

# FenderTalk

Official Publication of the Central Texas Region-Antique Automobile Club of America

Vol. 36, No. 1

*"Road Relics"*

January 2022

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*By Leif Allred*

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and John Anderson*

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by proving you can do the work

*By DJ Stamp*

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LEIF ALLRED



COURTESY OF JOHN ANDERSON



DJ STAMP



WENDELL BELL

# *The Steering Column*

For me, 2021 passed quickly and I cannot believe we are already into 2022. It looks like this is going to be a better year for everyone and the future is much brighter. Leif has a mini tour planned for February and, based on the weather in our area recently, who knows, you may need sunscreen and a fan. Please join in the activities and get your car and family out for this event.

Our club meetings will continue at the Catfish Parlour on the second Tuesday of each month and everyone is invited to join the group for dinner prior to the meeting. Hope to see you at Catfish Parlour on January 11th.

Greg Herbert, President CTR-AACA



The Antique Automobile Club of America is a non-profit organization dedicated to the preservation, restoration and maintenance of automobiles and automotive history.

[www.aaca.org](http://www.aaca.org)



Road Relics is the Central Texas Region of The Antique Automobile Club of America. [www.CentralTexas.aaca.com](http://www.CentralTexas.aaca.com)

## *FenderTalk*

FenderTalk is the official monthly publication of The Road Relics and is distributed to all members in good standing. Editor: Leif Allred

[FenderTalk@outlook.com](mailto:FenderTalk@outlook.com)



@centraltexasrr

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# Secretary's Report

## Minutes of Road Relics Annual Meeting

December 14, 2021

*Submitted by Sue Graner, Secretary CTR-AACA*

**Meeting** In Greg's absence, John A. called the meeting to order at 7:00 PM. There were no guests or new members to announce.

**Minutes** Bob R. made and Wally G. seconded a motion to accept the minutes from the November meeting. They were unanimously approved.

**Treasurer's Report** Leif handed out Laura's report since the last meeting. There hasn't been any income from the Pate Swap Meet yet, and there have been no significant expenses during this year.

**Wellness Report** Ronnie said that Linda R. was doing well after her two surgeries a month or so ago. Greg is having an MRI on his ACL tomorrow morning. Carolyn Spiller and Ruth Burks passed away recently. We will try to have a memory for each of them in the next newsletter.

**Executive Board** We talked briefly and installed the newly elected Executive Board. Duane P. is our new Treasurer and George and Wally are new directors. Gary B. was

appointed the Pate Alternate.

**Webmaster** Rich is preparing to post photos of the Belmont Village Retirement Community Sidewalk Party that we participated in during November. He's still learning how to navigate the site.

**Newsletter** Leif thanked all who contributed to last month's FenderTalk. He said he would definitely put in an article about the two members who passed away. Jan D. thought she had received one from another member of the Model A Club. John praised Leif on the quality of the newsletter.

**Past Events** Bastrop – Ronnie said they attended the show this year, and the sidewalks had been redone so the set-up was changed a bit from last year. There were many nice cars there.

Kingsbury – John said he ran into DJ there. Lots of Model A's, Austin-Healey's and airplanes. DJ said he was contemplating doing a combination tour with the

Austin-Healey Club to Kingsbury in November 2022.

### Upcoming events

February 12, 2022 – for a Mini-Tour into Burnet, TX and visit to the Hill Country Motorcycle Museum.

March 31-April 3, 2022 – 68th Texas Tour Hosted by Rio Grande Valley – AACA. "El Valle: Border, Beach and Beyond" Harlingen, TX.

April 28-30, 2022 – Pate Swap Meet. Texas Motor Speedway Fort Worth, TX

### Members projects

Bob R. sold his Cadillac.

George is still waiting for parts of his A/C unit.

Rich asked about "must haves" for someone to include when building a new shop. Members gave him many wonderful suggestions.

Wayne fired up the engine on his LaSalle for at least 30 minutes.

**Break** At 7:25 we took a break for Cobbler. →



# Secretary's Report

**Member Trivia** We continued trying to answer the survey questions that Greg sent out earlier this year. Lynda apparently took 12 years to get her degree. Leif has four older sisters (five mothers). Wayne went to school to be an Industrial Designer, and Rich played "Half-field" baseball.

