



# The Antique Expression

An AACA Award Winning Newsletter



## 1932 Cadillac V12 Seven Passenger Sedan

By John Sweney,  
Houston

*James Bartlett asked me to pen a 500 word story on our 1932 Cadillac that we had in the Sentimental Tour... Here is the story as best as I can tell, plus some links to recommended pictures.*

Our household has one steadfast rule: Only one antique car each!

Some of our AACA colleagues may find this shocking, but we find it practical. To Mike Stargel and me, that means that the cars we do maintain have to make sense for us.

In the fall of 2006, Mike decided that he wanted an early 1930's American 4-door sedan, one that could be used for pleasure trips and

touring and would be big enough to carry friends around town when we wanted to. The problem was that at six-foot-five and six-foot three, we did not know what kind of car from that era could fit us! John O'Quinn and Darla Lexington came to the rescue, offering to let us go

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through their collection to "try on" different cars. Given the various configurations of seats, steering columns and wheels, shifters and levers, dashboards and headliners, the results were surprising: We could not fit comfortably in the driver's seat in any Packard, Studebaker Pierce-Arrow or a host of other Depression-era cars. The only choices were Cadillac and Lincoln.

For touring, we also wanted a fairly powerful engine to drive at highway speeds and (with apologies to the purists) to accommodate an air conditioner. That narrowed it to V12 engines. With that short list, we just kept our eyes open for a good-looking Cadillac or Lincoln seven passenger V12 sedan. Eventually, we found one on the Internet offered by a family in West Virginia. It had been restored and placed in a museum at some point and was still in decent running and cosmetic shape. Mike cut a deal and it was delivered right before Christmas 2006!

The 1932 Cadillac V12 Seven Passenger Se-

dan was intended for the successful business and family man... It has the size and capacity of a Fleetwood limousine, but without a divider or any difference in trim between the front and back. The idea was that perhaps a driver would take the owner to and from the office on weekdays and then chauffeur the wife and children around during the day. On the weekends, though, father would drive the family himself on picnics and outings. A vacuum clutch assist and vacuum brake assist were intended to allow women to drive the car as well. Cadillac intended to produce thousands of these cars, but at the peak of the Great Depression it managed to sell only 181 of them. We know of only an handful of others that survived the scrap metal drives of World War II and the years that ensued.

Upon delivery, we immediately engaged "retired" restoration expert Bill Coleman to help us get the car in shape. The roof had leaked badly at some point in the

past and stained the interior, so we replaced and sealed the roof, replaced the interior and added as much sound and heat insulation as possible. We also converted the car to 12 volts, replaced all the valves and valve silencers, installed two air conditioners, restored the vacuum-assisted brakes, replaced all glass, re-chromed everything, rewired everything, added turn signals, and leveled the suspension. I decided that the original updraft carburetors were problematic and possibly dangerous, so we replaced them with modern down-draft carbs. The original exhaust manifolds were brittle from age, so we fabricated new headers from scratch.

The original welded -spoke wire wheels looked great, but could not be "trued" or balanced

for highway driving, so we asked Don Sommers to make us six new chrome wheels with adjustable pokes. Add new tires from Coker and they look and ride great! Don also cast reproduction mascots for us – both a heron" and a "goddess"!

Our car has appeared multiple times at both Keels & Wheels Concours d'Elegance and at the Classy Chassis show at Reliant Park, as well as cruise nights and driving tours all around. We go out of our way to make sure that people – especially youngsters – get to sit in it, start it up, and enjoy it as we do. It is registered and insured as an unrestricted driver, and we take great pleasure in just driving it to work or to the hardware store! Thankfully, its days trapped in a museum are over!.

