

1902 Rambler First Drive, Inside This Hub & Spoke

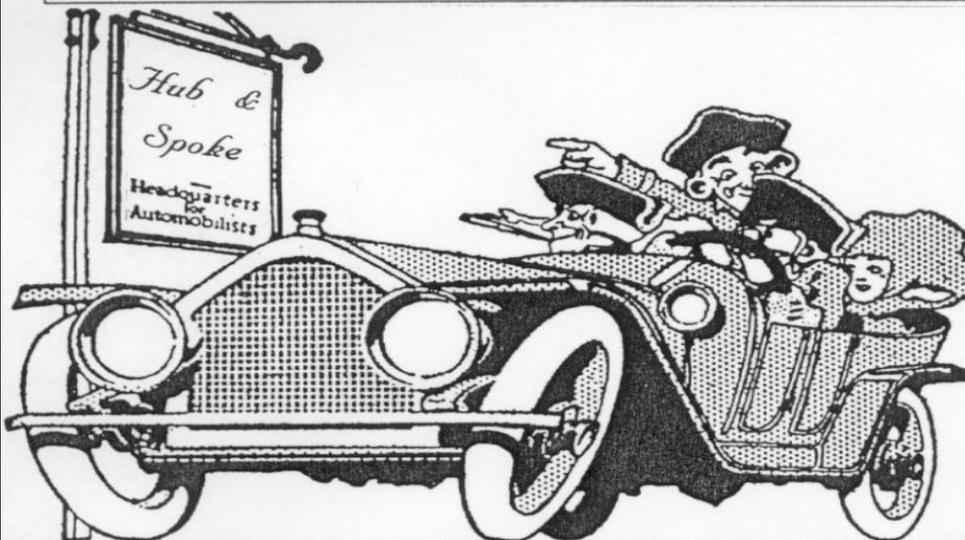


August Sponsor of The Hub & Spoke: Rob Harris

The Hub & Spoke

Newsletter of the Lynchburg, VA Region, AACA

**August
2015**



5199 James River Road, Gladstone, VA 24553

Visit our Website: <http://local.aaca.org/lynchburgva>



Club Calendar **Joyce** **Blalock**

NATIONAL EVENTS

Oct 7-10, 2015- **HERSHEY!**

LOCAL EVENTS

August 22nd - Boonsboro United Methodist Church Car Show at the corner of Coffee Rd and Boonsboro Road. Arrive at 8:45 - 9:00. Free admission. [A nice show but get there early to get a space for your car]

August 30th - Bedford County Fair Car Show, Huddleston VA. Cars are to be in place from 1:00 and stay until 5:00 PM. Details may be found online.

August 31 - Monthly club meeting at Charley's, 5:30.

September 9th - Blue Ridge Medical Center Car Show, 4038 Thomas Nelson Highway, Arrington, VA. 1:00 PM until 4:00 PM. Cars need to be registered before 2:00 PM. Registration fee is \$10.00 to benefit Rural Health Outreach Program.

September 12th - Ken Spangler and Rocky Sink Chevy GM Collection tour, Bonsack VA. We will meet at 8:45AM at Huddlehouse in the Walmart Plaza, Bedford VA. We will leave as a group at 9:00 AM. We will go for lunch after the showing.

September 28 - Monthly club meeting at Charley's 5:30.

October 3rd - Show & Tour "Point of Honor," Lynchburg, VA. Details to follow.

October 24th - Tour of "Oakwood Ridge Estate." Details to follow.

October 26th - Monthly club meeting, Charlie's Restaurant. Halloween costume contest. Vote 2016 club officers.

November 12th - Blueridge Parkway Tour and lunch at the Peaks of Otter Restaurant. We will meet at the H&H Gas Station on route 501 in Big Island at 9:45AM, and leave as a group at 10:00 AM.

AREA CRUISES

Altavista, Cruise in - Historic District. 1st Saturday of each month, April through October. Cruise starts at 5:00 PM and runs to 8:30 PM on Main Street. Beginning from Bedford Ave. to Pittsylvania and onto Broad St.