**Program** Leif presented the program on trips and mini-tours along with many photos and anecdotes. One tour went to San Antonio at Southwest Research Institute in modern cars. Then there was a tour to an Austin Retirement home. A Screw-up Award went to the car

owner [Leif] who had a spare but no jack to change the flat tire. Then in Elgin, TX in February of 2015, the Potters hosted the gathering then took the club dancing.

In May 2015 the club went to see the BIG train set in Wimberley, TX and in August 2015 we met up at Magic's Theatre (Joe P.). Then there was the Fayetteville Parade and Car Show where he went 174 miles in his Model A.

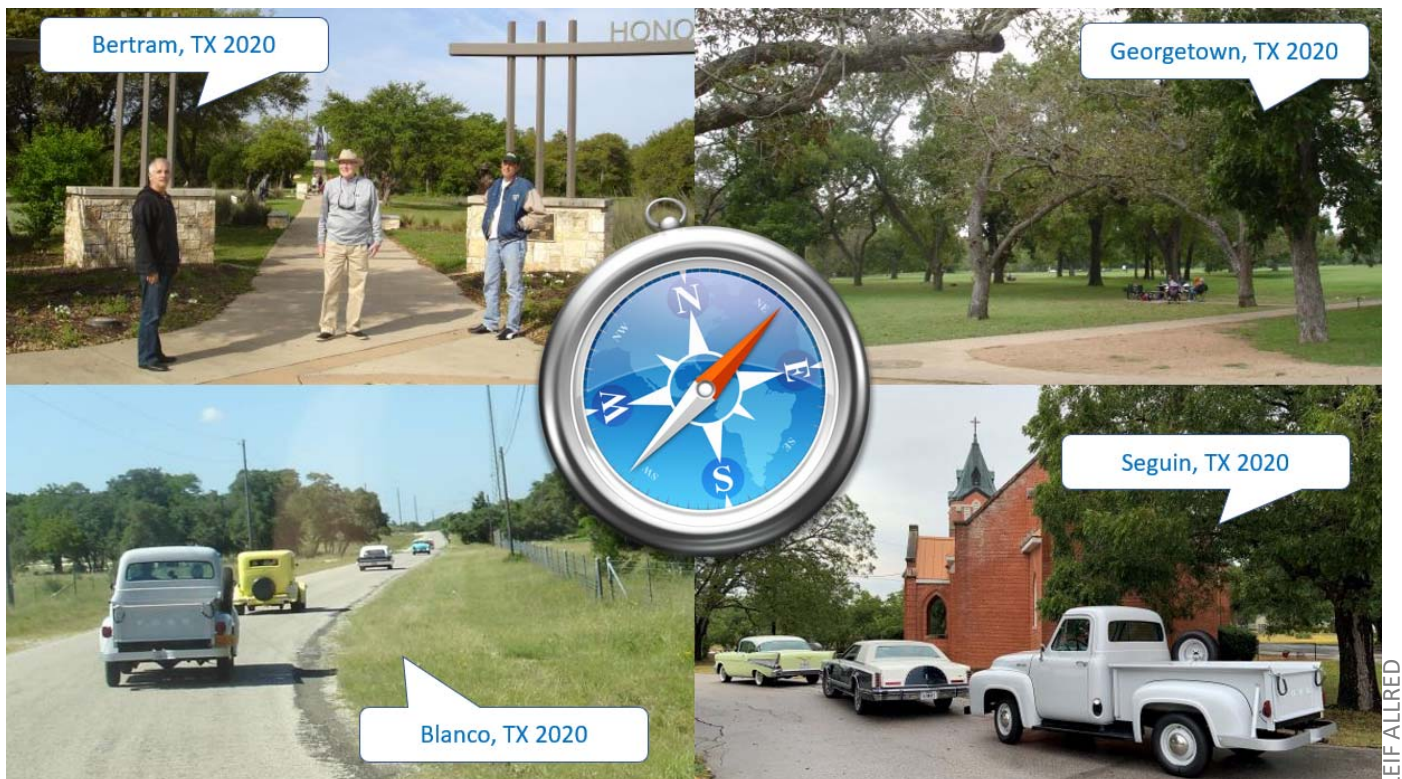
Another trip was to Lockhart, TX to the Caldwell Museum and Jail then the Baker Gaslight Theatre for a show. Leif encouraged members to hitch along with others or

share a ride. His first real mini-tour was led by Warren Kodosky over in West Austin.

