

Fender Talk

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

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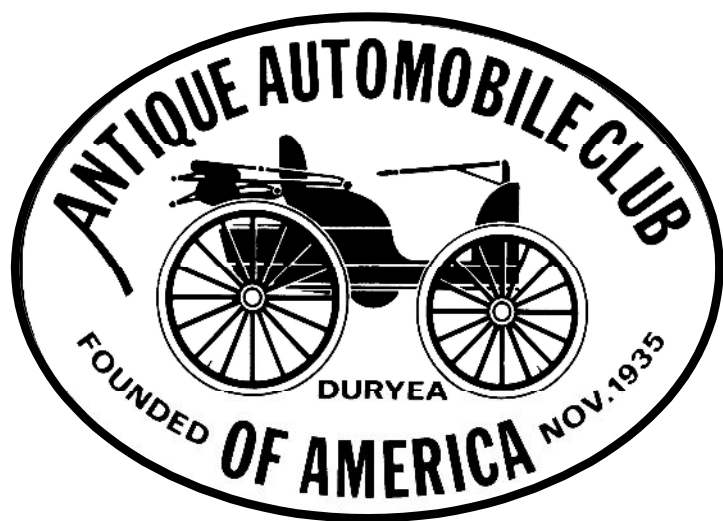
The Steering Column

I initially intended to write about properly winterizing your cars but, given today's weather, and the weather projected for the weekend, I figured I should instead write about getting that car out, cleaning it off, checking all of the fluids and preparing it for the upcoming touring season. So, let's do that, so you can be ready for the exciting tours the club has planned this year.

Remember that you get out of this club what you put into it. Sign up to plan a tour and see how much fun it can be to share with others some of the interesting places you are familiar with in the area that some of us may be unaware of. I know I am always open to trying a new place to eat as well.

Happy Motoring

Joe Peter, 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



Road Relics is the Central Texas Region of The Antique Automobile Club of America. <https://centraltexas.aaca.com/>

FenderTalk

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Secretary's Report

Minutes of Road Relics Monthly Meeting January 14, 2025 – Catfish Parlour

By Leif Allred, Secretary, Central Texas Region, AACA

Meeting The faint rapping of a Tabasco bottle started the meeting at 7:05pm. President Joe Peter recalled the Christmas Party and recognized the annual awards recipients:

- Preservation Award – Wayne Heikkila
- Technical Achievement – George Brunner
- Screw-Up Award – Wendell Bell
- Star Awards – Sherry Potter, Leif Allred, and DJ Stamp

Being a chilly night, the club welcomed a sub-club of lumberjacks adorned in matching plaid. Interesting cars were presented in the margins.

Membership Ken and Suzan Crawford were introduced and announced as having joined.

Secretary's Report The minutes from the November 2024 monthly meeting and December 2025 annual meeting and Christmas Party were printed in FenderTalk newsletters. They were accepted as published after motion and second by George Brunner/JC Carter and Bob Ross/George Brunner, respectively.

Treasurer's Report Bob Ross has transferred the accounts and role from Duane Pufpaff and reported on incomes and expenses. The report was accepted as presented.

Sunshine Committee Our thoughts are extended to the Donnell Family with Vic undergoing tests and possibly surgery and Jan's sister who has fallen and suffers from fractures and possibly a stroke.

Website The website counter indicated 95 users this year already and was over 400 total.

It's like having a game camera set up. Rich intends to reinvigorate Facebook this year.

Newsletter Special thanks to Wayne Heikkila for updates on his projects, Vern Hancock for his article on vintage motorcycles, DJ Stamp for the swap meet updates, and James Bartlett for the series on Great Sayings and Tech Tips.

Past Events

- Christmas Party – food, music, art gallery
- Fredericksburg Swap Meet (the reschedule)

Upcoming Events

- Texas Tour 2026 – by Wendell Bell: May 14-16, 2026 in Hillsboro, TX. Friday “poker tour” by Joe; Glenrose, Fossil Rim. Gary Baker expressed, “You’ll enjoy the tour more if you help put it together.”
- Texas Tour 2025 – coming up first without really great communication on dates and registration. Bob Ross has the email.

