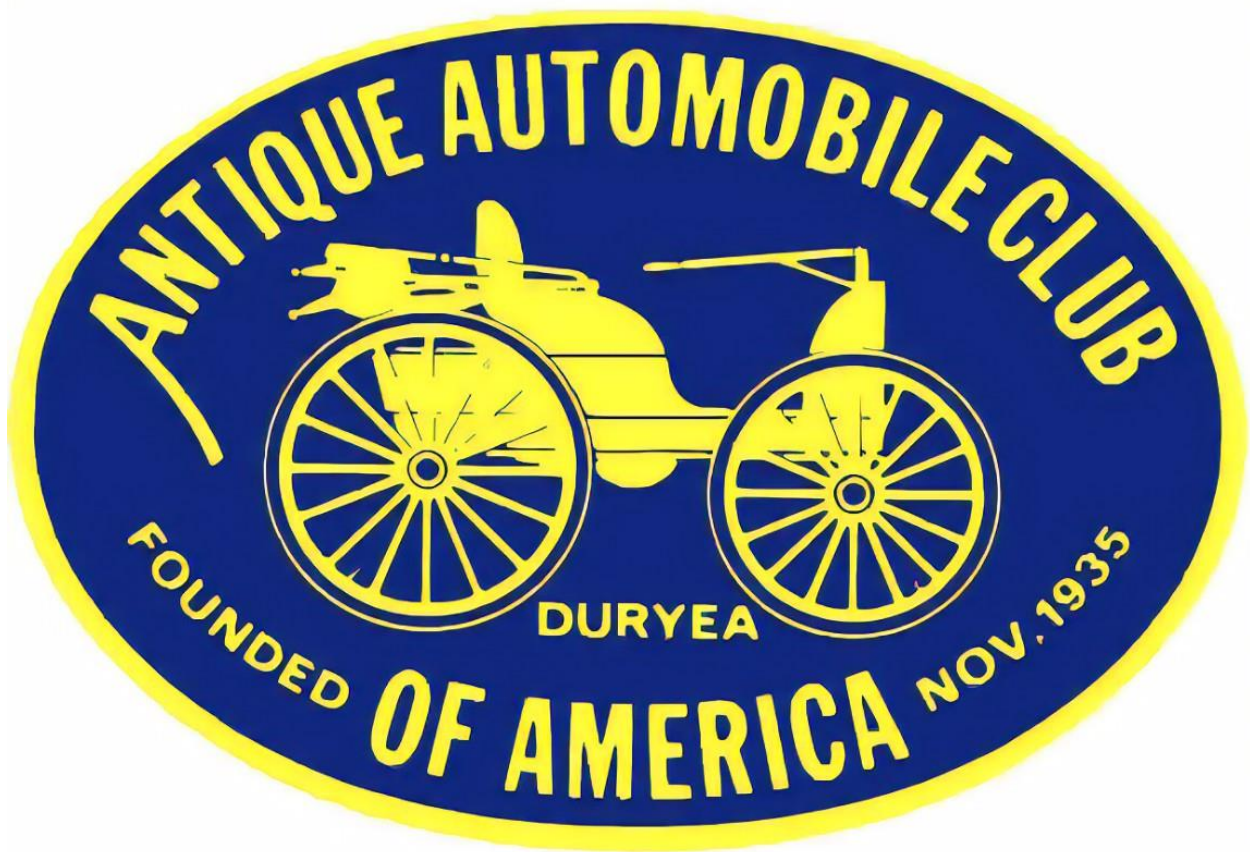


# The RUNNING BOARD

February 2023



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The Running Board is the official publication of the Northeast Texas Region of the Antique Automobile Club of America, Inc., Greenville, Texas area and is distributed to all members in good standing and other clubs and organizations. All information presented in this newsletter is believed to be true and factual. The editor takes no responsibility for errors or omissions.

## 2023 OFFICERS

President Casey Cawthon

President Elect Bill Barr

Secretary Barbara Arrington

Treasurer Yvette Hudson

# **Mark Your Calendars!**

The next club meeting will be held at the “**The Landmark**” 2920 Lee Street on  
February 26th, 2023

The Board will meet at 2:00 PM followed by the membership at 3:00 PM.