Leif said there are just three main things to remember when planning a Mini-Tour: Cars, People, and a Plan. Making right turns is preferred to left turns, and to practice the route for timing and distance.

Thank you, Leif, this was a well put together and interesting program.

**Adjournment** George made a motion to adjourn at 8:03 PM, Wally seconded his motion, and we all agreed to adjourn the meeting. 🚗



Meeting Program: "Tales from the Mini-Tour" – Photos: covering the map in 2020

# Around Town

## Motorheads Motorcycle Museum

by Leif Allred

“Take a walk through time and experience the history of the best days of motorcycling” at the Hill Country Motorheads Vintage Motorcycle Museum in Burnet, TX. The collection has more than 200 motorcycles with over 70 beautifully restored and original 1960s to 1980s bikes on display by brands from around the world including Harley-Davidson, Indian, Triumph, Norton, Vincent Cheney, Penton, AJS, Maico, Puch, Bultaco, Hodaka, Husqvarna, Montesa, Honda and other Japanese brands. [www.hcmotorheads.com](http://www.hcmotorheads.com)

There’s an old Suzuki set up in the front lobby that you can touch and sit on to take

photos. From street bikes, customs, off-road and drag bikes, the information available includes the scramble winning and record setting riders. A feat for the senses, Steve McQueen’s “King of Cool” was playing, slide shows continually cycled, and posters, photos, and history covered the walls and ceiling. It wasn’t until the home school class tour left that I heard the background music and then settled into the Man Cave (that may serve as a meeting room) to relax on the sofas where there is also a pool table and more mini-bikes.

Expect a 2022 Mini-Tour destination to the Motorheads Motorcycle Museum! 



Hill Country Motorheads Vintage Motorcycle Museum – Burnet, TX

LEIF ALLRED



# *In Loving Memory*

## **In Memory of Carolyn Spillers**

*by Jan and Vic Donnell*



**Carolyn Spillers**  
**10/16/1935 – 11/7/2021**

Carolyn was born on October 16, 1935 to Reverend and Mrs. Carl Roth in Winters, Texas. She moved to Seguin when her father was made President of the Southern District of the American Lutheran Church. She graduated from Seguin High School where she excelled in dramatic arts and was drum major in the Fighting Matador Band. She attended Texas Lutheran College and Trinity University where she majored in interior design. That is where she met the love of her life – Roger Spillers – and they were married December 22, 1959.

Carolyn worked in advertising at Joske's and Frost Brothers and owned several businesses where she used her love of art

design. She owned Happy Square where she taught needlework and Custom Crafts where she developed new techniques such as Capplique and Craft Batiks. Her last was Sir Speedy printing business.

Carolyn and Roger shared a love for antique cars. While on a trip to a car show and tour in Auburn, Indiana with Vic and Jan Donnell, she fell in love with the 1930's Auburns and had to have one. She and Roger spent months checking out auctions and many ads looking for one in the color she wanted and the year of her birth. They finally flew to Washington State and looked at a 1935 Auburn Cabriolet. After seeing it, Carolyn decided it was what she wanted. She negotiated and bought it and wouldn't let Roger deal for it because he said he could buy three MG's or Model T's for what they were asking. It took two months for shippers to schedule a pickup and finally get it here and she loved it.

Carolyn and Roger were long time members of Central Texas Region AACA and Cen Tex Tin Lizzies and were very active in planning tours and Christmas Parties.

She will be missed by her family as well as many longtime friends.



# *In Loving Memory*

## **A Tribute in Remembrance of Ruth Burks**

*by Greg Herbert*



FROM THE FAMILY

**Ruthie Burks**

**11/10/1936 – 11/22/2021**

We recently lost a former club member and friend who will always be a part of the club's history. About 37 years ago, J. Martin Burks and his wife Ruth joined the Central Texas Region – AACCA. Affectionately known as "Ruthie" by family and friends, Ruthie became a strong advocate for the club, helped plan activities, and provided assistance and advice for many years. They proudly drove "her" car – a 1959 Ford that was purchased new by her mother. Ruthie and J loved having the club at their family's 100-year-old farmhouse for tours and lunches. She was a devout member of the Redeemer Lutheran Church for more than 60 years and she

worked tirelessly for the Redeemer Preschool children for 18 years. As a very close and special friend, Ruthie always introduced me as her adopted son. That is a title I still proudly accept.

