

# the SPOTLIGHT

Texas Region ANTIQUE AUTOMOBILE CLUB OF AMERICA

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## SPRING TUNE UP TOUR by Carey Frisby

Kudo's to Chris & Linda Stathopulo for a really nice "spring tune up" tour! We had 12 cars and had no breakdowns, and went on some really nice secondary roads. These one day trips within the metro area are always a nice outing.

The Tour group met at a Love's Service Center north of Denton and posed for a group picture before starting on the tour. Left to Right are Sue Frisby, George Lang, Linda Stathopulo, Chris Stathopulo, Dot Lang, Jeff Podmers,



Ira Hester, Darlene & Mark Wilson, Kim Keith, John Velde, Tammy Keith, Joel Roper, Lynda and John Richardson and Colin Connely. Missing from the picture are Nuris Hester and Bill Denman who were busy elsewhere. Mark and Darlene Wilson are friends of the Stathopulo's. Mark was driving his 1989 Chevy P/U, bought new and now over 300,000 miles! Another member, Jerry Smith, drove up to meet us at our first stop, the Hickman Creations restoration shop in Gunter.

The restoration shop was our first stop and I strain to describe it! Many cars in various states of restoration, signs, lifts, tool boxes, completed customer cars, etc. Keith Hickman, owner, is shown standing next to a completed restoration of a 1953 Corvette which he is taking by request to show at the upcoming NFL Draft. The workmanship is just beautiful! He mentioned a recent sale of a twin to this car sold for over \$700,000. He cranked it up and blasted our ear drums with the mega horsepower engine (certainly not stock)! Everyone really enjoyed their visit to his shop.





Spring Tune Up Tour, con't.

Leaving Hickman's we drove to Huck's Catfish restaurant for lunch. They were expecting us and had tables set for our party. Great catfish and whatever the non-catfish folks had to eat.

After lunch we drove to Perrin Airforce Museum. This was a hit as this place is chock full of memorabilia, (**a Ford WWII jeep, a small drone, shown below**), and pictures, flags, uniforms, and on and on. The drone was interesting as this was an early drone and today, drones are everywhere, both military and domestic. The museum is manned by volunteers that walked around with the group pointing out various exhibits and answering questions. The Veterans in our group were reluctant to leave. The full size training plane in the museum was the one that Ira Hester trained over 40 pilots to fly. It is also the airplane whose noise level in the front of the plane, not at the exhaust end, gave deaf ears to anyone without protection. Ira said no matter where you were, front or in the cockpit, the noise was ear splitting. He said his deafness came from that airplane!! The airplane took up one end of the museum! It's worth a visit!!



Joel Roper's 1961 AMC Metropolitan and Kim Keith filling up his 1949 Cadillac Series 62 "land yacht".



## Spring Tune Up Tour, con't.



Top Left, Clockwise——Lang's 1956 T-Bird, Frisby's 1988 Pontiac, and Velde's 1939 Buick Coupe; Richardson's 1959 Ford Sunliner; Stathopulo's 1967 Pontiac Firebird with Velde's Buick in the background; Mark Wilson's 1989 Chevrolet P/U; Denman's 1951 Chevrolet Fleetline; and last, a line up of the Metropolitan, the 1949 Cadillac, 1951 Fleetline, and barely visible, the 1949 Packard of Colin Connely. Sorry, Colin, I never got a good picture of the Packard.



Spring Tune Up Tour, con't.

## Various Pics from the Tour





# May Monthly Meeting in Hideaway, TX

Sunday, May 15th—2:00



**Take a Sunday Drive to beautiful Hideaway, Texas.** The Hideaway Classic Car Club will be hosting the meeting and will provide hotdogs and all the fixins. We need our members to bring sides and desserts.

**A-K - Sides**

**L-Z - Desserts**

We will be outside in a large covered pavilion (lots of shade!). Be sure to bring your lawn chairs.

Drive your classic if you can as I know the Hideaway club will enjoy seeing them. We're expecting the Hideaway club to have many of their cars there on display.

Hideaway is a gated community (much like Lake Kiowa where we met once last year). As such, we need to know if you are coming so that we can have you cleared at the gate.

**Please RSVP by clicking [HERE](#) on this link.**

Let's get a good turnout for this meeting. We may be able to recruit a few more folks from Hideaway to join AACA-TR!

The board meeting is at 1:00 and the general meeting is at 2:00, followed by lunch.

