

# The Flivver Flash

The Official Newsletter of the Space City T's - Houston, TX

## Trinity Episcopal "Touch A Truck" Car Show

By Doug Brough

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I attended the Trinity Episcopal "Touch A Truck" car show on March 2. The show was actually sponsored by 3 downtown churches. It turned out to be a nice day for the show which brought out a lot of folks. There was a steady stream of parents and children, mostly between pre-school and early elementary age. It was a small show with about a dozen vehicles including cars, motorcycles, trucks, a bus, a boat and a motor home.



I was one of the 3 classic cars. Needless to say the kids loved sitting in the cars. One of the surprises to me, the kids were impressed with crank windows. That was standard equipment on cars when I was growing up!

My favorite experience of the day was a lady who grew up in Argentina. She asked if that was a Model T. When I said yes she got really excited. She said she read about the Model T and mass production in her history class and now she got to see one!



### Inside This Issue

### Page

Trinity Episcopal Touch A Truck / Texas Vehicle Manufacturers / Frio Canyon Tour

1 - 5

2019 Events/ Clear Springs High School 7th Annual Car Show / 2019 Texas T Party

5 - 6

Space City T Club Officers / Calendar of Events / Ads / General Info

7

Club Info / Dinner Info / Meeting Info / Map

8

While our cars were popular, the cement mixer was the real show stopper. The line look liked this until the end!



The most common request from the kids was “where is the horn?”. The most common comment from the adults was “how do you drive this?”.



The gentleman in the blue shirt standing next to the Cadillac is the coordinator for the Keels and Wheels car show. We’re all invited (first weekend in May). He said they’d really like some pre-war cars. ([https://www.keels-wheels.com/content/the\\_event/the\\_event](https://www.keels-wheels.com/content/the_event/the_event))

It was fun getting to talk to folks. I understand the churches host this show each year. The pastor came out and thanked us all. I’m sure we’ll be invited back in 2020.

## Texas Vehicle Manufacturers

By Joel Keefer of *The Rumbleseat Chatter* newsletter of the Fredericksburg Vintage Car Club

Before Detroit became the center of auto and truck manufacturing in the U.S., hundreds of car makers flourished in practically every state in the country. Many were manufacturers in name only, with grand plans that never came to fruition. Others were short-lived, operating from one to several years, and some were in existence for many years before succumbing to the great depression. With so much activity all across the nation, it stands to reason that Texas would have had its share, and so it did.

Here, courtesy of the [Texas Transportation Museum website](#) and the [Standard Catalog of American Cars, 1805-1942](#), is a list of made-in-Texas...or almost made in-Texas...cars and trucks.

**Blumberg, 1915-1922** Organized in San Antonio and subsequently moving to Orange, the Blumberg Motor Manufacturing Company produced four-cylinder and V-8 powered cars, though most of its engine production went to power tractors. The company ceased auto production in 1922, following the recession of 1920-21.

**Brandon, 1911-1912** The Commercial Motor Car Co. of Houston planned to manufacture four-wheel drive Brandon automobiles. A prototype may have been built, but the company went into receivership before any manufacture was begun.

**Bridges, 1918** Though the company announced plans to build a factory on land outside Fort Worth, it was never completed and there is no evidence that any Bridges cars were ever built.

### Dixie Junior and Dixie Tourist, 1908-1910

Produced by the Southern Motor Co. in Houston, the Dixie Junior was a high-wheeler and the Dixie Tourist was a larger version of an earlier low-wheeled runabout. Total production was 17 cars in three years.

**Hall Cycle car, 1914-1915:** Produced in Waco, the Hall Cycle car featured and underslung frame, shaft drive and a two-speed transmission. Production was minimal but did include a coupe version as well as the roadster.

**Hawkins, 1902** The Hawkins Automobile and Gas Engine Co. was organized in Houston with a plan to deal in autos and engines. There is no evidence that the company ever manufactured any vehicles.

**Holden, 1915** A prototype produced in Comanche featured three wheels, two on the left and one on the right, staggered forward of the left rear. This arrangement, according to Holden, meant that "...as no two wheels strike a cross obstruction, such as a railroad track, at once, much bounce is done away with..." Holden was unable to acquire capital for manufacture.

**Little Kar, 1911** Although the Little Motor Kar Con various lists as an auto manufacturer in Arlington, no evidence or documentation relating to the company exists.

