

# FenderTalk

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

Vol. 37, No. 12 *"Road Relics"* December 2023

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LEIF ALLRED

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FIRSTAIRFORCEONE.ORG

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LEIF ALLRED

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# *The Steering Column*

After 28 years in our home in Austin, Nancy and I made a change and moved to a one-story house in Georgetown. Finally, a completely flat driveway and a much larger garage.

There are numerous celebrations in December for the various faiths. From my family to yours, we wish each of you a Merry Christmas, and we hope you are able to spend time with friends and family during the holiday season.

Hope everyone can make it to the meeting at Catfish Parlour on Tuesday, December 12th. 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. <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 Meeting November 14, 2023 – Catfish Parlour

*Submitted by Leif Allred for Ronnie Burt for Sue Graner*

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

**Membership** There were 30 people in attendance; no new members, and one guest – Alex Armendariz, a former member (about 2004) who has participated recently at Belmont, the 2020 RV and Boat Show, and many Father's Day Car Shows.

**Secretary's Report** Greg asked if there were any corrections or updates to be made to the minutes published in the latest edition of FenderTalk. Bob made a motion that the minutes be accepted as written and George seconded the motion. The vote was unanimously approved.

**Treasurer's Report** Duane indicated that there were membership renewals and the Pate Swap Meet check as income this month and no expenses. Our treasury is in very good shape. Bob made the motion to approve the report and George seconded the motion. We voted to

approve the Treasurer's Report and then we started keeping "motioning" score.

**Sunshine Committee** Wally is recovering from a surgery.

**Newsletter** Leif thanked Wendell, Wayne, and DJ for their contributions to the November issue and said that the December newsletter had an opening saved for an advertisement for a Christmas Party.

### Past Activities

- Belmont Village Sidewalk Party was a wonderful event with great feedback from the retirement community. Paul shared a story from an attendant who talked about last year's show all year long.
- The Taylor Car show was attended by many members with George P, Wayne, and Gordon displaying vehicles.
- Pistons on the Square in Georgetown had the Staccato dragster and the motorcycle hearse (for rent) present with Leif and Wayne showing up with vehicles.

- Hutto Olde Tyme days initiated a car show this year that was shoehorned in a grassy section behind the downtown area.
- The Kingsbury Wings & Wheels included members' Model Ts that were free of battery and gas tank issues. The Red Baron Tri-plane brought lots of interest.
- The Bastrop Heroes and Hot Rods car show gave sincere tribute to Veterans with the JROTC from Bastrop High School leading ceremonies and a Veterans parade. There were about 350 cars. Gary won a "Participants Most Popular Vote" trophy.

**Pate Swap Meet** In Ft. Worth the weekend of April 22-27, 2024. The website has been updated with clickable maps and a new server.

**Officers Elections** The slate was unavailable for publishing and voting. To move the nominations and voting to December in a regular monthly meeting at Catfish Parlour was motioned by Leif, seconded by Terry and unanimously approved. →



# Secretary's Report

**Meeting** During the meeting, Greg showed photos of antique commercial vehicles. The Divco Milk Truck spawned a lot of nostalgic discussion and recollections of milk delivery stories: Bob remembers an insulated box at the door for fresh deliveries and empties for return; JC recalled the cap sitting high on a frozen column of milk on below zero mornings when left outside too long; George told a story about buying chocolate milk from a horse drawn milk truck where the horse just kept moving down the street while the cart was

unloaded and would then eventually just head back to the shop on auto-pilot.

**Program** DJ enthusiastically presented his and Pat's trip to the 2023 Midwest Old Thresher's Reunion in Mount Pleasant, Iowa. The demonstration was complete with photos of cars, trucks, tractors, hit-and-miss engines, models of hit-and-miss engines, steam trains, steam tractors, steam powered machine shops, belt actuated saw mills, ice cream makers, and other accoutrement. There were also videos of

peculiar water pumps geared for different parts of the stroke, really big tractors and massive belts operating heavy equipment. Flyers with maps and the huge schedule of events were handed out and DJ also showed some of the unique items he purchased for show and tell. We were glad it was just "tell" and not "show."

**Adjourn** George suggested we adjourn the meeting at and Bob seconded it and we were dismissed.

GB III, BR III, LA I, TS I



Horseless Carriage – the orange contraption is controlled by reins from the pink buggy



# Past Activities

## Belmont Village Sidewalk Party

By Leif Allred

The club and a few welcomed guests spent a perfect Saturday morning at the Belmont Village Sidewalk Party. This was the 5<sup>th</sup> time for the club to parade and show cars at Belmont Village Senior Living in West Lake Hills. Along with live jazz music, the center grilled burgers and dogs outside on what was the last nice weekend of the season. Talking with the residents and their helpers, our presence was very meaningful to those in Belmont's care and their families and they greatly appreciate that we brought the old cars and trucks out for their small show. We met up a mile away from the facility where the hour at The Palisades was really the best part as it was relaxing and we could talk and check out cars without the pressure of putting on a show.