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## **Upcoming Club Activities**

**February 26<sup>th</sup> 3 PM Club Meeting**

**February 26<sup>th</sup> Chili cook off @ Club Meeting**

**March 26<sup>th</sup> Club Meeting 3PM**

**March 30<sup>th</sup>-April 1<sup>st</sup> Swap Meet**

**April 1<sup>st</sup> Swap Meet Car Show**

***Roster Update and New Members***

***New email for Treasurer***

**[treasurernetraaca@yahoo.com](mailto:treasurernetraaca@yahoo.com)**

***New Phone #***

***Christopher Jack Manlove***

***469-790-9490***

***New Member (posted in December with incomplete info)***

***Robert Eoff***

***10845 CR 497 Princeton Tx 75407***

***Home : 972-736-2864 Cell: 979-421-0470***

***1940 Ford Tudor 1971 Ford Torino Convertible***

***1978 Pontiac Bonneville 1972 Chevy Camper Special***

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#### **NEWSLETTER DEADLINE:**

The next newsletter deadline is the first of the month, March 1st, 2023.

Any member can be a reporter. If you have a story you would like to submit

Please contact Russell Gray [rgray@geusnet.com](mailto:rgray@geusnet.com)

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### **Note from your President**

Happy February everyone, as I write this memo, I am staring out the window at all the snow and ice on the ground and hoping that I have enough anti-freeze in all my cars. Dad and I just swapped out a motor last month because the rear freeze plug busted (and low oil pressure). Below is a quick percentage ratio reference guide for antifreeze. Luckily 20% should be good in TX. If you live in an area that requires 50%, then move.

Ratio	Freezing Point	Bursting Point
50/50 (50%)	-26°F (-32°C)	-50°F (-46°C)
40/60 (40%)	-5°F (-20°C)	-50°F (-46°C)
30/70 (30%)	+10°F (-12°C)	-20°F (-29°C)
20/80 (20%)	+20°F (-6°C)	+10°F (-12°C)

I had a blast seeing everyone at last month's car club meeting. We got a lot accomplished. The committees are finalized, budget is approved, and now it is smooth sailing all the way to the swap meet. We just need some good weather that week. It seems like our Spring Swap Meet is plagued by bad weather, so we are certainly due some good weather. See you at the next meeting. Please try to be there because we are voting on the Texas Tour and need all-hands-on-deck. Stay Warm!!!!

Casey Cawthon

Casey Cawthon



Club president Casey Cawthon adding Guy Smith's name tag to the memorial plaque.

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## **CONGRATULATIONS!**

**At the January 2023 Meeting,  
Nametag Winner - Pat Stemen  
The "I drove my Old Car" Winner - Linda Short  
Birthday Winner - Edith Carson**

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## **SUNSHINE REPORT**

Hayden Jackson is recovering at home after foot surgery.

**Our prayers are with those who are working hard to recover, and  
a special prayer for those who have obstacles to overcome.**

Please contact the Sunshine committee Alice Parsons, 903-450-0432 with information on anyone has something positive to celebrate or who is ill or who a death in the family.

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## **Chili Cookoff**

The Chili Cook off will be at our next car club meeting February 26, 2023

If you are going to bring chili, decorate a table, or a dessert for judging, please e-mail Harold Wyatt at [hwyatt3475@gmail.com](mailto:hwyatt3475@gmail.com) about what you will be bring.

Also please let us know if you will bring Condiments that are also needed like cheese, onions, chips & crackers. The club will reimburse the cost of these if it's wanted.

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# Area Car Shows Cruise in's Cars & Coffee

EVENT INFORMATION IS ALWAYS SUBJECT TO CHANGE

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## Monthly Events

1<sup>st</sup> Saturday 8 AM Greenville Cars & Coffee @ The Church at River Oaks 5903 Joe Ramsey Blvd. (Will resume in March)

1<sup>st</sup> Sunday @ 3PM Cooper cruise at Cooper square

3<sup>rd</sup> Sunday 3 PM Celeste cruise in Downtown Celeste

3<sup>rd</sup> Saturday 8 AM Lake Country Classics Cars & Coffee  
Downtown Quitman (March thru November)

3<sup>rd</sup> Saturday 1 PM- 4PM Paris Cruise In @ Paris Harley - Davidson (All Vehicles welcome) 2875 NE Loop 286, Paris

3<sup>rd</sup> Saturday 5 PM @ Braum's in Commerce

Last Saturday 8 AM Sulphur Springs Cars & Coffee Downtown Sulphur Springs @ 1<sup>st</sup> Baptist Church parking lot (February thru October) In February it will be a top 25 car show (Flyer below)

Last Sunday 3 PM Leonard Cruise in Downtown Leonard  
(February thru November)

