

THE HUB AND SPOKE

June 2013 Issue 6

Lynchburg, VA Region, Antique Automobile Club of America

A Club for All Lovers of Old Vehicles

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Spoken from the Hub

**President Kathy Kellam [VP Jan Peterson
substituting]**



President Kathy asked me to put a few words together for her June report. She has been under a lot of stress recently. Her husband, Perry, is ill and

her Auburn was the victim of a hit & run.

Luckily, she has found a replacement for the Auburn's trunk and she has a good body shop ready to do the repairs. Engine condition remains to be assessed but she has a skilled mechanic to do that. Maybe we will see Kathy, Perry, and the Auburn motoring together again real soon.

The May meeting at the Drug Store Grill in Brookneal was a success. Attendees voted to have the July meeting there also. The June meeting will be on the 24th, at Charley's at the usual time.

Kathy and Virginia Vallastro judged at the AACA National meet held in Carlisle, PA at the beginning of June. Virginia has now earned enough AACA judging points to be named a "Master Judge." Congratulate Virginia the next time you see her. [I, for one, do not want her looking too closely at my Riley, "6P" – we could not stand the embarrassment of hearing the informed observations of a Master Judge. But then, Virginia is very considerate and discrete and would not want to hurt our feelings, at least off the judging field.]

On July 4th the little town of Concord has an Independence Day parade. Many of us have driven in this parade over the years. The route is fairly short, the streets are quite flat, and the spectators really seem to appreciate our old cars. Make a note on your calendar to join us, if possible. Remember that last year our participation in this parade was decimated by the derecho. Let's hope no similar disaster happens this year.

SECRETARY'S REPORT

Lynchburg Region AACA Meeting Minutes

Kathy Wesley

May 20, 2013

Attendance: 29

Kathy Kellam called the meeting to order at the Drug Store Grill in Brookneal. A motion was made and seconded to approve the April meeting minutes. Ron Blalock presented the May treasurer's report. A motion was made and seconded to accept the report. Kathy thanked Kirby and Syble Nuckols for their sponsorship of the May Hub & Spoke.

Sunshine Report

Liz Williams reported that Cal Gamble had surgery recently. She sent a card and gift certificate on behalf of the club. Corita Owen thanked the club for the card and gift certificate she received during her recent illness.

Old Business

Ron Blalock distributed the sign-up sheet for window cards. Contact Ron for more information on this project.

Kathy Kellam has been reading through some of the early club records. She noted that Claude

Williams joined the club in November of 1968 and Dr. David Barnes joined in 1966. They were both declared Honorary Members at the March meeting.

New Business

Owen Burks announced that the Campbell County Heritage Festival will be held August 3rd at William Campbell High School in Naruna.

The Kituskie's asked if anyone knew when the Boonsboro United Methodist Church would be holding their ice cream social and car show this year. Reggie Goolsby was given the task of determining this information for the next meeting.

Ron Blalock presented information on two coming events. The first is the Roanoke Festival in the Park to be held May 25th. The second is the car show at the Glebe in Daleville which will be held June 16th. There is no registration fee at the Glebe, but food will be provided. If you are interested in attending, contact Ron for additional information and directions.

Harvey Elder highlighted the Nolan Village event held May 11th. There were 35 cars in attendance, and Harvey entered his Edsel. He stated that it was a pleasant day and encountered only a few showers on his way home.

Jan Peterson informed everyone regarding the British car show he attended in Ohio. While there, he met another member with a Singer automobile. Since this is not a common automobile, he shared information on Otto's Singer with that person.

Don Jones requested items for the newsletter, especially announcements for local events. He also intends to start a recipe section in the newsletter. If you have newsletter ideas you would like to share, contact Don.

Kathy Kellam and Virginia Vallastro attended the Auburn meet recently. Kathy was not able to take her Auburn due to a recent accident. However, she recruited 6 new members for the AACA at the event. Kathy has 23 years of recruiting new AACA members.