### 2010 Refreshments

Aug	McCurrys and Robby Markman
Sept	Evelyn Hiesser and Nell Willis
Oct	Nancy Smith and John Alkire



Hi, NICE Antique Car People,

My aging part time chauffeur came out to the garage very early the other morning. Surprised to see him at such an early hour (for him). He grumbled something about beating the heat. WELL ! I have to live out here while he hangs out in his air conditioned house. No sympathy from me. But anyway, he had a paperback book in one hand and some newspaper clippings in the other. "My mother used to say things come in threes, but here's a fivesome," he said as he pulled his work stool up beside me and proceeded to explain. First, this article from the "Houston Chronicle" about one of your kinfolk, Mr. Checker. Headed: "Museum buys Oswald cab." The Checker cab once known as Lee Harvey Oswald's getaway car has been sold at auction to an Illinois museum. RM Auctions sold the 1962 Checker Marathon from the defunct Pate Museum of Transportation. The former Dallas taxi cab sold for \$35, 750 and is to be on display at the "Historic Auto Attractions" museum in Rockford, Illinois. Checker Motor Corpo-

ration donated the cab to the Pate Museum in 1979 with a letter of authentication. Oswald hailed the cab after the bus in which he had tried to escape got stuck in traffic moments after the President Kennedy assassination. (Whatever became of the bus ?)

Then another article from the "Houston Chronicle." "Robbery suspect took cab to bank." In Roseville, N.J., police said a New Jersey man who told a cab driver to stop at a bank so he could draw out some money. He didn't tell the driver he was going to rob the bank. The thief was arrested soon after when a police officer stopped the cab several blocks from the bank. Police said the cab driver did not know what his passenger had done. They found more than \$2400 in cash and a holdup note in the pockets of the suspect. He was unarmed.

Next, from the "Texas Coffee News": "Unusual taxi cab" - "Recession Ride Taxi" operates in Essex, Vermont, and has an unusual twist. Patrons pay what they can to use the service. Cab driver, Eric Hagen, says since he started

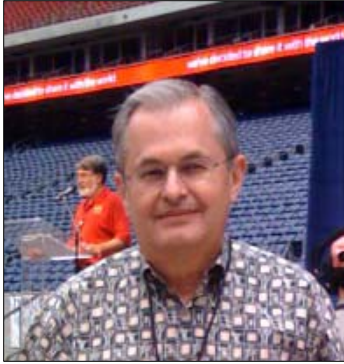
the business in June of 2009 he has not been short changed once. Sometimes payment comes in material things, like a CD from a musician. Once he received a \$10.00 super market card. Hagen, 46, has a full time day job and drives the cab four nights a week. He offers his customers "Pay what you want" bottled water and soda and a free ride after six paid fares.

Ferrell Moore passed along an article from "Car & Driver" magazine. John Phillips writes: "Nothing is certain but death and taxis". Mr. Phillips saw an ad for a 1982 Checker Marathon with just 22 miles on it and a price of \$200,000! Yes, TWO HUNDRED THOUSAND !! He called the seller, Christopher Markim, the grandson of the founder of Checker Motor Corporation. His dad ran CMC for 39 years. Mr. Phillips went to see the car in Kalamazoo, Michigan, and was told the background of this pricey 29 year old Checker. "Every 14,000 miles my dad would give my mom a new car. In '82 she decided to design her

own version. (It's been said no two Checkers were ever assembled on the CMC production line.) She decided on the limousine version, with a special two tone painting, and other rare accessories. Just before the delivery date my parents divorced. The car was painted black and placed in the company showroom. All prospects were told the car was "not for sale." The engine was run a few times a year, but never moved from the showroom. Markim has some other Checkers in his collection - like the one especially made for John McEnroe with a full bar in the back. As a youngster riding with his mother, the usual question of "What kind of a car is that?" was answered with "Well, it's a Canadian Rolls-Royce".

And lastly, the book: "Tales in a rear view mirror" by Donal Ruane - a taxi driver in Dublin, Ireland. Old part time felt the common thread of other taxi driver books he has read, be it Chicago, California, or New York, they all take a quick look at the hailing prospective rider and make a decision if

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# Throttle Up – From the President

James Bartlett

The Gulf Coast Region is halfway through the year already. Who would have thought it possible? Either the clock is speeding up, or I am getting older (guess which). The events that a few months ago seemed far off are fast approaching.

