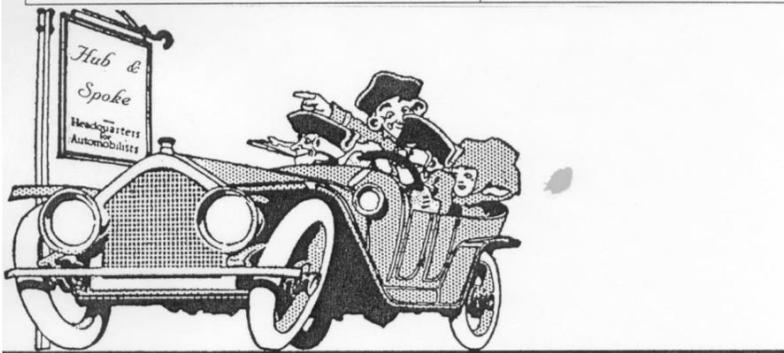


January 2018 Hub & Spoke Sponsors: Linda & Charles Thaxton – 1938 Packard 110



The Hub & Spoke

Newsletter of the Lynchburg, VA Region, AACA



January 2018, Lynchburg, VA --- Website <http://lynchburgva.aaca.com>



THE HUB AND SPOKE

Lynchburg, VA Region, Antique Automobile Club of America

Website <http://lynchburgva.aaca.com>

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Charles Thaxton

Spoken From the Hub - January 2018

Well here I am again as your president. I hope that we will have a fun and productive year.

I am happy to say that the restoration of Patty Packard is now complete. She has started moving under her own power after 58 years of

inactivity and I am the first one to drive her in all that time.

I have finished everything but the little things that always are left over at the end of a restoration. Small things like painting the hubcaps and fixing the small areas in the paint that I did not do well when I put those parts back on.

Before:



After:



While out on this foray I went to Hardees for lunch and several people were really awed by Patty's looks. When I came out two older ladies were admiring Patty and ask me several questions about the restoration. They were very friendly and I really enjoyed talking with them. I discovered that Patty is a real "chick magnet" for women over 50.

Before:



After:



I sort of feel lost now that I don't have a project to work on but am sure I will cure that problem soon. I cannot believe how nice the car runs and drives. I always start driving any newly restored car around the neighborhood so if anything happens I am close to home and as my confidence improves I venture further from home base. As I went through this process I discovered the brakes would not release properly and I had to replace the old master cylinder so while I was at it I also replaced the old brake shoes. This turned out to be a lot more than I expected but with Otto's help we got everything working. The brakes were the only surprise and all it needed was an injection of money, and time.

After fixing the brakes I drove the car around for a while last week and I had no problems. Packard really built a super fine car and Patty is rapidly becoming a very trusty car to drive.



For those of you who don't know the history I have come piled this:

1938 Packard (Patty's') History

This 1938 Packard Club Coupe was purchased in New York City around 1937 or 38 by a man who was in the Merchant Marines. I do not know his name but he went to sea around 1939 and never returned. The Packard was then purchased by a gentleman named Andrews who lived in Maine and was used by him, I presume, during World War II. Upon Mr. Andrews' death sometime after World War II, the Packard was given to his Grandson, Damien Andrews. He lived in Lubec, Maine and used it until 1959 when it stopped running; the car was then placed in a shed and left until 2003.



Timothy Muther found out about the car in 2003 and purchased it from Damien, for an undisclosed amount of money, and moved it to Gretna Va. At this point Timothy started to disassemble the Packard and started buying parts for the restoration. After having second thoughts about the restoration and wanting to move to Florida, Tim sold the Packard to Charles Thaxton in July of 2016 with all of the associated parts.



I started the restoration process as soon as I had a clear title in hand and proceeded to work on it until it's completion in December of 2017. This process was aided by many friends who helped with the entire restoration process.

I would like to thank everyone who helped me on this project. I think Patty is a real show stopper.

Charles Thaxton



Congratulations to the Newlyweds, Virginia Everette and Owen Burks! Rounds of applause were given to them at the Christmas Party when their recent marriage was announced!



December 16, 2017 Christmas Party

Many, many thanks are due to Linda & Charles Thaxton for opening their home to all of us for the Club's Christmas party on December 16, 2017. Food & fellowship were flowing:



**Happy
New
Year!**

Ford Model A – Helen & Bernie Davis

“HOWARD”

- “Howard” is getting some serious attention.**
- He's my Model A, did I mention?**
- Glenn's help is immense, and he's persistent.**
- Of course, I'm just Glenn's assistant.**
- I can buy the parts on my pension.**

MODEL A TEST DRIVE

- We got “Howard” up to speed forty-six.**
- There's not much of him that we still need to fix.**
- He ran like an absolute charm.**
- I hope he'll not come to any harm.**
- I'll drive him to local car shows for kicks.**



On Saturday near New London on U.S. 460, we got up to 46 mph on a long, gentle downhill straightaway. This is the fastest Howard has ever gone in the 49 years I've owned him. Glenn Kituskie drove. Anne rode in the rumble seat. Coming up the long, gentle hill beyond, Howard's speed remained above 40 mph.