Jan Peterson discussed an item from CJ Leighton. CJ would like to see the club generate some ideas to publicize the club. The window cards could be one way, but additional ideas are needed to promote the club.

Jan Peterson thanked the Drug Store Grill for hosting our meeting. Following the auction, the meeting was adjourned.

June 2013

Sponsors of the Hub & Spoke: Carolyn & Chester "CJ" Leighton

CJ writes:



Carolyn and I have lived in Lynchburg since 1991. We moved here from Virginia Beach. She spent 20 years in real estate, got her paralegal certification here and is a native Virginian from Walters. I'm a Damn Yankee from Maine who got out of the Navy in Norfolk after 6 years in the nuclear program and currently work at Georgia Pacific in Big Island in the Power, Recovery, and Wood Yard department as a Reliability/Availability leader.

My 26 Ford "T" cut down pick up is my first antique car and car restoration although I spent 15 years in the old engine and tractor hobby. I was published in "Gas Engine Magazine" in 2002 for a tractor I built from scratch using period engine and other components.

My father, who lives in Maine, has a 1917 "T" pick up and over the last 30 years has had a slew of 40's and 50's cars. He got me into cars and away from old engine and tractor collecting. I do my own work on my truck, I have a small lathe and milling machine and can weld. I'm always on the look out for rusty gold, no matter what make. It doesn't have to be auto mobile related. My next project is a 1941 Johnson 2.5 H.P. twin cylinder outboard. It weighs 11lbs and is just good enough to mix drinks.

Living in town, I don't have room for a second antique car but I would like to get a late 20's early 30's enclosed car that could keep up with the rest of the club on tours. I just hate the thought of

selling the "T" to do it. The T recently won "Best Original" at the Brookneal Day cruise in, only because Harvey Elder and his immaculate T bird went home early. The truck's reputation as an ugly duckling has been muddled as a result.

HUB & SPOKE SPONSORS

Thanks to the following for generously stepping up to sponsor the production of this newsletter. We greatly appreciate your generosity.

January Jan & Sara Peterson
February Owen S. Burks
March Jamie and Linda Christie and Jim and Pat Blackburn
April Kathy Kellam and John & Anne Hussey
May Kirby and Syble Nuckols
June Chester and Carolyn Leighton
July Robbie Harris
August Robert and Reva Fox
September Jack & Marguerite Shields
October David and Wanda Barnes and Claude & Liz Williams
November Don Jones & Diana Davis
December Ron and Joyce Blalock

HOW THE AUTOMOBILE SHAPED AMERICA:

The ' Burbs



Drive-in movie theater

No other innovation has so quickly altered as many aspects of modern society as the automobile. America is a car culture and you only need look to suburbia to see how integral the automobile is to life as we know it. In the first installment of our "How the Automobile Shaped America" series, we take a look at four ways the automobile shaped modern suburbs.

Everyone can point to small ways cars impact their lives on a personal level. Without a car, Americans would have fewer monthly bills to pay,

but most would also have difficulty getting to the office on time. It's interesting to consider whether all 300 million Americans would be here today without the invention that helped make the American Dream possible.

Roughly 50 percent of Americans live in suburban communities—that's over 150 million people, according to the Census Bureau. For most of these individuals and families, the automobile is a necessity. From business to pleasure, here are four ways the automobile has shaped the landscape of everyday suburban life.

The Mobile Middle Class



Four good reasons why new Chevrolet families are "having a wonderful time". . .