## **Directions:**

Hideaway is at Exit 552 on I20. After exiting take a left onto FM849 (cross traffic does not stop) and cross over I20. Make a left onto the I20 Service road heading west (do not get back on the highway!!) and keep bearing to your right until you come to the Hideaway entrance. Use the left lane at the gate and give the security guard your name. Once inside Hideaway continue about 1 mile on Hideaway Lane Central until you come to Hilltop Lane. Make a right onto Hilltop and then a left into the park.

For those that would prefer to avoid the interstate, there are more scenic approaches to Hideaway. An excellent choice is highway 80 from Terrell to Grand Saline. In Grand Saline you will pick up highway 110 and follow that through Van until you come to FM849. Make a left onto FM 849 and follow the instructions above.

### **Editor's Notes:**

April has been focused on the Pate Swap Meet. Nichole is “in training” to take over as the Pate Registrar and so you can imagine how busy she’s been. I hope many of you have been available to pitch in on the Pate activities as it is a major fund raiser for our club. I worked a couple of shifts there along with numerous members of our club. I only saw a glimpse of what goes on in registration—it’s huge!! Nichole has an alligator by the tail on this one!

Thanks again to Carey for covering the Spring Tune-up tour. He’s been our “reporter on the ground” as he has jumped in numerous times to cover events that I can’t make it to.

Be sure and read Larry Kollie’s article on pages 7-9. What an interesting experience! I’ll be anxious to see what’s up next for “Hollywood Larry!” And, I’m anxious for the movie (“Killers of the Flower Moon”) to come out later this year.

I hope you will be able to come to the May meeting (see page 5) in Hideaway on May 15th. The Hideaway Club is looking forward to hosting us. Bring those classics! And be sure to use the RSVP link on page 5. Hideaway is a gated community and so all visitors must be cleared at the gate prior to arriving.

**Roger**

### **Condolences**

Al Haltiwanger passed away on April 22nd. Details on the celebration of life ceremony are unknown at the writing of this article. I will send out an E-mail Blast when I have further information.

## Extra! Extra! Extra! Article submitted by Larry Kollie

Yes, I was a movie extra for the first time in my life. It began last April 2021 when my wife (Pat), who watches Food Network host Ree Drummond on her cooking show, wanted to go see her restaurant and the Lodge where the program is filmed. Ree lives near Pawhuska, OK. (On a side note, it just so happens that my daughter already knew Ree from when they were in the same home school group in 2000.) So, we and our friends, Mike and Peggy Garrett went there. While the wives were doing their shopping thing, Mike and I were driving around Pawhuska when we happened upon a body shop with a freshly painted car outside. Turns out it was a 1923 Hudson. In the shop was a 1918 Buick. The guys told us they were getting the cars ready for a movie being filmed there and few blocks away was a warehouse with about 80 early 1920's cars in it. So, we went there but could not get in and left our phone number. The next day Tim Woods, who oversaw the cars, told us to come over the following day and we did. We spent several hours talking with him and his mechanics while looking at the Model T's, Moons, Dodges, Chevy's, and others. We showed him pictures of our Model T's and he said he wanted them for the movie. I have a 1915 Ford Model T Touring and a 1922 Ford Model T Centerdoor. Mike has a 1927 Ford Model T Speedster. We said OK and then he asked us if we wanted to be in the movie. Being retired we looked at each other and said, "Why Not." So, we sent pictures of us to Tim. Several weeks later Tim has his driver come to Waxahachie to pick up our three cars.

We had lucked out with this film as it was originally supposed to be filmed in 2019 but due to COVID, was delayed. Filming began in April 2021. In early May we were contacted by casting for a part in **"Killers of the Flower Moon,"** directed by Martin Scorsese and starring Leonardo DiCaprio, Robert DeNiro, and me – not really. The leading lady was Native American Lilly Gladstone. The movie is based on the book of the same name by David Grann released in 2017. It is about the Oklahoma Osage Indians who discovered oil on their reservation, then were married by white folks who proceeded to kill them to inherit their oil headrights. That became the beginning of the FBI too. I strongly encourage everyone to read the book. Eventually, I had to complete some paperwork and sign a contract of sorts for the cars and me. I went to Bartlesville, OK, May 12 to get the first of countless Covid tests (we had them every day) and my first of several costumes. Mike came a week later. My first costume looked like a train conductor, but it had Baggage on the cap as I oversaw baggage on a train platform. My first day working was May 24 in Pawhuska. I had several baggage handlers working for me helping people with their luggage getting off and on the train. It rained that week, but we filmed anyway for the effect. When we had talked with Tim, he told us he needed a train. Well, there it was, a 1916 steam locomotive with tender and three passenger cars sitting on 500 feet of newly built tracks for that set. That train engine ran 24 hours a day and when filming moved back and forth on those tracks. It was quite impressive with all the extras on the platform dressed in 1920's era costumes, Native Americans being chauffeured to the train in the old cars and others getting on and off the train. And now Leonardo (we called him Leo) is stepping down from a passenger car right in front of me. That evening while talking with Pat on the phone she asked if I saw him. I said yes and she asked how many times. I told her I lost count after repeating train platform scenes all day. Robert did not come on the set until late June due to a leg injury he suffered.



