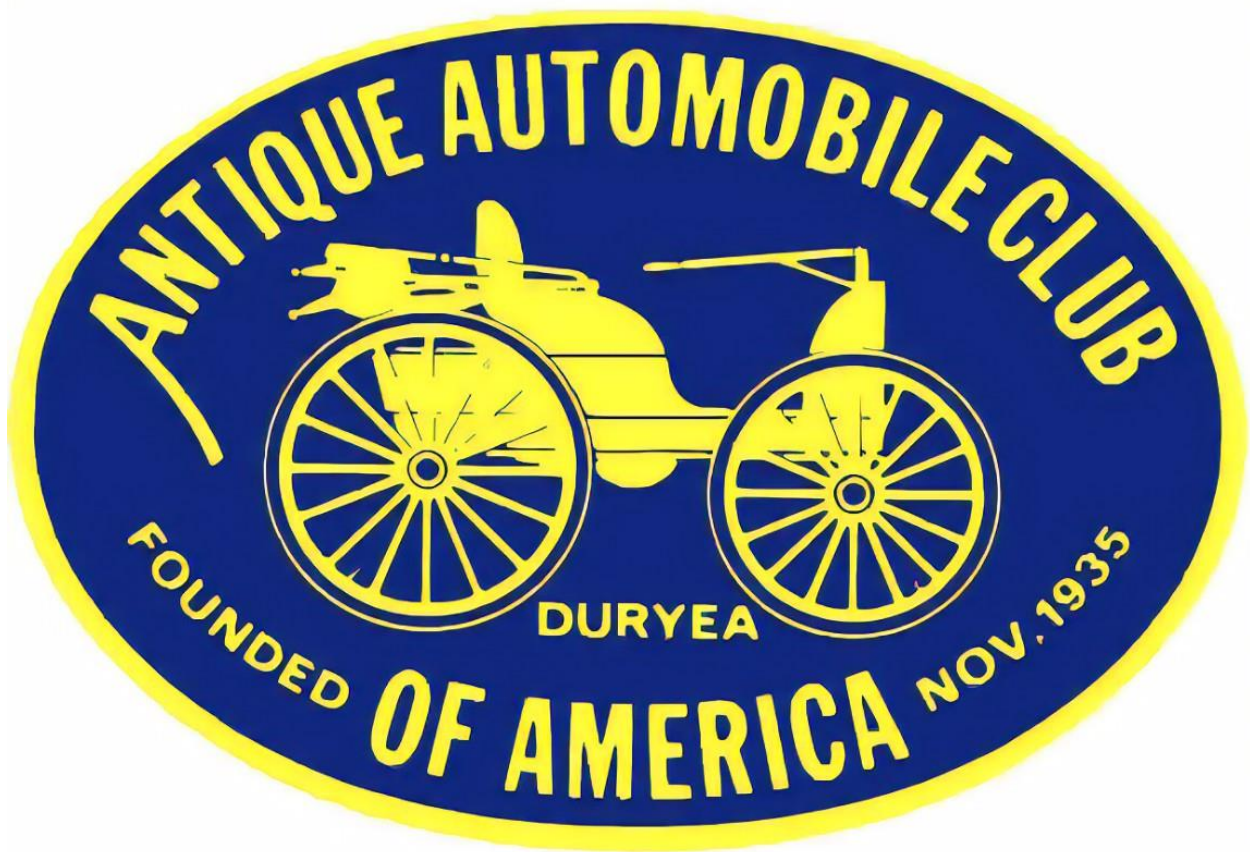


The RUNNING BOARD

January 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 January 22nd, 2023

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

Upcoming Club Activities

January 22 3 PM Club Meeting

February 26th 3 PM Club Meeting

March 30th thru April 1st Swap meet and car show Saturday

NEWSLETTER DEADLINE:

The next newsletter deadline is the first of the month, February 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

Note from the President

Happy New Year fellow car lovers! Hope that everyone had a Happy Christmas, and Merry New Year This is an incredibly exciting year given our 50th anniversary and is going to be one for the record books.