Participating from the Road Relics were: Leif Allred, Paul and Ronnie Burt, Karl and Jeanne Frank, Wally and Sue Graner, Wayne Heikkila, Richard Luciano, Joe and Lizette Peter, and John Robertson. It was great to have guests Alex Armendariz, Kurt Edminston, and Roy Smith join us with their unique vehicles and to deal with last minute spectators. An attorney lady (mother lives at Belmont) kept us there for a while until Roy and Kurt encouraged her to continue the →





# Past Activities



→ party at Top Notch. Then Alex and the Camaro guy Terry and I hung out to the bitter end. The drive home was still pleasant with the windows open and tops down.

The “1966” Shelby GT-350 was quite impressive! Karl and Jeanne did a good job of leading us down FM2244. Wally and Sue dropped off a bunch of literature for the retirement community. The 1953 Ford F-100 and 1963 Cadillac Coupe De Ville were both once owned by their grandfathers – thus providing another special connection with the venue and the many generations there.

An illness, a failed fuel pump, and some busted hoses prevented a few attendees. Otherwise, everyone seemed to make the mini-tour without a big issue. For the last 15 miles of my travels home, a red truck was following me and then finally pulled up next to me at my last stop before arriving home. It turned out that, somewhere around Liberty Hill, an exhaust hanger bracket fell off my truck, bounced crazily, and cracked their windshield. That reminds me of JC’s sign on his Model T Truck: “Honk if something falls off!” The least they could have done is stop and pick it up for me. →



**The Road Relics and Belmont Village Senior Living – West Lake Hills, TX**

# Past Activities

## What it Means to the Residents of Belmont

→ Our club has been a part of the Belmont Village community for many years. In addition to this annual event that we started doing in 2018, we have done a couple of speaker series and leave *Antique Automobile* and other literature there for the residents. Attending one of these Lunch-'N-Learn lectures, you will hear a grumpy "what do I need to sit in here for?" but then their interest piques and they participate and seem to enjoy themselves. We get little glimpses of our impact of the simple gesture of sharing a slice of history and nostalgia of an antique car – that might not be immediately evident (but mostly is).

Paul tells a story an orderly shared with him about a resident who participated in the sidewalk party in 2022. Last year, our club

member had allowed this resident to sit in the driver's seat of their car. He remembered her vividly: with a wide smile on her face, she held onto the steering wheel and got lost in her memories for a long while. In fact, it was thought that she might not get out at her own will. The resident still stays at Belmont but is now living in a different section for health reasons and was unable to come outside. However, the orderly explains that she had repeatedly heard about this experience of sitting in an antique car throughout this whole past year. Then she tells Paul, "Our resident describes the car as a darling turquoise and white car from the '50s. And "Do you know whose car that is?"

It is quite amazing the impact antique cars have on people of all ages. Only 67 years ago, it was just a mode of transportation – with individual style and personality.



1956 Chevrolet Bel-Air 4-Door Hardtop – Austin, TX – November 4, 2023



# Restorations

## The First Air Force One

By John Robertson

In 1953, a mid-air collision almost took place over New York City involving Eastern Airlines flight #8610 and Air Force flight #8610 . . . carrying President Eisenhower. After that, they called it “Air Force One.”

Columbine II was the name of the presidential aircraft of the 34<sup>th</sup> U.S. President Dwight D. Eisenhower. Built in 1948, it was used from 1953 to 1954 as the first Air Force One. It apparently was adorned with an elegant and luxurious interior.

It was the only presidential airplane ever to be sold by the government. After being retired from service, this Lockheed Constellation was auctioned off where it sat for years in the Arizona desert and was used for spare parts. The Smithsonian was doing research and contacted the owner to see if he still had it and let him know it was the original Air Force One. He was about to cut it up but is now trying to find a way to bring it back to its previous glory.

Just like Antique Automobile Club of America, they want to restore the airplane to show room condition – just like it came off the manufacturing line. Then it will go on tour – flying across the nation as it “symbolizes optimism and belief in the American dream that bolsters the human spirit – a message that reaches across generations.”