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Extra! Extra! Extra! — Continued —

While filming the train scene Mike's Speedster was being used in a race scene down the middle of town in Pawhuska for two days. They transformed six blocks of that town back to 1920's era looks and covered the street with dirt. His first day was May 28 as a car driver and he drove my 1915 T all day downtown while I was at the train scene. The next week I had my costume changed to be a car driver too. From that time on since we owned Model T's and could drive any old car, we became the primary car drivers. All told there were about 40 drivers and most of them had to have lessons. Many times, the cars broke down or would not start. Mechanics had to be on set all the time and worked even longer hours because they had to get the cars to the film location wherever that happened to be. We may have had ten cars driving on a set but plenty more were parked along the street for effect. The mechanics had to transport all those cars from set-to-set location too. Not all extras worked every day because some of them had real jobs. We had a set director who told us what car to drive in each scene and when to start the engines before filming started. He had a radio (walkie) and each driver had one too. He would instruct each of us on what to do and where to go, drive slower or faster and be careful of the extras crossing the street in front of us or when we were going around the horses and wagons. Before filming we would hear "rolling" either verbally from crew or on the radios and then we would hear "action" and everyone and thing would start moving. My director would say, "Go Larry." Then when we heard "cut," we stopped and reset. Many times, we were chauffeuring the Osage as when they discovered oil, they were the richest people on earth living in mansions, wearing furs, and traveling the world. They had ten cars each to the white man's one. When one broke they just bought another.

So, I worked from the end of May to the middle of September at \$10 an hour with a ten-hour minimum, plus a \$30 bump for being a driver. Rarely did we work less than ten hours a day. And they paid for the use of the cars too. I pulled my RV up there and parked it at a camp site in Bartlesville, OK for the duration of filming. Work was during the week only with weekends off and on several occasions had a week off. Most of my filming work was done in Pawhuska, but there was some in Fairfax, Ralston and once in a ranch field and once in Tulsa. There were other film locations of which I was not a part. Sometimes I had to get up at 3:30 am for an early check in time of 5 am. After checking in and getting dressed we would go to hair and makeup in a huge tent. My makeup consisted of sunscreen. For hair they just put goop on mine to slick it down, but the ladies and Osage had more makeup and had their hair braided. The Osage men had their hair braided too. After hair and makeup, we stood in line for inspection to make sure we were dressed correctly with everything in place. Wearing wool pants, long sleeve shirt, wool vest and coat made it extremely hot sitting in a closed car, but even hotter in an open car. After several days wearing the same clothes they would have them cleaned.

Normally, we would not film until 9 am. So, they would feed us breakfast and then we sat around in air-conditioned holding trailers until they needed us. We would go there for breaks too. We sat around and waited many, many times. An early start would work us until about 7 pm at the latest. If we had an afternoon start, we would work until midnight or later. Sometimes we would have to drive an hour or more to the film location too, which made the days even longer. One time we did not get back to our camp until the sun was beginning to rise. Of course, they told us there would be long days. One time in Fairfax during the afternoon after getting up early that morning I was sitting on a folding chair under a tree for shade. It was one of those 100-degree days. I was tired. We were on somewhat of a sloped hill. Apparently, I began to doze off and I kept thinking don't do it or I might fall off the chair. Well, it happened and before I knew it, I was on the ground with everyone looking at me.

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Extra! Extra! Extra! — Continued —

On early days they would feed us breakfast and lunch. On late days we would have lunch and dinner. Then after dinner they would bring out pizzas. Extras and crew usually ate separately with the crew getting much better food although ours was pretty good too. If we only had 20-25 extras on a set, we would eat with the crew. Several times doing that I had lamb chops and crab legs. We would get chicken, steak, salmon, salads, fruit, and all sorts of things plus dessert. I was never hungry and throughout filming there was always snacks and plenty of fluids to drink as of course during the summer temps were mostly in the 90's and over 100 many times. The food was catered, and the catering company came from California with all their staff and catering trucks. They had to move all their catering trucks to each film location too. All the food was freshly cooked and prepared for every meal.