Cruise at Charley Drews - Every second Saturday of each month, April through October. 960 Turkey Foot Road, North off of route 460, in the New London area. For info, phone: 434-942-8086.

Third Saturday of each month. Thomas Road Baptist Church Cruise in. Sponsored by Fire on the Mountain car Club.

Third Friday each month until October: Farmville Cruise in starts at 6 PM, at the Tractor Supply and Schewels Parking lot, US 15 business, sponsored by Darlington Heights Voluntary Fire Department.

4th Saturday each month: Chatham Cruise-in, 4:00 - 8:00 PM. Held in downtown Chatham every month until October.



Reggie at the Summit, August 4, telling residents and staff about Jim Blackburn's 1935 Ford.



THE HUB AND SPOKE

**Lynchburg, VA Region,
Antique Automobile Club of America**

A Club for All Lovers of Old Vehicles

Volume 46

Number 8

August 2015

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The Hub and Spoke is an official publication of the Lynchburg Region AACA as is the Lynchburg Region's website:

<http://local.aaca.org/lynchburgva/localevents.htm>



Spoken From the Hub, August, 2015



Charles Thaxton, President While thinking about something to write for this column, it occurred to me to talk about automobile warranties. I have found that, for the most part, they are not worth the paper they are written on. A case in point is a car I purchased 2 years ago. It was a 2013 Ford Edge. From the first day of ownership, the car had problems with the transmission shifting smoothly. I took it back to the dealer and told them about the problem and that it needed a new transmission. The dealer said that they couldn't do that; they had to work with Ford on the problem. That is when the real problem started. Ford wanted to fix the transmission by trying several things; none of which worked. This required that I make several trips to the dealer and leave the car. Long story short, after going around and around with Ford, the problem was "fixed" (they thought) by replacing a valve body in the transmission, which took several more days. Last week, two years later almost to the day, the problem started

up again. As I told the dealer, the only real fix for this problem was to replace the transmission. They said Ford did not want to do that.

Any warranty is up to the manufacturer and that is like asking a fox to guard your hen house. Unless you are a Lawyer and have all the time in the world to take the case to court, your manufacturer's warranty is only worth what the manufacturer wants to spend on it. It is not the dealership's fault that the manufacturer will not let them do what they think will fix the problem. They have to follow the manufacturer's guidelines or the dealer will not get paid for the warranty work.

I did, however, fix the problem. I traded the car back to the dealer and bought another brand of car. Unless the part in question fails completely, your warranty will be used as a stalling tactic by the manufacturer and you will

spend many days without your car. Your confidence will never be the same in that automobile. This problem is a sad commentary on how car manufacturers are not willing to back up their products and it is not just limited to Ford but all car manufacturers.

The real lesson is never buy a new or used car unless you test drive it. Don't expect any warranty to do much unless there is a complete failure of the part in question.

Minutes for July 27, 2015 **Meeting Lynchburg Region AACA**



**Terrie Linton,
Secretary**

The July meeting was called to order by President Charles Thaxton. We recited the pledge of allegiance to the flag. We also had a "moment of silence". Charles welcomed members.

* **Sunshine Lady**—
No news of any one

ill.

* **Treasurers Report**— Ron gave the Report.

* **Secretary**- Terrie Linton noted that the minutes from June were in our July **Hub & Spoke**. Jan thanked all who contributed to the latest edition of the **Hub & Spoke**. He was given a round of applause.

* Charles acknowledged the members who attended the Concord Fourth of July parade and the meal afterwards. He then told us about the plans that were discussed at the planning meeting on July 11 at his home. See the "Calendar" on page 2.

* Ron agreed to E mail the names of delinquent members to Charles and Charles will notify them of their missing payments.

* **James River Transportation Festival** was held at the Visitors Center at Mile Post 63 on July 18th. Randy thanked those who attended. There were 8 cars

* Jeremy Watson is our new Webmaster. He was able to use a template from AACA, got a lot of home page information, and the site is up and running. CJ had contacted AACA to get this information for Jeremy

Charles suggested we set up a webpage for members-only access and we could list the experts from our club for use as mentors for each area. We have our Hub and Spoke on line and Charles suggested some of us might want to receive our newsletter in this manner in the future.