<https://biggeekdad.com/2014/10/first-air-force-one/>



<https://www.firstairforceone.org/>





# Member's Projects

## Speedster Rearend Rebuild

by Wayne Heikkila

Hi, everyone. As you know, I finished the transmission repair on the bug and could now focus my time on repairing the rearend leak on the Speedster. I had never worked on a banjo rearend so I needed to do some research. I read many articles and watched close to a dozen videos on working on the rearends. The videos were very vague about how to set the rearend up but one thing I did get out of the videos was on the rear brakes.



In the videos, the adjuster for the brakes faced the rear of the car and the brake levers faced the front and the levers pointed up. On the speedster, my adjuster faces up and the levers are on the bottom with the levers pointing down. This would have to be corrected while I worked on the rearend.



I removed the rearend in my garage and moved it to my friend's garage to be worked on. I started by removing the brake drums and found the brake shoes had started to come apart and scarred the drums badly. I moved on to removing the torque tube and, after removing it, I found the pinion was loose with the lock nut; the washer and nut having backed off several turns. I then marked the two-axle housings and removed them. This was the first time I was able to see the damage to the ring gear. It wasn't going to be a gasket change and I was then looking at a total rearend rebuild along with brakes.



I created a list of all the items I would need. My first decision was to go with a high-speed ring and pinion instead of the standard ring →



# Member's Projects

gear. I would also need bearings, seals, brake shoes and drums, and a new speedo drive gear to correct the speedo after the ring gear change.



WAYNE HEIKKILA

I started with taking everything to the car wash and pressure washing it all. Next, I had to build a table to stand the rearend straight up while I set it up to assemble it.



WAYNE HEIKKILA

I started with removing the axle seals and installing new races in both housings. Then I put the passenger side housing in the hole I cut in the table and installed the middle banjo section without any gaskets. Then I sat the carrier in with the old bearings and set the driver's side housing on. I needed to see how much play the carrier bearing had before I installed the new bearings. The shims go under the bearings so I was hoping not to remove the new bearings if possible. In the end, I still ended up pulling the new bearings to install one more shim on each side. After the carrier, I moved on to the new pinion. I installed the bearing and race then installed the drive shaft in the banjo. The pinion nut was torqued to 15-inch pounds with a socket I welded to my wrench. Once the pinion was set, I started the task of setting up the ring to the pinion.



WAYNE HEIKKILA



# Member's Projects

I would do a run out to see where the pinion ran on the ring. After each test, I would have to disassemble it, change gaskets around, then reassemble and test it again.

After about ten tries, the ring and pinion looked good along with the backlash. Now that was done, I could do the last disassemble and install new axle seals and gaskets. I drilled the driver's side housing for a vent then did one last cleaning of everything before one last reassembly. From there, everything moved along easily. I installed the torque tube and brake backing plates correctly then installed the new brakes and drums along with the leaf spring. I had Tracy help me move the rearend to the house and install it into the car but was still waiting on the speedo parts to come in. While I was waiting,

I adjusted the brakes and took care of some other small issues.

It was now time to start the car and test the rearend but, instead, it just cranked. After cranking for a little while, I stopped and started checking things out and quickly found I had no spark. I had never replaced my spare points after I installed the last set so now I had to order the points. After replacing the points, condenser and coil, it fired right up. My first trip was to the Georgetown Pistons-on-the-Square. The new high speed ring and pinion changed the way the car drove where I now can cruise 45mph very nicely but still have the power to increase speed if I need to. I'm now looking forward to our next tour.

Safe driving, everyone!



