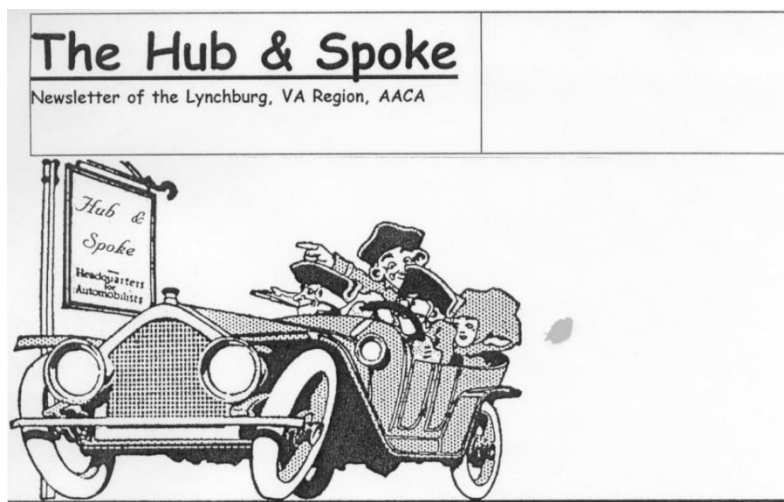


April 2017 Hub & Spoke Sponsors: Pat & Dr. Jim Blackburn – 1905 Maxwell



April 2017 Lynchburg, VA Website <http://lynchburgva.aaca.com>



THE HUB AND SPOKE

Lynchburg, VA Region, Antique Automobile Club of America

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Spoken From The Hub CJ Leighton I have a lot to be thankful for this month so I'll start by thanking some folks who have stepped up to make our Spring Fling a success. First I'd like to thank my wife Carolyn for doing all the heavy lifting (literally) on acquiring the supplies (plates, cutlery, soda, etc.) and keeping me on task with my responsibilities. I'd like to thank our friend Joanne Caudill for delivering the wonderful Charley's Chicken, Terry Linton for bringing and setting up decorations, Charley and Linda Thaxton, Barbara Taylor and Ann and Glen Kituskie for helping set up, decorate and post festivity clean up. I'd like to thank all who came and brought covered dishes to make the feast all the more special. Once again, a great time was had by all and as usual, the best part was the fellowship.

I'm thankful that my dad has weathered another health storm (and quite a few snow storms) with the help of my capable and attentive step mother backed also by a support network of fantastic friends and family.

Changing gears a little, some of the club members and myself went to look at a past club members collection. The collection of mostly '38-'40 Fords was impressive but the circumstances could have been better. Seems this gentleman has severe dementia as of late and his collection is being liquidated by his family. He has gone to a care facility but the prognosis is not good as would be expected. His son showed us around and was pragmatic about the whole thing but our hearts went out to him for what he is now dealing with. It can

be a cruel thing to be trapped in ones own body after losing the part that makes you, you.

On a brighter note, after leaving the Ford collection, I really enjoyed talking with Otto about his Chevrolet project and seeing the progress for the first time. We also took great interest in his latest acquisition, a 38 Olds and together pondered the various possibilities for its rehabilitation. The condition of the 38 Olds club coupe body was amazingly sound. There was some paint peel here and there but overall a very good candidate for either a full blown restoration or just address the few mechanical issues that exist, make it road worthy and pick away at the cosmetics at your leisure. I love looking at car projects like his Chevy mid completion as well. There's just enough there so you know it's going to turn out great but just enough missing so you can see all the interesting mechanical naughty bits clearly. I found the whole thing very inspirational.

I was yet again blessed with a generous donation of model A Ford parts from Jim Hough the following week end. He called on a Friday evening and Saturday afternoon found me and the Evil Green T backed up to his work shop and loaded down with all sorts of restoration goodies large and small. Looks like no matter what happens, an A will take shape in the shop at some point.



So far I've pulled the head and eradicated vast quantities of mouse nest from the cooling channels in the block and head as well as the top tank on the test stand radiator. I did this with the hose hooked up backwards on a shop vac so it would blow the material out from bottom to top. Much more flushing is required on both with water to ensure all passages are clear but this will wait till overnight lows stay above freezing. In the meantime I'm going to fabricate an adapter for the A engine block for use with a traditional engine stand. I just can't part with the princely sum Bratton's want for one of these things. They made the mistake of providing a picture on their website which will allow me the opportunity to reverse engineer my own. This is a process consisting of equal measures of careful measurement, critical thinking, which craft, Pythagorean Theorem and trial and error. If you can't build it accurate, make it adjustable. This will allow me to rotate the engine upside down, or anything in between for better access to the bearings and easier inspection of the cooling jackets for cracks in the tappet area. After that it'll be time to begin removing the sludge from the valve lifter area and lower crank case.