In the meantime, we are making the most of summertime car activities, despite the heat and distance. During the past month, 15 members made the trip to Nacogdoches for the Deep East Texas Region's annual Deja Blue car show held in conjunction with the Blueberry Festival in mid-June. We all had fun kicking tires, prowling through antique shops, visiting vendor booths on the town square, and eating blueberry pancakes.

Then the following weekend daughter Catherine and I at-

tended the Central Texas Region's annual Father's Day car show in Austin. It attracted 300 cars, among them Model A's and T's, muscle cars, hot rods, sports cars and examples from every vintage. The show is free to entrants and spectators, and the club uses the event for visibility and member recruitment. There were truly some fine rides present and lots of spectators.

On Sunday the 27<sup>th</sup>, a dozen of us who are dual members with the local Packard Club toured two car collections in the Lake Conroe area. Both may be available for a future tour by the Gulf Coast Region.

Looking ahead, the Bennetts and Doerflers have assembled a great July 4<sup>th</sup> picnic that we'll enjoy just a few days from now. Be sure to bring the old cars.

Gordon Bennett is also well down the road to putting together an event commemorating our do-

nation to the Wounded Warriors program. You can read more about it elsewhere in this issue. And we have a number of other events either planned or in the "thinking cap" stage, which you will also hear more about in the days ahead.

For those who missed the June club meeting, we confirmed the Christmas Party for Sunday, Dec. 19 at the Monument Inn in LaPorte. I've always loved going there because of the great views of the vessels passing by on the Houston Ship Channel. And the nearby Battleship Texas, San Jacinto Monument and battlefield are always worth seeing. For a fun though brief travel adventure, you can even ride the free ferry across the ship channel.

Overall, the Gulf Coast Region continues to provide a lot of fun for mem-

bers, both through our own events and those on which we can partner up through other clubs.

Speaking of which, Chuck Crane just informed me that the 2012 Glidden Tour is scheduled for Brenham – yep, right down the road. It will be sponsored by the Veteran Car Club of America, which alternates with the AACA in hosting this historic event. The tour will be in October, with dates yet to be determined. Cars up to 1942 are eligible. We may well get an opportunity to help with the tour, either as individuals or on a club basis. The tour will undoubtedly attract cars from throughout the U.S.

And last but not least, Julia Sharon and Evelyn Timmins continue turning out The Antique Expression, month after month, and doing a great job at it.

My many thanks to all in the club who are contributing so much to our success.

## Secretary's Column

By Lee Brown

A.A.C.A. Gulf Coast Region

Meeting Date;  
June 14, 2010

Location;  
Tracy Gee Facility,  
Houston, TX.

Time: 7:30 PM

### 4<sup>th</sup> July Picnic

The 4th of July event is next. Food and fun in the summer sun and, above all, bring out your antique car! It will be held at Mary Jo Peckham Park in Katy where there is lots of space (and shade) to display your favorite "oldie."

### Guests

#### **Peter Van Dongen**

– Peter has a 1937 Bentley and 1959 Triumph roadster.

### New Members

**Hal Naumann** and **Susan Smith** – Last month's guests and now new members. Hal has an interesting Kaiser collection and a fine shop in Tomball noted for hosting numerous old car gatherings.

Let's welcome back **Bob Mitchell** who has recently rejoined

our group.

### OLD Business

Treasurer **Tom Timmins** gave us our current financial status. All bills are paid and there is still money in the bank. A sizable income check from our volunteers' efforts at the Pate Swap Meet is expected in September.

A number of us are planning to attend the Hershey Annual Fall Meet in Pennsylvania this October. If going, please add your name to the list as we then receive group invitations to various events promoted by the National organization.

**Jim Johnston**, chairman of our recently completed 2010 Texas Tour, announced 'appreciation' letters will be going out soon to those who contributed to the Tour's success.

At the last meeting, **Gordon Bennett** led a discussion on

the Operation Comfort Foundation and their efforts for assistance and training to wounded warriors returning from overseas hostilities. Some of the training includes activities related to car repair and restoration which is a nice fit for our support and works well with our status as a charitable organization. Gordon advised that there is another party who would be interested in splitting the cost of a car rotisserie as a donation to this worthy organization. A motion was made and approved to join with the other party and procure this piece of equipment. Cost to the GCR will be about \$500 to \$700. It was suggested that we make the presentation of the rotisserie a Club event and maybe an old car outing. More information on the Operation Comfort Foundation is at [www.operationcomfort.org](http://www.operationcomfort.org).