**Lone Star, 1919-1922** At first, the Lone Star was marketed in Texas, but was assembled by the Piedmont Motor Car Co. in Lynchburg, VA. The only difference between a Lone Star and a Piedmont was the emblem. Eventually, Lone Star began producing its cars in Texas, but most were sold in Mexico. Hit by the 1920-21 recession, the company folded in 1922.

**Luck Utility, 1911-1914** Cleburne Preacher Harry Luck developed a car which, in his words, would "overcome obstacles in a country where there are no piked roads to run on." That meant a car with a soft spring suspension and solid rubber tires. Initially, the car was called the Chaparral, but because it could be converted from roadster to light delivery, the name Luck Utility made more sense. Total production was about 20 cars, plus one truck, the Luck Truck.

**Lutz Steam, 1898** The names of George Lutz and Orman Lutz of San Antonio were included in the list of directors of the Lutz Motor Car Co. of Buffalo, New York. Those two names may have been the

company's only Texas connection. There is only evidence of two cars having been built, one in 1898 and a possible prototype in 1917.

**McGill, 1922** The Fort Worth-based McGill was an attempt to sell four-wheel drive in the 20s, but it didn't quite work. Possibly, two prototypes were built.

**Ranger, 1920-1922** Produced in Houston by the Southern Motors Manufacturing Association, Ltd., the Ranger's 31 HP engine supposedly was designed especially for Texas climatic conditions. The company went into receivership in 1922. Apparently only a few cars were built, mainly for the purpose of selling stock in the company.

**Robertson, 1921** The Robertson car was announced in 1921, with backing from Texan and Mexican capitalists. Prototypes were built but there is no evidence of manufacture.

**San Antonio, 1910** The Commercial Motor Car Co. announced that it would manufacture a car to be called San Antonio in 1910, but the car was never produced.

**Southern Six, 1921** The Southern Motors Manufacturing Association, Ltd. Of Houston announced the addition of the Southern Six to its Ranger line. The car suffered the same fate as did the Ranger.

**Tex, 1915** The San Antonio Texas Motor Car Co. made a prototype five-passenger touring car, announced its ongoing search for a factory site in November 1915, and folded soon after that.

**Texan, 1920-1922** Manufactured in Fort Worth as a car for the Texas oil fields, the Texan was a typical assembled car of its time, with the exception that it had oversized tires. The company went into receivership in the fall of 1920, shortly after production had begun. In the spring of 1921 there were 100 unfinished cars on hand. Apparently the cars were finished and that was the end of the Texan.

Continued on next page.

**Texas, 1920** The Texas Truck and Tractor Co. supposedly built an assembled car in Dallas in 1920, but there is no evidence of it.

**Texmobile, 1920-1921:** One of many scam auto operations in the early 20th Century, the Grand Prairie-based company did produce a prototype roadster, which debuted at the Dallas Fair in October 1919. However, company principals were arrested and charged with violating postal laws with intent to defraud in April 1920 and the company went into receivership. In December 1922, the company reopened to produce highway construction machinery.

**Wharton, 1922-1923:** Organized in Dallas in 1922, the Wharton Motors Co. advertised an extensive line of cars, none of which were built, except for a single roadster.

**Wichita Combination Car, 1920-1921:** The Wichita Motor Co. of Wichita Falls produced the Wichita Combination Car, a four-cylinder utility car that would accommodate three passengers and 1,000 pounds of equipment. The company referred to the car as "the oil field tool pusher." Although the car was only built for one season, the company produced trucks from 1911 to 1932.

Besides these examples from the early days of the automobile, there were several other attempts to produce cars in Texas, none of which succeeded.

**Bushmaster, 1968:** The Bushmaster Co. in Austin supposedly built a car, but there are no records to substantiate it..

**Cortez, 1947-1950:** The Cortez was intended to sell for \$1,000, but it never reached production. The company behind it was North American Motors of Dallas. Designer John Tjaarda, designer of the Lincoln Zephyr, was involved, but not much else is known about this car.

**Goff, 1956:** The Goff was a fiberglass bodied, five passenger sports model based on the 1939 Ford chassis and running gear. It was offered as a kit for \$600 or as a fully built car for \$1,500. A matching top was offered at extra cost, as were other engines

besides the Ford. Only a very few were ever produced.

**Inman, 1946:** Frank Inman built this car in Goose Creek. And that's all that is known about it.

**Paisano Dune Buggy, 1968:** The VWC Specialty Co. in Kermit built the Paisano Dune Buggy. Nothing else is available on this car.

