

# THE LOW DOWN

THE MONTHLY NEWSLETTER OF ARLINGTON AREA STREET RODS ☺ February, 2011

## Meeting Times and Place

The January meetings will be held at on the first Thursday (February 3rd) and on the third Thursday

(February 17<sup>th</sup>) of the month at the Dixie **House Cafe** on Lancaster in Handley.

## YOUR 2011 AASR OFFICERS

**President:** Bill Ancona [bill@billancona.com](mailto:bill@billancona.com)

**Vice President:** Don Kemp [sk110179@sbcgobal.net](mailto:sk110179@sbcgobal.net)

**Secretary/Treasurer:** Dave Cain [d.cain@sbcglobal.net](mailto:d.cain@sbcglobal.net)

**Temporary Newsletter Editor:** Bill Geer  
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## LETTER FROM THE (Temporary) EDITOR

The first month of the year is nearly over. The rod run scene is a little light on the calendar. So you know what that means: It's time for a little maintenance work on the old ride or a major project or just a continuation of the already started work that somehow you can't seem to get finish. For me that means a new project in the form of a '66 Mustang for my "baby" Grandson. Hopefully this one won't take 20 years like my Model A did. Remember come warmer weather it's time to kick the tires and light the fires; on the road again.

Bill Geer

## Letter From De Prez

Bill Geer, that silver tongued Devil, asked me if I was "going to contribute a From De Prez article" for the newsletter and of course just as he thought, without realizing what I was committing to I exclaimed "sure!" so here we go.

Man talk about pressure. This level of writers block takes me back to High School (several years ago) when an essay was due and of course I had done zero on it but that's another story. Anyway, if you haven't been among the fortunate few that have attended the first two meetings under my watch, you have really missed a lot. I am sure Ken Smith salivated all during the "off season" just waiting to put me on the hot seat. My buddy! (I love you Ken). When I look across the room and see all the faces staring back at me which are all great street rodders in their own right and past leaders of the club I feel like I'm sitting on the starting line about to make a pass in the fueler and Don Garlits, Connie Kalitta, Don

Prudhomme and Don Schumacher and a zillion others are standing on the starting line watching. Show us what ya got Bill! Yeah, just what we thought. Looks easy eh? For the record, the pass in the fueler is easier. I mean if the pass goes well I can take the credit at the other end. If it goes bad I can blame the crew chief right? Oh and you stomp on the long pedal on the right and only one of three things can happen. It can haul ass, smoke the tires or blow up. Again if it hauls ass no problem, beat your chest. If it smokes the tires or blows up, blame the crew chief. No problem, I got it. Not so as De Prez. I have already figured out I can screw up more with one rap of the gavel than can be straightened out over the course of three or four meetings. You really need to come to the meetings and see me in action. It will be good for a laugh anyway and there is no cover charge!

In case you live in a tree and don't get email, phone calls or letters, by now you have heard a request was filed with the AASR Board of Directors to change the By-Laws to reflect that we class a member-street rod as a vehicle of 1972 and earlier vintage. There has been much spirited discussion at the first two meetings of the year concerning this proposal and I am pretty sure that tradition will continue at the first meeting in February (the 3rd) which will be again at The Dixie House-Handley. Membership voting on this topic will be at the second meeting in February presently also scheduled for the Dixie House-Handley (the 17th). Please put some real thought into this topic. I have heard directly and indirectly from many members what they feel about such a change. It appears this is really important to some and not so important to some others. Personally although I see logic to both: a decision to change our posture on year model designation and also to stay status-quo. I will reserve judgment on this subject until the club makes its decision collectively. My only advice is this. Each member has one vote. Please be present and vote on this important issue. Don't put yourself in a position to be remorseful after the fact that you didn't let your voice be heard. It is your club.

Not to put any pressure on anybody and I don't want to name names but I sure have been missing seeing some guys at the meetings. Along those lines has anybody seen Bill Robinson or Bill Grammer or for that matter Bob Poer? I hope John Bruton is feeling better soon. (OK, John has only missed the last meeting but technically that's 50% this year) And how is Jack Gray doing these days? Someone call Ronnie Morgan and JW and tell them it's OK to come out of hiding. I would put a shout out to Ron Rich and Gary Voth but they make me feel bad every time I see them, they keep

looking younger, what's up with that? Did you know that if enough people show up and sit between me and Jim Wittenburg, he can't reach me with a spit ball?

