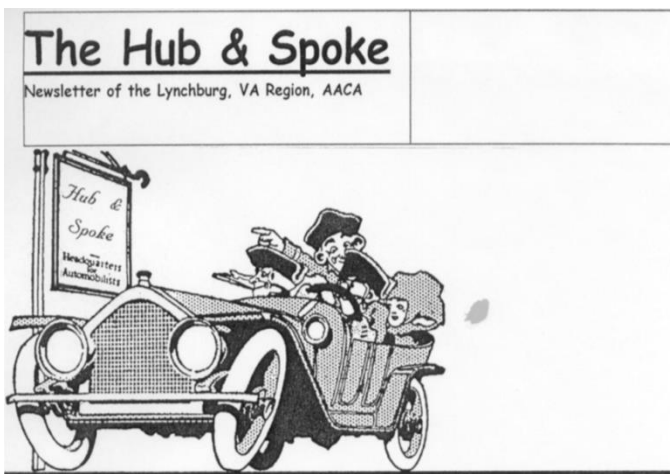


July 2018 Hub & Spoke Sponsors: Joyce & Harvey Elder – 1960 Edsel



Lynchburg AACA Region

Web Site <http://lynchburgva.aaca.com/>



THE HUB AND SPOKE

Lynchburg, VA Region, Antique Automobile Club of America **a Club for All Lovers of Old Vehicles**
July, 2018

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Charles Thaxton

Spoken From the Hub

July 2018

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Instalment # 4 Otto and I installed and started the motor in May. After some repair work and adjusting of the distributor, the motor started and ran fairly well for the first time out of the box. We could not run the motor too long because the water was leaking out of the hoses and some other areas as well so we decided to not try and adjust anything until everything was in place.

The real party was getting ready to start after we ran the motor. Otto found a real deal on some wire wheels and bought the set. They were supposed to have been on a Singer so we thought that it would be a piece of cake to install them. This was a really bad assumption because nothing fit. The back wheel adapters fit the lug bolts but the bolts were too long to let

the wheel go all the way on, so the lug bolts would have to be shortened. This process was easy with the use of an electric band saw but I decided that since this was such an easy thing to do we should wait until we checked out the front wheel fit. Thank God we did not cut off the rear wheel lugs or we would have been in some deep trouble.

The front adapters were an entirely different job because they fitted on the front spindle instead of the front lug bolts as did the rear adapters. Since this was the first time I had ever seen, much less worked on, this type of wheel attachment, it was a learning experience for me. Whoever had owned this set of wheel adapters before, had obviously not had any experience with fitting these front adapters either, because the parts were installed backward or just plain wrong. The front wheel adapters would not work the way they were without some serious machine work, and fitting. I will not go in to a long dissertation on how I made them fit, just suffice it to say I modified them to fit.

I thought I had the front adapter problem fixed until we tried the wheel on the modified adapters and found out that the tie-rod end was hitting the inside of the wheel. This was very frustrating because now we had another problem to deal with on top of the adapter problem. After studying the problem, I could see the cause of the problem was that the front adapter was dimensionally different from the rear and even a spacer would not fix the problem. I subscribe to the notion that when you find yourself in a hole, stop digging. We both decided that at this point Otto was throwing good money after bad, and not to go any further, because the wire wheels were more trouble than they were worth. At this time I also discovered that some of the other steering parts were badly worn and required some fixing, and so the money pit gets wider and deeper.

Working on the Singer is not like working on any other car because of the very limited parts availability and the screw ball bolts and nuts. The British have their own way of doing things that has no logic at all.

After the failure on the wire wheels Otto and I decided to do something simple like bleed the front brakes. (On the Singer, the front wheels are hydraulically operated in the front and the rear brakes are mechanical; only the British could come up with this logic.) Unlike an American car, the reservoir on a Singer is a small tin can, attached with a copper line to the master cylinder. When we added the brake fluid it started pouring out because the can was full of small rust holes. After Cleaning up the brake fluid on the floor and cleaning the can up, inspecting the problem, I proceeded to solder up all of the small rust holes and tested it with low-pressure air to detect any leaks. I told Otto that after successfully completing this feat, I could probably stop the leaks in a sieve.