Member's Projects

- Wendell reached a milestone to putting the body on the frame on his REO
- Joe got the transmission back and lacks only the speedometer cable for the Caribbean
- JC fired up the 1924 Model T for its hundredth birthday and put it back to sleep
- Bob cleared the fuel line and now has rear brakes; needing a windshield wiper chain on the driver's side of the Chevy
- Rich needs speedometer work on his Ford and received a lot of advice on services
- DJ had modern driveshaft repair and promoted the supplier and taco trucks →

Secretary's Report

Other DJ passed around paper issues of *FenderTalk* – like from the year 2000 to show how far we've come in technology but similar in the community of sharing and activities. He has purchased 500 copies of the Tri-Fold Flyers and passed them around so that people may have some to hand out to prospective members. They came out really fabulous!

Refreshments Cobbler was provided as complements of Catfish Parlour

Program Bob Ross presented the challenges

and findings on the salvage and restoration of a 1952 Studebaker with plenty of cringeworthy photos of what you'll find with an old car that has been "maintained" by several hands. For example: cloth coated wires lacking cloth and a voltage regulator with extra wires, leaking freeze plug, trunk latch bungee upgrade (no key anyway), choke stuck closed, and shift linkage issues. The dome light worked, though! One may get a \$200 wiring harness installed for \$600.

Adjourn The meeting disbanded at 8:11pm



Curtiss-Wright Model 2500 Air Car

<https://youtu.be/-me2x2qQKe8?si=TEaQ3Y0Vb5y3yjLE>
https://transportation.army.mil/museum/AOTM/2020/apr_2020.html

The Curtiss-Wright Corporation developed the Model 2500 Air Car in November 1959 with the hope that a hovercraft would be accepted by the public as an alternative to the traditional family car. The hovercraft concept never caught on for general use, but the usefulness of the Model 2500 was not lost on the Army.

In the early 1960s, the Army Transportation Research Command purchased two Curtiss-Wright Model 2500 Air Cars for the purpose of engineering and operational evaluation as part of an ongoing investigation into the military's potential of air cushioned vehicles. The Model 2500 was given the new acronym GEM, Ground Effects Machine.



1940 Peugeot Gasifier

<https://www.fst.com/news-stories/magazine/e-mobility/a-technology-left-behind/>

The cars and trucks with strange superstructures or extensions immediately stand out in museums or old photographs. They look as though they were transporting massive kettles or stoves, with tubes running along their bodies before disappearing into the engine compartment. In the 1940s, the technology, based on wood gasification, put large numbers of drivers on the road, since gasoline and diesel were extremely scarce during World War II and the postwar period, particularly in Germany. The situation was no different in Switzerland and distant regions of the Soviet Union. The solution was the use of firewood as a fuel. A prototype for a wood-fueled truck had been built before World War I, but it didn't get traction at first.

Member's Projects

Buick Coupe

By Wayne Heikkila

Hi, everyone. After getting the needed repairs done to the generator and starter, I installed them both only to find it still was not charging. I have to say that I was very disappointed.

The next thing I did was check all my connections. After finding no issues, I jumped the battery terminal to the armature terminal and grounded the field terminal. By doing this, I got 9 volts from the generator which told me my rebuilt generator is working but that the voltage regulator was not. I had a spare . . . but where was it?

After searching for a while, I found my spare voltage regulator but it wasn't working either so I expanded the search for my new voltage regulator in the box. I quickly installed the new one but, to my surprise, it didn't work. Now I was confused and continued rechecking everything. I went into the house and got online and checked out how to test an AC Delco voltage regulator. After coming up with the same test that I had completed, I had no choice but to purchase a new voltage regulator. When the new voltage regulator came, I installed it and it was only charging 7 volts – 6.5 volts with the lights on.

I called the company that rebuilt the generator and they said the voltage regulator needed to be adjusted. So, I drove the 25 miles in order to make the adjustment. When I left, my voltage was 7.9 running and 7.5 with the lights on. With this fixed, I just needed to look at the transmission.

I was about a mile from the house at the last stop light. When I took off from the light, the car jerked to a stop. I tried shifting it but it wouldn't move. After messing around, I was finally able to shift it into 3rd and drove home. I parked it in the shop and drained the fluid. The first thing, a big piece of gear dropped out. There is no question that the transmission has to come out.