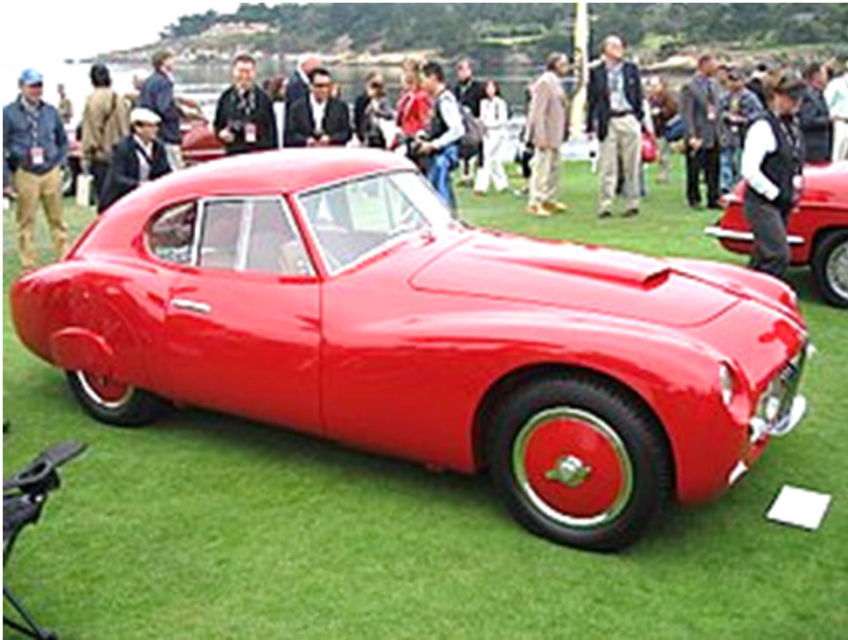
LEIF ALLRED

# On the Internet

## Fiat 8V by DJ Stamp

I never knew this car even existed until I read a Facebook article about AACA Chief Judge Paul Sable. So I headed to the renowned internet “fact” source: Wikipedia.

[https://en.wikipedia.org/wiki/Fiat\\_8V](https://en.wikipedia.org/wiki/Fiat_8V)



Simon Davison from Los Gatos, us.

**1953 Fiat 8V on display at 2006 Pebble Beach Concours d'Elegance. This is the first style of Fiat bodywork for the 8V, penned by chief designer Luigi Rapi.**

The V8-engined sports car Fiat 8V (“Otto Vu”) was manufactured by Italian auto maker Fiat from 1952 to 1954. Having believed that Ford had a copyright on the “V8”, Fiat simply named the race car 8V. Top management at Fiat was more interested in producing high volume “run of the mill” vehicles and, as a result, only 114 of the high performance coupes were made. Regardless, they continued to win championships every year until 1959 in the Italian 2-Liter GT class. Only 34 were bodied by Fiat’s in-house Special Bodies Department while others were done by outside coachbuilders such as Elaborata Zagato, Ghia, and Vignale – mostly coupes but also included some cabriolets.

Wikipedia is a sourced free encyclopedia that anyone can edit – within certain policies and codes of conduct.



PUBLIC DOMAIN

**Fiat 8V Elaborata Zagato. Photographed in Brescia prior to Mille Miglia 2006.**



Andrew Bone, Weymouth, England.

**Another 8V by Vignale**



R/V Automobiles of London

**The only non-Supersonic Fiat 8V bodied by Ghia**



# Around Town

## Local Shows, Events, and Cruise-Ins

by Edgar Frog

### Heroes and Hot Rods – Veteran's Weekend Bastrop, TX – November 11, 2023

It seems like this year's show covered more area but with less cars and people. Curious. Weather was obviously a concern but I know of several people whose vehicles were not ready for the show that was limited to pre-registration only. It was cold and gloomy with only a hint of sun but at least the rain held out.

The northern section extended the same but the southern section wrapped around all the way to the Bastrop courthouse where the Veteran's Memorial is located and where an honoring ceremony was held. The event also featured a Veterans Parade led by the NJROTC from Bastrop High School.

We met up with several Road Relics members supporting the event: Barbara Baker (I never did see Gary but evidence of his presence was witnessed), Ronnie and Paul Burt, and Pat and DJ Stamp. The Bastrop Area Cruisers coordinate this show nicely integrating the cars into the downtown area making the city and shops part of the experience. Many local churches used the event for their own fundraising with crafts and food sales.



LEIF ALLRED



LEIF ALLRED



LEIF ALLRED



LEIF ALLRED

### Heroes and Hot Rods – Veteran's Day Car Show – Bastrop, TX – November 11, 2023



# Around Town

## Pistons on the Square Georgetown, TX November 18, 2023

Arriving at 7:40am meant you were parked on Austin Avenue – the least desirable location as it is regular traffic. People tend to stop for a big orange truck blocking three lanes to back into a spot.

Many cars were there for the first time including this gorgeous 1948 Rolls Royce Silver Wraith in right-hand drive. Another guy had just gotten his 1950 Plymouth Special Deluxe. Then there was the one-year only 1963 Chevy Corvette.

Between Wayne, Leif, and Alex, we basically were planted in one of three spots for the two hours the event ran. We met some new friends of people that live in the Georgetown area. The morning was cool and overcast but cleared up to quite a nice day to be driving classic cars around town.



LEIF ALLRED

**1948 Rolls Royce Silver Wraith**



LEIF ALLRED

**1963 Chevrolet Corvette (split window)**



LEIF ALLRED



LEIF ALLRED

**1950 Plymouth Special Deluxe Convertible – Georgetown, TX – November 18, 2023**



# 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



Find DJ in this issue and win club gear!

## Mini-Tours

Remember the failed fuel pump, the busted hoses, the brand new 6V battery pumping only 4V, and the fuel tank issues that kept you out of your antique car. That's because you let it sit too long without driving it and working out the bugs. This upcoming year will have a full calendar of mini-tours to get you out. That's because *YOU* are going to coordinate one – so pick the good months early or you'll be sweating it out in August in front of the line of cars pattering through the back roads of Texas.