I have received some suggestions from some club members about meeting places which will get us out with our street rods from time to time which I will be passing along. Additionally I have gotten some suggestions about guests we can invite to come to our meetings and share their stories etc. with us. Please send me an email with any suggestions or ideas you may have which we can consider. You never can tell we might just do something you come up with. Also PLEASE contribute some thing to Bill Geer to add to the newsletter(s). I am thinking that if we make it real easy for him he might be persuaded to put out a few more issues of "The Low Down". Well at least if he doesn't have to take on the position of the Club Editor officially. As you know he's retired and all and as such has nothing else to do. You know, as long as we don't mention the "E" word, he'll never figure it out right? What else can he do? I heard he and Don Smith were recently overheard practicing such phrases as "Welcome to Wal-Mart" and "Would you like fries with that".

OK, that's it for now. See you at the meetings!

Bill

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## Eyewitness to Barrett Jackson Auction

By: David Cain

My middle daughter, Molly, was running a half marathon in Scottsdale on Sunday the 16th, so we decided to drive to Arizona for her event and the Barrett Jackson. Had a great trip with a stop-over in Las Cruces for the night. We got up the next morning and found out there was an ascension of 40 hot air balloons at 8 am. It was beautiful sight with the sun coming up over the mountains and no wind, which left the balloons virtually motionless except for vertical movement.

The Sunday marathon was a lot more than I expected. There were 29,000 in the half marathon and 20,000 in the full. The guy that won the full - 26 miles - ran it in 2 hours & 16 minutes. At the finish line he was running as fast as an offensive end going for a touchdown. He ran right through the tape and kept going, and the announcer said they just got word that he was running it again - 52 miles! He ran the second 26 in 2 hours & 20 minutes, and still finished before others that were only doing the 26.

Eddie flew in Monday AM, and we went straight to the Barrett Jackson. Everything was set up - just no auction since it starts on Tuesday. We stayed till 3 & took Molly to the airport, then went back out & stayed till about 9.

We hit the place at 8:30 on Tuesday & stayed till 10:30 that night. Out again at 8:30 on Wednesday till about 3 PM and went to visit the other auction - Russo Steele. It was a little primitive as far as facilities go, but the cars were spectacular. Eddie & I both thought the cars they offered were far better than the Barrett Jackson. We did not go back & check prices, but I imagine they were less than Barrett Jackson. We went back out on Thursday until 3 PM & I took Eddie to the airport, then I went back out. An old Navy buddie flew in Thursday night & we hit it again on Friday.

When we wanted to take a break we went to the auction tent. Hearing Amy sing the Star Spangled Banner at 10 every morning was very inspiring. We were mesmerized by the auctioneer's babble and the amount of assistants he needs to keep things on track. Most cars sold for about what they were worth. Our favorite car was a black over red '32 hi-boy built by Roy Brizio - lot 1254. We really went over that car, both agreeing that it should bring around \$ 100 K. We were very surprised it sold for \$ 60 K. - definitely a bargain.

All in all, we generally got there about 8:30 every morning & stayed till at least 9 PM. Our short days were about 10 hours, but most lasting 12. I'm pretty sure we saw everything but I'm not positive. We had both decided that we were there to see cars, so that's what we did. I think you could compare this to a Good-guy's show attached to a SEMA show - at least that's what we thought. We decided we would go again, maybe skipping a year so it's more exciting, but as next January approaches we may change our mind!



**Lot Number:**

**Auction:** SCOTTSDALE 2011

**Sale Price:** \$66,000.00

**Year:** 1932

**Make:** FORD

**Model:** HI-BOY

**Style:** ROADSTER  
**VIN:** WA1860  
**Exterior Color:** RED/BLACK  
**Interior Color:** RED/BLACK  
**Cylinders:** V8  
**Engine Size:** 396  
**Transmission:** 3-SPEED AUTOMATIC

**Summary:** Roy Brizio built. Magazine cover car. 396cid, polished Halibrand quick change rear end. Softtop is hand crafted canvas and wood. The tub is glass by Wescott. The hood, grille shell and fuel tank cover are steel. Titled as a 1932 Ford.

**Details:** This 1932 Hi-Boy was built by Roy Brizio in San Francisco. It was built to enter the Oakland roadster show and is a magazine cover car. The tub is glass by Wescott. The hood, grille shell and fuel tank cover are steel. There are many custom built parts and mods on the car. Undercarriage has a Halibrand polished quick change rear end and disc brakes. The title and VIN tag are original 1932 as well as the rear view mirror. The clock is a wind clock and keeps great time. Softtop comes with car and is a hand crafted canvas and wood. The 396 big block makes it quite different for a Hi-Boy. Under the car is as nice as the top side and no one can dispute that Roy Brizio is one of the best '32 builders on the planet.