* Another topic discussed was the use of a car for a wedding venue. Reggie shared the information about the times he had driven his car for this purpose. He suggested we tell the couple "up front" that any monies received are donations and that an amount should be agreed upon first along with a chase car in case a ride is needed at night.

* We reviewed the activities coming up [See "Calendar" on page 2].

* The 50/50 of \$20 was won by a staff member.

* Jan would like an editor appointed for our newsletter, The Hub & Spoke, before he resigns, which will be shortly.

* Tony Simmons made a motion to have us donate \$100.00 to the Salvation Army. It was seconded by Jamie Christy and approved by the membership.

* Jan conducted the Auction.

* Meeting was adjourned at 7:30

Member Ads

For sale: 1960 Edsel, one of only 76 built. 292 V-8, Auto, P.S., Fact. Air, Continental Kit, Fact. Spot Light, actual mileage 79,151, many other options. Good investment. **And:** 7 ft.wide foldable umbrella - Like New.

Used for car shows only very little. With 25 lb. weight and stand. Price \$35. **And:** : **1955 T-Bird Convertible**, 292 V-8, P.S., P.B., P.W., P. Seat, Auto, wire wheels, 78,982 actual miles. I sold it new-Brookneal car. Selling because of health. Contact Harvey Elder, Phone# [434-376-3923](tel:434-376-3923)

1970s issues of The Antique Automobile: A few years ago the estate of one of our old members gave the club many old issues of the AACA magazine. I have held these magazines since then. They belong to the club and I would love to have some current member take them and enjoy them. Call Jan, 4 34 933 4430.

1949 STUDEBAKER LAND CRUISER:

Excellent, all original condition with 22+K. National AACA award winner for best HPOF car. Needs nothing but a driver. Call Dave Barnes (434) 821-7788 for more information.

Ads wanted: Members can place their ads in the H&S free. Just give the editor your text, with picture[s] if you so desire.

Event Reports

Blue Ridge Parkway Visitors Center, July 18, 2015

Jan Peterson

In each of the last few years the National Park Service has invited us to attend their James River Transportation Festival. It's centered on the Blue Ridge Parkway Visitors Center near Big Island. This year we showed some of our cars while other participants displayed river and canal



Information. A bateau crew demonstrated their vessel, including cooking lunch on its wooden deck [pictured above]. A park ranger explained the workings of the restored Kanawha canal lock. And somebody sold tanned fox and other skins [including what appeared to be black-with-white-stripes woods pussies – hard to believe that business “skunked” the car show].



Weather was lower 90s with corresponding humidity. It sounds awful but Randy Martin [AMC Concord], President Charles and Linda ['37 Pontiac], VP CJ [1926 Ford Model T], Ron & Joyce Blalock ['38 Buick], Dave Armstrong with his friend, and your Temporary Editor ['89 Chrysler's TC by Maserati] found a sort of paradise under a big old oak. Various Parkway visitors and employees came by to admire the cars and reminisce with us. Charles & Linda fed us from a cucumber they picked that very morning.

Non-member but frequent participant Jimmy Campbell [MG Midget], and wife Cindy sat with us for a while. Their son Patrick, the very life of some of our gatherings, preferred to stay with friends rather than sit in the heat with a bunch of old folks [that's “what's the matter with kids today”]. Charles is shown telling Jimmy of the wonders of 1939 Pontiacs.



A **unique**, a word seldom used properly since it means the **only one** of its kind, feature of this show is that the Park Service and its supporters actually gave each car some money to reimburse our travel expenses. That is truly olde Virginia hospitality.