### NEW Business

Our annual 4<sup>th</sup> of July picnic / old car event is next. We will gather at Mary Jo Peckham Park, 5597 Gardenia Lane in Katy, TX. There is a nice pavilion next to a lake with plenty of parking space available for our oldies. Arrive about 10:00 AM with the picnic lunch served at about 1:00 PM. Also, if you bring your antique car, you are eligible for the \$100 drawing. Thanks to **John** and **Dena Doerfler** and **Gordon** and **Patsy Bennett** for setting this one up.

Plans are developing for our Christmas Party. It will be at the Monument Inn on December 19<sup>th</sup> (a Sunday). More details later. Thanks to **Eileen Bartlett** for this effort.

Chuck Crane, GCR Member and National V.P of Publications and V.P. of Regions &

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Chapters, advised the National AACA is nearly 75 years old and is going to have a party. It will be a combination car show and tour in Louisville, Tennessee, June 30<sup>th</sup> to July 3<sup>rd</sup>. They are trying to get one car from every year to be in the car show. Also, Chuck announced National will be presenting "Extra Mile" Awards to recognize those in Regions who have made substantial contributions to the long term success of the Club.

He presented the awards to **Bill** and **Barbara Wahlberg** (Bill was the Club's first President) and to **Ferrell** and **Norma Moore** (Ferrell was the newsletter editor for many years).

The GCR Club Roster has been updated by **Evelyn Timmins** and distributed to the members. See Evelyn if you haven't received yours yet.

SUNSHINE Report :

**Tom Timmins** was making the high step onto the running board of his 1909

Rambler when he felt a little snap in the knee - OOPS! Tom will have surgery and a support bandage for a while until a cartilage zips back up again.

**Barbara Wahlberg** reported everyone else is doing fine.

CAR Stuff

About fifteen Club members attended the Deep East Texas Region Deja Blue car show in Nacogdoches and had a really good time. **Ron Stein** was there in a 1962 Studebaker and reported how a sleepy town one night turned into a festival of twenty thousand people by the next morning!

**James Bartlett** had his 1919 Locomobile in the car show and won Best of Show and Best of Class – *congratulations*.

The Classy Chassis car show at Reliant Center also happened. Race cars were featured this year (Formula cars and Indy types) and there was an interesting assortment of Houston based high-end collector cars that we had not seen before.

**Tom Timmins** (1909 Rambler) and **John Alkire** (1928 Rolls-Royce limousine) each took home an award - *also congratulations*.

**Catherine Bartlett** recently took in the Schlumpf car collection in Mulhouse, France, and may have a slide show presentation for us at the August meeting. The Schlumpf car collection is certainly among the most prestigious car collections in the world having 437 cars belonging to 97 different brands. With this unique collection, the Cité de l'Automobile sees itself as being to cars what the Louvre is to art. Kathleen will explain it all to us.

Drawings

Our Attendance Drawing for \$10 was won by **Jack Malpass**. Just be at the meeting and be eligible for this one at every meeting.

Our Membership Drawing for \$80 was not won by **Kathryn Virnau**. Being a member AND being at the meeting make one eligible for this one. Kathryn is a member but she was just not able to make this meeting – so next time it's \$90.

The meeting adjourned at 8:50 pm with our usual continuance of socializing in the parking lot.


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it's a safe customer or a trouble maker. The "trouble makers" are passed by.

Checker wisdom for the day: "Walking is not a lost art - one must, by some means, get to the garage." See you at the 4th of July picnic !!

Still Fareless - '67 Checker

One of my talented daughters made me this for "Fathers Day". Still Fareless - Stan



# Classy Chassis Car Show 2010

By John Alkire

Sunday, June 13<sup>th</sup> marked the 7<sup>th</sup> annual Classy Chassis car show on the floor of Reliant Stadium. The annual event is held to raise money for charity and this year the proceeds went to the Shriners Children's Hospitals. The cars set up Friday and Saturday. There is a banquet and silent auction Saturday night to raise more money than just spectator entry fees.