WAYNE HEIKKILA

Pieces of gear metal falling out in a transmission fluid change is not a good sign

Well, I got back on the Buick and pulled the transmission and was very surprised at how simple it was. After disconnecting a few things on the car, the rear end was ready to be pulled back. I had removed the wheels and dropped the rear end down on my car dollies and then just rolled it back a few inches. If I pull the crossmember and the bolts, this transmission will be out . . . so I thought! I could not get the transmission loose from the bellhousing. Finally, I went and got my two longest prybars. →

Member's Projects

→ With one on each side, I pulled with everything I had. Just as I was about to stop, I felt it give a little. I rested for a while and then pulled again and this time it moved. I was now able to wiggle the transmission and pull it out.

After I got it on the floor, I was able to see why it was stuck – someone had used silicone between the transmission and bellhousing . . . and a lot of it! It filled the front bearing, the front bearing retainer and squished out the front of the bellhousing. What a mess!

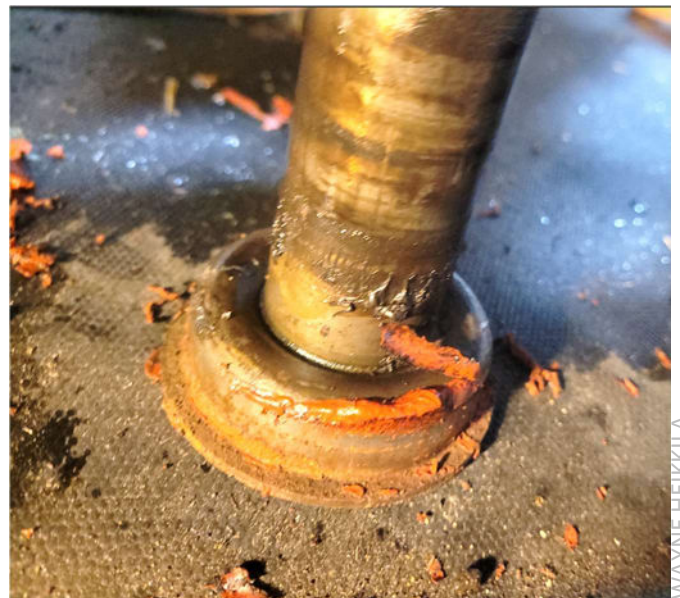


If it's not leaking, it may be empty . . . or it could be sealed shut with silicone

I pressure washed the transmission and removed the cover to look inside and could see the gear that the tooth broke off of. But, even out of the car, if you tried to turn the

input shaft, it would only turn so far then stop.

I proceeded to build a box to ship the transmission in. I'm sending it to Doug Seybold as all he does is Prewar Buick restorations and repairs. My next step is to remove the spring and bearing retainer from the bellhousing . . . and all of that silicone. I'm sure I have more to do but I will have some time while the transmission is out being rebuilt. More to come!



More silicone where it shouldn't be

The last thing I am going to do is justify the behavior of shade tree mechanics who are using the tools of their trade . . . or whatever is handy. My high school friend's Dodge Dart had the roof painted (with a roller) the color of the stucco project his dad was working on. I've removed my share of wood screws, wire nuts, and have seen the online results of someone putting vegetable oil in a car when that's "all they had." But silicone, seriously? – Ed

Maintenance

Club Flyer and Jerry Dixon's Automotive & Klassic Kar Center

by DJ Stamp

The second law of thermodynamics is: Entropy (a measure of disorder) increases over time in a closed system. Cars need maintenance and so does the club – both are integral in the maintenance of the hobby. Having a neighbor such as Jerry Dixon's Automotive & Klassic Kar Center shows how we're taking care of our upkeep. I walked over to Jerry Dixons to add our new flyers to our display stand and boy was it crowded.



DJ STAMP



DJ STAMP



DJ STAMP

One quickly gets an idea of what vehicles Jerry Dixon's works on – there are a lot of 1950's through the 1990's on the site. They do not work on foreign vehicles as parts are even more difficult to get than those made in the United States.