Campbell County Heritage Fair, August 1
Barbara Taylor

Here is the break down on the attendees to this great sunny day show: Owen Burks, in his beautiful Camaro, who welcomed all as they arrived on the field. [Note that the picture of Owen sitting on a flat bed, not a Camaro, was taken last year. Reason for using an old picture will be apparent later. ED] Charles Thaxton, our President, in his 1937 Pontiac Coupe. Way to



go Pres.
 Donnie Blanks in his 1968 Mustang. Nice.
 Claude Williams. "WOW" 1948 Mercury Conv.
 Ron Blalock, in old faithful, his 1938 Buick.
 Randy Martin In his "I told you so" Rambler.
 Jeff Gladden In his " I don't need much Room"
 Crosley. It's green like the grass, and runs like a deer.
 Otto Vallastro without a car this trip.

I had planned to take pictures but in our hurry to get there, left the camera on the kitchen table where, in our absence, it took some great pictures of the

kitchen. Anybody interested in see those, contact Barb for a special showing. LOL!

There were many displays, the Fire and Rescue, Civil war encampment, livestock, wood working and other crafts. These were outside. Many other things were inside, along with some good eating.

The Summit, August 4th
Jan Peterson



Showing our cars to folks who really appreciate them, especially people who remember them from when the cars were young, is always a pleasure. The residents at The Summit, a rest and recuperation facility in Lynchburg gave some of us that pleasure again recently. Reggie Goolsby's 1924 Cadillac and Glenn and Anne Kituskie's Model T Ford were great hits, as were the presidential '37 Pontiac and the treasurer's treasured 1938 Buick. Jim Blackburn's 1935 Ford coupe spurred many memories and one of the Summit staffers even admired the 1966 Riley.

While the day was exceedingly hot, the spectators' attentions and the great hot dogs and drinks the Summit gave us left all feeling pleased that we came.

All that is except, perhaps, Ron Blalock. His Buick was blowing black smoke out the tail pipe when he arrived and would not start when departure time came. Eventually it was found that the Buick's automatic choke was stuck closed. It was pried open, starting fluid sprayed in, the motor started, and Ron drove worriedly home. This shows that in addition to the fire extinguisher you always carry, some starting fluid and one of those magic portable battery boosters might be good to pack as well. The

battery booster Ron had provided the juice needed to get the Buick running after the car's battery had been run down while the problem was deduced.

1902 Rambler Resurrection

Jan Peterson [pictures by Charles Thaxton & Reggie Goolsby]

The Lynchburg Region of the Antique Automobile Club of America [AACCA] is especially lucky when it comes to really "antique" cars. In Dr. Jim Blackburn and Reggie Goolsby we have two members who seem able to repair or make any part an old car needs. And, having internationally known old car dealer Mark Smith in the vicinity, we have a continuing source of very old cars for Reggie & Jim to work their magic on.



The engine had not run in more years than could be counted. Jim is pictured contemplating its wonders. There was no gas tank or radiator. The front axle was bent. There was no useable upholstery. Various little things were either missing entirely or what was there was incorrect. While this might sound like a basket of junk to some, to Jim & Reggie it was a golden opportunity. After all, there are only four 1902 Ramblers known to exist and bringing this one to life again would be a marvelous accomplishment.

Jim and Reggie enlisted Reggie's son in law, Greg Jamerson, a software engineer. Thus a team consisting of a retired surgeon [Jim], a retired paper mill superintendent [Reggie], and a still working 21st century techie [Greg], set to work on a product of the late 19th/early 20th century.

Reggie is a fabrication expert. He made things like the missing camshaft and clutch lever and straightened the bent axle. A casting that holds the front suspension to the frame was missing so Reggie made one.

Greg, a skilled woodworker, built a proper front enclosure to replace the later model hood. Greg also learned how to spray paint and apply factory correct [to the extent "correct" can be determined] pin striping.



Their winter 2014/15 project was a semi-basket case they got from Mark. What the "basket" contained was mostly a 1902 Rambler that Mark got as part of a larger deal. The Rambler had several problems. The hood [box on the front of the chassis] was from a later car, perhaps a 1907 Rambler.



Jim, who has been working with brass era and earlier vehicles for decades, figured out what was needed to make the Rambler operational again. With Reggie's help, they disassembled the single cylinder engine, restored what needed restoration, figured out how such things as ignition, clutch, and cooling were supposed to be accomplished and made them

looking fuel tank while an old fire extinguisher body became the coolant tank.