**Roadable, 1946-1947:** The Garland-based Roadable was a three-wheeled car/plane with a single front-mounted wheel. At the rear were two other wheels and the propeller. The wheels disengages from the drive when airborne, and the steering wheel controlled ailerons and elevators. Powered by a 130 hp Franklin engine, it could cruise at about 110 mph in flight, with a range of 600 miles, and at 60 mph on the ground. Only one was built.

**Vetta Ventura, 1964-1966:** The Vetta Ventura was built by the Dallas-based Vanguard Motors (or Vanguard Products.) It was based on and identical to the Apollo, a car built in Oakland, CA. Vanguard apparently bought bodies, built by Carrozzeria Intermeccanica of Turin, Italy. The cars were powered by Buick engines and were available as coupes or convertibles. While 89 Apollos were produced between 1962 and 1965, only 19 Vetta Venturas were produced, according to available records.

Of course, current manufacturers have production facilities in Texas, including GM in Arlington, Toyota in San Antonio and Peterbuilt in Denton. Ford had a manufacturing plant in Dallas from 1909 to 1970.

## Frio Canyon Tour May 9-12, 2019

Sponsored by Texas Tin Lizzies  
(See next page for details)



## 2019 Events

Club member Peter Adey has once again offered to set up a 2nd Annual Shake Down Tour up in the Sam Houston National Forest area as he did last year. This years event will be 80 miles on the east side of 45. More details to follow as they become available. Currently planned for 9:30am on April 13th. Please advise **Peter Adey at 832-702-9085** or [peter.p.adey@gmail.com](mailto:peter.p.adey@gmail.com) if you intend to join and provide the number in your party for lunch reservations. Hope you can join!

Liberty Church is hosting its [4th Annual Car & Bike Show](#) on May 4th at their location 200 FM 2025 Cleveland TX 77328. Check in is at 10am, judging starts at noon and trophy presentation at 3. Entry is \$20 a car/bike, there will be 25+ trophies awarded (new classes to be added for 2019) and the 1st 30 entries receive a free t-shirt, additional t-shirts as well as food will be available for an additional cost. Last year we had an amazing turn out from trucks and muscle cars to exotics and more, help us make this show the biggest church show in the Houston area, and please remember All proceeds from the show, shirts and food will go to benefit the Liberty Church Youth Department. ***Please help us make this show an amazing event and help contribute to a great cause.***

Schulenburg TT Tour planned for May 4th - TBD.

FBI Tour planned for May 6th - TBD.

Frio Canyon Tour - May 9 – 12 Texas Tin Lizzies will be touring in the Garner, Uvalde, Utopia and Leakey area. We will be staying in Garner State Park, so make your reservations ASAP. We may be spread out throughout the park depending on what kind of site you need. They have tent, RV, cabins and full trailer hook-ups. You just need to see what is available. Jim and Sandra Ruhmann will be in the RIO FRIO campground, site 496 (tent camping). Cabins and RV sites also available at 4J Riverway (830) 232-6202, ½ mile east of Garner entrance. [texasstateparks.reserveamerica.com](http://texasstateparks.reserveamerica.com) Sandra Ruhmann, Texas Tin Lizzie President

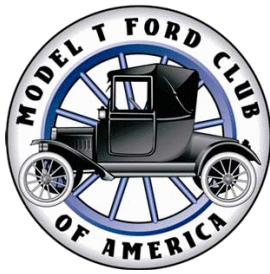
The Ellinger Tomato Festival parade is on Sunday, May 26, 2019, beginning at 10 a.m. We would like to have the Space City T's participate in our parade. Ellinger, Texas, is located on Hwy. 71, about half way between Houston and Austin. We would appreciate your sending us your mailing address so that entry forms can be sent to you. Thank you, **William H. Koehl**, [wakoehl@gmail.com](mailto:wakoehl@gmail.com)

[MTFCA 2019 National Tour #2](#) Highland Rim Tour Cookeville, TN August 17 - 22, 2019. Come join us in Tennessee for an unforgettable tour of the scenic backroads traversing the Highland Rim of the Upper Cumberland Plateau. Host hotel: Country Inn and Suites, 1151 South Jefferson Avenue Cookeville, TN 38506 \$89-\$119 Rate; specify Model T. Reservations: **931-525-5668** Registration limited to the first 150 cars. ***Now, y'all plan on visiting us in Tennessee this year! No foolin'!***

Thanks, Dave Lucas, SCMT Club President 2018 / 2019, cell: 713-299-3059

**Clear Springs High School 7th Annual AutoTech Car Show** winners Bobby Wright 1st Place Vintage Trucks, Tony Marino, 2nd Place Vintage Trucks and Debbie Marino, 1st Place Original Cars Pre-1974 and Best Paint.