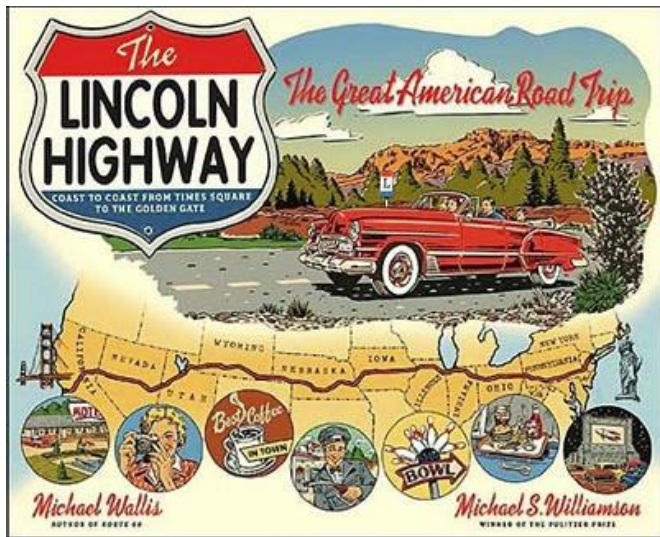
In 1931, James Truslow Adams first defined the American Dream as a "life [made] better and richer and fuller for everyone, with opportunity for each according to ability or achievement, regardless of social class or circumstances of birth."

Nowhere did Adams mention the motorcar as a necessity for making the dream possible. Nor did he mention single-family homes, refrigerators or televisions. But in the 1950s these things, along with washing machines and white picket fences, came to define the iconic image of a modern nuclear family that had realized Adams' ideal.

This new, "mobile middle class" became the backbone of a contemporary and prosperous American culture that, 50 years later, is still the envy of the world. Yet none of it would have been possible without the automobiles that provided an

essential link for working fathers (and later, mothers) commuting to and from well-paying jobs in the city.

Roads. Roads. Roads.



“In 1898, there were fewer than 30 working automobiles in the United States,” writes Bill Bryson in *Made in America*. “Within a little over a decade there were not just 700 cars in America, but 700 American car factories..despite the fact that there weren’t any good roads in the country to drive on.”

Until the 1950s, road building in America was a project plagued by fits and starts. The success of Henry Ford’s Model T had millions of Americans clamoring for the government to get involved in the business of making roads. Congress even passed the Federal Aid Road Act of 1916, a program designed to assist state highway agencies in road improvement. But before the plan could get off the ground, the United States entered World War I and the initiative was delayed.

Road building became a priority after the war thanks to the passing of the Federal Highway Act of 1921. This provided funding to help state highway agencies construct a paved system of two-lane interstate highways, a project that continued, but on a smaller scale, through the Depression due to state and federally funded road projects designed to keep Americans working. But then World War II broke out and again the road building was put on hold.

It was only after President Dwight D. Eisenhower signed the Federal-Aid Highway Act of 1956 that the interstate program we know today truly got under way. According to the Federal Highway Administration, there are now 2,734,102 miles of paved public roads (and 1,324,245 miles of unpaved public roads) in the United States.

By connecting cities to suburbs, goods to the marketplace and millions of people to jobs, this complex infrastructure has become the cornerstone of the American economy and, by default, our modern American culture.

The Commerce of the Countryside



Is there any job in the country that isn’t touched in some way by the automobile? Some 88 percent of Americans drive their cars to work. Many of these jobs—like the 1.7 million people who are employed by the auto industry ([Center for Automotive Research](#)) and the 9.2 million people are employed in jobs directly related to the oil and gas industry ([American Petroleum Institute](#))—have a direct connection to cars.

For every other business the connection might be slightly less obvious, but it’s still undeniable. A study by the [American Public Transportation Association](#) has shown that the average one-car family in America spends more every year on transportation-related costs than they do on food.

Suburban streets are lined with businesses that would not exist (and may never have been conceived or created) if not for the automobile. Grocery store chains, fast food franchises, movie theatres, strip malls, gas stations, shopping centers: it might seem easier to try to come up with business that *don’t* rely on automobile traffic

to bring customers or to move and sell goods and services. That is, until you try.

Art and Culture



Without cars there would never have been any drive-in restaurants. No road trips. No “happy days” parking at Inspiration Point or cruising with friends on a Friday night.

Thanks to the automobile, suburban entertainment was brought to a new level of importance in daily life during the 1950s. Some have even argued that rock ‘n’ roll started with a song about a car: Ike Turner’s “Rocket 88.” The automobile made the drive-in movie possible and it was a staple of Friday night entertainment for decades. From *Rebel Without a Cause* to Kerouac’s *On The Road*, cars are the narrative mover of countless screenplays and American literary classics.