When our members met to discuss ideas for a short club nickname, Ruthie had many suggestions. During one vocal discussion, she was advocating very hard for a couple of her ideas. She really like the name Happy Honkers. Others were tossing out names that involved car parts such as Spark Rods, Fender Friends, and Horn Crew, etc. Ruthie was trying to get her suggestion recognized and she loudly shouted out Horny Honkers! Following some silence and then laughter, she realized she mixed up the names and quietly retracted that comment. Road Relics was adopted that day.

Ruthie's kindness and sweet disposition often left her open for teasing. For many years, one of our club members, Bo Franks, taunted Ruthie by secretly stuffing silverware in her purse at every restaurant the club visited on

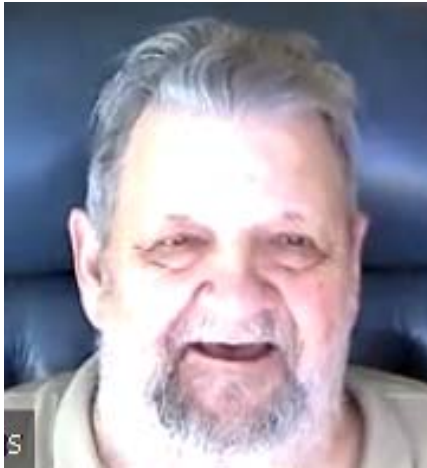
our mini tours. As we were leaving the restaurants, Bo would loudly exclaim to the wait staff or the hostess that Ruthie was stealing silverware and they should check her purse. Bo may have embarrassed her one time too many. At our annual Christmas dinner, in a very nice restaurant, Ruthie left her large purse on the floor under the table while she went the restroom and, as usual, Bo grabbed it to fill it with silverware. Note: Bo wore hearing aids. Ruthie had placed a small motion sensitive, electronic alarm in her purse, so when Bo grabbed the purse, it let out a shrill, high-pitched squeal that caused Bo to drop the purse, grab his ears, and let out a deep loud yell that had everyone in the restaurant in silence watching the commotion. Ruthie's alleged kleptomania ended that day.

Each of us who had a chance to share time and laughter with Ruthie through the years will remember her as a devoted, kind, gracious individual with a great sense of humor. It will always be my honor be her adopted son.

# *In Loving Memory*

## **Kenneth Rawlings**

*by John Anderson*



**Kenneth Rawlings**

**12/1/1942 – 12/20/2021**

Kenneth was a true product of the Texas Hill Country being born on the family ranch in Llano County, Texas. After completing high school in Kerrville, he

attended Sul Ross College in Alpine, TX where he acquired his teaching credentials. His teaching career took him to Pflugerville where he taught Distributive Education.

After retiring, Kenneth moved back to Kerrville and began pursuing his hobby of antique cars and Cushman scooters. He joined the Fredericksburg Old Car Club and was active in helping set up the Fredericksburg Swap Meet held in July every year. Somehow Kenneth was talked into joining the Central Texas Region of the AACA. He soon became an early Pate Swap Meet participant and worker.

Second only to Ernest Stanley, Ken had a repertoire of jokes and was not bashful in telling them. Always faithful to his Texas upbringing, Kenneth loved his beer and barbeque. It wasn't long after Ken started coming to Pate that he introduced us to his new bride Gena who brought some order to Kenneth's life; helping keep him fed and happy.

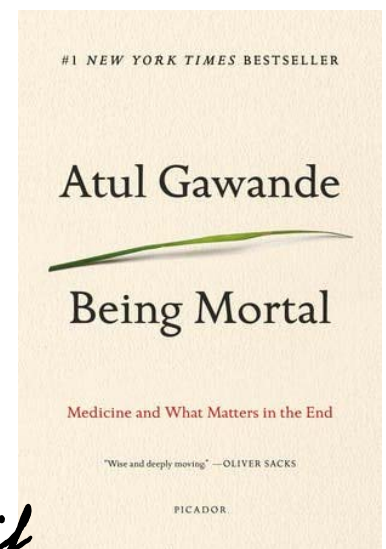
Kenneth succumbed to Kidney Disease and Diabetes. I had talked to him a week before he passed and he told me he was going to look at a Model A Ford for sale. We will all miss him!