The next problem I had was fixing the windshield. There is always a challenge to everything that is on a Singer and the windshield was no exception. The windshield had been "fixed" before, so I had to fix the fix and then fix the problem, by making a stud that was 3/8" on one end and 5/16" on the other. I then re taped all the existing bolts and screw holes so a SAE bolt or nut would work and this solved most of the problems.

Bob is working on the electrical and I think he is having as much fun as I am.

The C.O.B. group is forging ahead on the Singer.

LYNCHBURG REGION AACA MEETING

MINUTES JUNE 25, 2018

Meeting called to order by Charles Thaxton, President at 6:30pm. He also thanked those attending.

Charles led the Pledge Allegiance to the Flag and asked for a moment of silence.

No guests present but there were two new members present, Cheryl and John O'Daniel. They were welcomed.

Liz Williams gave her Sunshine Report. Dave Barnes has a compression fracture of T8 and is trying to rest. He would appreciate no visitors right now. Otto Vallastro is sick with a bad cold and cough.

Secretary's report is in the Hub and Spoke. Motion made to accept the minutes and seconded and passed by member's vote.

Charles thanked Wanda Barnes for taking the minutes in the secretary's absence at May meeting.

Treasurer was absent and Charles read his report. Motion made to accept this report and seconded and passed by member's vote.

OLD BUSINESS:

Saturday, June 2, 2018 was the club's planning session at the Thaxton's. Club activities were discussed and planned.

On June 16, 2018 the Club activity was a visit to AVOCA House and Museum in Altavista. We gathered at Colonial Restaurant; drove to AVOCA; visited and toured grounds and house; and returned to Colonial Restaurant for a good meal. We really enjoyed some good fellowship, too.

No one went to Richmond Region Car Show and swap meet.

NEW BUSINESS:

December Club meeting will be on Saturday December 22, 2018 at Charleys from 2:00pm until 6:00pm. Motion made, seconded and passed by vote of members. More details later about Club paying for part of member's meals. We can bring our own desserts. **THIS WILL BE THE DECEMBER CLUB MEETING!**

JULY Club Activity

July 4, 2018 is the parade in Concord. Charles has asked parade planners to place our cars near the front of the parade. Plan to meet at 9:00am; drive together to the school. Parade starts at 10:00am.

July 21, 2018 from 9:00am until 2:00pm at James River Transportation Festival which is held at James River Outlook. This is just over the James River from the 501 North ramp onto the Blue Ridge Parkway. This has always been a fun event in a cool location and usually not crowded. Food is not sold so bring a picnic lunch/drinks and enjoy an outing with antiques cars.

July 30, 2018 is regular meeting date at Charleys.

AUGUST Club Activity

Some date in August (Reggie to find out what day and time) will be the Boonsboro Methodist Church's car show.

August 18, 2018 is the ice cream social at the ice cream trailer in Boonsboro Shopping Center at 3:00pm. We will eat ice cream at the Club's treat. Bring a chair to sit in or sit in your antique car.

August 27, 2018 is regular meeting date at Charleys.

SEPTEMBER Club Activity

TO BE ANNOUNCED.

September 24, 2018 is regular meeting date at Charleys.

OCTOBER Club Activity

October 6, 2018 is the Heritage Festival at William Campbell High School in Community Park behind the school. Time is 10:00am until 5:00pm. Plan on attending and supporting Owen Burks and his work putting this show together.

October 20, 2018 is the Parkway Ride. This was rescheduled from a spring date that was rained out. We will meet at Boonsboro Elementary School on 501 North at 9:30am; leave school at 10:00am; ride on the Parkway to Peaks of Otter and ride into Bedford on route 43. We will stop for lunch at Sonic.

October 29, 2018 is regular meeting date at Charleys.

Claude and Robbie Williams showed the beautiful trophy they received as winner of the President's Cup. There were 16 vehicles entered. Robbie said they had to wait 6 hours; couldn't leave the field; couldn't talk to anyone; and had to wait until both sets of judging teams came through. The car also won a Grand National Award. Out of about 16 cars, 10 were professionally restored, and because Claude and his son did the restoration, it made their win that much sweeter. Car was worked on for 13 years with Liz doing her part in the win by feeding them.

No auction was held because Otto was not present.

50/50 drawing was held with Ron Timmons holding the winning ticket.

No further business and meeting was adjourned.

