

# Fender Talk

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

Vol. 39, No. 03 "Road Relics"

March 2025

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WAYNE HEIKKILA

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LEIF ALLRED

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*By John Robertson*



LEIF ALLRED

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# *The Steering Column*

Ah . . . March is arriving!

A month during we note (and may celebrate) the end of Daylight Savings Time, Pi Day, the Ides of March, AND St. Patrick's Day.

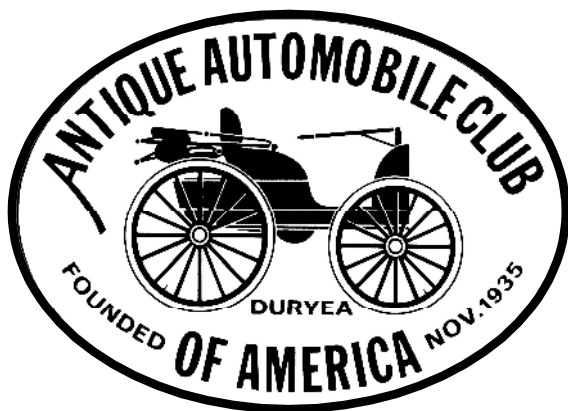
In addition to such momentous events, this may be a good time for antique car collectors to shift their energy to vehicle maintenance activities. Such tasks include: oil changes, check tires, belts and brakes, tune-ups, and transmission fluids. You might also verify the vehicle fire extinguisher is functional.

A good wash and wax are a nice finishing touch . . . along with window washing!

Taking these steps will ensure our vehicles are ready for spring touring; a wonderful season.

Your President,

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



Road Relics is the Central Texas Region of The Antique Automobile Club of America. <https://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 Monthly Meeting February 11, 2025 – Catfish Parlour

*By Leif Allred, Secretary, Central Texas Region, AACA*

**Meeting** With ever increasing volume and determination, the meeting was gavelled to order at 7:02pm. Interesting items were provided in the margins of the accelerated meeting as the program brought great expectations. Although intending to capture a de-icing feature of some GM automobiles, what really seemed to impress was her hat.

**Membership** Stephanie Nichols' Antique Automobile and Vintage Airplane show on February 22, 2025 is a good opportunity for the club to promote itself. There were no guests in attendance.

**Secretary's Report** The minutes from the January 2025 monthly meeting were accepted as published after motion and second by Bob Ross and Joe Peter.

**Treasurer's Report** Bob Ross reported the income and expenses and the report was accepted as presented.

**Sunshine Committee** The club was please to hear that Vic is recovering well from a back surgery but concerned over George's visit to the hospital for back issues.

**Newsletter** Special thanks to Wayne Heikkila for updates on his project, DJ Stamp's report of Jerry Dixon's shop, James Bartlett's series on Great Sayings, and John Robertson's chronicle and journey to Lakeland Motor Museum.

### Upcoming Events

- Pate Swap Meet – April 24-26, 2025

- Texas Tour 2025 (need information)
- Texas Tour 2026 – by Wendell Bell: May 14-16, 2026 in Hillsboro, TX.

### Member's Projects

- "Jewel" – a Packard Caribbean, came home as a final and complete project (Joe)
- 6 side windows were installed in the REO with 5 of them actually surviving the process (Wendell)