Whether you believe American music, literature or film plays the most influential role in American art and popular culture, it’s hard to imagine what any of these would look like today were it not for the car.

Editor Note: *This article used by permission of the Historical Vehicle Association!*

UP COMING EVENTS

Joyce Blalock

National Events

There are no National Events scheduled in the immediate area this month

Local Events

June 15, 2013 – King’s Car Show. Location: Cedar Line Automotive, Appomattox VA. Sponsored by: Liberty Baptist Student Ministry and Virginia Corvette Club. Time: 10:00AM – 3:00 PM. Entry Fee \$15.00 before 05/15 and \$20.00 at the gate. Rain Date: 06/22/13

June 16, 2013. The Glebe Assisted Living Car Show Daleville, VA (near Roanoke) 9:00am- 4:00 pm *Free food for car owners. NO FEE*

June 22nd. Pheasant Ridge Assisted Living 4428 Pheasant Ridge Road off of 220 South, Roanoke. *Free Food and NO FEE*
info : 540-400-6482.

June 24, 2013 Monthly Meeting Charley's Restaurant, 707 Graves Mill Road, Lynchburg, Virginia. Eat at 5:00 and Business Meeting to follow at 6:30.

June 29, 2013, Star City Motor Madness, Roanoke. Check Roanoke AACA online for details, or call Ron Vanderpool at 540-378-3301.

Area Cruises

Cruise To Puckette’s Place

14465 Brookneal Highway, Naruna VA
Saturdays 4:00 – 9:00 PM
Next Cruise: June 22, 2013
Phone: 434-376-3220

Cruise to Farmville

Tractor Supply and Schewles Parking Lot 6:00 -
??? Next Cruise: June 21, 2013
Darlington Heights Vol. Fire Dept.

Cruise to Altavista- This event takes place in the historic district of downtown Altavista on the 1st Saturday of each month from April thru October. The event starts at 5:00pm and runs to 8:30pm on Main Street from Bedford Avenue to Pittsylvania and on Broad Street.

Chatham Cruise – In - The events are held on the 4th Saturday of each month from April through October typically starting at 4 pm to approximately 8 pm, depending on daylight & weather conditions

Cruises In The Roanoke Area

First Saturday each month: Berglund Chevrolet, Williamson Road - 5 till 9 P.M.

2nd Friday of each month, Downtown Buchanan, 5 P.M. until?

2nd Saturday of each month, Grand Home Furnishing store, Valley View, 6 P.M. until?

2nd Saturday each month at Bad Wolf Barbecue, Williamson Rd.
4 P.M. until?

3rd Saturday of each month, Advance Auto Offices at Crossroads, 5 P.M. until?



1931 Alfa Romeo 6C 1750 GS
Touring Flying S

ENJOYING OUR HOBBY!

By Hulon C. McCraw
VP Class Judging

When the antique automobile hobby comes up in conversation, what's the first thing that comes to mind? I'll bet the first thing that popped into your mind when you read the first sentence was an antique car show. Was I close? Probably, except for the touring population in our hobby and I feel sure your first thought was touring. Probably close again. However, the roots of our hobby reach far-ther than those two ways. Several ways available that you may not have thought of as enjoyment, really can be. Let's look at them.

Research. Before starting the restoration on your dream vehicle you should do the research,

becoming knowledgeable of the authenticity to which you are restoring, too.

Restoration. While most of us may not have the expertise to do the entire restoration, we do aspire to do as much of it as possible. Call it bragging rights if you care.

Showing. Needless to say there is no shortage across America. Local shows are in most communities every weekend sponsored by our Region/Chapters. National Meets sanctioned by AACA in each Division across the United States allow our members to renew and make new friendships while making memories for life.

Touring. A popular way members enjoy their dream vehicle. They were built to drive and enjoy and there are those that do just that. I have heard them say, "You won't catch my car on a show field." The same can be said for the avid vehicle shower.