For Sale



1924 Cadillac Suburban Original rebuilt V8 engine. Three speed in the floor, all original upholstery and wood trim, no rust. 4 wheel mechanical brakes and new Lancaster tires. Everyday driver licensed and insured. 1924 VA plates go with it. Very few of these exist today. Al Capone had one just like it.



\$37K and drive it home. Reggie Goolsby 434-907-2866 or olreg@comcast.net



July 2018 Hub & Spoke Sponsors: Joyce & Harvey Elder



Wow, what more can be said about these two Edsel lovers: Joyce & Harvey. Articles have been included for fifteen years in Hub & Spokes about them and their passion for everything FOMOCO. Harvey is known as “The Edsel Man”.

Harvey has owned Edsels since well before they became highly desired collectors' cars, even back to the times when the very word “Edsel” was a comedian's sure bet laugh line.

Harvey's first Edsel came early in his career as a Ford dealer in Brookneal, VA. The dealership took a 1958 Edsel Ranger in trade; it sat on the lot with no buyers in sight. Harvey had an eye to the future so he bought the Edsel from the dealership, got it painted and enjoyed it. He joined the Edsel club and started going to Edsel gatherings, which were just beginning as Edsel owners banded together in self-support [defense?]. Over the years since, Edsels have taken Harvey and Joyce to almost all of the states of the union. A memorable trip was in an Edsel station wagon all the way to California and back.

Harvey has owned a variety of Edsels but his all-time favorite is the red 1960 convertible we all know. Harvey first saw this car shortly after joining the Edsel club in 1976. It belonged to a man from Ohio. One look at the '60 Edsel and Harvey was in love. He spent two years trying to persuade the owner to sell it to him. Finally, the Ohioan succumbed to Harvey's whiles: \$500.00, a 1959 Edsel convertible and a 1960 Thunderbird got Harvey his red 1960 Edsel convertible. When asked recently which car of all the cars in the world he would still like to have, Harvey says “My Edsel convertible!” He kept the car for forty years. One of only 76 built, it has a 292CID V8, Auto, P.S., Fact. Air, Continental Kit, Fact. Spot Light, with less than 80k actual mileage.

The name of the car, Edsel, is also often cited as a further reason for its lack of popularity. Naming the vehicle after [Edsel Ford](#) was proposed early in its development. However, the Ford family strongly opposed its use. [Henry Ford II](#) declared that he did not want his father's good name spinning around on thousands of hubcaps. Ford also ran internal studies to decide on a name, and even dispatched employees to stand outside movie theaters to poll audiences as to what their feelings were on several ideas. By the instruction of Ernest Breech, who was chairing a board meeting in the absence of Henry Ford II, the car was finally called "Edsel" in honor of [Edsel Ford](#), former company president and son of Henry Ford. (Wikipedia)

As for the rapid end of Edsel production two months into the 1960 model year, Harvey says FOMOCO had promised the Edsel dealers and their customers that there would be a 1960 Edsel – Edsel was not about to become an orphan brand. Ford feared they would be sued if they did not meet that commitment so they did make a 1960 Edsel, albeit briefly. Edsels started out with great fanfare in 1958, but the economy was rapidly slowing at the time they

were introduced [the “Eisenhower Recession”]. Also, Ford rushed the Edsel into production and the early examples had serious quality problems. A design problem was the fancy steering wheel mounted push button electrically controlled transmission. Like most automatics, this transmission used a pawl inside the gear box to lock the car in place when the shifter was moved to “PARK.” On a normal lever operated shifter, the driver simply forces the pawl to release, although sometimes with difficulty on hills. Edsel’s electric control did not have the power of a human arm behind it. When the Edsel was stopped on a hill and placed in PARK, the pawl would jam. The electric motor was not strong enough to release the pawl when it was time to move the car. This problem was “solved” in an imaginative way: Ford placed a warning label on the Edsel’s sun visor saying” Press the emergency brake firmly before putting the transmission in PARK.” Amazingly, this label worked pretty well for Edsel drivers.



Another way in which Edsel got off to a bad start resulted from Henry Ford II’s decision to require Edsels to be sold by stand-alone dealers. Ford, Mercury and Lincoln dealers had to create an entirely new business if they wanted to sell Edsels. In fact, many Chrysler, Studebaker/Packard, and AMC dealers gave up their long time franchises to become Edsel-only dealers. Trying to recoup their investment

quickly, many of these dealers stocked only top of the line, fully loaded Edsels. The result being that they did not have Edsel models available to sell to potential buyers who were looking in the Chevy Bel Air to Buick Special price range. Ford then directed the Edsel factory to ship low cost Edsel Pacers to every dealer, but by then it was too late and the potential buyers already had already taken delivery of their Chevys or Buicks. Something we all know never happens!