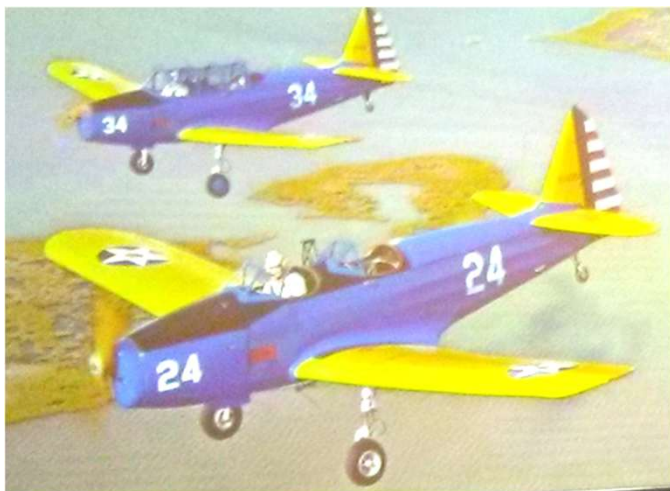
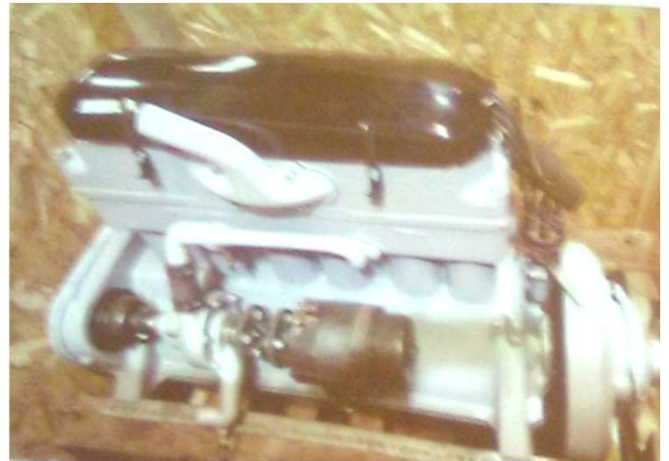
**Refreshments** Cobbler was provided as complements of Catfish Parlour.

**Program** Richard Smith provided a most outstanding presentation on antique cars and airplanes with a focus on how the family's preservation revolves around their restoration and how the historical preservation of these vehicles restores the family. It was way more than the idea that the car or airplane is part of the family.

The car is a 1921 REO T-6 Touring and a bit of evolution of features and companies and the "if it wasn't family, it wouldn't make sense!" restoration. The airplanes are a 1941 Fairchild PT-A (primary trainer) with wood wings and cloth fuselage. The #24 airplane was dedicated with its aviator call sign of Captain Lawrence Smith in honor of Richard's father who perished on a mission involving many other P51 fighters that were also lost.

**Adjourn** The meeting disbanded at 8:03pm but people hung around a while and chatted – just like it should be.

# Secretary's Report



# Member's Projects

## Buick 8 Coupe

By Wayne Heikkila

Well, I'm back at it again. With the Buick transmission sent off, I thought I would tackle some of the other items.

My first job was the fuel leak from the carburetor – which showed signs of a rebuild. Even though the carburetor looked clean from outside, it was leaking from one of the jet plugs. I removed the carburetor and thought I should look inside. After taking it apart and seeing the crud in the bowl, I deduced that it was most likely it was from sitting too long. I knew I had to at least flush the carburetor out. After disassembling the carburetor, I flushed everything and cleaned all the passages and reassembled it using the old gaskets. The only thing I needed to find was the gasket that would seal off the jet plug. After searching through my spare carburetor gaskets, I found the one I needed and was able to put the carb back on. I started the car and adjusted the carburetor. It idled better and seemed to run better. One more minor project was done.



✓ Fix Leaking Carburetor

The next morning, I found a puddle of anti-freeze under the car. It turns out the water pump started pouring coolant out when I was running the car. I called Doug – my new Buick parts supplier – for a replacement. Doug said he would ship one right out to me.



✓ Identify Coolant Leak



✓ Wait on Parts

While I was waiting on the water pump, I thought I would look at the door locks as the key turns in the lock but nothing happens. I started by pulling the inner door panels. This should have been an easy project but someone made it very difficult. First, they glued the inner door handles on. Second, on the inner window crank knobs, they used →

# Member's Projects

→ the wrong size C clips and they were way too small so was unable to use my C clip tool. I ended up having to build a small tool so that I could reach in and pull the small clip out – just enough to get it with my pick.