DJ STAMP



DJ STAMP

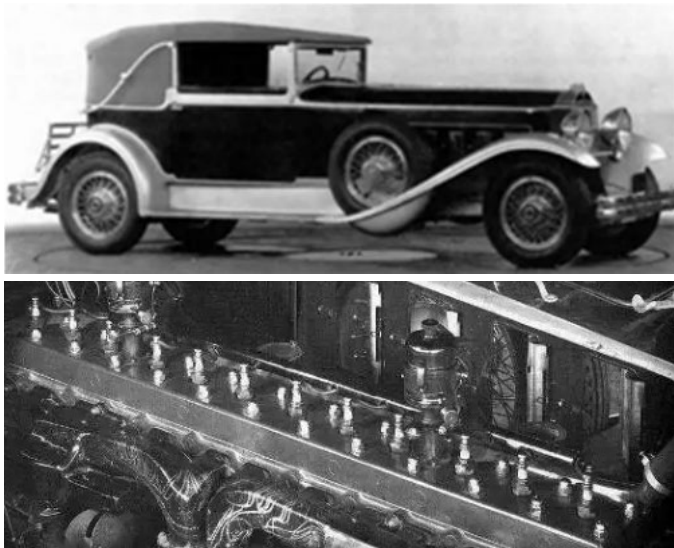
Community

Great Sayings from The Old Car Hobby “Would you believe this?”

by James Bartlett

As I keep saying, hang around the car hobby long enough, and you'll hear your share of whoppers. My monthly account of some of the better ones I've heard is now at Volume 4. I'll keep going until I run out.

1) “I raised the hood and saw 12 cylinders all a row.” – This one never dies, because there were several '20s and '30s cars with straight-six engines with two plugs per cylinder, typically side by side (like my Locomobiles). Only one straight-12 car engine is known to have been built – by Packard -- and that experimental engine was soon destroyed by the factory and replaced with an eight. The car itself, with its extraordinarily long hood, was then exported to South America. Today, if it had survived, that unique Packard would be worth millions.



2) “It was like a flying saucer had landed.” – So said an old-timer in Rusk, Texas, telling me

about the arrival of a traveling salesman in 1936 driving a brand-new Cord. It stood a half-foot below contemporary cars and a crowd was soon gawking at the racy vehicle. Cords are still admired for their classic simplicity of design and road performance. “It was the first modern cross-country car, as it would run 100 miles per hour, cruise at 70, and handle well without beating you to death,” as famed later-day independent car manufacturer Glen Pray told me. My Cord is pictured below.



3) “I’m going to fix it up myself.” – I hear this over and over, typically referring to a rusted hulk deep in the weeds. You could look around and tell there’d never be fixing going on. A variation is “I’m just getting ready to knock it out.” I’ve heard these lines about a '64 Lincoln, '55 Thunderbird, '65 Buick Riviera and others, all of which wound up rusting down or being junked. Given today’s soaring restoration costs, few rusty “field cars” are worth taking on.

So that’s my list. If you have any more to share, let me know. And remember, “Let both the buyer and listener beware.”

Museums

Lakeland Motor Museum

by John Robertson

This is a follow-up article to the one I wrote for *FenderTalk* (Vol. 38, No. 1) in the January 2024 Edition. On our 2023 tour that Connie and I took of the British Isles, I had the opportunity while in Wales to tour the Lakeland Motor Museum. Wales is a beautiful country, located in UK's western shore facing the Irish Sea. The region where our tour group stayed was near the coast in the northern part of the Lakes District. Our hotel was located on the eastern shore of Lake Windermere, the largest lake in the District at 10.5 miles long.



Lakeland Motor Museum

The museum was located at Holker Hall for over 30 years. In 2000, it was awarded the English Tourism Council's award for the Best Small Visitor Attraction. In 2006, the collection was purchased by the Winander Group Holdings – the owner of popular Lake District attraction, Windermere Lake Cruises. In 2010 the museum was relocated up the road from old Backbarrow Ironworks to its current location at the former Reckitt's Blue Dye Works packaging sheds just south of Lake Windermere. →



View from Lake Windermere Hotel

The Lakeland Motor Museum was founded in the late 1950's and early 1960's by Don Sidebottom, when he purchased a dozen pre-WWII American cars in his hometown of Blackpool in North West England that were being used as taxis. This occurred during the local petrol rationing due to the Suez Canal crisis. Taxi drivers started selling their old pre-war American vehicles for a few hundred pounds because they used too much fuel. Once he bought them, he began the restoration process and added to his collection of all items related to motor vehicles.