Maintenance. All mechanical machines need it. From oil change to greasing, tuning up and of course pampering with wax and cloth. Rubbing on them becomes an addiction.

Recruitment. Aw, here's one I bet you hadn't thought of. Your membership proves you are proud to be associated with the world's oldest and largest antique automobile club. Recruiting new members should be an easy task; sharing your experiences and enthusiasm for the club would excite potential members into joining.



1954 Siaya 208S Vignale Coupe

Visit Our Website:

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

Noland Village, 2013

Harvey & Joyce Elder

Harvey waited until 9:00 am for the group from Lynchburg to follow him in his 1960 Edsel to Noland Village on May 11th. No one from Lynchburg came because of the threat of rain. As it turned out, the weather was just fine until about 3 pm when we had a little shower. There was a large crowd and a very nice selection of antique autos and a large selection of tractors, crafts, good food, including homemade stew, and good music all day long. When I returned home, my car wasn't dirty at all.

[Jan adds: Harvey took a few pictures at the event. One shows a couple of kids and a kind of weird big-wheeled motor vehicle. The kids appear to be Amish, folks who don't usually drive automobiles and, presumably, have little interest in them. Still, it takes something for boys to ignore the passage of this car.]



May Meeting at the Drug Store Grill

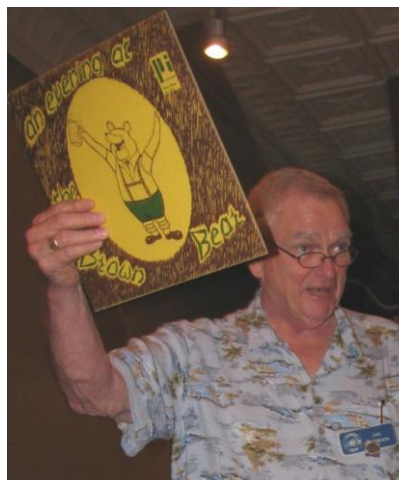
Jan Peterson [Joyce Elder pictures]

Since Memorial Day falls on the last Monday of May, we decided to have our May meeting at the Drug Store Grill in Brookneal, one week before our normal time of the last Monday of the month. See the Secretary's "Minutes" for the details of the meeting; a few impressions are presented here.

Like last year's May meeting in the same place, the weather was threatening. No antique cars made the trek to Brookneal for that reason. The sky, of course, was all bluff and bluster and no rain fell, at least not where we were.



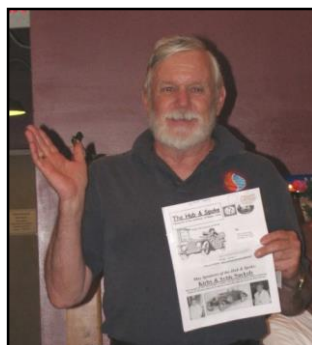
The Drug Store Grill was open for us only. The service was quite good, as was the food. The room was largely filled but the table spacing allowed for socializing by those so inclined. One thing a couple of folks remarked on was that the table arrangement broke up some of the usual sitting groupings. Our regular meetings at Charley's have become so routinized that the tables almost form cliques: each of us sits in the same place with the same people every month. A



little dispersal is a good thing, in my opinion [although I always sit in the same place too].

We had a brief auction this year. From the auctioneer's perspective, the number and variety of items to be auctioned

was ideal. Magazines form the heart of our auctions but, I think, everybody enjoys seeing some other stuff too, car related or not.



Don Jones, our new Editor, was complimented on his latest edition of the Hub & Spoke. The fact that he produced such a "magnum opus" while

also moving from Pennsylvania to Concord, is something we should all marvel at.

When President Kathy surveyed the attending membership, enthusiasm for the meeting location was overwhelming. Somebody said we ought to do it again. Somebody else said "How about the July meeting?" A show of hands had most folks voting yes so that's where we will be on July 30th. See you at Charley's on June 24.