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## Other Events

**The 2023 Decatur Swap Meet hosted by the Wise County Antique Auto Club is February 23 to 25.**

**8:00 AM to 6:00 PM Rain or shine Location, Wise County Fairgrounds 3101 FM 51 Decatur Tx**

**February 25<sup>th</sup> 9AM Top 25 Car Show at Sulphur Springs Cars & Coffee (Flyer Below)**

**March 18<sup>th</sup> 10AM East Texas Auto & Cycle Show Tyler (Flyer Below)**

**March 25<sup>th</sup> 10AM – 2PM Royse City Car Show**

**(Flyer below)**

**Cars & Coffee Sulphur Springs**

**2023 CAR SHOW**

**Sulphur Springs First Baptist Church  
116 Oak Avenue**

**2-25-23 SATURDAY 9AM-1PM**

Pre-register at <https://carshowpro.com/event/1212>  
\$20.00 Registration  
Bad weather date: 4 March 2023

Scan the QR Code below to register

All Makes & Models are welcome



# 2023 EAST TEXAS AUTO & CYCLE *Show*

Green Acres Baptist Church  
1607 Troup Hwy



**EAST TEXAS CRISIS CENTER**



1969-Older Camaro  
1970-Newer Camaro  
1969-Older Mustang  
1970-Newer Mustang  
1969-Older Mopar  
1970-Newer Mopar  
1969-Older Corvette  
1970-Newer Corvette

**Saturday, March 18th**  
**10:00 a.m. - 3:00 p.m.**

1900-49 Car  
1950-59 Car  
1960-69 Car  
1970-79 Car  
1980-Now Car

1900-49 Truck  
1950-59 Truck  
1960-69 Truck  
1970-79 Truck  
1980-Now Truck

Motorcycle Domestic  
Motorcycle Foreign  
Motorcycle Custom  
Motorcycle Trike  
Motorcycle Sport  
Under Construction

Muscle  
Rat-Rod  
Military  
Import  
Jeep  
Special-  
Interest  
School Age  
(High School)

**Live Music - Kids' Zone**  
**Vendors - Food Trucks**

**\$30**

**Pre-Paid Registration Online**  
**[autoandcycleshow.com](http://autoandcycleshow.com)**

Contact Jeremy Flowers: 903.579.2501  
or [jeremy@etcc.org](mailto:jeremy@etcc.org)

**'65 Mustang Drawing**





**for car show info call 469-632-6993**



# **FIRST CHURCH ROYSE CITY CAR SHOW AND BAZAAR**

**816 W Church St, Royse City, TX 75189**

**CAR SHOW FROM 10AM TILL 2PM**

**MARCH 25, 2023**

**CONCESSIONS/ VENDORS  
FREE SPECTATOR ADMISSION**

**Full class show  
1st and 2nd place in each class**

**70+ awards  
plus Best of Shows**



**car show  
reg. fee  
\$20.00**

## **Don't Swear at Other Drivers!**

Eddie was driving down the road and met a car coming the other way.

Although there was room to pass easily, Eddie forced the oncoming car to slow down and wound down his window and shouted 'Pig'. The other driver looked in his rearview mirror and swore at Eddie.

Then his car hit the pig.

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## **Feature Car of the Month**

**This month's feature car belongs to Dan Knight**

My car is a 1967 Cutlass Supreme Convertible. I bought it in 1992 and used it to commute to work when the weather was good. I started having trouble with the headlights, they would turn off with the switch on and I couldn't figure out why. Turns out I had installed halogen headlights and the light switch had weak circuit breaker in it and it would trip when it got hot. I continued to drive the car in the daytime but finally parked it 1996. I left it parked until 2016 when Barbara suggested I needed to get it running or sell it. With her implied permission to spend money on the old car, I got it where it was safe to drive that year. Since the car wasn't original when I got it and I can't seem to leave my cars alone, it has undergone constant mechanical change ever since. So far I've added a 455 engine, 700R4 overdrive transmission, Vintage Air system, custom dash with Dakota Digital gauges, along with numerous upgrades to things when repairs were needed. I've got projects galore to keep me busy if I'd just get to them, but I love driving the convertible even though I've blistered the top of my head more than once due to having a hole in my hair.







## Cutlass Supreme for '67... now there are 5!

*Bringing the high-price look to the low-price range!*

Here is the luxury leader of low-price cars, now in five swank models. From where you sit—passenger or driver's seat—you have a right to feel proud. Proud of the sumptuous, sunny-side-up Convertible interior, for example. Thin-shell Strato Bucket Seats in a choice of four colors. Without extra cost and without question, you can have a bench seat if you prefer. The same holds true for the bucket-equipped Holiday Coupe and Sports Coupe.

With buckets, though, you can add a sporty console as your control tower. Then you can install four-speed stick or Jetaway controls to match the smooth, responsive action of the 330-cu.-in. Jetfire Rocket V-8.