The culmination of this winter project happened on July 12th 2015 when Jim, Greg and Reggie saw their Rambler perform its

first actual ramble in decades. First Greg drove it around Jim's mountain top drive and then Jim himself took the wheel [correction: tiller - Rambler did not introduce the steering wheel until a couple of years after 1902]. A big man, Reggie [pictured "high fiveing" Jim], did not trust the Rambler to carry his bulk but he looked on very much the way a new father looks at his first born in the hospital delivery room.

So what do you do when your winter project finally runs? Jim has purchased a 1900 Locomobile steam car that will, of course, need the special attention of all three: Greg, Reggie and Jim.

Note: Jim Blackburn's more technical story of this restoration has been proposed for publication in the AACA national magazine, The Antique Automobile. Look for it in a future edition.

The August "What's It?" Jan Peterson

Shown are three very different cars, all with the



same name. Can you name that name? The first is a plastic model car kit, a "revival" of a once popular car.



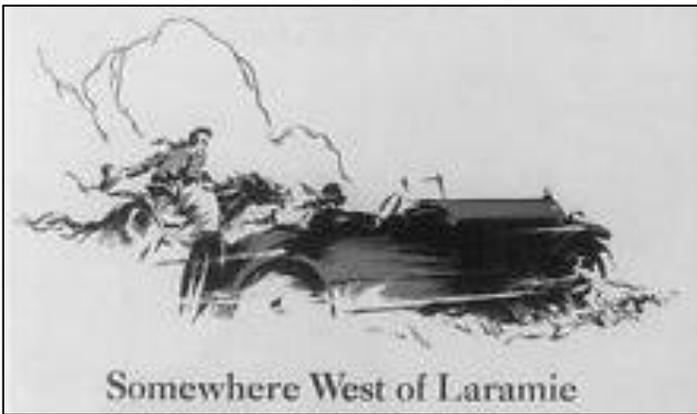
work, then put it all together. Jim's surgeon's touch is evident in many small details. For example, he made the professional-level button type leather upholstery, sewn with the same precision as many surgical incisions were during Jim's medical years.

Neither NAPA nor Advance Auto carry 1902 Rambler parts so some adaptations had to be made. Some surplus baseboard hot water heating pipes with radiating fins cool the engine. An old air compressor storage tank was made into an original

The second is a real car using the same name, although it may not have been the "once popular" car that Renwall sought to revive.



And the third, and most remembered:



If you watched the TV show, "Mad Men," you saw much about the spiritual heirs of this car ad.

August Sponsor of The Hub & Spoke: Rob Harris

Robbie is one of our most loyal members. He and his 1931 Ford Model A roadster can be depended upon to come to all of our events unless we



schedule them on one of his work days. That's right, unlike some of us who live the retired life of leisure, Robbie still has his own business. What business? Just look at his email address, "clocks for you." Robbie is a member of that rare breed, antique clock experts. When we go to Point of Honor on October 3 be sure to see the tall case clock there that was made in Lynchburg years ago and is maintained by Robbie Harris.

This picture is of Robbie, his Model A, and his grandson Clay. Clay is now 22 and Robbie's antique



car love has rubbed off on him. Rather than a Model A, of course, Clay's antique is a little more modern, a Mercedes

SL [that is more than 25 years old].

Thus Robbie is fostering the next generation of AACA members. They are the folks who will revere cars that we older members today think are still new. Make sure we welcome them so that both Model As and Mercedes SLs are saved for the future generations.