Something for the Ladies of Summer, 1921

Jan Peterson

Phenomenal Sale
MONDAY
Cool & Charming Gingham
and Foulard Voile
DRESSES
\$2.00
Values to \$7.50
Light and Dark Colors
Philadelphia Garment Co.
1118 CHESTNUT STREET
Next to Keith's—Take Elevator

HATS; ALL KINDS
REDUCED TO \$8
All New Models
Values up to \$18....
MADAM LUCEY
1928 Columbia Ave. Open Evgs.




This ad appeared in the Philadelphia news in June of 1921. Where do you get \$2.00 dresses today?

Visit Our Website:

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

76 AUTOMOBILE TRADE JOURNAL



Dyneto
Starts and Lights This
Popular Virginia-Made Car

WHEN a reliable starting and lighting outfit was desired for use in the Piedmont Car, the Dyneto System was selected.

The simplicity of wiring and absence of complications that characterize the Dyneto System make this car an ideal one for the woman driver on account of the wonderful freedom from starting and lighting troubles.

Only those who have driven a car equipped with Dyneto System can appreciate its thorough reliability under all conditions.

Send drawings and specifications for our recommendations.

DYNETO ELECTRIC CORPORATION
SYRACUSE, N. Y.

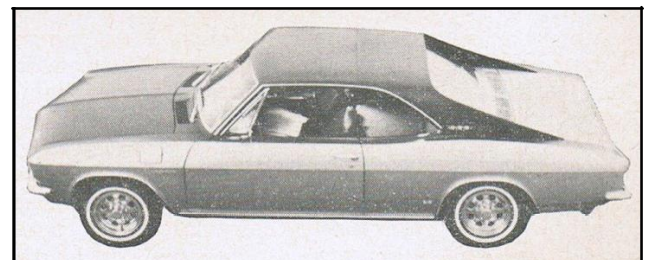
21 STATE ST. NEW YORK, N. Y. EXPORT REPRESENTATIVE: BENJAMIN WHITTAKER, INC. 54 LUDGATE HILL LONDON, E. C. 4
Manufacturers of 32-Volt Generators and 32-Volt Utility Motors

7/20

Note that this ad Reggie Goolsby found promotes Lynchburg's own Piedmont car.

The June "What's It?"

Jan Peterson



It looks familiar but, most likely, you have never seen one. It could be bought in many forms and with several levels of performance. You could even build one yourself. Its designer was a well known racing driver and automotive engineer, but he's best known today for the "sand piles" he invented.

EARLY AMERICAN HIGHWAYS: Out of the Dust and Mud



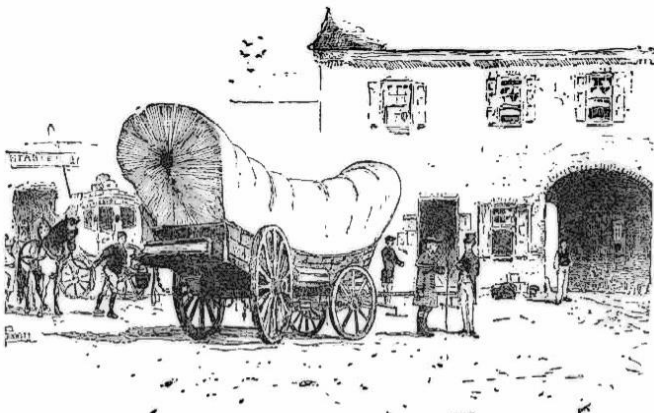
Jamie Christie

Between 1811 and 1838, the National Road linking Baltimore with the Mississippi River near St. Louis, was constructed in bits and pieces.

Eventually, beginning in the 1920s, this route became known as U.S. Route 40, and became the basis for 1-70 beginning in 1956, when the Interstate System was designed.

In 1751, Delaware Indian, Nemacolin, helped the first settlers create a trail from Cumberland, Maryland, through western Pennsylvania, to Wheeling, West Virginia, on the Ohio River. This portion of the road was completed in 1818. Construction on phase two across the rolling hills and flat lands of Ohio and Indiana to Vandalia, then capitol of Illinois, began in 1825.