Steamers at Dock

Museums

Getting to Lakeland Motor Museum took some planning. Traveling there required multiple means of transportation that included the coordination of steamer and train schedules and the museum's hours of operation. From our hotel, I boarded the Steamer Swift at the Bowness Pier for a 2.5-hour sightseeing cruise south. My destination was the Lakeside Pier on the west side of Lake Windermere at the narrow-gauge heritage Lakeside & Haverthwaite Train Station.

Because of the tight schedule to make each leg of the trip and my return, I only had about 2 hours to actually tour and photograph the museum. Walking to and from the museum in this rural area was a pleasant trip. Following old roads, crossing River Leven on the Newby Bridge and passing along the way architectural remnants of the old ironworks blast furnace and the lost blue pigment industry in the Leven Valley area. On the return trip I boarded the MV Teal at the Haverthwaite Train Station to cruise back to the hotel dock. →



Steam Engine

JOHN ROBERTSON

Once on board the train, I traveled 30 minutes south to the Haverthwaite Train Station near the town of Newby Bridge. From the train station, I walked south for about 20 minutes to the Lakeland Motor Museum.



Crossing Newby Bridge

JOHN ROBERTSON



Haverthwaite Train Station

JOHN ROBERTSON



Old Ironworks Blast Furnace Relics

JOHN ROBERTSON

Museums

Once I arrived at the museum, I was very surprised at the number of items on display. They advertise 30,000 items in inventory! I did not see that many on display but what was displayed were packed in very tight to allow you to see the variety of vehicles and automobilia in their museum. The collection includes European and American motorcars, trucks, motorcycles, Tribute to Isle of Man Tourist Trophy, scooters, bicycles, pedal cars, mini-cars, automobilia, military and farm displays.

Donald Campbell. It includes a replica of the 1935 Blue Bird car, 1939 Blue Bird Boat K4, the 1967 jet hydroplane Bluebird K7, his grandson's 1997 Bluebird Electric car and his son's 1954 Land Rover. More on that later.

<https://www.lakelandmotormuseum.co.uk/>



1929 Fiat 509A



1933 Buick Viceroy Series CA

There's a special exhibition in a separate building for the Campbell Bluebird Exhibition as a tribute to the racing career of Sir Malcolm



1974 Citroën DS20



**1899 Gaillardet Tricycle
The Museum's Oldest Vehicle**

Motorcycles

1943 Welbike British Welbike Mark I

by Edgar Frog

Developed during WWII for use by Special Operations Executive (SOE) and Office of Strategic Services (OSS) Jedburgh agents that parachuted into German military occupied European countries to assist local Resistance units with sabotage and intelligence gathering missions. These agents either parachuted in or were landed by pilots in special Westland Lysander aircraft. The Welbikes were delivered in special Type-C Drop Containers.



1943 Welbike Mark I on display at a Car Show –
Gatesville, TX – September 2024

During the D-Day allied invasion of France on June 6, 1944, Welbikes were used by British Commando and Airborne forces behind enemy lines. They also were used by infantry divisional dispatch riders for the first few days following

the beach landings since they could be carried in and used immediately until their heavier BSA M20 motorcycles could be landed.

Approximately 1200 Mark I pattern Welbikes were produced between 1942 and 1943 and a further Mark II pattern Welbikes were produced before the war ended in 1945. The Mark II differed by having a rear mudguard and an improved fuel tank priming and pressurization system. The majority of Welbikes that survived the war were destroyed in 1946 due to not conforming with British and European motor vehicle safety standards. A small quantity managed to get exported to the USA prior to that time and were sold commercially by Gimbel's department store in New York. The civilian version of the Welbike was produced in the 1950s as the Corgi Scooter.

Max Speed:	28 mph
Operational Range:	68 miles
Weight:	70 pounds
Manufacturer:	Excelsior Motor Company
Engine:	Villiers 98cc 2-stroke single cylinder
Transmission:	Roll Started Single Speed



Around Town

Local Shows, Events, and Cruise-Ins
by Club Members

Pistons on the Square
Georgetown, TX – January 19, 2025
By Leif Allred

Complaints of cold cease when open cars show up despite chilling temperatures and a freezing forecast as the day endures. The British Car Club was embarking on a tour to Salado and the Model A Ford Club was heading out to Florence. I didn't catch where the Corvette Club was going to but there were a lot of them present. Standing in the sun was pleasant but, if you were in the shade or wind, it tended to cut on through.