I would like to thank Alice and Pat for another enjoyable and festive Christmas Party. Getting together to enjoy a good meal with all of you is one of my favorite things about Christmas. This year, we will be getting together at the dinner table more than just at Christmas so buy more elastic waist clothes or jump on the treadmill.

Starting the New Year, Dad and I decided to join forces and have the same New Year Resolution. This is going to be the year of working on car projects that we already have and not buy any more project trucks to work on. We made a pact not to purchase any classic car projects in 2023 and get as many of projects registered for the road as possible.

We made it a total of 4 very long and torturous days. Below is a picture of the newest addition to our square body fleet.

See you soon,

A handwritten signature in black ink that reads "Casey Cawthon". The script is casual and slightly slanted to the right.

Casey Cawthon



Committees for 2023

<u>Fun Tours</u>	Roger and Pat Stemen
<u>Pre-War Tours</u>	Glyn and Paula Jones
<u>Ma & Pa</u>	Roger and Pat Stemen
<u>2025 Tx Tour</u>	(Tentatively) Roger Stemen & David Gish
<u>News Letter</u>	Russell Gray & Harold Wyatt
<u>Equipment</u>	Glyn Jones & Mike Hogge
<u>Membership</u>	Yvette Hudson
<u>Roster</u>	Roy & Barbie Studinski
Christmas Banquet	Alice Parsons & Pat Stemen
Sunshine	Alice Parsons
<u>Chamber of Commerce</u>	Roy Studinski & Bob Arrington
<u>Car Show</u>	Theresa Hockett, Shirly Horton, Yvette Hudson
<u>Charity</u>	Glenn Murphy
<u>Website</u>	Chris Seibenhausen
<u>Schlolarship</u>	Casey Cawthon
Swapmeet__	Chairs Bob Arrington & Casey Cawthon Bill Barr, Sparky, Ed Bazor, Richard Bailey, Roger Stemen, Roy Studinski, Shirly Horton, Yvette Hudson
<u>Refreshments</u>	Jean Wyatt, Sherree Anderson, Debora Gray
<u>New committees this year</u>	
<u>Social Media</u>	Russell Gray <u>Local Event Calendar</u> Spark

SUNSHINE REPORT

**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.

Area Car Shows Cruise in's Cars & Coffee

EVENT INFORMATION IS ALWAYS SUBJECT TO CHANGE

Monthly Events

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

1st Sunday @ 3PM Cooper cruise in (will resume in March)

3rd Saturday 5 PM @ Braum's in Commerce (Weather permitting)

3rd Sunday 3 PM Celeste Cruise in Downtown Celeste

3rd Saturday 8 AM Quitman Cars& Coffee Downtown Quitman
(March thru November)

Last Saturday 8 AM Sulphur Springs Cars & Coffee Downtown
Sulphur Springs @ 1st Baptist Church parking lot (will resume in
February)

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

Other Events

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

8:00 AM to 6:00 PM

Rain or shine

Vendors will have until

12:00 PM Sunday

February 26

Location, Wise County Fairgrounds 3101 FM 51 Decatur
Texas

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



Feature Car of the Month

1964 Chevrolet Impala Convertible

Owners Bill & Kathy Barr



1964 Chevy Impala

While cruising through a Saturday edition of the Omaha World-Herald in October 1974, I noticed a classified ad for a 1964 Impala Convertible. My first car was a '63 Impala Convertible which I sold (a regret) in 1968. I called the guy, and said I'd be over to look at the car.

When I got to his house and saw the car, I fell in love with it. It was black, with a black interior, and a white top. He was the original owner. The Chevy was 10 years old and had just over 100,000 miles on it. Doing the math, I thought 10,000 miles a year is not bad. She was originally sold by H&H Chevrolet in Omaha. She has a 283 with a Powerglide transmission, power steering and power assisted brakes.

I told the guy I wanted the car but would have to sell my '67 VW Type 3 Fastback first. Would he take \$100 and hold it for me? He came right back and asked how much I would be asking for the VW. I told him I'd take \$500 for it. His next sentence floored me. He said, "lets swap titles and call it even". I am sure I looked at him for less than 1 second before I blurted out "I'll be back in one hour with my title".