There were 125 cars on display. Every year there is a theme and this year's was race cars. There were many examples of beautiful racing machines from early lakes cars with flat-head ford engines to 50's and 60's machines including a beautiful Jim Hall Chaparral. This was one of the first road racing cars with an automatic transmission. The automatic was needed because the driver used his left foot to change the angle of the rear spoiler depending on whether he was in a turn or on the straight, thus no foot to clutch with. Later race cars included Indy cars and Formula One.

While all the cars were significant, there was one in particular that caught the eye of a lot of us.

While I am not a great fan of street rids or resto-mods, this car was tremendous. It was a candy apple 57 Chevy convertible with modern engine, etc, upgrades. While the car was nice, the paint is what got you. This car had probably the best paint job I have ever seen. Everything was color sanded, including the underneath side of the hood and trunk deck, wheel wells, everything. All the seams were perfect. It was done by a small Houston (Cypress) shop and deservedly won best in its class. I talked to the shop owner at length and he is a great guy. Worth a day trip for the club to see how he does his magic.

GCR was well represented with Tom and Evelyn Timmins' 1909 Rambler, Tommy Bacaro's two really nice Packards – a limo and the sedan fresh from being finished, and my 1928 Rolls Royce Phantom 1 St. Andrews Town Car. I hope I didn't leave anybody out!

Awards time came late Sunday afternoon. Tom and Evelyn won a very

nice award in recognition of the Rambler and the fact that it had just completed a 300 mile tour (in the rain and mud the weekend before – Tom cleaned like mad to get it ready for the show!). I was totally

surprised to be awarded second in class for the Rolls.

All in all, this was a great show and you need to put it on your calendar for next year. See you then!

Paid Advertisement



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Welcome to New or Returning Members:

### Bob Mitchell

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Cypress, TX 77433  
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817-308-8197 (cell)  
281-894-9100 (W)

1953 Buick Super 4-DR Sedan

### Hal Naumann & Susan Smith

7343 Birchtree Forest Dr.  
Houston, TX 77088  
281-745-7541 (cell)  
281-447-0071 (H)

1952 Kaiser  
1953 Kaiser  
1954 Kaiser  
1952 Henry J  
1949 Frazer  
1953 Hudson  
1955 DeSoto  
1951 Willys Jeepster

# AAACA-GCR Club Activity

By Gordon Bennett

Fellow club members set your calendar for **July 24th** as the day we go to beautiful San Antonio, Texas. That's right, we invite all to meet that Saturday morning at 8:30 am at the Sam's Club, I-10 West and Fry Road Exit for a departure time of 9:00 sharp.

We will team up with Keith Gallagher, his RV and trailer loaded with a 600lb car rotisserie to be delivered to the Operation Comfort's, Automotivation program at the Lonesome Dove Ranch.

We plan to have hot dogs and soft drinks while we uncrate, assemble, then present the car rotisserie to the wounded soldiers.

Just for fun but not required, a few members will trailer or will be driving their antique vehicles and we plan to display them at the ranch.

Some members will return home that evening and others will stay the night. It would be helpful to have a count of who is going and who plans to stay over. You can contact me with this information, Gordon Bennett at 713-661-2551 or e-mail [dotcomman@att.net](mailto:dotcomman@att.net).

Additionally any personal tool donations can be brought to the 4<sup>th</sup> of July picnic or to the Sam's Club parking lot even if you do not plan to join us for this fun filled and rewarding event.

Directions to: "Katy Sam's Club". Located at 20424 Katy Freeway. (I-10).

West bound I-10 exit Fry road, cross over Fry road. Sam's Club is on the right.

East Bound I-10 exit Fry road, U-turn under I-10 Sam's Club is on the right.

Looking forward to seeing you and having some fun.

## Congressional Resolution

Congress has passed a resolution recognizing **JULY 9, 2010** as **NATIONAL COLLECTOR CAR APPRECIATION DAY**. Details of the resolution can be found at [www.vintageautomotive.net](http://www.vintageautomotive.net).