A special Turnpike Cruising Package is also available on two-door models to give you top economy at turnpike speeds. It includes a 400-cube Rocket V-8 with two-barrel carb; Turbo Hydra-Matic Drive; heavy-duty front and rear suspension; and a 2.41-to-1 expressway rear axle.

Styling: definitely a smart variation of the Toronado theme, with crisp moldings setting off the Toronado-flared wheel openings and handsome wheel discs. But the distinctive rear decor is the private property of Cutlass Supreme.

Ever see brougham styling in a low-price car? Then try topping off the Cutlass Supreme Holiday Sedan with the black or champagne vinyl roof covering available.



*Cutlass Supreme Holiday Coupe*



*Cutlass Supreme Town Sedan*



*Cutlass Supreme Sports Coupe*



## Swap Meet News

Happy New Year everyone! We are just under 8 weeks away from Stake Out for the Greenville Swap Meet! As you know, the Spring Meet, along with our newer Fall Meet supply all of our operating funds for the club. We need "all hands-on deck" to assure another successful year. When one of the swap meet committee members ask you for help, please step up and lend a hand. John Tallas recently joined the stake-out crew, and we appreciate his commitment. Key areas that need workers include parking each day (see Richard Bailey), parts haulers each day (see Harold Wyatt) and stake-out on Monday, March 27, 2023, at 10 A.M. (see Pat Stemen).

The Greenville Swap Meet and Car Show have historically provided significant funds for our club operations. With our departure from the Pate organization, our two meets supply ALL of our operating capital on an annual basis. Our Tours, Meeting Facilities, Party's, and our Annual Banquet are now solely financed buy our dedication to the success of both Swap Meets! Your help is needed to continue this tradition, so Please Volunteer!

Your Swap Meet Committee,

Thank you,  
Bob Arrington

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## The following is a reprint from April 2017

### Greenville Swap Meet - How It Began

Back in the early 80's I joined the Club and remained inactive for a short while. By the mid-90's I was as active as anyone else at the time. The Pate Swap meet was talking about shutting down or moving and I started talking to several members about starting our own swap meet. We were worried about income from the Pate swap meet and began looking for an alternative. I harassed Ron Holley for several years and started talking to various other club members. Rod Strong came up to me one day and said "lets just do it". He and I began to put together the first swap meet committee.

Rod and I chaired the committee. Pat Stemen was in charge of concessions, Ron Holley was in charge of registration and treasurer, Richard Bailey ran the parking, advertising was George Beal, I believe that Leon Kozy was in charge of the grounds. I need to find that first meeting list!

The general club members at the time were not in favor of this and didn't totally approve at first. So the swap meet started as a separate activity. David Gish Jr. and I went to the Greenville Board to ask for monetary assistance and they started us off with \$5K.

It wasn't until 2002 that the club recognized the Greenville swap meet and the Director at the time, Ron Holley, as a part of the club in the roster.

Our club has grown from that small beginning to what is today. It is hard to believe that after 18 years the club still benefits from the Greenville Swap Meet as much as it does from the Pate Meet.

Roger Stemen

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# Tire Age—Decoding your Tires to Determine the Age

There can be some confusion regarding tire age, and that's why we wanted to put together this guide to decoding your tire and therefore determining the tire's age. The tire industry has some loose guidelines on tire age that call for tire replacement after 6 to 10 years of service. On a daily driver, you'll likely wear out the tread before the 6–10-year window, but on a collector vehicle, the tire could expire well before the tread is gone. Even if a car is stored inside and the tires pass a visual inspection (no cracks, dry-rot or other visible deterioration) we typically suggest replacement after 10 years if you plan on driving it.

So, what happens if you drive on a tire that is more than 10 years old? You could get lucky, and the tire could last until the tread is worn down, or the tire could separate without warning. Even without noticeable defects, the tire could be susceptible to sudden delamination or separation due to the heat buildup from driving.

Usually, if you buy a set of tires for a collector vehicle, you will have a pretty good idea when that 10 years has passed. What if you buy a complete car, or buy a set of tires at a swap meet? You'll need to determine the tire age before you can confidently drive on them. Luckily, decoding a tire and determining the tire's age is a straightforward process, as a standardized 10-digit Tire Identification Number (often called a DOT number) was mandated by the United States Department of Transportation in 1971. Some manufacturers used date codes prior to 1971, but there wasn't a standardized system, so each brand handled numbering differently.