## *Letter from the Editor*

This edition has weighed heavily on me as these notices came in. Under a canopy at Belmont Village, several of us reminisced on previous events and shared cherished recollections of members no longer with us. I met a friend there caring for his resident mother and showing her around our antique cars. We had read *Being Mortal* and acknowledged its significance and thus I recommend it to the club. Just don't make the mistake I did by reading it on a trip and found myself snot and tears crying in an airport. It did help me, however, this month when Laura and I were primary care for a COVID parent and had the immediate need to collaborate with family for decisions to be made on their behalf – best done in advance. Having this glimpse into the uncertain should make us hold tighter to those valued relationships of family and friends.

*Leif*





# Garage Tales

## Statement Jags

*Story and Photos by DJ Stamp*

This picture was sent to me by Richard Wright who I am friends with on Facebook. It caused me to put in a friend request to Tom. It was posted by Tom Nelson who I used to work with during college at Statement Jags. Tom was also Aquatics Director while I was coaching the Devil Rays Swim Team. Great memories from both!



**Austin-Healey Sprite – circa July 1986**

Richard, Tom and I had a great time working on sports cars in the country at the old stone shop with the metal roof (then later at London Bridge next to Threadgills). That was about a 12-mile bicycle ride each way every day.



Here's how I got a job: I showed up one day and asked Richard if they needed any help. He asked what experience I had. I said, "None in a shop but I own a British car and you know I'm always working on that." He thought about it then looked at a Morris Minor pickup that was parked next to an MG Midget and asked me if I could take the engine and transmission out of the Midget and put it in the pickup. I said, "I'll give it a shot" and we went about our business. At some point he went out for lunch. When he returned, he asked "Where's the new guy??" "He's out test driving the Morris!"

The rest is history – a shady history, perhaps – but history none the less! That was FUN!!!! →



# Garage Tales

→ Austin Healey made Bugeye Sprites from 1958-1961. The most common is 1960 but I don't know the exact year of this race car. Statement Jags was on Old Spicewood Springs Road. It was a great road for testing sports cars but when it rained you were stuck because there were several low water crossings on each side of us. I caught a cedar tree on fire there while cutting up a VW bug. I was cutting from under the car and the seats caught on fire igniting the tree. Luckily, I had 5 gallons of water and a hose so that prevented a catastrophe. After that, Richard called me Moses of the Burning Bush. We also had a chariot made from the rear of an Austin-Healey that we took turns pulling each other around in. I've checked and the old rock building is no longer there.



**Target Practice**

The bike I rode to work was an original Trek (which I still own) that was ordered from Waterloo Wisconsin when Trek was still two guys in a barn building bikes. We ordered a frame and put a Zeus road group on it. It was geared to go fast on flat land and I could keep up with (and occasionally pass) cars going down Spicewood Springs hill. I laid it down once making the transition onto 360 on wet pavement sliding along the pavement and ended up at the guardrail separate from the bike. I put my leg up to absorb the impact and came out unscathed except for a mark on my father's original AACA jacket that I was wearing. As fun as it was to go fast downhill, I was really pumped when I was able to ride up that hill with flat land gears on my bike. Lots of great memories from that time.



**Hardly Working – “Hold my beer!”**

I searched my archives to find more of the Sprite and found some pictures of the grounds including the aforementioned pickup and the race car in action at a gymkhana with the boss at the wheel and his wife racing when the door flew open. I remember that moment. Can't be sure if that's the same pickup. I think we had a couple of them and a shot up panel van with bullet holes all over it.





# Member's Projects

## Firing on all Eight

by Wayne Heikkila

Hi, everyone. Just a short note on the engine. I went back to Joe's and finished hooking up the grounds and installing a new switch to turn on power to the ignition.



order some more freeze plugs – this time from a different vendor. When the new plugs arrived, they were a 1/6th bigger than the first ones. After the new plugs were installed, I continued with my break-in running the engine for another 30 minutes while varying the RPM. Everything is working great! I let the engine cool down and I retorqued the head bolts for the last time. I have no oil leaks or coolant leaks. I followed the assembly and break-in directions from the Cadillac LaSalle Club. In the end, it worked out great. I'm now looking forward to installing the engine within the next couple weeks. If all goes as planned, I will be driving it soon. My next article on the LaSalle will be about installing the engine. Happy driving, everyone.