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## On The Lighter Side

Contributed by member Jose Gonzalez-Jauregui



# Down the Road

June 30- July 3	AACA's Diamond Jubilee. Celebrate 75 years in Louisville, KY. Crowne Plaza Hotel 502-367-2251. Check out <a href="http://www.aaca75.org">www.aaca75.org</a> .
July 4	Annual 4 <sup>th</sup> of July Picnic-Katy park.
July 16-18	Northwest Deuce Days, Victoria, BC, Canada. All cars up to 1951. Contact <a href="http://www.deucesnorthwest.com">www.deucesnorthwest.com</a> or 250 385-8571.
Aug 28-29	Annual Bug Tussle Trek (Dallas AACA)
Sept 19-24	65 <sup>th</sup> Revival AAA Glidden Tour, Holland, MI. Contact: Mike & Patti Werckle (815-885-1108)
Dec 19	Annual Christmas Party, Monument Inn. (Details to come later)

## July Anniversaries

Keith & Suzanne Barker	7/3	
Barney & Louise Calvert	7/5	(58 !!)
J.T. & Betty Gorrell	7/11	
Larry & Carrie Huber	7/12	
Charles & Jean Cadenhead	7/13	(47!!)
Bill & Nancy Womack	7/14	
Jim & Lynnette Palmer	7/15	
Walter A. & Kathryn Virnau	7/16	(50!!)
Danny & Sherri Kurtz	7/17	
Charlie & Jerria Worthen	7/19	
Timothy & Joan Eyssen	7/22	

## SWAP MEETS

By Jack Malpass

**JULY** 3-4 Little Valley Auto Ranch Swap Meet @ Belton, Tx.

23-25 Fredericksburg Swap Meet @ Lady Bird Johnson State Park

**AUGUST** 27-29 Giddings Swap Meet @ Lee Co. Fairgrounds, Giddings, Tx.

**SEPTEMBER** 10-12 Roundtop Swap Meet, Tx Hwy 237- 3 mile south of Hwy 290

12 Hot Rods of Texas Swap Meet @ Humble Convention Center

17-19 South West Swap Meet @ Rangers Ball Park, Arlington, Tx.

## July Birthdays

Bob Mitchell	7/2
Jean Cadenhead	7/5
Jim Palmer	7/12
Sandra Nauert	7/13
Ferrell Moore	7/18
Peggy Duggan	7/22
Dorothy Newby	7/23
Carl Sharon	7/23
Walter A. Virnau	7/23
Ellen Ericksen	7/24
Frank Guseman	7/26
Stephanie Frey	7/26
Nell Willis	7/27
Cheryl Malpass	7/29
Bonnie Peterson	7/30
Austin Cole	7/31
Mary Ellen Doyle	7/31

## The Antique Automobile Club of America

is a non-profit Organization dedicated to the preservation, restoration and maintenance of automobiles and automotive history. It is the country's oldest and largest automotive historical society.

Meetings at

Tracy Gee Center

located at

3599 West Center Dr.,  
Houston, TX 77042.

Meeting begins at 7:30 p.m.  
2nd Monday of each month,  
Except for February, July  
and December, when  
special activities are  
scheduled.

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Evelyn Timmins

# The Big Lie

In the past, one character decided the best way to find forgotten old cars in sheds, barns, etc., was to create a story (lie) that was really unusual; that way he could impress the locals with his knowledge and expertise in worldly matters. He was a traveling salesman whose territory was west of Houston, Brownsville to Oklahoma, and as far west as possible. The product was oilfield supplies, and this was the era of the wildcatters, and our member fit right in.

The story was a rich family from Chicago decided to go on a road trip through Mexico, and they were used to the best, so they had a custom built Duesenberg commissioned just for this trip. Since a sedan would block views, a touring car was ordered, and to keep the wind off the kids in the back seat, a dual cowl with windshield was included. The car was shipped to Del Rio where the family waited in their private railcar.