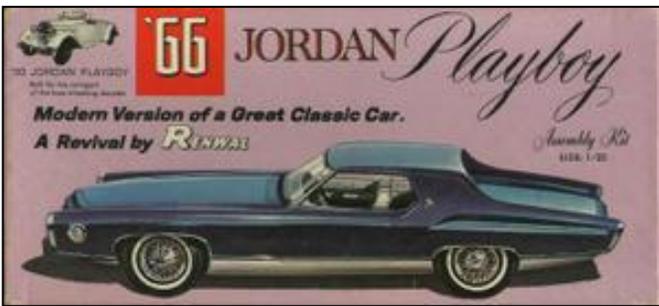
2015 Sponsors of the Hub & Spoke

Each year members who are able contribute an extra \$50.00 to the club by sponsoring an issue of the Hub & Spoke. Payment is due to our Treasurer in the month in which "your" issue of the H&S appears. Thanks are due from all club members to our 2015 Sponsors. Remember, you too can sponsor a month of the H&S next year. Get your reservation in early to ensure you get the month you want.

JANUARY Jan & Sara Peterson
FEBRUARY Charles & Linda Thaxton

MARCH Jeff & Kelly Gladden
APRIL Dave Barnes & Claude Williams
MAY Glenn & Anne Kituskie
JUNE Carolyn & C.J. Leighton
JULY Harvey & Joyce Elder
August: Rob Harris
SEPTEMBER Reggie & Pat Goolsby
OCTOBER Otto & Barbara
NOVEMBER Don Jones/Diana Davis
DECEMBER Santa Claus

**The August "What's It?" Revealed:
 Playboys [without the bunny ears and a tail]**



The first of our three cars is a model of a revival design by Virgil Exner, famous for Chrysler's "Forward Look" of the 1950s. Exner proposed new designs celebrating such famous names as Duesenberg, Mercer, and more. Some of those proposals were actually built in limited numbers. This recreated Jordan Playboy was not.

Our second car, also a "Playboy," was one of a rash of unsuccessful new cars attempted during the post-WWII buyers market, when it looked like car makers could sell virtually anything. It's a Playboy built by a start company in New York State.



The third is one of the most famous pieces of advertizing copy in history. It's Ned Jordan's ad for his 1923 Jordan Playboy, universally known by its tag line, "Somewhere west of Laramie." It was not the car that made this ad a staple of advertizing



school text books; it was the idea of selling life style instead of product. Many if not most of today's print and TV ads have the same thrust. Even "Flo," the TV insurance person, is selling charm and cuteness more than the dull details of car insurance.

Coming Up Soon:

2016 Officer Nominations: All offices are open, although the 2015 office holders have expressed their willingness to continue to serve in 2016. No need for a Nominating Committee since that gives us a full slate of nominees, but at the September meeting any additional office seekers will throw their hats in the ring. We will all think about the candidates and vote our choices at the October meeting. New officers will be installed at the November meeting so that they will have time to organize 2016 before the first meeting of that year.

You can be a part of this club's leadership.



**Temporary
 Editor's Hub
 Bub
 Jan
 Peterson**

*** The Hub & Spoke needs a**

regular editor. Please take on this rewarding club experience! I am "Temporary Editor" and temporary means for a few issues only.

* Jeremy Watson, our new Webmaster, Has done a great job of getting our website running again. Be sure to check it frequently for the latest in club news The web address, <http://local.aaca.org//lynchburgva>, still works.

* Hershey is coming up on Columbus Day week. Don't miss this #1 world event in the field of old cars. Also, new members in particular might want to attend the AACA National meeting in Philadelphia in February. This is a once a year event and well worth your time [even if it snows].

* The Hub & Spoke is your newsletter. Please give me material to include in it. You choose the subject and either write the item or let me help you with it. I don't want to publish a Lynchburg Region newsletter stuffed with items from other sources as long as we have local things to include.

Extra Space

Our printer works with 11"X17" paper when putting the Hub & Spoke together. Each sheet yields four pages of your printed newsletter. That means that I have to keep the non-advertisement pages down to 9 [3 sheets of 11X14 for a 12 page newsletter], or 16 [4 sheets]. This issue works out to 13 pages of editorial space and 3 pages of ads. When I have more editorial space than I have editorial matter, I will fill it up with things that might amuse, educate, titillate or otherwise give the readers more than blank pages to look at. Thus in the later pages of this H&S you will find miscellaneous goodies.