Worse than all the other problems of the Edsel’s introduction was the looks of the car itself. With its horse collar grill (some say toilet seat!) and other styling details, the Edsel simply looked radically different from the good old middle American Buick or even a Mercury.



(Early Edsel grill, file copy)

At last, Edsel changed the distinctive grill to a more conventional design, but it was too late.



(File copy)

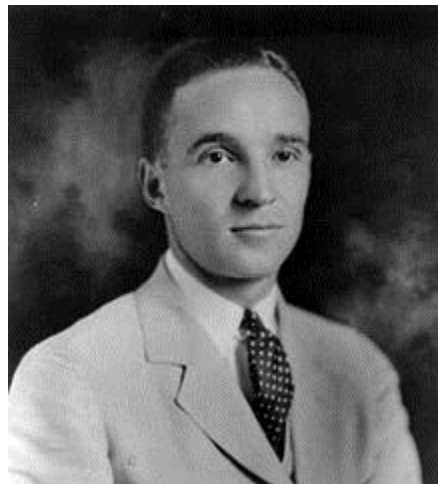
With dismally low sales Edsel production was ended in early 1960.



Harvey always enjoyed showing his Edsel. The car was sold to Harmon's Museum in Kaikoura, New Zealand.

Who was Edsel Ford???

(Info from Wikipedia & other sources)



Edsel Bryant Ford (November 6, 1893 – May 26, 1943) was an American businessman and the son of Clara Jane Bryant Ford and the only (recognized) child of [Henry Ford](#). He was the president of [Ford Motor Company](#) from 1919 to his early death in 1943. His eldest son was Henry Ford II.

Henry Ford II (September 4, 1917 – September 29, 1987), the eldest son of Edsel Ford and eldest grandson of Henry Ford was president of the Ford Motor Company from 1945 to 1960, chairman and chief executive officer (CEO) and chairman for several months thereafter. Notably, under the leadership of Henry Ford II, Ford Motor Company became a publicly traded corporation in 1956. Under Henry II leadership, the Edsel project was approved.

(Editorial Comment: While given great honors as an early American manufacturing genius, I have often read that Henry Ford was a tyrannical boss and father to Edsel Ford. While Henry stuck with producing his Model T for 18 years, other car companies were gaining market share in the 1920s with new improved designs. Edsel Ford somehow, thank goodness, convinced his father because of financial losses to competitors to approve the Model A which was introduced in October 1927.)

AACA LYNCHBURG REGION TRIP TO AVOCA HOUSE AND MUSEUM

Club members gathered in the parking lot of the Colonial Restaurant around 10:00am on Saturday June 16, 2018. The traffic on 29 South was able to see and admire the antique cars caravanning to Altavista.



We parked in the parking lot of Avoca and wandered part of the grounds while waiting for the House and Museum to open.



Avoca Museum is the home site of the Revolutionary War patriot, Colonel Charles Lynch. The Lynch-Fauntleroy family resided in Avoca from 1755 till 1981 when the property was given to the Town of Altavista. Avoca was originally called 'Green Level' by Colonel Lynch and was part of a land grant given to Colonel Lynch's father in 1740.

The current house is the third Home to occupy the grounds. The first two buildings were

destroyed by fire, first in 1879 and then in 1900. In 1901, Thomas and Mary Anna D. Fauntleroy commissioned Lynchburg architect J.M.B. Lewis to rebuild Avoca using modern techniques and items such as running water and wiring for electricity even though electricity was not available at the time.



The home echoes the wealth and opulence characteristic of this time period. Avoca houses the largest collection of Native American relics. Not only can you view framed land grants from King George II and King George III but Victorian furniture, furnishings, and other items used by civilians and soldiers during the Civil War.

After a talk and a tour of the house and grounds, we motored back to 29North and stopped for lunch at the Colonial Restaurant. We enjoyed a delicious meal along with great fellowship.



This concluded a very enjoyable day that was shared with friends from our car club!