The trip begins and on the road to Monterrey, the family is notified of a death back home, so the Duesenberg is left at a farm, where the farmer is paid to stack adobe blocks around the car, the blocks are roofed over, and to this day the car is still there. So the story went.

Now, to put this story to good use, our character decided the best tactic was to spin this yarn at local bars and joints where the "roughnecks" crowd hung out. He was unsuccessful for several months until in deep south Texas at a one horse town, he got a "hit" from a young fellow who said, "The only old car I know about is in my grandpa's barn

up in Kansas. No, I don't know what it is, but I remember it is big and green and has these chrome exhaust pipes out of the side of the hood." After talking with him, it was determined that grandpa had extreme wealth: he was a third generation wheat farmer, his farm was 30,000 acres and he did not believe in sharing his money with any family members. That's why the grandkids had to work. Also, grandpa always liked fast cars.

Wow, our club member felt he had hit the jackpot; fast cars, chrome pipes – the only thing coming to mind was Auburn, Cord, or Duesenberg. Oh, yes, not only was grandpa rich, he was also cheap, so he did not have a phone. Then the letter writing campaign started. And our member decided to keep his "find" a secret from all the cronies; wouldn't they be surprised when he just shows up with a new classic. After exchanging several letters, a date was set to look at "the car" and no, he would not divulge what the beauty was, except when new it was the fastest thing in southern Kansas.

After enlisting the aid of a customer in west Texas who had a truck and flatbed trailer, the party left and arrived at the farm entrance, a two-track rut through a massive sea of grain. After several miles of rough travel, arrival at the "farm" was a vast disappointment; it was a small 4-room shack with an old man sitting on the

front porch in an 1800's style wheelchair. No outbuildings.

Yes, he was grandpa, and out from the open door stepped the housekeeper, who was the biggest and toughest person the oilfield man had ever seen. She said, "You city boys, git." After several minutes of pleading and begging, she allowed them to stay and talk with grandpa, except there was no talk; it was all listen. For 3 hours. Turns out the old man was not a mental case, just real lonesome. Finally he says, "Well, we moved all the heavy iron to my brother's farm 10 years ago, and it was a good thing because the barn burned the next year and your car would have been lost." After loading the old man and his wheelchair in the truck, the trip commenced for 2 hours on the "road," even worse ruts than the trip in. Finally after topping a hill, they spotted the brother's farm: a massive columned 100-year old "Greek" style mansion, with at least 30,000 square feet of barns, and about 20 acres of junk around it. All the "heavy iron" was all the old farm machinery these guys had been salvaging for years.

Out of the house bounces this extremely thin man who looked to be about sixty. Turned out he had just turned 90. He says, "Well, Hornet, what's going on?" It

had been two years since these guys had visited. The Hornet says they are here about the car. The older brother says, "Fine, it is still in the barn, but we have to eat lunch first, so come on in." The brothers talked non-stop for one hour through lunch, how all the local "bloods" started calling grandpa "The Green Hornet" after a late 30 's action movie and his purchase of the fast green car. And them damn women they were married to, spent all that time and money in France until Hitler ran them out. Our club member had had enough. "What about the car," he cried. The brother replied "The car. That damn French green monster had to be the sorriest thing built. With 16 exhaust pipes out of the hood; it is plug ugly."

My god, could it be, one of two custom V-16 Cadillac boat tail roadsters built in France before the Second World War? This is better than any Duesenberg. Our club member was giddy with excitement. At last, all the effort put into this venture was about to hit pay dirt. The lunch was finally finished, the two old men leading the way to the barn, to unveil the treasure. The sliding doors were thrown back to reveal a massive stack of hay bales. "There it is," grandpa states. "You guys will have to move a bunch of hay to see the car, because it is in the old tool room behind all this hay." Sure enough, after relocating 150 bales of hay, 2 five-foot wide double doors are exposed. Our club man

*(Continued on page 11)*

says to his friend, "It might have been hell getting to this point, but by golly it is now our turn." Opening the doors exposed a 1952 Hudson Hornet, painted green with 16 J.C. Whitney chrome exhaust pipe tips bolted to the hood sides. Inside the exhaust pipe tips grandpa had rigged up red 6 volt light bulbs to impress the locals that he had 16 cylinders running. Our guy was so crestfallen; all he could do was drool. The oilfield man asked the farmers where the price was. It was 1963. They would let it go for \$10,000. That's why they were rich.