## ☑ Curse the Last Guy's decisions

After getting the handles and cranks removed (and a few screws later), the door panels were off. Next, I removed the locks, outer door handles and latches. Both door latches looked brand new so I clamped one of the latches to my bench. I then installed the lock rod into the latch and turned the key and the latch worked perfectly. I sent that one aside and did the same thing with the other. It worked perfectly. I have to say, I scratched my head for a little while. Then I had a thought! I would reinstall the latches and measure the distance from the locking

mechanism to the outside of the door. After installing the latches, I used a screwdriver to check the locks and they still work perfectly. I then used a small rod to measure the distance and found the lock rods don't reach the locking mechanisms. It turns out I'm a quarter inch short on both doors. After talking with Doug, he had the correct rods and C clips to put the door handles and cranks on.



## ☑ Order the Correct Parts

Doug also had new outer door handle bushings and a tool to rent to crush the outer ring. All of these items are on their way. Doug also talked to me about my transmission. More on that later.

## Letter From the Editor



In school we learned about geography and inertia. Which one is your excuse? Our members live geographically far apart but the invention of the vehicle fixed that a long time ago. If the mini-tours have been far away from you, that means it's your turn to coordinate one. People will come to where you take them. You'll have to get over your own personal inertia as the club and hobby cannot survive on catfish alone.

*Leif*

# Tech Tips

## Old Gasoline

by James Bartlett

There are real problems with old gasoline, particularly involving ethanol. My worst case was my 1932 Duesenberg, which had sat up for two decades before I bought it. Prior owners started the car once a year, putting in a gallon or two at a time yet never cleaning out the tank. The result was a severely gummed up engine with sticking valves. I had to go through everything. After my 1925 Locomobile sat for a year in an upholstery shop, it also had sticking valves that freed up with regular running. Most recently, after sitting for a few

months, my 1935 Auburn would not keep running. I found that the float valve (below) was so stuck that it took pliers to pull it out. I removed the gunk with lacquer thinner. Ethanol-bearing gas also gives fits to small equipment. My son drains his lawnmower and string trimmer after every use. Note that old gas turns dark and smells to high heaven. So, for cars not driven regularly, use only fresh gasoline, preferably non-ethanol. Keep track of the age of the gas easily by listing fill-up dates in a maintenance journal.



JAMES BARTLETT

<https://www.pure-gas.org/>



**pure-gas.org**

The list of ethanol-free gas stations in the U.S. and Canada

# Museums

## Campbell Bluebird Museum at Lakeland Motor Museum, Wales, UK

by John Robertson

This is a follow-up article to the one I wrote for FenderTalk (Vol. 39, No. 02) in the February 2025 Edition about the Lakeland Motor Museum in Wales, UK.

As previously noted, the Campbell Bluebird Museum has a special exhibition in a separate building from the Lakeland Motor Museum as a tribute to Sir Malcolm Campbell, his son Sir Donald and Sir Malcolm's Grandson Don Wales. The museum 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 boat and his son's 1954 Land Rover.



**Campbell Bluebird Building**

### SIR MALCOLM CAMPBELL

Sir Malcolm Campbell was a British early 20th century auto enthusiast, racer and motoring journalist who was driven by speed and setting speed records. His third wife was quoted as saying he was "quite unfitted for the role of husband and family man." Apparently, his adventurism, interest in motorbikes, cars and perhaps other things, lead to this statement.



**Sir Malcolm Campbell MBE (1935)**

Malcolm Campbell was born in 1885 in Chislehurst, Kent and was the only son of William Campbell, a diamond seller. He attended several private schools and went to Germany to learn the diamond trade. While in Germany, he gained an interest in motorbikes and racing. Upon his return to Britain, he worked at Lloyd's of London for several years. In 1906 and 1908, he won all three of the London to Land's End trials motorcycle races. In 1910, he began to race cars and during this time that he christened his car "Blue Bird" after seeing the play *The Blue Bird*. He used this name consistently on all his cars. →