*This 1934 Plymouth hot rod was stored inside for decades. Its tires are from the early 1970's, and they look perfect. They hold air and show no signs of dry rot or deterioration. However, due to the age of the tires, they are not safe for driving. Luckily, we offer many tires that can perfectly replicate the vintage look of this period correct hot rod.*

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Today's U.S. D.O.T. requirements mandate that each tire has a unique Tire Identification Number on both sidewalls (inboard and outboard) of the tire, as well as safety information that is typically in fine print somewhere on the sidewall.

Otherwise, you'll need to take a closer look at the Tire Identification Number to determine the date that they were produced. Tires built before 2000 featured a three-digit date code at the end of the Tire Identification Number. The first two digits of the date code tell you the week that the tires were built, and the last digit tells you the year. For example, a date code such as 306 would let you know that the tire was built in the 30th week of a year ending in 6. There could be confusion of whether the digit refers to 1976, 1986 or 1996, so let's dig a little deeper.

Sometimes you can easily determine which decade the tire belongs in based on the sizing nomenclature, brand, or style. Let's say you're looking at an LR75-15 tire, using the same 306 date code we mentioned earlier. Based on the alpha-numeric sizing nomenclature, it would be our best guess that the tire was manufactured in 1976, as the now standard P-metric sizing (ex. P215/75R15) became more popular in the 1980's. You could also expect this tire to be missing the standardized safety warnings on the sidewall and any type of tread wear indicators, as those features were mandated later than 1976. That's just one example but you can see how certain styles or sizes can be quickly identified by decade.

For tires built after the year 2000, the date code features four digits, and most Tire Identification Numbers are now 12 digits instead of 10. The first two digits of the date code are the week of production and the last two are the year of production. This helps to clear up the single-digit year confusion that existed before 2000. So, a tire with a date code of 4817 was built in the 48th week of 2017. The bottom line is if you're restoring a car that will be driven, it needs tires that are less than 10 years old.



*Most of the time, it's pretty obvious when a tire is too old to be used. This crusty bias ply tire is obviously past the point of no return, but it does serve as a decent roller, while the car is in the shop. We do suggest using "rollers" (aka junk tires) to roll around the shop while a car is being restored. Then, when it's time to drive, order your tires, so that you can get the most use out of them. If you buy them in 2018, but the car is in the shop until 2021, you're that many years closer to the tire's expiration date.*

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*Whether you choose bias ply or radial tires for your collector vehicle, tire age is an important detail that should not be ignored. Dry rot, and cracking are obvious signs that your tires are too old for use. However, expired tires may not always have such obvious visual deterioration. Be sure to check those date codes before you take off in your collector vehicle!*





*Determining tire age is easy! Each tire built after 1971 has a standardized Tire Identification Number (also known as a DOT number). The last four digits of the number (for tires built after 2000) give you the necessary information to determine the tire's age. This one was built in the 40th week of 2016.*

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Let's be Careful driving this winter!



# Ford's out Front AT THE WINTER CARNIVAL

Ford's the Carnival Queen with that longer-lower look and baked-on beauty that doesn't come off!

For a smooth take-off Ford's way out front! And with that "Life-guard" body, it has an all-steel physique!

Those "King-Size" brakes work like a charm—really smooth stuff!

Cuts a pretty figure with your choice of V-8 or Six!

Boys and girls together hand it to Ford. It's more fun to drive, costs less to run and it's the best looking thing on wheels!








There's a *Ford* in your future

livedreincollage.com

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 It's easy to see why the Dodge Dart is attracting  new-car buyers by the thousand.  People have discovered they don't have to sacrifice room or comfort or smart looks to get economy.  Dart is a fine car in every respect —yet it's priced down  with cars in the low-price field. Dart has plenty of *go•go•go* yet pinches pennies  on gas. Is it any wonder that Dart is selling like hotcakes? 

## Selling like hotcakes...and no wonder!



It all started in October when people who were looking for something different in a car heard about the new Dodge Dart. They looked closely, examined carefully—and bought Darts almost faster than we could build them. They asked about price—and found Dart's was low. They wondered about econ-

omy—and learned Dart's new Economy Slant "6" cruises up to 400 miles on a filling of "Regular." And they liked the smart looks and quality touches that make Dart a truly fine car. Doesn't this sound like the car *you're* looking for?

DODGE DIVISION OF CHRYSLER CORPORATION

Dodge Dart is priced model for model with other low-price cars

DODGE DART	CAR F	CAR P	CAR C
SENECA	Fairlane	Savoy	Biscayne
PIONEER	Fairlane 500	Belvedere	Bel Air
PHOENIX	Galaxie	Fury	Impala

# DODGE DART

NOW DODGE BUILDS TWO GREAT CARS: DODGE DART • '60 DODGE