Something bad happened, though, as a woman in a modern car pulled into the spot right next a 1970 Chevelle and absentmindedly threw the door out and violently struck it leaving a very noticeable dent (about the size of a fist) above the rear wheel. She was immediately accosted by other spectators who insisted she leave her contact information for the owner who was not there. Rest assured that other car enthusiasts will be looking out for you.



LEIF ALLRED



LEIF ALLRED

Letter From the Editor



LEIF ALLRED

I'll have to rethink my mantra of "if it isn't leaking, then it is probably out and needs to be filled back up." I don't tolerate it with my modern-ish cars so why to the antiques have pans underneath them? What will come first is a non-pressurized radiator to replace the one that DNT once repaired – it sat next to a Model T radiator of Vic's in their shop. I certainly do not need any more vehicles to take care of. Let her know I said that.

Here's my 2024 Master Editor Award for simply formatting your articles, photos, and documentation of our activities. You set them up and I'll knock 'em down!

Leif

The DJ Page

An Automotive Outlet for Outstanding Observations

by DJ Stamp

1915 Baker Electric Model DA Coupe Project

This non-running project sold for \$71,777 at Bring-A-Trailer. Wonder what a project Tesla will go for 109 years from today?



Baker Motor Vehicle Company began producing electric vehicles in 1899 and by 1906 was the largest EV maker in the world, producing approximately 800 examples a year.

13k-Kilometer 1987 Porsche 959 Komfort

With an original MSRP of an already high \$227,000, this low-mileage car sold for Sold for \$1,875,000. Only 292 cars were ever manufactured between 1986 and 1988.



Rare Super Cobra Jet! 1970 Ford Falcon 429/4-Speed

Most people remember the Falcon as being Ford's first compact car. When it launched in 1960, it was quite successful and its platform would be later used for other popular Ford products, like the Mustang and Maverick. Fewer people remember the 1970 1/2 Falcon, where Ford switched from compact to mid-size in the middle of the year. It was only a half-year effort as the nameplate was gone in 1971.



Drive Train Specialists owned by Chris Cantrell, they went above and beyond to treat me right with a U-joint issue on a 2-piece driveshaft. Love their "Keep Austin Geared" logo.



Membership

Dues

National AACA dues are \$45 and our local Central Texas Region AACA dues are \$20 (requires national membership). For any questions, please contact membership chair, Wayne Heikkila at (512) 740-4212 or wayneheikkila@gmail.com.



Pay by Mail:

- 1) \$45 payable to AACA
- 2) \$20 payable to CTR-AACA

Wayne Heikkila
3543 Pauling Loop
Round Rock, TX 78665

Club Gear

Vests	\$18
Club Shirts	\$15
Rain Ponchos	\$15
Ball Caps	\$15
Texas Flag Badge	\$2
CTR Window Sticker	\$1
2017/2019 FDCS T-Shirts	\$Offer



Greg Herbert: gdherbert@aol.com

Mini-Tours

All we do is drive around and eat. Doesn't that sound great? Show us something new around your area . . . and eat. Sign up to lead a mini-tour!



Leaders

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Joe Peter

Vice President

John Anderson

Treasurer

Bob Ross

Secretary

Leif Allred

Directors

George Brunner

Vic Donnell

JC Carter

Greg Herbert (Past Pres)

DJ Stamp (Pate Rep)

Wendell Bell

Membership Chair

Wayne Heikkila

Sunshine Chair

Ronnie Burt

Programs Chair

DJ Stamp

Mini-Tour Chair

John Robertson

Club Gear

Greg Herbert

Webmaster

Rich Bassemir

National News

National News, Notifications, and Nudges

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



We are the Gateway to the Future – What are you Doing?

By Tabetha Hammer,
VP - Youth
Development (2015)

One of the most common topics when it comes to discussing the future of the collector community is youth involvement. We've all said or heard numerous statements like 'kids today are only interested in their iPhones and video games' and 'what's going to happen to our cars if there's no one who cares about them in the future?'