# Museums

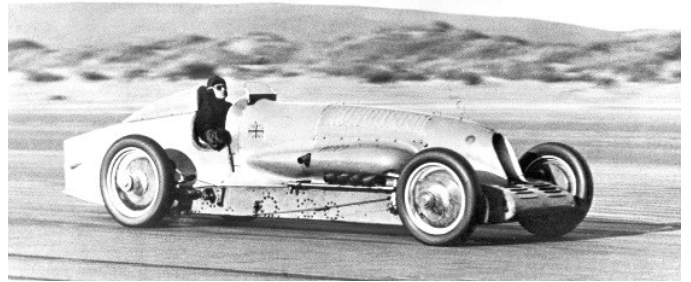
He had several marriages which produced his son Donald in 1921 and daughter Jean in 1923. His social status and adventurism got him knighted in 1931. He also wrote several "Motoring Mystery" novels including *Salute to the Gods* which was used for the 1939 Film *Burn 'Em Up O'Connor*. He served in both The Great War (WWI) and WWII. In WWI he enlisted as a motorcycle dispatch rider and later was commissioned a Second Lieutenant and was a ferry pilot. In WWII he commanded the military police contingent responsible for evacuating King George VI family in the event of a German invasion.

Sir Malcolm Campbell's motoring career was quite distinguished as both a Land and Water Speed Record holder. He was the UK's first "Speed King". As a Grand Prix racer, he won both the 1927 and 1928 Grand Prix de Boulogne in France driving a Bugatti T37A. He broke the land speed record for the first time in 1924 at 146.16 mph at Pendine Sands in a 350hp V12 Sunbeam (on display at the National Motor Museum, Beaulieu) and followed with breaking 9 speed records between 1924 and 1935, five of which were accomplished at Daytona Beach. His first two records were set driving a car built by Sunbeam.



**The Sunbeam: 1922 record 138.089 mph**

In 1925 he set a lap record of 100mph at Brooklands in a streamlined Chrysler Six. In 1927 he set the land speed record of 174.883 mph at Pendine Sands in the Napier-Campbell Blue Bird.



**The Campbell-Napier-Railton Blue Bird – 1927**

He set his final land speed record at the Bonneville Salt Flats in Utah in 1935 and was the first person to drive over 300mph, averaging 301.337 mph.

Campbell developed the flotation-tested Blue Bird boat on Tilgate Lake. He set four water speed records. His highest speed was 141.740mph in his Blue Bird K4 set in 1939 on Coniston Water (lake), Lancashire. In total, he held 13 world speed records. Sir Campbell passed away in 1948 due to a series of strokes. He was one of the few land speed record holders of the era that died due to natural causes, most died in crashes.

His life and career resulted in many recognitions for both his military service, in 1919 as a member of the Military Division of the Order of the British Empire and Knighted in 1931 by King George V. For his racing career, recognition included the Segrave Trophy in 1933 and 1939, induction into the International Motorsports Hall of Fame in 1990 and the Motorsports Hall of Fame of America in 1994. →

# Museums

## SIR DONALD CAMPBELL

Donald Campbell followed in his father's footsteps in the military during WWII and as a speed record holder on land and water. He was the most prolific water speed record breaker of all time in that era and remains the only person to break the world land and water speed records in the same year – 1964.



**Sir Donald Campbell CBE (1960)**

After his father's death in 1948, Donald pursued his own speed records, first on water then on land using his father's "Blue Bird K4" which he renamed "Bluebird K4". By 1951 he had modified his boat to be a "prop-rider" as opposed to the original immersed propeller design along with a double cockpit. His hopes to break the current record at that time of 160mph remained unfulfilled when on a trial run at 170mph a structural failure wrecked the boat. One of the other contenders John Cobb, developed a new type purpose-built turbojet hydroplane to go 200mph. Unfortunately, in 1952 Cobb, attempting to make his target speed of 200mph, the boat broke up on Lock Ness killing Cobb. After several attempts and

seeing others raise the water speed records, Campbell, inspired by Cobb's boat, designed an all-metal jet-powered "Bluebird K7" hydroplane with a Metropolitan-Vickers Beryl axial-flow turbojet engine, producing 3,500pound-force of thrust. It had a design speed of 250mph and remained the only successful jet powered boat until the late 1960's. Donald set seven world water speed records in the K7 between July 1955 and December 1964 marking records from 202.32 mph in 1955, 222.5 mph in 1956, 239 mph in 1957, 248 mph in 1958, 260mph in 1959 and some years later, 276.33 mph in 1964.