This followed some three years of upgrading by Glenn, Anne, and me. How lucky can I be! So much expert help and Glenn won't take anything for reimbursement!

Very long is the list of improvements that have been made.

We've put a lot of time into it. I've put quite a bit of money into it. It started with replacement of the radiator; the old one was leaking like a sieve. My skills are so close to zero that I mainly hold the trouble light. Two biggies of the last several months of intensive upgrading were replacement of all four wide white sidewall tires and replacement of all the electrical wires. Almost everything we've done has been a struggle. Sometimes a really big struggle. On a couple occasions when the problem was too severe for Glenn to figure out, we've turned to Charles Thaxton.

We haven't touched the carburetor. Howard runs so perfectly that we think it best to leave the carburetor alone. Bobby Kubik cleaned the carburetor for me several years ago.

I bought Howard in 1968 when we were still in Oregon. It came to Virginia in the van with our other possessions in 1970. Uncle Howard went with me when I bought the car. He said, "If you're ever going to buy one, buy this one now. The body is good. That's what's important. You can fix an engine." The trunk had no floorboard; the seller cut a floorboard of 3/4" plywood and put it in as my condition for buying the car.

In the 1970s Al Puckett helped me when problems arose, and he upgraded Howard by rebuilding the tattered roof with a kit, and reversing the trunk door and installing a rumble seat with a kit. And he removed and later reinstalled the engine when I had it rebuilt in Richmond.

The Model A mainly sat idle in our garage and degraded over the many years.

About seven years ago I hired Ed Wilmer to do the body work, remove the green paint and repaint Howard to a dark-blue-and-black two-tone like one of the original configurations. It looks great! The body wasn't in as good of shape as Uncle Howard apparently had thought. Ed re-repaired the body repairs. Ed deduced that Howard was once in a collision.

After that, the engine mysteriously “froze up.” So I bought an engine newly rebuilt by Claude Williams for Mr. Huff. My friend Vaden Nuckles had bought this extra engine from Mr. Huff when he bought Mr. Huff’s Model A. I bought it from Vaden and hired J.C. Winebarger to install it. Both Vaden and J.C. have died since.



Our most recent upgrade is a new generator. The old one failed. Next will be a new starter -- preventive maintenance in this case; the old one, more than 50 years old, still works. There is a slight bend in a radius bar, presumably from the collision mentioned above. We want to get that piece straightened or replaced. There are some fittings where we’ve been unable to force the old hardened grease out. Maybe equipment at Charles’ place will do the trick. Eventually I’d like to replace the somewhat corroded bumpers.

(Information from Wikipedia)

The **Ford Model A** was the second huge success for the Ford Motor Company, after its predecessor, the Model T. First produced on October 20, 1927, but not sold until December 2, it replaced the venerable Model T, which had been produced for 18 years. This new Model A (a previous model had used the name in 1903–04) was designated a 1928 model and was available in four standard colors.

By 4 February 1929, one million Model As had been sold, and by 24 July, two million. The range of body styles ran from the Tudor at \$500 (in grey, green, or black) to the Town Car with a dual cowl at \$1200. In March 1930,

Model A sales hit three million, and there were nine body styles available.

Model A production ended in March, 1932, after 4,858,644 had been made in all body styles. Its successor was the Model B, which featured an updated 4-cylinder engine, as well as the Model 18, which introduced Ford’s new flathead (side valve) V8 engine.

The Model A engine was a water-cooled L-head inline 4-cylinder with a displacement of 201 cu in (3.3 L). This engine provided 40 hp. Top speed was around 65 mph. The Model A had a 103.5 in wheelbase with a final drive ratio of 3.77:1. The transmission was a conventional 3-speed sliding gear manual unsynchronized unit with a single speed reverse. The Model A had 4-wheel mechanical drum brakes. The 1930 and 1931 models were available with stainless steel radiator cowl and headlamp housings.

The Model A came in a wide variety of styles including a Coupe (Standard and Deluxe), the Business Coupe, Sport Coupe, Roadster Coupe (Standard and Deluxe), Convertible Cabriolet, Convertible Sedan, Phaeton (Standard and Deluxe), Tudor Sedan (Standard and Deluxe), Town Car, Fordor (2-window) (Standard and Deluxe), Fordor (3-window) (Standard and Deluxe), Victoria, Town Sedan, Station Wagon, Taxicab, Truck, and Commercial. The very rare Special Coupe started production around March 1928 and ended mid-1929.

The Model A was the first Ford to use the standard set of driver controls with conventional clutch and brake pedals, throttle, and gearshift. Previous Fords used controls that had become uncommon to drivers of other makes. The Model A’s fuel tank was situated in the cowl, between the engine compartment’s fire wall and the dash panel. It had a visual fuel gauge, and the fuel flowed to the carburetor by gravity. A rear-view mirror was optional. In cooler climates, owners could purchase an aftermarket cast iron unit to place over the exhaust manifold to provide heat to the cab. A small door provided adjustment of the amount of hot air entering the cab. The Model A was the first car to have safety glass in the windshield.