First goody: a tested recipe that was part of a presidential campaign flyer for Hubert Humphrey. Humphrey was Lyndon Johnson's Vice President and lost the presidential election in 1968 to Richard

Nixon. We have tried Muriel's beef soup and will bet even arch-conservatives will love it.

*Muriel Humphrey's
Beef Soup Recipe*

**The Recipe that Sustains the Vice President's Vim,
Vigor and Vitality**

This is a hearty old family recipe my father used to make and is the Vice President's favorite. He likes to tell everyone it gives him vim, vigor and vitality.

Serves 6 (good, hearty bowls)

1½ lbs. stew beef or chuck and soup bone	1 cup chopped celery
1 tsp. salt	1 cup chopped cabbage
½ tsp. pepper	1 #2 can Italian style tomatoes
2 bay leaves	1 tbsp. Worcestershire sauce
4 or 5 med. sized carrots, sliced	1 beef bouillon cube
½ cup chopped onion	Pinch of oregano (and any other spice you may prefer)

Cover meat with cold water in a heavy three quart kettle. Add salt, pepper and bay leaves. Let it come to bubbly stage while preparing the vegetables. Turn heat low and add celery, onions, carrots and cabbage. Simmer at least two and one-half hours, or until meat is very tender. Remove bone and bay leaves and cut meat into bite sized pieces.

Add tomatoes, Worcestershire sauce and bouillon cube. Simmer for a half hour longer and serve.

This recipe is especially good for a light supper meal with fruit salad, a glass of milk, lots of crackers and dessert. It is low in calories, but high in food value.

Second goody:

Christie's Corner, February, 2004



Jamie Christie

Malcolm's Metal Mistresses

[Editor's note: long time members will recall that Jamie Christi wrote a monthly column for the Hub

& Spoke from the time it was revived in 1999 until just recently. Jamie agreed that some of his older stuff was well worth repeating in today's Hub & Spoke.]

The title of this article is borrowed from the book of a similar name by Natalie Pray, wife of Malcolm Pray, owner of a fabulous collection of over 80 fine cars in Greenwich, CT.

I've been acquainted with the Prays for several years, seeing them with a different car or two at various Concours around the country. Recently, at the Amelia Island Florida Concours this spring, I suggested that rather than seeing this collection one or two at a time, I should come to the Pray garages and see them all at once. They agreed, and Jim Blackburn accompanied me early in October.

Malcolm began his fascination with fine automobiles at the 1939 World's Fair in New York, where he first saw the 1936 Delahaye 135M he's owned since 1964. Designed by Figoni and Falaschi, this convertible – 1 of 11 built, was exhibited at the Salon d' Automobile in Paris in 1936.

Malcolm's first collector car was a 1930 Packard phaeton given to him by an uncle so he'd have transportation around Charlottesville while attending the University of Virginia in the early 50's. Evidently, this car and driver developed significant notoriety in the area.

There are currently 5 multiple stall garages on the residential property Malcolm and Natalie call home. Inside, there are 10 Rolls Royce and Bentley models, including a red, 1938 Rolls Royce Phantom III Town Car with cane-work on the rear doors, and a 1912 Rolls Royce Silver Ghost. The black 1961 Phantom V has been to over 40 weddings in the 35 years it's been in the Pray garage. (The Prays have had lots of acquaintances with marriageable age sons and daughters.) Jaguar is represented by a 1938 SS 100 roadster in British Racing Green, a 1953 red XK 120 roadster, and a 1955 maroon XK 140 roadster, as well as 1961 red XKE. Other English marques include three MGs: a 1931 M-type boat-tail roadster, (I think the M stands for "mighty little"); a 1946 TC and a 1955 TF roadster. There's a 1960 Austin Healey 3000, a 1962 Morgan roadster, and a 1952 Allard J2X roadster, as well as a seldom

seen 1939 Lagonda Rapied V12. (That's the one with the mahogany boat-tail body with brass rivets.)