After finding a notary (finding one on a Saturday afternoon is not easy), we signed over the titles, and I was the proud second owner of that black Impala. Now for the rest of the story!

She was a daily driver from that day on. The first thing I did was to replace the worn white top with a new black top. White is so hard to keep clean! I clearly remember watching hail stone bounce off the top while hail stones poked holes in the top of the convertible sitting next to her! After an Omaha blizzard, I had to sweep/shovel a foot of snow out of the interior. Yeah, old convertibles leak! During October of '75 she and I made a trip to Riverside, CA and took as many miles as possible on Route 66 from Clinton, OK westward.

Starting in December 1975 she spent three years in a garage in hot, dry, western Oklahoma while adjusting to living in Germany. After rescuing her from Oklahoma, she was put on a trailer and towed her to Dayton, Ohio! It was there I decided to go into a rehab stage. That is actually when I realized just what I had! The VIN on her is 100125, meaning she was the 125th car built at the St Louis plant in September 1963. Another detail I discovered was that she was the 6th convertible built at that plant. Suddenly, her value went up. In the spring of '76 she had some body work completed and was repainted. New interior was installed too. No longer a daily driver, many days were spent in the garage waiting for those great Ohio summers and fall weather.

Over the last 48 years she has been repainted three times, a second interior update was completed, the engine rebuilt, and transmission rebuilt, and three tops. She has lived in Nebraska, Oklahoma, Ohio, Alabama, and Texas. With over 230,000 miles on her, she is a "moon car" and still going strong! I guess I am on my way back now! It has no air conditioning but remains a great car to drive EXCEPT in the middle of the day in the Texas summer heat! Her next BIG trip will be on Route 66. A test run will be made from OKC to Tucumcari, NM. Then the goal is to take her on another trip to Santa Monica, CA, and the end of US 66.



Chevrolet Impala Convertible—all smooth way to your GM's Future at the New York World's Fair

IF YOU CAN FEEL THE LUXURY IN THIS ONE GETTING TO

An Impala Convertible gets more irresistible the more you look at it—positively mouthwatering when you see its Chevrolet price. But if you like to be coaxed, keep on reading. Chevrolet value looks even better as you go along.

Sink into one of those soft vinyl-covered seats and feel that thick deep-tuft carpeting underfoot. You'll see why Chevrolet owners like to sit back and coast a little about what all this luxury doesn't cost them. But there's more to make you feel good than just the nice things we put inside

YOU ALREADY . . . just wait till you get to paragraph 6*

that big, beautiful Body by Fisher. Chevrolet's luxurious Jet-smooth ride, for instance, with a big coil spring at each wheel easing you over lumps as if they didn't exist. And great highway performance, too, with 16 engine/transmission choices—including an extra-cost 425-hp V8 and

4-speed shift that's enough to make some cars gnash their gears with envy. #One of the nicest things about every Chevrolet, though—as you'd expect, what with all the value we build into them and the satisfaction people get from owning them—is the fact that they're worth so much at trade-in time.

And Chevrolet owners from way back know that's kind of nice to boast about, all by itself. . . . Chevrolet Division of General Motors, Detroit, Michigan.



GTO History

In 1964, the GTO was simply an option package for the LeMans, but it began the process of becoming a real weapon in the muscle car wars of the late 60's. When the Royal Pontiac of Ace Wilson began to run consistently in the 12's, Pontiac knew it had a winner.



The Tempest line, including the GTO, was restyled for the 1965 model year, adding 3.1 inches (79 mm) to the overall length while retaining the same wheelbase and interior dimensions. It had Pontiac's characteristic vertically stacked quad headlights. Overall weight increased about 100 lb., but new brakes, shocks and sway bar were up to the challenge. The dashboard design was updated with an optional rally gauge cluster with a tach and oil-pressure gauge.



The 389 engines received revised cylinder heads with re-cored intake passages and high rise intake manifolds for improving breathing. Rated power for the Tri-Power engine was now rated 360 hp at 5,200 rpm. The car photographed today has the factory 4-speed option, with Midnight Blue paint and a parchment interior.