Now I was able to crank the engine over without jumper wires and clips. Then I ran a hose down to a fuel can and poured gas down the carburetor. The engine fired off and died. I poured a little more gas down the carb and the engine fired off again then died – but this time I was getting fuel to the filter bowl. Instead of pouring more fuel down the carb, I just cranked it over until it started. After it started, I revved it up over 1,000 rpm for around 5 minutes then turned it off. After letting the engine cool off, I retorqued the head bolts then restarted the engine, ran the RPM up, and warmed the engine up for around 10 minutes before I set the timing. I continued to run the engine varying the RPM for another 10 minutes. During this running, a couple of the freeze plugs started to leak water. In a way, I wasn't surprised. When I installed the new plugs, I noticed they were loose as I was able to just push them in when I was installing them. After the engine cooled off, I again retorqued the head bolts. Later I had to call and



1940 La Salle – Engine Burn-In



# Road Trips

## National Packard Museum, Warren, Ohio

*Text and Photos by Wendell Bell*

During the Christmas holidays, we traveled to Northeast Ohio to visit Lynn's 98-year-old mother, Louise. One chilly, grey afternoon, I took a very enjoyable side trip to the National Packard Museum in Warren.

In the second half of the nineteenth century, the Packard family was involved in several successful business enterprises in the area. Their diverse interests included lumber mills, hardware stores, hotels, and an iron rolling mill.

In 1890, William Doud Packard and his brother James Ward Packard established the Packard Electric Company, which produced incandescent bulbs and other electrical products. Later, it focused on the manufacture of ignition systems, wiring harnesses, and other electrical components for many auto manufacturers. It was acquired by General Motors in 1932, becoming part of its Delphi Automotive Systems in 1995. In 1999, GM spun off Delphi, which declared bankruptcy in 2005, and the facilities in Warren (with a history going back to 1890) were closed.

One of Packard Electric's earliest subsidiaries was the New York and Ohio Company, which produced the first Packard Motor Car in 1899. The new manufacturing interest was first known as the Ohio Automobile Company but was renamed the Packard Motor Car Company in 1902. Shortly thereafter, it moved operations to Detroit, where it was a leading manufacturer of excellent luxury cars until June 25, 1956. The Packard-Studebaker Corporation (merger made in hell?) moved production to South Bend, Indiana, where the last Packards (essentially re-badged Stude-

bakers) were made until 1958. Many Packard aficionados consider the last "true" Packards to be 1956 models.



**1956 Packard Caribbean Hardtop**



**1956 Packard Clipper**

The National Packard Museum opened on July 4, 1999. The 7,500 square-foot facility is located next to the W.D. Packard Music Hall and Packard Park in Warren's historic district. The museum houses a rotating display of original and restored Packard automobiles as well as original documents, photographs, artifacts, and interpretive materials that chronicle the illustrious history of the Packard family, the Packard Motor Car Company, and the Packard Electric Company. →

# Road Trips



**National Packard Museum – Warren, Ohio**

→ The exhibit hall features about 30 vehicles, bookended by a 1900 Model B (said to be the second-oldest surviving Packard) and a 1956 Caribbean hardtop with push-button electronic transmission control.



**1900 Packard Model B**

The museum has two other rare Caribbeans including a 1955 convertible that billionaire Howard Hughes bought for his future wife, Hollywood movie star Jean Peters. Every decade and various models are well represented, including a Clipper that, for 1956 only, was promoted (not too successfully) as a separate mid-priced make. One rare eye-catcher is a 1951 Pan American – a two-seat convertible concept car. Only six were built and

displayed over a few years but the design inspired the Caribbean that debuted in convertible-only form in 1953.



**1951 Packard Pan American**

Also deserving special attention is the 1941 LeBaron chauffeur-driven limousine that was owned by Mrs. James Ward Packard.



**1941 LeBaron (L) and 1940 Model 1800 (R)**

The Road Relics roster indicates ownership of at least a half-dozen Packards. I have the good fortune of watching and lending the occasional third hand to Joe Peter's restoration of a 1953 Caribbean, which is going to be splendid. It is what peaked my visit to this museum that is about a half-hour drive from Youngstown, which we visit every year. If you are ever in Northeast Ohio, I highly recommend spending a couple of hours at this first-class museum.