ON January 4, 1967 Campbell began his final attempt to set or break a water speed record of 300 mph on Coniston Water in Bluebird K7. His first run recorded an average speed of 297.6mph. Feeling confident he could break the record, he immediately turned around, and without refueling, began his second run and experienced difficulties with the boat bouncing with increase ferocity reaching 328 mph, decelerating to 296 mph, the engine flamed out and thrust the boat nose down, then leaving the water did an almost complete backflip before plunging into the water 230 meters from the end of the measured course. The boat cartwheeled across the water before coming to rest. The impact killed Campbell instantly and broke the Bluebird K7 into pieces and the main hull sank. Divers found the K7 wreck but their attempts to find his body were unsuccessful. After two weeks the search was called off and the K7 wreckage remained in the lake. In March 2001 the main section of the hull was raised. In May 2001 Campbell's body was finally found, recovered and buried. The K7 and engine are on display at the Coniston Ruskin Museum. →

# Museums

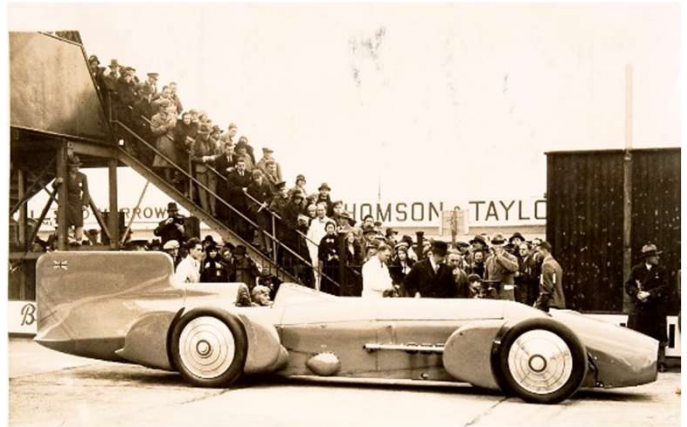
## DONALD WALES

Grandson of Malcom Campbell and Nephew of Donald Campbell, Don Wales followed in the family tradition of speedsters for speed and setting records. Dons early racing was primarily in go carts. His real first experience as an adult was with experimental electric cars. In 1991 he agreed to drive an electric car called Bluebird 9 Electric (E1) and became an advocate for electric vehicles. Don holds a World Land Speed Record, two American National Records, a Guinness World record for the fastest lawn mower and has broken 8 UK Land Speed Records with Bluebird Electric. His interest is primarily electric powered cars in which he has continued to race and set or break speed records. Don has a son, Joe Wales a fourth generation family member who also has the "speedster" attraction to fast cars.