All in all, it was a very unexpected and exciting experience to see what happens on a film set and especially a film of this magnitude. I was told it may be a \$250-300 million film and one of the biggest if not the biggest of 2022. I was happy to be a part of this true story untold history movie which is expected to be released in November 2022. And of course, after being away from my wife most of the summer (giving her a long- needed break), when I came home, she asked when my next movie would be... Really? But now I heard recently there may be one coming up in August in Georgia needing two hundred cars for a prohibition era film. I may be interested now that I am a star!

Regards,

*Larry Kollie aka "Hollywood"*



## DIRECTORS AND OFFICERS FOR 2022

<b>PRESIDENT</b>	Nichole Gambulos	nmwaggoner@gmail.com	713-402-8418
<b>1ST V. P.</b>	Cole Clayton	kc5swi@verizon.net	817-313-6661
<b>2ND V. P.</b>	Colin Hiley	cehiley@msn.com	817-320-9142
<b>SECRETARY</b>	Judy Kerr-Guysinger	jkerr@palmer-isd.org	214-327-5642
<b>TREASURER</b>	Kaiden Lenner	2klenner@gmail.com	402-770-2634
<b>DIRECTORS</b>	Kathy Clayton	Kathy.clayton@verizon.net	817-933-0898
	Al Mahanna	home@mailroom.ws	314-614-2884
	Jeff Podmers	Jeff.bev50@gmail.com	817-625-2061
	Joel Roper	coach.roper@verizon.net	903-357-1872
	Chris Stathopulo	ccstathos@juno.com	972-931-3767
<b>TOUR DIR(s)</b>	Pat Kollie Charlotte Goforth Betty Dawson	AKLOL1915@gmail.com goforths@SWBell.net bedawson@SWBell.net	214-908-0875 214-450-6184 214-763-0446
<b>BUG TUSSLE DIRECTOR</b>	Charlie Gambulos II	cgambulos@yahoo.com	214-924-3086

## COMMITTEES AND CHAIRPERSONS FOR 2022

<b>CLUB GREETERS</b>	Claire Clayton Charlie & Sandie Gambulos	
<b>HISTORIAN</b>	Nichole Gambulos	713-402-8418
<b>HOUSE MOTHER</b>	Sandie Gambulos	972-351-9858
<b>MEMBERSHIP</b>	Kathy Clayton	817-933-0898
<b>PATE SWAP</b>	Charlie Gambulos II	214-924-3086
<b>SPOTLIGHT EDITOR &amp; PARTICIPATION</b>	Roger Dennison	903-920-9003 roger.c.dennison@gmail.com
<b>SUNSHINE</b>	Nuris Hester	817-846-8995

## 2022 CALENDAR

**May 15**—Monthly Meeting in Hideaway (see page 5 for details)

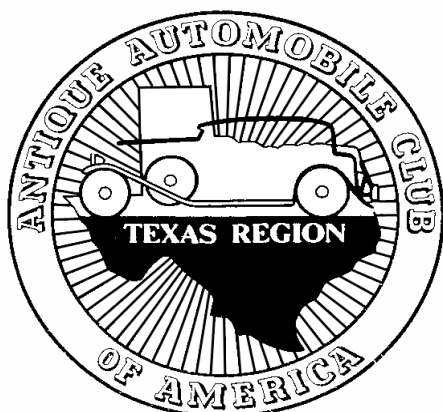
**June 19**—Monthly Meeting TBD

**July 17**—Monthly Meeting TBD

**August 27/28**—Bugtussle Trek

**Dec 17**—Annual Christmas Party/ Dinner at Hideaway Clubhouse

**2022**—Events and Dates to be announced. Be watching The Spotlight each month.





# Spotlight Classifieds

Items for sale or trade by Bob MacLeod [s2dbob@yahoo.com](mailto:s2dbob@yahoo.com)

214-562-9879 or if I don't answer try Gayle at 214-562-9841



1958-1959 Chevrolet Parts Catalogue No 591

1958 Chevrolet Shop Manual 85-62-S&M

1959 Chevrolet Shop Manual Supplement S&M 15



Four 1968 Camaro Rallye wheels, 14 x 6, were bead blasted and painted some years ago, with trim rings and center caps in fair to poor condition



GM 14"



Rambler 14"



Nash 15"





**TEXAS REGION AACA**

**% Roger C. Dennison**

**404 Lakeview Drive**

**Hideaway, TX 75771**