Hope this inspires you to get after that project you've been letting set. Just remember to eat the elephant one bite at a time.

"Spring Fling" March 18, 2017

We gathered again at the Fraternal Order of Police (FOP) building in Lynchburg, VA for our annual passage into spring with good fellowship & excellent food. Many thanks to all that helped set up, brought food, and cleaned up.



Of special importance in the FOP is the Flag Of Heroes which has written in the red lines the names of the emergency services personnel that gave their lives to save others in the terrorist attack on September 11, 2001.

The parking lot contained some of our members interesting vehicles:



Brian's '56 Chevrolet; Otto's SS El Camino; and Marilyn & Bob Lockhart's Pontiac Fiero.

Pat & Reggie drove in style in their 1935 Ford:



Randy drove an antique pickup truck but I was unable to get a picture.

Now for the food - excellent fried chicken and plenty of extras.

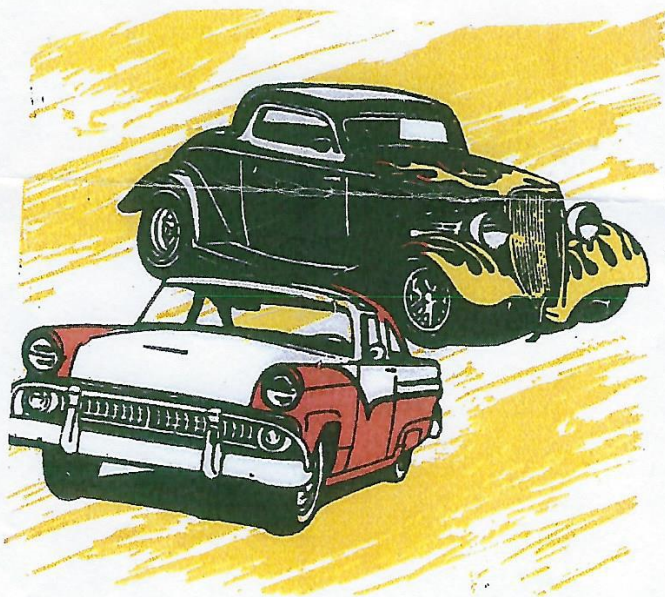


5th ANNUAL DAY IN THE TOWN SPRING CHARITY CRUISE

**Downtown
Brookneal, VA
Saturday, May 6, 2017
10 a.m. to 3 p.m.**

Registration \$10.00

All money from the show stays in Brookneal to help Brookneal families.



Dash Plaques

Door Prizes

Goody Bags

50/50 Drawing

Circle of Winners Plaques

Come spend a day in the town of Brookneal, and enjoy live entertainment, arts and crafts, and a GREAT car show.

For information call:

John Vincent

434-609-4364

e-mail racingman990@hotmail.com

April 2017 Hub & Spoke Sponsors: Pat & Dr. Jim Blackburn

Submitted by Dr. Jim:

1905 Maxwell -- Tarrytown, NY

I bought my 1905 Maxwell about ten years ago from a gentleman in Temple, Texas who was a stock broker and financial planner. He had purchased it some years earlier when Harrah's Museum in Reno, Nevada sold about 1/2 of their collection to raise money. I think he intended to flip it.

It was complete, nothing of significance missing, but needed complete restoration.

The Maxwell Company was started by Benjamin Briscoe owner of a large sheet metal company and Johnathon Maxwell, an experienced engineer, who had been designing cars for several other companies. Briscoe was dissatisfied with David Buick's effort to build a car with money from Briscoe. Briscoe then got Maxwell to join him in the new venture and persuaded J.P. Morgan to supply more money. The venture proved successful and resulted in a snappy little two cylinder car that sold well.

Unusual for the time, the car was all steel, no wood, rolling on a 72" wheelbase and using shaft drive. Very unusual for the time.

There are about 3 or 4 of this model Maxwell known to exist now.

The Maxwell Company was successful for many years but was absorbed by Walter Chrysler in 1925 and the name, Maxwell, was dropped. The little car is fun to drive, starts easily with a quiet engine and little vibration. It is one of my favorite pre-1910 cars that I have.





UPCOMING EVENTS!

April 1, 2017 Drive to the Drug Store Grill, Brookneal, VA. Meet at Rustburg Hardy's. Depart 11 AM for the drive south on Rt. 501. Or for those who wish to do so, drive to Brookneal via your own way. Lunch at approx. 12 noon.

April 24, 2017 Monthly Club dinner meeting at Charlie's Restaurant. 5:30 PM to eat; 6:30 PM to meet.

May 6, 2017 Spring Charity Cruise-in, Brookneal, VA. 10am to 3 PM.