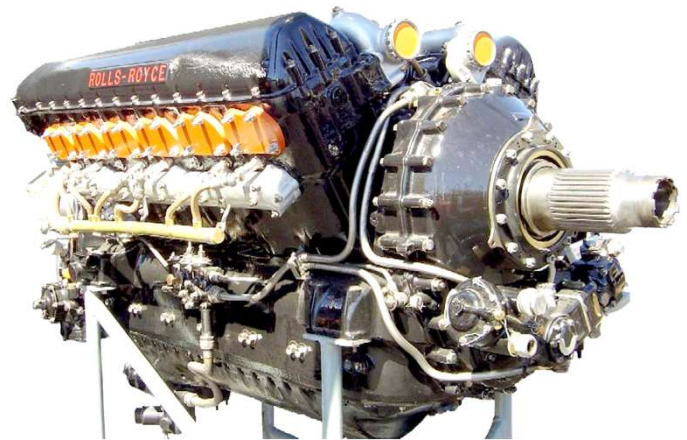


**Don Wales (2011)**

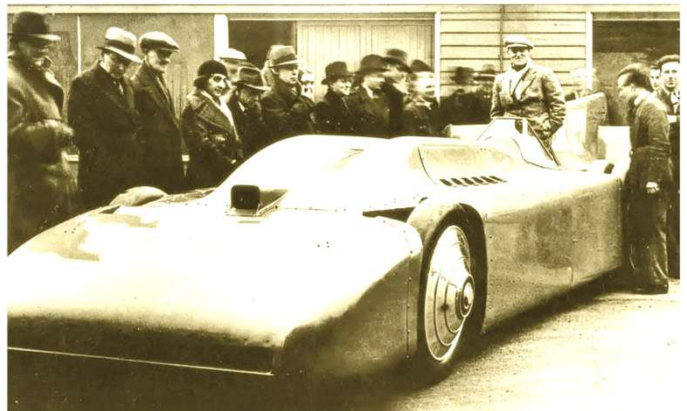
Lakeland Motor Museum website:  
<https://www.lakelandmotormuseum.co.uk>



**1931 version of the Campbell-Napier-Railton Blue Bird with Rolls Royce R V12 Merlin engine**

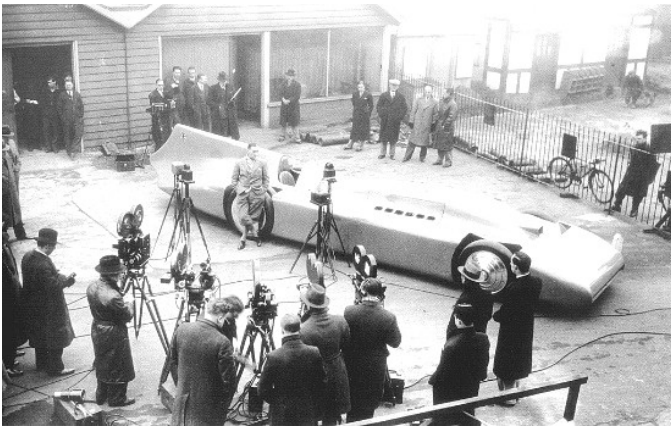


**36.7L supercharged Rolls Royce R V12 Merlin engine producing 2300+ hp pushed Blue Bird over the 300 mph mark**



**1933 Campbell-Railton Blue Bird version sets 272 mph record at Daytona Beach  
March 1935 Bluebird sets 276.82 mph record at Daytona Beach with "dually" rear wheels to control high speed tire spin at 200 mph.**

# Museums



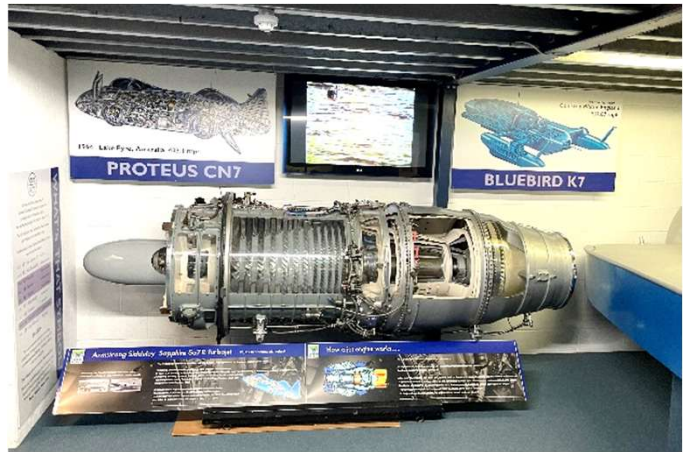
September 1935 Bluebird setting land speed record of 301.337 mph at Bonneville Salt Flats.