## 2019 Texas "T" Party – Brenham, Texas Oct 9th – Oct. 12th

**Contact Dave Lucas for info at (713) 299-3059**

Room Reservations: Start making reservation after April 1st. **Rooms are scarce – ACT NOW!**

**DO NOT** send in inspection sheet with registration, it is to be turned in at check in.

Host Hotel: Baymont Inn & Suites – 979-836-5551 12950 Woodridge Blvd, Brenham, TX 77833 **\$99.00** + Taxes & Fees (Single King; Double Queen) Continental Breakfast Included with two acres of grass parking, **NO PETS ALLOWED**

Overflow Hotel: Comfort Inn & Suites – 979-421-8100 2350 S. Day Street Brenham, Texas 77833 **\$107.00** + Taxes & Fees (Single King; Double Queen) Continental Breakfast Included but **NO** truck or trailer parking, **PETS ARE ALLOWED**

Overflow Hotel #2: Motel 6 – 979-836-4590 555 Hwy 290 E Brenham, Texas 77833 **\$89.00** + Taxes & Fees (Single King; Double Queen) **PETS ARE ALLOWED, NO BREAKFAST PROVIDED** moderate amount of truck and trailer parking

For those that want to stay in their RV, the fair grounds are where we chose for RV parking for access to the host hotel:

Washington County Fairgrounds 1305 E. Blue Bell Rd. Brenham Texas 979 836 2299 - Full RV Hook ups  
Also, in the area and 7 miles west is the:

Artesian park RV campground 8601 Hwy 290 Brenham Texas - Full RV hook ups

### **PARKING – What we know as of now!**

1. We have secured approximately two acres of grass parking at the Host Hotel. This is where we prefer everyone park trucks and trailers and drive your Model T to Host Hotel. If you are staying at one of the two overflow hotels and wish to have your modern vehicle at the overflow hotel as well, we are sure this can be arranged.
  2. Overflow Motel 6 has moderate truck and trailer parking in the back lot. Please be thoughtful of fellow T Party Participants and utilize space accordingly.
  3. Overflow Hotel Comfort Inn & Suites has **NO** truck and trailer parking
  4. All Hotels/Motels have easy access to the Host Hotel
-

The Flivver Flash is published by the Space City T's chapter of the Model T Ford Club of America in Houston, Texas twelve times per year. This newsletter is produced for the education and enjoyment of members and those expressing interest in joining the Space City T's. Said education and enjoyment is as it pertains to the Model T Ford automobile. The Flash is also shared with other antique auto clubs. Other clubs may use articles from this publication with credit to this newsletter or the original source. News, articles, ads or anything of interest to the club must be submitted to the editor by the 20th of the month preceding the month of publication. Emailing takes place the last week of the month. Annual dues are \$25 per year.

#### 2019 Space City Club Officers and Board Members

President	Dave Lucas	281-388-0761
Vice President	Rick McCracken	281-351-0701
Secretary	Rosemarie Stokley	281-574-7850
Treasurer	Jerry Smith	281-461-9906
Board Member	Broderick Thompson	713-269-3820
Board Member	Bobby Wright	409-771-5548
Board Member	Bill Severn	936-273-3592

## THE FLIVVER FLASH

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email: [modelt@spacecityts.org](mailto:modelt@spacecityts.org)

## Calendar of Events

- Apr 10** SCT Meeting
- Apr 13** Spring Shake Down Tour - National Forrest Area
- May 4** Liberty Church is hosting its 4th Annual Car Show
- May 4** Schulenburg TT Tour
- May 6** FBI Tour
- May 8** SCT Meeting
- May 9-12** Frio Canyon Tour
- May 26** Ellinger Tomato Festival
- Aug 17-22** MTFCA 2019 National Tour #2
- Oct 8-13** 2019 Texas T Party - Brenham, TX

The Space City T's Club is the Houston, Texas chapter of the Model T Ford Club of America. All questions concerning membership, The Vintage Ford magazine, the MTFCA library, chapter insurance, purchase of manuals, back magazine issues, or store items can be directed to the following:

#### Model T Ford Club of America

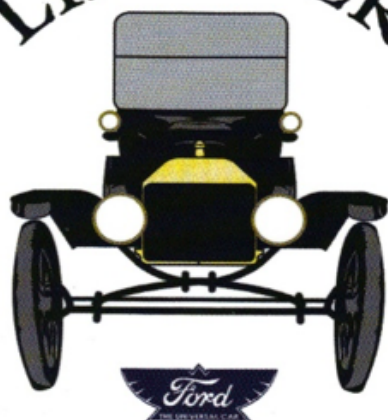
309 N. 8th Street, PO BOX 996  
Richmond, IN 47375-0996  
Phone: 765-855-5248

Email: [susan@mtfca.com](mailto:susan@mtfca.com)

\$40 annual dues includes six issues of the Vintage Ford

Join MTFCA at: [www.mtfca.com](http://www.mtfca.com)

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This ad expires April 2019

## FLIVVER FLASH INPUTS NEEDED

Do you have something to share? A barn find, funny or not so funny Model T stories? Tour photos, or articles about Model T's? Your Model T acquisition stories, restoration photos or swap meet finds? A special interest article?

Please email ads, articles, photos, stories, etc. etc. to: [topkick7@outlook.com](mailto:topkick7@outlook.com)

## Next Meeting

**April 10, 2019**



**Dine with Friends at  
Demeris BBQ at 6:00 P.M.**

**located at**

**1702 West Loop North,  
Suite A, Houston, TX 77008**

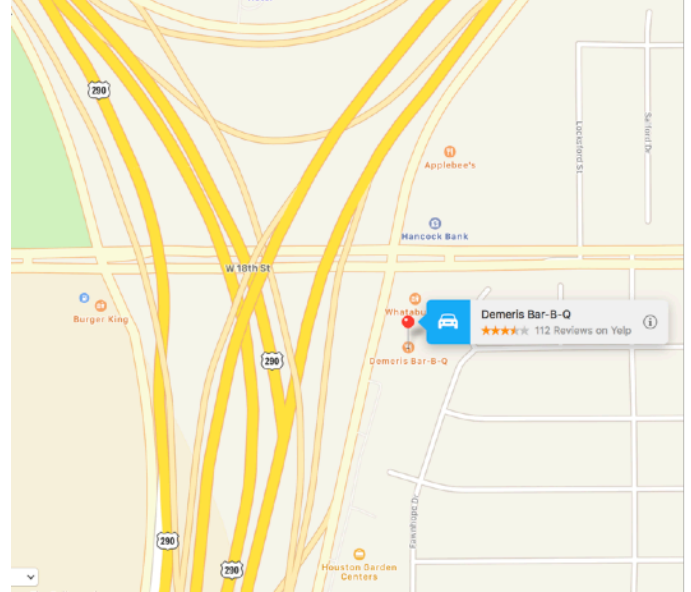
**Then attend the  
Space City T's Meeting at 7:30 P.M.**

**Place:**

**Lazy Brook Baptist Church  
1822 West 18th Street in the  
Heights**

**Website: [www.spacecityts.org](http://www.spacecityts.org)**

**Email: [modelt@spacecityts.org](mailto:modelt@spacecityts.org)**

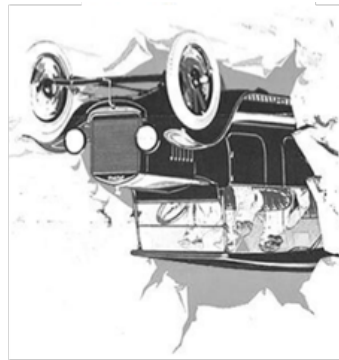


### **Directions to Demeris BBQ**

From the east or west on I-10 or the south side of downtown, take the I-610 West Loop North and get off at the 18th Street Exit. Demeris BBQ will be immediately on the right after Houston Garden Nursery.

From the west on Highway 290, exit at Mangum and turn right to 18th Street. At 18th, turn left, cross under West Loop and turn into the Whataburger parking lot on the right. Proceed to Demeris BBQ after the Whataburger.

From the north on I-45, take the 610 North Loop West around to the I-610 West Loop South to the Hempstead Highway exit. Make a U-turn under I-610 and proceed north on the frontage road to just before 18th Street, Demeris BBQ will be on your right after Houston Garden Center.



**First Class Mail**



Space City T's of Houston  
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League City, Texas 77573

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