Ford Model A (continued)

From the mid 1910s through the early 1920s, Ford dominated the automotive market with its Model T. However, during the mid-1920s, this dominance eroded as competitors, especially the various General Motors divisions, caught up with Ford's mass production system and began to out-compete Ford in some areas, especially by offering more powerful engines, new convenience features, or cosmetic customization. Also, features Henry Ford considered to be unnecessary, such as electric starters, were gradually shifting in the public's perception from luxuries to essentials.

Ford's sales force recognized the threat and advised Henry to respond to it. Initially he resisted, but the T's sagging market share finally forced him to admit a replacement was needed. When he finally agreed to begin development of this new model, he focused on the mechanical aspects and on what today is called design for manufacturability (DFM), which he had always strongly embraced and for which the Model T production system was famous. Although ultimately successful, the development of the Model A included many problems that had to be resolved. For example, the die stamping of parts from sheet steel, which Ford had led to new heights of development with the Model T production system, was something Henry had always been ambivalent about; it had brought success, but he felt that it was not the best choice for durability. He was determined that the Model A would rely more on drop forgings than the Model T; but his ideas to improve the DFM of forging did not prove practical. Eventually, Ford's engineers persuaded him to relent, lest the Model A's production cost force up its retail price too much.

Henry's disdain for cosmetic vanity as applied to automobiles led him to leave the Model A's styling to a team led by his son Edsel, even though he would take credit for it despite his son doing more of the work.

It was during the period from the mid-1920s to early 1930s that the limits of the first

generation of mass production, epitomized by the Model T production system's rigidity, became apparent. The era of "flexible mass production" had now begun.

December Club Meeting 12/14/2017

Charles Thaxton called to order a very brief meeting at the Christmas Dinner.

Activities:

January 27, 2018 *Planning Meeting* at Charles Thaxton's home at 1:00 PM. Please come with ideas for Club activities for 2018. If you can't make it, please call or email Charles your information in advance of the meeting.

January 29, 2018 Monthly Club dinner meeting at Charlie's Restaurant. 5:30 PM to eat; 6:30 PM for meeting.

February 26, 2018 Monthly Club dinner meeting at Charlie's Restaurant. 5:30 PM to eat; 6:30 PM for meeting.

Spring Fling March 2018 date and details to be determined.

2018 SPONSORS OF THE HUB & SPOKE

Each year members can contribute an extra \$50.00 to the club by sponsoring an issue of Payment is due to our Treasurer in the month in which "your" issue of the H&S appears.

2018 MONTH'S SPONSOR

January: Linda & Charles Thaxton

February: Pat & Reggie Goolsby

March: Marilyn & Bob Luckhard

April: Sue & Rick Smith

May: Anne & Glenn Kituskie

June: Francis Hicks-Everette & Owen Burks

July: Joyce & Harvey Elder

August: Shanna & John Kenny

September: Barbara Taylor & Otto Vallastro

October: Kelly & Jeff Gladden

November: _____

December: Santa

Annual Dues are due! Please fill out this form and submit your payment to Ron Blalock. The form helps with administration of the incoming funds and helps YOUR Club update its information. Thank you. -----

Lynchburg Region, AACA, Membership Application and/or Dues Payment

Name: _____

Address _____

Phone _____ Email [optional] _____

Date: _____

AACA National Membership number _____

You must be a national member to belong to the Lynchburg Region

Send your completed application and \$15.00 dues to: **Ron & Joyce Blalock, Treasurers,**

[Make check payable to Lynchburg Region, AACA] **Lynchburg Region, AACA**

1006 Tumbleweed Lane, Bedford, VA 24523

Make sure that you also pay your AACA National dues.

Application for AACA Membership

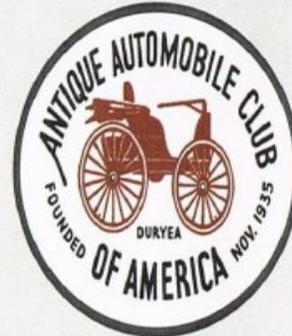
Antique Automobile Club of America, 501 W. Governor Road, P.O. Box 417, Hershey, PA 17033 • Phone 717/534-1910

Name of Applicant

Address

City / State / Zip

First Name of Spouse

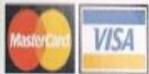


Annual Membership (Includes Spouse if Applicable) \$35

Enjoys voting privileges, receives bimonthly issues of Antique Automobile magazine, eligible to join AACA regions and chapters, and eligible to exhibit cars and compete for national prizes and annual awards.

Life Membership \$600

Enjoys the same privileges as Annual Membership. Spouse is also included and is entitled to the same privileges. The surviving spouse of a Life Member shall remain a Life Member at no additional cost.



Make your check payable (U.S. Funds) to AACA

Any check dishonored by a bank and returned to AACA will be subject to a charge of \$15

Charge to Visa Account Number

Authorized Signature

Charge to MasterCard Number

Month Year

Credit Card Expiration Date (required)

Applicant's Phone Number

Applicant E-mail Address