1967 Jet Hydroplane Bluebird K7 – Fastest Recorded Speed 276.33 mph by Donald Campbell



1935 final version of record-breaking speed of 301.337 mph. Original on display at Daytona Speedway Circuit Museum. The replica is on display in the Campbell Gallery at the Lakeland Motor Museum.



1967 Jet Hydroplane Jet Engine – Original Engine



1935 Blue Bird



1954 Land Rover Owned by Donald Campbell

# Mini-Tours

## Helpful Guidelines for Doing a Mini-Tour

by John Robertson

As we move into 2025, the club needs volunteers to host Mini-Tours throughout the remaining year. It takes about 2+ months to plan and coordinate a tour so the sooner you sign-up the more time you will have for planning. If you have an interest in hosting, please contact John at 713-444-1052 or jsherrodr@aol.com to schedule your tour and get a copy of the new Guidelines for a successful Mini-Tour.

### 2025 Calendar

- March – OPEN
- April – OPEN (Pate Swap Meet 4/24-26)
- May – OPEN (Texas Tour 5/15-16)
- June – OPEN
- July – OPEN (July 4<sup>th</sup> Parade, Wimberley)
- August – Leif Allred (Johnson City, TX)
- September – OPEN (Gatesville's Spurfest)
- October – OPEN
- November – Belmont Village Mini-Tour
- December – Christmas Party

The following excerpt from the guidelines were developed from years of coordinating mini-tours and contributions from Vic Donnell, Wendell Bell, Leif Allred, and others:

Driving tours and other outside activities are a special part of our club. They offer interesting things to see and do while at the same time providing us with a rolling car show for the general public and an opportunity to socialize with one another and do what all members enjoy doing – talking about our and others cars!

In general, a Mini-Tour should be a one-

day outing. But not a fast rule. We have had Mini-Tours with an overnight stop. It just requires another layer of preparation and scheduling. The important feature of a Mini-Tour is that it is short and we do not need the safety net of a recovery trailer following us.

The key to a successful Mini-Tour is advance planning and fresh ideas for the event. The best way to ensure fresh ideas is for everyone to take a turn planning one. Give it a try by signing up to host a Mini-Tour! We welcome the participation of all members - individually, couples, collaboration with another member in the club. Below is a Step-By-Step guide on how to start and proceed with a successful Mini-Tour! Good Luck!

It's just a matter of simply steps:

Step One: Volunteer to Lead a Mini-Tour

Step Two: Start Early and get on the calendar

Step Three: Vehicle Maintenance (fix it before you go)

Step Four: Find a Meeting Place

Step Five: Plan Your Route

Step Six: Promote the Tour at the meeting

Step Seven: Provide Directions and Maps

Step Eight: Communicate the Tour

Step Nine: Get an Accurate Headcount

Step Ten: Meet Up

Step Eleven: Line Up (slowest up front)

Step Twelve: Stay Together

Step Thirteen: Set the Pace

Step Fourteen: Do Not Get Lost

Step Fifteen: Do Not Run Out of Gas

Step Sixteen: Take Lots of Photographs

Step Seventeen: Write a FenderTalk Article

Step Eighteen: Sign Up Again

# The DJ Page

An Automotive Outlet for Outstanding Observations  
by DJ Stamp

Montgomery Wards Austin 1961



DJ'S CATACOMBS

Oldsmobile's Trans-Portable Radio for 1959



DJ'S SPAIN FOLDER

Hill Country Senior Center Lending Library  
JC's at it again! Finished another lending  
library for the administrator of the Hill  
Country Senior Center.



World's Fastest Indian I wondered where  
Burt's Indian was today - in a hardware store  
of course. If you haven't seen the movie  
you're missing out!!



# Around Town

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

**Pistons on the Square**  
**Georgetown, TX – February 15, 2025**  
*By Leif Allred*

Cold and misting, this was one of the more sparsely attended of monthly events. Most people didn't even wash their vehicles but made it out anyways. GTACC had a good contingent of cars that had a tour to Temple, TX to visit Jeff's Resurrections.