The restyled '65 GTO had a new simulated hood scoop. A seldom seen dealer-installed option on this car consists of a metal under hood pan and gaskets to open the scoop, making it in effect a cold-air intake. The scoop is low enough that its effectiveness was questionable, but it allowed more of the engine's roar to escape.

Car Life tested a 1965 GTO with Tri-Power and what they considered the most desirable options (close-ratio four-speed manual transmission, power steering, metallic brakes, rally wheels, 4.11 limited-slip differential, and Rally Gauge Cluster), and they recorded 0–60 miles per hour in 5.8 seconds, the standing quarter mile in 14.5 seconds with a trap speed of 100 miles per hour, and an observed top speed of 114 miles per hour at the engine's 6,000 rpm red line.



Sales of the GTO, abetted by a marketing and promotional campaign that included songs and various merchandise, more than doubled to 75,342. It spawned many imitators, both within other GM divisions and its competitors, and the early performance cars remain highly sought after in the Collector Car market.

Car Facts – Little Known Car Facts and Trivia About the Auto Business

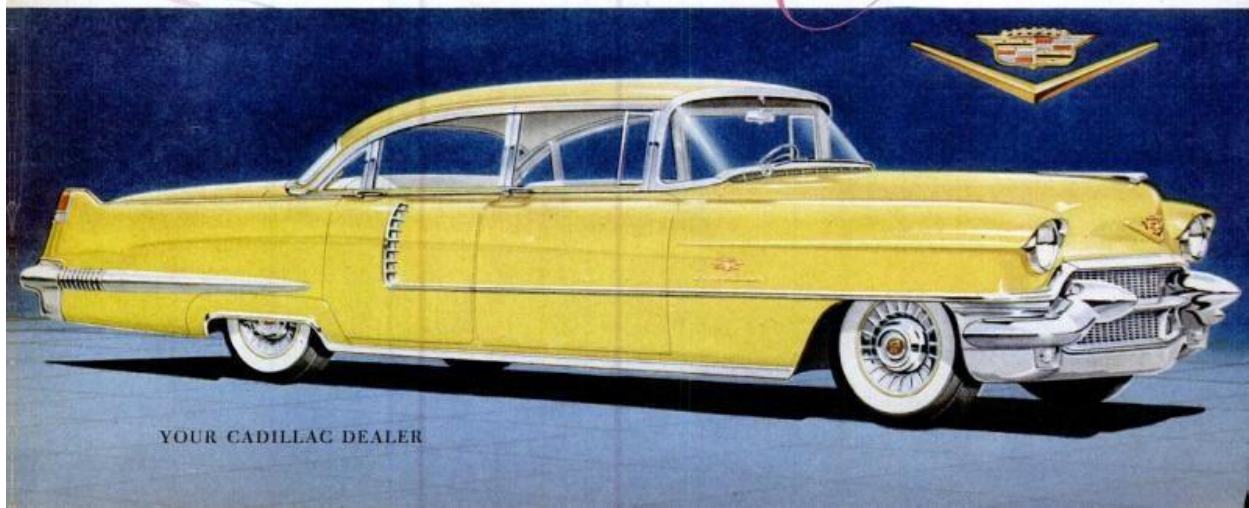
Car facts about the car's inventors

- 1782 James Watt builds the first engine crank.
 - 1792 The first U.S. toll roads opened in PA and CT.
 - 1860 Jean Lenoir invents the spark plug.
 - 1887 The Benz became the first car offered for sale.
 - 1896 The Duryea became the first production motor vehicle in the U.S.
 - 1897 The first auto insurance policy is purchased in Westfield, MA.
 - 1900 The first Guide Michelin published mostly containing a list of gas stations in France.
 - 1901 The first Grand Prix race was won with an average speed of 46 mph.
 - 1901 The first American car manufactured in any quantity, the “Curved Dash” Olds is offered for \$650.
 - 1913 More than one million cars registered in the U.S.
 - 1914 The Chevrolet bow-tie emblem first appears.
 - 1914 The first electric traffic light was installed in Cleveland.
 - 1923 Powered windshield wipers became standard equipment on many cars.
 - 1923 A radio was first offered as an accessory.
 - 1939 Buick introduces turn signals as standard equipment.
 - 1941 The first power windows were introduced. (Packard)
 - 1948 Harley Earl introduces the tail fin on the Cadillac. Fins don’t go away for over a decade.
 - 1953 Chevrolet introduces its Harley Earl-designed Corvette.
 - 1954 Padded dashboards introduced for safety.
 - 1956 Electric door locks introduced on several luxury models.(Packard)
 - 1958 The first remote adjusted side view mirror.
 - 1958 [Ford](#) introduces the first electric trunk release.
 - 1958 [Chrysler](#) introduces the day-night rear view mirror.
 - 1960 All-weather antifreeze plus coolant introduced.
 - 1963 Seat belts first offered as standard equipment.
