expertise to help the curriculum in addition to donations for tools and testing equipment. But mostly they need you to share what you know about older cars and technology.



For this small gathering of maybe 60 vehicles (including a Georgetown fire truck), there was an amazing collection of very unique restorations, preservations, and modifications.



# Around Town

## Applied Materials Food Drive Car Show Austin, TX – December 7, 2023

Applied Materials has an annual food drive in benefit of Central Texas Food Banks as once having an executive on their board. It has become a yearly tradition that raises and matches hundreds of thousands of dollars for local communities. This year, the car show was combined with a chili cook-off and dunking booth. People may nominate management with dollars donated to be dunked – then they can pay more dollars for balls to throw and can pay even more to get closer in this undignified and shameless endeavor.

The car show was good, though, and the chili cook-off brought more spectators and fed the participants. It was especially rewarding to pick up a “best in class” award against my supervisor who entered two trucks: a self-restored 1953 Chevrolet truck and a 1968 Chevrolet K5 Blazer.



Best in “Truck/SUV” Class – 1970 C10



LEIF ALLRED



LEIF ALLRED



LEIF ALLRED



LEIF ALLRED



# Around Town

## Pistons on the Square Georgetown, TX December 16, 2023

It was cold and the parking spots most sought out were strategically in the sun when it came over the buildings. That didn't stop Wayne from showing up in an open car. Alex also drove in with the top down with he and his copilot dressed as snowmen. Greg Herbert, as a new resident to the area, visited the monthly show – seeing our vehicles but not us. I get that a lot as very few people camp behind their car to wait out the event. Plus, we had to keep moving to keep warm also in hopes that an open engine compartment was still radiating heat.

There are also a couple of coffee shops open at these early hours: the Black Sugar Caffe on 7<sup>th</sup> Street and Lamppost Coffee (noted by many as the better cup) on Main Street while Mikey V's Hot Sauce Shop on 8<sup>th</sup> Street serves breakfast tacos and other foods in the back. The square always makes for a pleasant visit and monthly catch up. It starts your weekend off right and breaks up early to get you on with chores and errands.



Georgetown, TX – December 16, 2023



Elmo not feeling “tickled” on the hood ornament



VW Bug, Speedster (yellow), Big Truck (orange)

# Membership

## Dues Renewals

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 CTR-AACA

Wayne Heikkila  
3543 Pauling Loop  
Round Rock, TX 78665

## 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](mailto:gdherbert@aol.com)

## Mini-Tours

Bring out your inner classic self.  
Sign up to lead a mini-tour  
for the club. It will make  
you feel glamorous!  
The club will notice.

Pick an area and place.  
Find the route.  
Go that speed.  
Lead the club.  
Write it up.



## Leaders

### President

Joe Peter

### Vice President

John Anderson

### Treasurer

Duane Pufpaff

### Secretary

Ronnie Burt

### Directors

Leif Allred  
George Brunner  
Wayne Heikkila  
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

Leif Allred

### 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*



### Touring Places

By Myron Smith  
VP - Region & Chapters  
Development & Support

Several years ago the VMCCA started a progressive tour following Lewis and Clark trail. Each year they hold a 5-day tour which follows the route. Different people 'host' the tour each year making the arrangements for 'their' portion of the route. It has been an interesting combination of driving old cars and learning about the adventures of Lewis and Clark. We were unable to follow it each year until the last two years. The 2022 tour went from Bismark, ND to Great Falls, MT and, in 2023, the tour went from Dillon, MT to Lewiston, ID.

There are a number of interesting roads that would make good tours. The Lincoln Highway is a prime example of one that people have done periodically and, of course, the Route 66 path seems to be one some groups or individuals follow almost every year. Maybe the TV show is what brought so much interest in this road.

When going to and from Hershey this year, I started to notice signs for the 'Historic National Road.' It appears to largely follow US 40 and Interstate 70 for a number of miles. Something about the name 'National Road' sounded familiar so, of course, I Googled it and found it was the first major 'improved' highway built by the Federal Government. When I saw that it terminated at Vandalia, IL, I knew why the name

sounded familiar as we spent an hour or so there looking around on our way home from the National Convention in Williamsburg, VA. It's an interesting place with many old buildings.

Legislation was signed by Thomas Jefferson in 1806 for funding of a road which was promoted by Jefferson's Secretary of the Treasury, Albert Gallatin. The road was surveyed from Cumberland, Maryland to the Mississippi River (It is also known as the Cumberland Road). The purpose of the road was to spur interest in settlement in the 'west' and was a primary route for settlers and commerce for many years. Construction began in 1811. Funding for the road was intended to come from the federal government selling land in Ohio. Political disagreements regarding funding for the road were constant and, in 1840 with the road unfinished, funding stopped with the end of the road being in Vandalia, IL. Vandalia had been the Illinois capitol when the road was being built. Were someone to take on the project of making a tour of the National Road, it could be an interesting one.



**Downtown Vandalia, Illinois**



# Calendar

**January 9, 2024 7:00pm (earlier for food)**  
MONTHLY MEETING  
Catfish Parlour South 4705 E Ben White Blvd  
Program: *"Automotive Innovations That Did Not Stand the Test of Time"* by Leif Allred

**February 8-10, 2024**  
ANNUAL CONVENTION  
Chantilly (Washington, D.C.), Virginia  
717-534-1910

**February 23-24, 2024**  
DECATUR SWAP MEET  
3101 S. FM 51 Decatur, TX 76234  
[www.wcaac.com](http://www.wcaac.com)

**March 2, 2024 9:00am – 1:00pm**  
ROCKNRIDES CAR SHOW  
200 Gupton Way, Cedar Park TX  
[www.RockNRides.org](http://www.RockNRides.org)

**March 17-23, 2024**  
FOUNDERS TOUR  
Louisiana 337-581-7776

**March 17-18, 2024**  
CHICKASHA PRE-WAR SWAP MEET  
Chickasha, OK [www.pwsm.com](http://www.pwsm.com)

**March 21-24, 2024**  
SPECIAL WINTER NATIONALS  
Guaynabo, Puerto Rico 787-635-8976

**April 4-6, 2024**  
SOUTHEASTERN SPRING NATIONALS  
Charlotte, NC 704-847-4215

**April 25-27, 2024**  
PATE SWAP MEET  
Fort Worth, TX

## 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)

## Letter From the Editor



December 12, 2023

I am frequently asked: "How do we bring more [or younger] people into the club?" The easiest answer is that the club has to actually *DO* something (and eating catfish doesn't count) and frequently. My friend with his grandmother's 1957 Thunderbird, a 1972 Ford Camper Special, and a 1964 Ford Galaxie said to me just last week: "Let me know the next time y'all do something." We had three guests and another resident's family at our Belmont activity. Another active couple with a Triumph is also on that hook as is an 80-year old gentleman with a '53 Mercury convertible who's searching for a club to go with his Model A club. People are looking for activities and ways to exercise their cars, learn from those who know how to work on them, and have fun with friends. Let's fill the calendar with **BLUE** for 2024 and make a fresh start in the new year!

*Leif*