We certainly are up against a lot of distractions considering the amount of technology readily at their disposal. However, in my day-to-day work leading youth initiatives, I see strong potential – not 'doom and gloom' – so long as we continue to put forth the effort to get younger people involved. We all have it in our own power to make a difference and influence what the landscape of the classic car community will be in the future. There is no doubt that the 'playing field' will somewhat change from what we all know it to be today – but each of us holds the steering wheel for helping guide what that future scene will be.

Efforts need not to be complicated, but the effort must be there – from all of us. It can be as simple as inviting a young person to sit in your car or even taking them and their

parent(s) for a quick ride (if comfortable doing so), teaching them the proper way to get in and out of a classic car instead of just assuming they will know, pointing out unique characteristics that they may not have any idea about otherwise, and connecting aspects of old cars to something that they can relate to today.

I would love to hear from you about what you and/or your region is doing to get youth involved! Do your members take their cars to a local school? Is there a 'sparkplug' in your club who always invites kids to sit in their car? What fun and unique ideas are you doing that another Region/Chapter might be able to implement? Send me a quick note at thammer@hagerty.com [Note, this is from a 2015 Rummage Box article; see <https://aaca.org/rummage-box/>. The links may be old but the topic is still pertinent – Editor] to let me know what you're up to!

Antique Automobile Club of America

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Monday-Friday 8 am – 4:30 pm EST

Antique Automobile Magazine

Editor: West Peterson
Display/Classified Advertising:
Stacy Zimmerman

Art & Production:

Stelvio Graphics Terminal
186 Manor Lane
Dayton, OH 45429

Calendar

February 11, 2025 7:00pm (earlier for food)
MONTHLY MEETING
Catfish Parlour South 4705 E Ben White Blvd

February 6-8, 2025
ANNUAL CONVENTION
Charlotte, NC 717-534-1910

February 15, 2025 8:00am – 10:00am
PISTONS ON THE SQUARE
Georgetown Courthouse Square

February 22, 2025 8:30am – 2:30pm
STEPHANIE NICHOLS' 14th ANNUAL CAR
and VINTAGE PLANE SHOW
Georgetown Municipal Airport

March 1, 2025 9:00am – 1:00pm
ROCK'N'RIDES CAR SHOW
200 Gupton Way, Cedar Park, TX

April 3-5, 2025
Southeastern Spring Nationals
Charlotte, NC

April 2025
ICE CREAM SOCIAL
Austin, TX – by The Brunner Family

April 24-26, 2025
PATE SWAP MEET
Texas Motor Speedway, Fort Worth, TX

May 1-3, 2025
Western Spring Nationals / Grand Nationals
Tucson, AZ

May 2-3, 2025
LONESTAR ROUNDUP
<https://lonestaroundup.com/>

May 3, 2025
GTACC 18TH ANNUAL CAR SHOW
2 Texas Drive, Georgetown, TX

May 2025 – Watch for Details
TEXAS TOUR
<https://thetexastour.com/>

June 1-7, 2025
Vintage Tour
Southern/Eastern Pennsylvania

June 15, 2025
STEPHANIE NICHOLS'
FATHER'S DAY CAR SHOW
The Vineyard to Florence – Florence, TX

July 2-5, 2025
Central Springs Nationals
Auburn, IN

July 12, 2025
WATERMELON FESTIVAL AND CAR SHOW
McDade, TX

July 24-26, 2025
Grand Nationals / Zenith
Dayton, OH

September 7-12, 2025
Revival AAA Glidden Tour® (Pre-1943)
Owensboro, KY (VMCCA Hosted)

September 18-20, 2025
Southeastern Fall Nationals
Corydon, IN

October 7-10, 2025
Eastern Fall Meet
Hershey, PA

LEGEND

Monthly Meetings

Special Events

Road Relics Mini-Tours

National Meets and Tours

Local (unofficial) Events

www.motortexas.com/events/

https://www.taillightking.com/swap_list.htm

The Last Page

More Photos from Lakeland Motor Museum



1956 BSA M21 w/Double Adult Watsonian Sidecar



1964 Peel P50 – World's Smallest Car and
1965 Peel Trident – The Terrestrial Flying Saucer



1941 Fordson Tractor – Women's Land Army WWII



1817 First Known Bicycle



1935 Bluebird (replica) – 129 mph Land Speed Record



Lakeland Motor Museum – Main Display