Malcolm began his career in the automobile business with Volkswagen and Porsche, followed by Audi and several other marques. There was a period when his Volkswagen and Audi dealerships were number one in America and Porsche was near the top. In the Teutonic realm are the green 1950 VW convertible, and the yellow 1979 convertible, representative of the beginning and the conclusion of German manufacture and importation of the beetle into the U.S. (subsequent VWs were built in Mexico). There are two 1974 Porsches, a yellow 911 Targa, and a silver 914, as well as a white 1957 Speedster. Additional German built examples are the gray 1961 Mercedes Benz 190 SL convertible, the 1958 220 S convertible, and the white 1960 300 SL convertible. There's a rare gray 1957 BMW 507 roadster, and a silver 1936 Wanderer roadster (Wanderer was part of the Auto Union family – DKW, Horch, and Audi – represented by the four interlocking rings symbol).

In addition to the French Delahaye there's a rare 1935 Amilcar Pegase roadster, a 1954 Citroen Traction Legere Sedan, and a 1922 Renault touring car with cane work on the rear quarters of the body and the rear doors.

American makes are here as well. Two of Blackburn's favorites included the red 1909 Ford Model T, and the black 1926 T; significant as the first and last years of Ford Model T manufacturing (ever the Brass Era fan, Jim also especially liked the 1904 Metz.)

Malcolm has quite a few Ford products: a red 1965 Mustang convertible; a 1931 Ford Woody wagon; and a 1936 rumble seat Roadster; a red 1950 Ford convertible, sold once and re-bought soon after when he missed it; a dark green 1951 Lincoln Cosmopolitan convertible; a 1956 Lincoln Continental MKII; and a 1965 light blue Lincoln Continental 4-door convertible with a unique dual cowl windshield arrangement. There's also a 1957 white Thunderbird; a red 1941 Ford Woody wagon; and a 1939 Lincoln Zephyr 4-door convertible. He also has a 1940 Lincoln Continental convertible which was virtually destroyed when the shipping crate was dropped while the car was on its way to a European show. Malcolm had the car returned and

redone and by the next year, won the Best Restored Automobile the next time it was shown – in Paris.

There's a red 1953 Studebaker Starlight coupe; and a yellow 1954 Kaiser Darrin convertible, (the one with the sliding doors). Everyone seems to like Chrysler Town and Country Woody convertibles. Malcolm's is a red 1946 model.

One of my personal favorites in the collection was a maroon 1957 Cadillac El Dorado Brougham, normally seen with leather interior and a brushed stainless steel top. The original Rockefeller owners had a tan padded top installed, along with a tan cloth interior.

Other Cadillacs include the white 1953 El Dorado convertible; a navy 1974 El Dorado convertible; the maroon 1947 convertible; a gray 1941 2-door convertible; and a white 1941 4-door convertible sedan. The garage also contains a 1931 yellow and black dual cowl phaeton.

Finally, there's the black 1930 Duesenberg Le Grande dual cowl phaeton; the black and silver 1934 Auburn Boat-tail Speedster Malcolm and Natalie will bring to the Hilton Head Concours November 1st; the 1938 Cord Sportsman; and three glorious Packards... a red 1930 dual cowl phaeton, a black 1934 LeBaron bodied phaeton with red interior and fender skirts; and a green 1941 Darrin convertible.

In 2000, Malcolm created the Pray Educational Center a few miles from his home. The three buildings contain about 50 of the above mentioned vehicles. Since 2001, over 500 young people per year have visited the collection for a hands on introduction to collectible automobiles. Following a personally conducted tour of the facilities, and an opportunity for everyone to sit in the cars and get the "feel of the wheel", Malcolm offers snacks and sodas to the Scouts, Boys and Girls Club members, and other school age children as he offers encouragement to the young people on how they could one day be successful and own such automobiles. Among other things, Malcolm tells them there are three kinds of people in the world: people who make things happen; people who watch things happen; and people who say, "What happened?" He encourages his young guests to be

people that make things happen. He's a great example of his own advice.



Point of Honor, October 3

Make a note on your calendar: we will be showing our cars at Lynchburg's Point of Honor as part of their Fall Festival. Lynchburg Region was a regular at Point of Honor years ago and our "old timers" say it was always a treat for our members and the Lynchburg area public . Details in the September Hub * Spoke.