# Membership

## Renewal

It is time to renew your membership. The National AACA dues are \$45 and our Local club dues are \$20. You may pay online or mail two checks. For any questions, please feel free to contact membership chair, Wayne Heikkila at (512) 740-4212.



Pay by Mail:

1) \$45 payable to AACA

2) \$20 payable to CTR-AACA

Wayne Heikkila

3543 Pauling Loop

Round Rock, TX 78665



To pay online, please click on the link below:

## Pay Dues Online



LEIF ALLRED

## Mini-Tours

Lead a Mini-Tour!

Sign up for an open month →

[jlrarkin1961@sbcglobal.net](mailto:jlrarkin1961@sbcglobal.net)



LEIF ALLRED

## Leaders

### President

Greg Herbert

### Vice President

John Anderson

### Treasurer

Duane Puffaff

### Secretary

Sue Graner

### Directors

George Brunner

Vic Donnell

Wally Graner

Joe Peter

DJ Stamp (Pate Rep)

Leif Allred (Past Pres)

### Mini-Tour Chair

Jim Rankin

### Membership Chair

Wayne Heikkila

### Sunshine Chair

Ronnie Burt

### Programs Chair

DJ Stamp

### Club Gear

Adriana Meyer-Alonso

### Webmaster

Rich Bassemir



# National News

## National News, Notifications, and Nudges

As Reported from AACA emails, Antique Automobile Magazine, Website, and Mailings

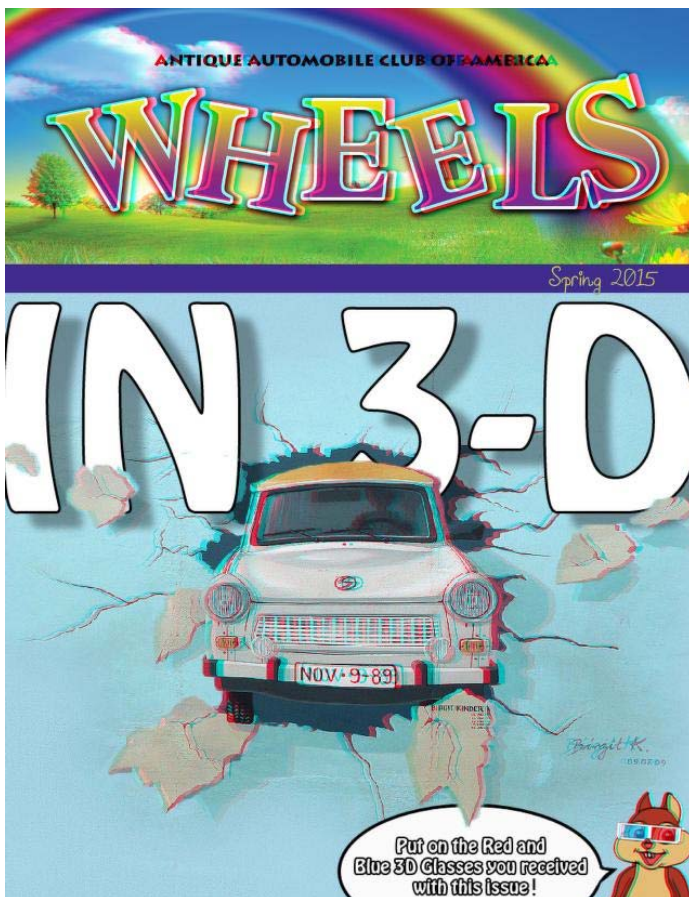
### Junior Membership

Any child up to 12 years old may join, whether or not parents are members of AACA. Dues are \$10.00 per Junior Member per year and will receive one membership card, one membership badge, and a *Wheels* newsletter four times a year. Special activities are encouraged for Juniors at national (and local) meets. An educational program is planned to acquaint Juniors of AACA history, its structure and mission, and a general overview of vehicles and their workings, plus a basic understanding of the judging system, all at a level they should find interesting and entertaining.

Junior Member Application: [https://aaca.org/images/2018\\_membership\\_app.pdf](https://aaca.org/images/2018_membership_app.pdf)

### WHEELS

Junior members will receive the *Wheels* Newsletter four times a year in February, May, August, and November.