## Proposed Club Bylaw Change

We had a lively discussion at the second meeting in January concerning a proposed change to the ASSR Bylaws. This change would amend the Purpose section of the Bylaws to redefine street rods from "pre-'49" to "pre-'73". This definition appears just following the statement that it is the club's purpose to "promote street rodding". As you might expect some were for it and some were against it and some didn't have an opinion one way or the other. The matter will again be discussed at the next club meeting in February on the 3<sup>rd</sup>. The final

discussion and vote will be at the second meeting in February on the 17<sup>th</sup>. Come to both meetings and let your opinion be heard.

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## ARLINGTON AREA STREET RODS MEETING MINUTES...1.6.11

by Dave Cain

Meeting held at Dixie House / Handley

CALL TO ORDER: 7:05 PM by Bill Ancona

ROLL CALL & RECOGNITION OF VISITORS:

36 Members

4 Guests: Glenn Dickey, James Davis, Danny Armstrong and David Manning

READING MINUTES OF PRECEDING MEETING:  
11/18/10

TREASURER'S REPORT: \$ XXXX.XX

PROGRAM: Ancona gave personal history

RECEIPT OF COMMUNICATIONS/ COMMITTEE REPORTS

None

OLD BUSINESS:

- Gave out plaques to those that were not in attendance at the Christmas Party

NEW BUSINESS:

- Motion made to lower dues in lieu of the fact that printing and mailing are negligible. Also mentioned was the plan to offer a new tee-shirt, cap, and window decal with the payment of dues. Both plans were tabled for further discussion.
- Motion was made to change by-laws from 1948 vehicles to 1972 vehicles. Motion carried with 31 for, 1 against, and 4 abstaining
- John Bruton will edit the by-laws to reflect this decision
- Gary Cox & Bob Deavers will be in charge of reviewing & possibly changing the current Most Active points system
- Appreciation plaque to be ordered for the Dixie House
- Don Kemp presented the Club with calendars that he personally had made. He requested that any money collected be donated to a charity.

UPCOMING CAR SHOWS:

- Friday Night Cruise In - going on as long as the weather is above 40 degrees and no rain
- Sunday AM – Busy B
- Sunday AM – Braum’s – Mansfield
- Tuesday night cruise in – 6 PM - at Pizza Inn, 1900 block of 8<sup>th</sup> Ave

Door prizes : Les Stephens

Nostalgia question : Danny Armstrong ( guest )

50/50 : Bill Byers

ADJOURNMENT: Motion to adjourn made and seconded – 8:05 PM

**ARLINGTON AREA STREET RODS MEETING MINUTES...1.20.11**  
by Dave Cain

Meeting held at Dixie House / Handley

Board of Directors met prior to meeting to discuss changing by-laws to reflect model years 1972 and earlier. All directors agreed.

CALL TO ORDER: 7:00 PM by Bill Ancona

ROLL CALL & RECOGNITION OF VISITORS:  
27 Members  
4 Guests: Glenn Dickey, James Davis, Jim Cheevers, Larry Gamble

READING MINUTES OF PRECEDING MEETING:  
Waived

TREASURER’S REPORT: \$ XXXX.XX

PROGRAM: Jim Cheevers gave an in depth report on speedometer repair

RECEIPT OF COMMUNICATIONS/ COMMITTEE REPORTS

- Food drive – 1<sup>st</sup> meeting of odd months
- Hopson – accepting magazines for TCC
  - Sandoval delivers magazines

OLD BUSINESS:

- Committee reviewing Most Active points system has met and will report at a later date

NEW BUSINESS:

- Club dinner run to be held at Pappacitos’ on Jan 27 @ 6:30
- Vote to change by-laws to pre ‘ 73 vehicles will be held Feb 17
- AASR will cook at the TCC Painless Safety Day April 9

UPCOMING CAR SHOWS:

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- Sunday AM – Busy B
- Sunday AM – Braums – Mansfield
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Minutes taken by Gary Cox

ADJOURNMENT: There being no further business to come before the Meeting a Motion to adjourn prevailed.

**So You Know State Inspections?**

By: Bill Geer

Items to be inspected on a passenger car:

1. Horn. Capable of emitting a sound audible for a distance of 200 feet or more, but no horn shall emit an unreasonably loud or harsh sound or a whistle. Bulb or hand-operated horn is acceptable if original vehicle was so equipment.

2. Windshield Wipers. All motor vehicles which were originally equipped (manufactured) with one wiper, only one wiper is required; if originally equipped (manufactured) with two or more wipers, all wipers will be required. Replacement of vacuum with electric or electric with vacuum wipers is permissible. Vehicles presented for inspection without windshields will not be required to have wipers. **The windshield is not an item of inspection.** Manually operated wipers are permissible if they were original vehicle equipment.

3. Mirror. Every motor vehicle shall be equipped with a mirror so located as to reflect to the driver a view of the highway for a distance of at least 200 feet to the rear of such motor vehicle.