 - 1965 Rear seat belts became standard on most cars. (Cars build after Jan 1st, 1964) (Cars built after Jan 1, 1968, were required to have shoulder belts)
 - 1974 National 55 mph speed limit enacted after oil shortages.
 - 1984 Chrysler introduces the Dodge Caravan and Plymouth voyager minivans.
 - 1972 Cars traveled along LA freeways at an average speed of 60 mph. In 1982 the average was only 17 mph!
 - 1974 The average American family spent 33 percent of their yearly income for a new car. In 1995 the average was 50 percent.
 - 1995 the Big Three sold a whopping 97,000 cars in Japan.
-



Happy Resolution for a Happy New Year!

Cadillac



YOUR CADILLAC DEALER



THE ONLY COMPACT CAR
WITH FINE-CAR STYLE,
BIG-CAR RIDE
AND FAMILY SIZE

Comet
THE BETTER COMPACT CAR

AND PRICED WITH OR BELOW OTHER MAKERS' COMPACTS!

LOW COST OF OWNERSHIP.

Comet is one of the least expensive compact cars you can own! It costs less when you buy (up to \$331* below other compacts). Comet gives you high resale value (up to \$6171 more than other compacts). That's why it pays to own a Comet.

COMET'S FINE-CAR STYLING IS MATCHLESS.

Comet looks long, clean and crisp with discreet chrome to accent lines smartly, and Comet's styling is not skin-deep, either. There's lots more inside... fine-car touches all around.

THE FIRST FAMILY-SIZE COMPACT.

Longer wheelbase... up to 7.5" longer than other compacts... means more Comet room, not only in pleasurable, comfort-for-six seating but in over 28 cu. ft. of trunk space... up to twice as much as other compacts.

ITS BIG-CAR RIDE MAKES THE COMFORT DIFFERENCE.

Extra length gives Comet a road-leveling ride. This steady, big-car smoothness, aided by refined new suspension and easier-action springs amazes first-time riders! And Comet parks as easy as a tricycle!

TALK ABOUT ECONOMY AND YOU'RE TALKING COMET.

To save on gas, choose either of Comet's two thrifty engines. You change Comet oil only every 4,000 miles, get 10% better tire mileage, save on licenses and insurance. And Comet's super-finish won't cost you a cent for waxing... never needs it!

BOTH TWO- AND FOUR-DOOR SEDANS AND WAGONS.

Take your pick from a variety of models. Comet wagons have up to 30% more cargo space behind the front seat than most other compacts, plus a convenient roll-down rear window.

LASTING QUALITY, EVEN WHERE IT DOESN'T SHOW.

Comet is quality, inside and out. Unit-built to keep quiet, stay sturdy, and durable. Comet also has rustproofed vital underbody parts, complete soundproofing and an aluminized muffler.

COMET, THE COMPACT WITH THE BIG RESALE VALUE, AT YOUR MERCURY-COMET DEALER.

*Based on a comparison of all manufacturers' suggested prices.
(Based on manufacturers' suggested retail prices and Automotive Market Report figures.)



LINCOLN-MERCURY DIVISION, *Ford Motor Company*, BUILDERS OF FINEER CARS OF EVERY SIZE FOR EVERY PURPOSE