Sample *Wheels* newsletter at: <https://archive.org/details/WheelsSpring2015>

# Calendar

## January 11, 2022 7:00pm (earlier for food)

MONTHLY MEETING

Catfish Parlour South

4705 E Ben White Blvd, Austin, TX 78744

## February 10-12, 2022

AACA ANNUAL CONVENTION

Philadelphia, PA 717-534-1910

## February 12, 2022 Mini-Tour

Burnet, TX

RSVP: [Leif\\_Allred@amat.com](mailto:Leif_Allred@amat.com) or 512-350-3825

## February 24-26, 2022

AACA WINTER NATIONALS

Melbourne, FL 484-769-7856

## February 26, 2022 10:30am-2:30pm

STEPHANIE NICHOLS' 11<sup>th</sup> ANNUAL CAR

& VINTAGE PLANE SHOW and SWAP MEET

Georgetown Airport (Rain out date March 5)

Swap Meet Set-Up February 25 12pm-6pm

[stephaniesgtownairportcarshow.eventbrite.com](https://stephaniesgtownairportcarshow.eventbrite.com)

## March 5, 2022 Mini-Tour

Austin, TX

## March 10-12, 2022

WESTERN SPRING NATIONALS

Las Vegas, NV 717-534-1910

## March 20-26, 2022

FOUNDERS TOUR (1932-1997)

Mobile, AL 251-402-1427

## March 31 - April 3, 2022

68<sup>TH</sup> TEXAS TOUR

Hosted by Rio Grande Valley, AACA

Harlingen, TX

## April 7-9, 2022

SOUTHEASTERN SPRING NATIONALS

Charlotte, NC 707-847-4215

## April 21-23, 2022

SPECIAL WINTER AND GRAND NATIONALS

San Juan, Puerto Rico 305-978-8037

## April 22-23, 2022

LONESTAR ROD AND KUSTOM ROUND UP

Travis County Expo Center

7311 Decker Lane, Austin, TX 78724

[www.lonestarroundup.com/](http://www.lonestarroundup.com/)

## April 28-30, 2022

PATE SWAP MEET

Texas Motor Speedway, Fort Worth, TX

<https://pateswapmeet.com/>

## May 19-21, 2022

ANNUAL GRAND NATIONALS

Virginia Beach, VA 618-363-6730

## May 22-25, 2022

EASTERN DIVISIONAL TOUR (1997 and Earlier)

Johnstown, PA 814-467-9842

## June 16-18, 2022

EASTER SPRING NATIONALS

Beckley, WV 681-220-8186

## August 11-13, 2022

CENTRAL FALL NATIONALS

East Moline, IL

## September 10-16, 2022

SENTINMENTAL TOUR

Gettysburg, PA

### LEGEND

☐ Monthly Meetings

☐ Special Events

☐ Road Relics Mini-Tours

☐ National Meets and Tours

☐ Local (unofficial) Events



# FOR SALE BY OWNER

Club Classified Ads



## 1948-1950 Packard Vacuum Tube AM Radio:

Missing the rear panel . . . because that's what I bought it for – to cannibalize the cover! Socket and swivel not included. **\$30**

Leif Allred 512-350-3825

FenderTalk@outlook.com

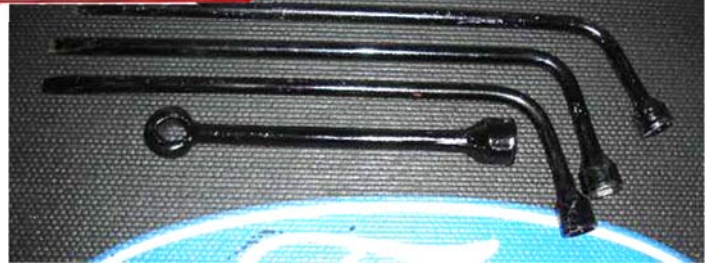


## Reman GM Starter:

Remanufactured Duralast DL3627S block/offset pattern. New November 2020; installed it, ran for a while, replaced it with mini-starter. **\$50**

Leif Allred 512-350-3825

FenderTalk@outlook.com



## Miscellaneous Tools and Stuff:

Tire irons and that thing; brake calipers; Ford script oil can; 6VDC electric fuel pump; Coca-Cola bottle opener (in original box)

**\$ Donation to the Club (Beebe)**

Leif Allred 512-350-3825

FenderTalk@outlook.com

## Liquidation Sale:



Gary 512-629-7377 or [txtns@hotmail.com](mailto:txtns@hotmail.com)