LEIF ALLRED



LEIF ALLRED

# Classified Ads

## 46-Degree Cutting Tool Needed

Joe's finishing the valve seats in an engine block and needs a 45-degree cutter. He has the 46-degree cutter shown in the photo below. Maybe you have one to loan. Maybe you have an extra one lying around. Maybe you can part with it for a period. At least you're not the one having to do it! It's way easier to loan it.



JOE PETER



## GM Starter

Duralast DL36275  
block/offset pattern.  
Installed once and removed.

**\$50 OBO**

Leif Allred

512-350-3825

[ac-n-a@outlook.com](mailto:ac-n-a@outlook.com)

# 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](mailto: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

## Leaders

### President

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

## 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](mailto:gdherbert@aol.com)

## Mini-Tours

The club has a new Mini-Tour Chairperson: John Robertson  
Let's show him our support by filling the calendar with tours!



LEIF-ALLRED



# National News

## National News, Notifications, and Nudges

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

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### **The Many Faces of Membership**

By Bob Parrish  
VP Membership  
(2015 – ten years ago)

Recently our Region took a weekend Fall Tour, which has become a tradition with us for many years. A thought occurred to me that some of our members only participate in touring events. Other members like using their cars in parade activities. There are still other members that like to show and tour with their vehicles on a National level while others would rather participate in local shows and display their vehicles for various requests. Region monthly dinner meetings bring out other members and then there are members that try to do all of the above.

I think it is wonderful that we have an organization with a network of Regions and Chapters that offer so many activities for the antique car enthusiast. To quote my dad, who used to say “people do what they want to do”, and I find that’s so true today.

Since there are so many activities within AACA and the 375 Regions and Chapters that should appeal to the many car hobbyists, why haven’t we grown at a greater rate? However, a recent national member count indicates we have experienced a slight overall gain this year to date. That’s an accomplishment, considering the fact that

many organizations, car-related or not, show a membership decline.

The Region/Chapter complimentary membership program is still not being used to its maximum potential. I was talking with a Region representative recently who was complaining about not being able to grow their Region. I checked with Headquarters to find that their complimentary memberships had not been used in the past 2 years. I would think that someone in the Region would know 4 people in the area that had an interest in the hobby. If a Region doesn’t currently have a membership chairman, or someone responsible for recruiting new members, that position should be considered. After all, there is an activity for every level of interest. If we can’t give away a free year’s membership to the best, all inclusive Antique Automobile Club of America, with a state-of-the-art bi-monthly magazine, a world class Library and Research Center, an award-winning museum and over 15 National activities each year with a community of over 60,000 satisfied members, we have a much greater image problem.

Let’s try to spread the word about the benefits of AACA membership and utilize the complimentary memberships given to each Region. Reach out to those people who are interested in our cars, give them a ride around the block, show them how much fun can be had and the future will remain vibrant for our organization.

# Calendar

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

**March 1, 2025 8:30am – 2:30pm (rain date)**  
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://lonestarroundup.com/>

**May 3, 2025**  
GTACC 18<sup>TH</sup> ANNUAL CAR SHOW  
2 Texas Drive, Georgetown, TX

**May 2025 – May 15-18, 2025**  
TEXAS TOUR  
<https://www.netraaca.com/texas-tour-2025/>

**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

**August 2025**  
Sweating to the Oldies Mini-Tour  
Johnson City, TX – by Leif Allred

**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

**November 1, 2025**  
Belmont Village Sidewalk Party  
Austin, TX – by Wally and Sue Graner

## LEGEND

Monthly Meetings

Special Events

Road Relics Mini-Tours

National Meets and Tours

Local (unofficial) Events

[www.motortexas.com/events/](http://www.motortexas.com/events/)

[https://www.taillightking.com/swap\\_list.htm](https://www.taillightking.com/swap_list.htm)