## 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)

### Membership Chair

Wayne Heikkila

### Sunshine Chair

Ronnie Burt

### Programs Chair

DJ Stamp

### Mini-Tour Chair

Your Name Here

### 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*



### What's it Going to Take?

By Dave Anspach

2023 AACA Secretary/Treasurer

What's it going to take to get things to change? The membership of the greatest Antique Automobile Club on the planet has been steadily declining for years and nothing that has been tried has changed it. Now don't get me wrong . . . we aren't in great danger, but if the declining membership doesn't turn around, before long there will be a big problem. There is an answer . . . it is YOU!

It has probably been stated a thousand times that if every member just got one new member, our membership would double. It's a simple concept. JUST GET ONE NEW MEMBER! Surely every person out there has a family member who isn't an AACA member. Get them a membership for Christmas! Any person with even a little interest in cars will appreciate the fine issues of *Antique Automobile* with its excellent pictures and articles.

How about a friend or neighbor? There is a car person in your life who would love such a gift! If you don't want to give a membership, how about using a free one from your local region? Every region would love an opportunity to sign up a new member. And let's not forget those free military memberships. Here is an opportunity not only to give something to those folks who have protected our freedom, but to add to the club membership at the same time. In both of the above cases, you are giving someone something for free!

I will tell you that in both cases, do yourself a favor and fill out the form with the person present and send it in for them. I have lost a lot of prospective members due to forgetfulness.

Finally, don't forget those people you meet at car shows, cruises and on the road! Always have membership materials, promotional items and spare magazines with you. You meet prospective members everywhere! People will see how much you enjoy the hobby and they just might want to join you!

So what's it going to take to get YOU to get a new member? It's YOUR club, it's up to you to make it grow and prosper! It is the responsibility of every member. Got any other ideas on how to grow the club? Contact me or any board member! We all would love to hear what YOU think!



**1955 Chevrolet Bel-Air Convertible**  
**Expertly restored by its owner from the**  
**ashes of the 2011 Bastrop Fires**



# Calendar

**December 12, 2023 7:00pm (earlier for food)**

MONTHLY MEETING

Catfish Parlour South 4705 E Ben White Blvd

Program by Rich Bassemir:

“A Trip to Henry Ford Museum”

**January – TBD**

TOUR AND CLUB DINNER

**February 8-10, 2024**

ANNUAL CONVENTION

Chantilly (Washington, D.C.), Virginia

717-534-1910

**February 24-24, 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 19-20, 2024**

LONESTAR ROD AND KUSTOM ROUND UP

7311 Decker Lane, Austin TX 78724

[www.lonestarroundup.com](http://www.lonestarroundup.com)

**April 25-27, 2024**

PATE SWAP MEET

Fort Worth, TX

**June 9-13, 2024**

EASTERN DIVISIONAL TOUR (<1999)

Fredericksburg, VA

**June 20-22, 2024**

AACA EASTERN SPRING NATIONALS

Saratoga Springs, NY 518-863-4987

**July 10-13, 2024**

AACA WESTERN DIVISIONAL TOUR

Big Horn Mt., WY

**September 12-14, 2024**

AACA WESTERN FALL NATIONALS

Loveland, CO

**September 22-27, 2024**

REVIVAL AAA GLIDDEN TOUR (<1943)

Fairfield, PA 717-566-7720

**October 8-11, 2024**

AACA EASTERN FALL NATIONALS

Hershey, PA 717-566-7720

**October 23-26, 2024**

SOUTHEASTERN FALL NATIONALS

Huntsville, AL 256-653-4036

**November 2, 2024**

BELMONT SIDEWALK PARTY

Austin, 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)

# Gallery



Wally Graner – Belmont – 11/4/2023



Georgetown, TX – 8/19/2023



Willys Pair (red is 1948) – Hutto, TX – 10/14/2023



1964 Morgan – 10/7/2023

## Letter From the Editor



Bastrop, TX – November 11, 2023  
windows rolled up in case it rains

The FenderTalk Newsletter would not be what it is without the continuous steady stream of classy content contributed from our valued members and guest authors and photographers. Thus, as we conclude this Volume and close the calendar on 2023, I offer my most grateful appreciation to those submissions that make the editing job easy. If each of the 2024 club directors coordinate a mini-tour, that is 12 articles (invitations and reports) and fills the months with exciting activities that is the absolute necessity to lure new members. The only time Catfish and Classics really go together is the fourth generation Camaro. *Leif*