May 13, 2017 Nolan Village Festival. Meet at Brookneal Funeral Home at 10 AM to convoy to Nolan Village. **Official times on Saturday, May 13, 2017 from 10 am until 3 pm!**

May 29, 2017 Monthly Club dinner meeting at Charlie's Restaurant. 5:30 PM to eat; 6:30 PM to meet.

June 10, 2017 Salvation Army car show, Lynchburg, VA. June possibilities also include a possible trip to Lovingston Va.

July 15, 2017 James River Visitor Center, Blue Ridge Parkway, Transportation Event. 10 AM to 4 PM.

July 22, 2017 Party and planning meeting at the home of Linda & Charles Thaxton. The meeting will be at 11 AM, Picnic lunch at Noon.

October, 2017 Hershey Pa is 4th through 7th of October, 2017.

October 7, 2017 Annual "Heritage Festival", Naruna, VA will be (Moved this year from August to October) A pavilion will be provided.



2017 SPONSORS OF THE HUB & SPOKE

Each year members can contribute an extra \$50.00 to the Club and sponsor an issue of the Hub & Spoke and have their vehicle featured. Payment is due to our Treasurer in the month in which "your" issue of the H&S appears. Sign up now for next year, 2018.

2017 MONTH's SPONSOR

January: Linda & Charles Thaxton

February: Pat & Reggie Goolsby

March Marianne & Tony Simmons

April: Pat & Dr. Jim Blackburn

May: Anne & Glen Kituskie

June: Carolyn & CJ Leighton

July: Joyce & Ron Blalock

August: Wanda & Dr. David Barnes

September: Barbara Taylor & Otto Vallastro

October: Kelly & Jeff Gladden

November: Pat & Irby King

December: Santa

Reggie's Corner



For Sale

1960 Edsel Convertible One of only 76 built. 292 V8, Auto, P.S., Fact. Air, Continental Kit, Fact. Spot Light, Actual mileage 79151, many other options, Good investment. Harvey Elder: 434-376-3923



Song of the Open Road

Afoot and lighthearted I take to the open road,
Healthy, free, the world before me,
The long brown path before me leading where
ever I choose.

The east and the west are mine,
The north and the south are mine.

All seems beautiful to me!

Editorial comment: Volvo, now owned by a Chinese company, has used excerpts from Walt Whitman's (1819 – 1892) poem "Song of the Open Road" in ads directed at USA consumers to yearn for Volvo vehicles. I admire the poem.

Message from the Vice President -- March 2017 Charles Thaxton

This is the 9th installment on Patty Packard's restoration. This month has been a real beast.

I talked to a guy that is an accomplished car painter and I asked him to take a look at my priming and sanding work to see how he thought it looked. He is a very nice guy and he looked Patty over and gave me some real good suggestions. I also ask him if he would paint Patty if I did all of the body work and sanding to his standards. He told me that he was covered up with work for about 2 months but if I could wait he would get it done for me. I will supply the paint and clear coat, about \$3,000.00, and he would apply it.

As with everything this sounds real easy but as you would expect, it isn't. The amount of work to get the finish on the car is incredible, I am being held to a very high standard of body work because the painter is not going to be responsible for a second rate job on the finish of the paint. I am now looking at my work in a different light, I will not settle for any imperfections in the preparation of the body which are many. This has caused me to go back and redo lots of my previous work and it is slow going. I have always said that I wanted to learn how to do bodywork and paint; now I am getting a real lesson on how to do it right.

The running boards have been a real problem for me because they are covered with rubber. I looked for someone to do this job for me and I only found one person who wanted \$2,500 plus shipping to supply the covers and attach the rubber to the running boards. I then investigated buying the rubber covers and putting them on myself, and that option would only cost about \$600. When I received the covers they were exactly what I expected and looked great but there was no instructions how to install them, the only instruction was to use

3M 550 adhesive. I thought this would be easy to find and boy was I wrong.

The 550 adhesive is an industrial product and it is not available in your local building supply house or automotive supply store. When I tried to find the stuff people looked at me like I was crazy. I went to the 3M Company and after navigating their Phone Tree I was put in touch with a very nice girl who informed me that I could find the 550 adhesive at Fastenall. I contacted my local Fastenall distributor and they tried to find two tubes of this product in their system and could not help me, but they could order it for me (in case lots) this meant that I had to buy 12 tubes of 3M 550 to get the two that I needed to do my job. The cost would be \$190.00 including shipping. Sometimes you have to bite the bullet so I bought a case. I used the two tubes to do my running board sold 3 tubes to Otto who also needed to glue his mats on his running boards and two more to a friend who is building a beautiful 1935 Ford 3 window coupe and I think I may have another sale for one tube to another friend who is repairing a beautiful original 1941 Pontiac Coupe. The rest of the stuff I put up on E bay. Does anybody need some really good glue? Oh yes I forgot to mention that this stuff has a shelf life of 12 months and once you open the tube it will set up in 24 hours and become unusable.