4. Steering. The steering system of the vehicle must be inspected to determine if excessive wear and/or maladjustment of the steering linkage and/or steering gear exists. Wear and adjustment of the steering system will be checked by measuring lash. Vehicle must be on a dry surface.

Lash defined: Lash is the condition in which the steering control can be turned through some part of a revolution without front wheel motion. The wheels should be loaded and positioned straight ahead.

Jamming defined: Jamming is any obstruction to the turning of the steering control caused by interference between some components of the steering system.

The obstruction would include tires too large or damaged fenders that would interfere with a full right or left turn.

5. Seat Belts. Front seat belts are required on every motor vehicle in which front seat belt anchorages were a part of the manufacturer’s original equipment on the vehicle.

6. Brakes including Parking Brake for years beginning with 1960. Must have a brake on each wheel. Must maintain pedal reserve of 2" from floor upon application of moderate pressure (40 to 60 pounds for non-power and 15 to 20 pounds for power brakes) for one minute.

7. Tires are to be in proper and safe operating condition. Any tire without tread wear indicators worn so that less than 2/32 (1/16) of an inch of tread design depth remains when measured (with a tread depth gauge) at the lowest points in any two adjacent major grooves in the center or middle of the tire shall be rejected.

8. Wheel Assembly. Visual inspection only and spare is excluded.

9. Exhaust System in proper working order. Will reject if loose or has any leaks. Only requirement as to sound is in the definition of muffler which states that it reduces the noise produced by the engine.

10. Exhaust Emission System (models 2 to 24 years old) 1995 and older vehicles will receive the Accelerated Simulation Mode (ASM) test, while 1996 and newer vehicles receive the On-Board Diagnostic (OBDII) test.

11. Beam Indicator (beginning with 1948 models) No certain color is required but the light must not be "glaring".

12. Tail Lamps – TWO or One if vehicle is 1959 and earlier.

13. Stop Lamps - TWO or One if vehicle is 1959 and earlier.

14. License Plate Lamp – One which makes the license plate legible from 50 feet.

15. Red Rear Reflectors – Two. Every reflector upon any vehicle shall be of such size and characteristics and so mounted as to be visible at night from all distances within 600 feet to 100 feet from such vehicle when directly in front of the lawful lower beams of head lamps, except that reflectors on passenger cars, motorcycles, and motor-driven cycles manufactured or assembled prior to January 1, 1972, shall be visible at night from all distances within 350 feet to 100 feet when directly in front of lawful upper beams of the head lamps.

Reflectors on passenger cars, motorcycles, motor-driven cycles, and mopeds shall be mounted at a height of not less than 15 inches or more than 60 inches measured from the center of such reflector to the level ground upon which the vehicle stands when the vehicle is without a load. On commercial vehicles the height shall not be less than 24 inches and not higher than 60 inches above the ground on which the vehicle stands.

If the highest part of the permanent structure of the vehicle is less than the height required, the reflector shall

be mounted as high as that part of the permanent structure will permit.

Rear reflectors on a vehicle shall reflect a red color.

Red reflectors required on the rear of a vehicle may be incorporated with the tail lamp assembly.

Required rear reflectors may be suspended on straps of not more than 6 inches in length.

16. Turn Signal Lamps are required beginning with 1960 models.

17. Head Lamps – Two. To the center of the headlight shall be not more than 54" nor less than 24" high. To be adjusted to fully illuminate people and vehicles at 450'.

18. Motor, Serial, or Vehicle Identification Number. Make an actual physical check of the motor block, frame, or body part where such number is located and record same on the inspection station report. If the vehicle has no such number, write "NONE" on the inspection certificate and on the inspection station report. If such number is obscured, "OBS" should be entered. Station or certified inspector suspension can result from taking this number from the old inspection certificate, title, or registration receipt.

The entire vehicle identification number must be used.

A vehicle may not be rejected because it has no vehicle identification number or motor or serial number but it will be reported to the DMV.

19. Gas Caps on vehicles 2 to 24 model years old.

20. Cars which have window tinting: No tint on windshield extending down past the AS-1 line or if not equipped with an AS-1 line, five inches from the top. Driver and front passenger windows must have at least a 25% light transmission.

You can see these for yourself at:

[http://www.txdps.state.tx.us/vi/inspection/item\\_insp.asp](http://www.txdps.state.tx.us/vi/inspection/item_insp.asp)

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## For Sale

Electric Window kits. Each kit has parts enough to do two (2) windows complete \$50  
Jim Cheevers @ AC Speedo & Electric 817-460-7788

Torch Set with bottles, two gauge sets and spare torches. Joel Carey 817-905-6932