On the trip back to Odessa, every time a rundown farm was on the horizon, the oilfield man would say, "Well, Hornet, maybe we should go check that barn out; no telling what we would find." For several years after, all the West Texas oilfield crowd referred to our man as "The Hornet." As the oilfield man said, "It was worth the time and expense because we were able to ride this for years." Several months later our member met up with the grandson out at a jobsite. The grandson says, "Man, have I got something for you. I was in a bar in McAllen last week and got the word about a German car at a farm. It's almost new and has been there for years. He called it a Duesenberg and it is close to Monterrey."

This story was told to me by a Chrysler parts man who knew the club member and the oilfield man. It is true; knowing the club member and the wild times in the 1960's, I would say yes. Also, the Chrysler man said the story could be passed on as long as no names were

# Hershey Swap Meet , What To Expect

## From the First Lady ...Eileen Bartlett



If you think you are going to the Hershey Swap Meet, now is the time to plan

At last month's meeting there was a discussion about the Hershey Swap meet that runs from October 6th to the 9th. James said that there is a group of folks in the club who are going up this year and some others indicated a desire to know more about the accommodations. Here is my take on this.

Traveling up there by car or plane—driving up there takes about 2½ days and flying about 2½ hours. The best airports for cost and availability of flights is Philadelphia or Baltimore

used. (I think he is afraid of a lightning bolt.) You old codgers, keep quiet about who this person is.

Anonymous Member

Washington Airports. Southwest and Continental fly into both of these Airports. Cost: a little over \$200 round trip.

Accommodations: the closer you get to Hershey the more expensive it is (for example, \$175 to \$300). So, it is better to stay outside of Hershey. June and Chuck Crane stay in Lancaster, PA, which is about 30 miles south of Hershey. This area between Lancaster and Hershey is Amish Country. The 1985 movie "Witness" starring Harrison Ford was made in the area.

My problem is that James wants to go to the swap meet early in the morning and I want to sleep in and shop so I need to be close enough to drop him off in the morning and return to the hotel. We are staying in Elizabethtown at the Conewago Valley Motor Inn.

We have not been there before; it also has an RV Park. Rates are about \$135 and less a night.

Look on map quest for other areas around Hershey such as-

Hummelstown, Palmyra, Annville, and find a **bed and breakfast** in these areas-but do not wait too long.

Clothing is about the same as you would expect at Pate-it is all seasons. The Farmer's Almanac says it will be warmer and drier this October-so I guess we should expect monsoons. Again a plug here for our red GCR jackets-they are perfect up there.

Shopping-of course, I don't do much of this but there are some great places really close to the swap meet—my favorites—Crossroads Antique Mall—I've gotten mid-century stuff and Waterford crystal. Another one is Zieglers in the Country. There are several places that sell Amish Quilts down closer to Lancaster area but a real Amish quilt is about \$900 for a queen size bed.

Finally, a must see is the Hershey Hotel—it was built during the 30's and is next to the fields of the swap meet. I know you will enjoy; hope you can come.

WE HAVE A WEBSITE  
GCRAACA.ORG



Donna and Sam Romeo bask in the mid-June sun during the Deja Blue car show in Nacogdoches, where the Deep East Texas Region participates in the annual Blueberry Festival by staging a well-attended car show.



John Alkire, 2nd in class for his 1928 Rolls Royce Phantom



Tom and Evelyn Timmins won for special recognition of their 1909 Rambler.

More 1932 Cadillac



Plenty of room inside



engine



Side view



**What our members are doing.**  
Several of our members also belong to the Packard Club which recently met in Montgomery. This spectacular garage complex and collection of perfectly restored '20s and '30s Packards and LaSalles near Montgomery, west of Lake Conroe was toured by a dozen joint Gulf Coast Region and Packard Club members. These cars, owned by Richard Mitchell, walked away with many of the top awards at the recent Keels