The Army Corps of Engineers was in charge of bridge construction, planning the route, and supervising the actual road building. Scotsman, John McAdam developed a road bed utilizing 2"stones. Tar was then poured over the McAdam surface, creating a tarmac road.



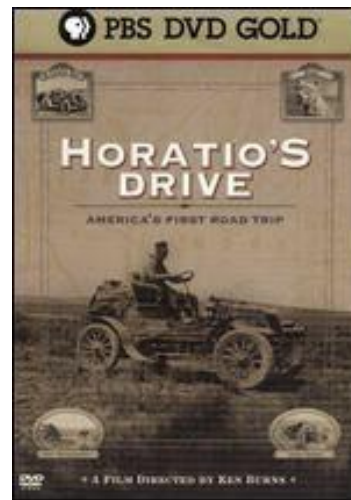
Canastoga Wagon

By 1839, the road reached almost to the Mississippi River. Conestoga wagons (the 18 wheelers of today), stage coaches, and farmers were the principle users of the National Road. Inns began to spring up to accommodate the travelers. Bridges, such as the Wheeling

suspension bridge of 1847, the world's longest suspension bridge, were constructed.

The League of American Wheelmen, a group of bicyclists formed in 1880, began to advocate for better roads. The Office of Road Inquiry was formed in 1894, becoming the first federal road agency for the Wheelmen to lobby. "Good Roads" trains traversed the country promoting the development of better roads so that freight and passengers could reach the already established rail lines. Southern Railway sponsored this train, which began its tour in Alexandria, Virginia in 1901.

Another impetus to the creation of good roads was the Rural Free Delivery of mail beginning in 1896. At this time in America, creosoted wooden blocks, cobblestones, and bricks were about the best road surfaces to be found. In 1877-78, A. L. Barber had obtained a franchise to remove asphalt from Trinidad and paved some streets in the Washington D.C. area. He was successful, and expanded his paving activities. (Some of the profits were used to partner with the publisher of Cosmopolitan magazine, John B. Walker, to acquire the Stanley Steamer Automobile Company, and change its name to Locomobile)



In May 1903, Doctor Nelson Jackson set out to drive from San Francisco to New York City. He and Sewall Crocker, his mechanic, used a 20 hp, chain driven, Winton to travel the first week, just to get out of California. No street signs or paved roads or gas stations or any

other conveniences lay ahead. By July 12, they were in Omaha--almost 2 months into the trip. By July 26, they reached New York City in their mud-covered automobile, beating 2 other teams, one driving an Oldsmobile, and the other in a Packard. (An entertaining PBS documentary about Jackson's trip was made a few years ago.

"Horatio" was a dog who accompanied him.)

In 1902, the American Automobile Association began to offer maps, and place sign posts to guide people across rural America. By 1917 when America became involved in WWI, trucks rumbling across the dirt roads of America became vital to the war effort. A caravan of 30,000 trucks bound for Europe, was driven from the manufacturing center of Detroit, to the shipping center of Philadelphia. The existing roads suffered greatly from the heavy traffic.

In 1908, the first concrete road in America was built in Wayne County, Michigan. Eighteen foot wide Woodward Avenue went from downtown Detroit, north, to the fairgrounds.

Henry Ford developed the Model T at a price that many could afford to buy. Now the nation had to develop better roads for people to drive their cars on.

From 1905-1917, State Highway Departments were formed in order to qualify to share in Federal highway



Winner of the Glidden Tour

Quality wins. Competing with many of America's expensive and best-known cars, over an extremely difficult course embracing all conditions of endurance-testing roads and hills, the METZ team of three regular stock cars was the **ONLY** team that held a perfect score for the entire eight days of the contest.

A Good Car for Grocers.
Saves time in collecting orders and making light deliveries.

A Practical car for Town or Country

1914 IMPROVEMENTS
EQUIPPED COMPLETE

METZ "22"—\$475

The Gearless Car

"No clutch to slip — No gears to strip"

funds being allocated for road building. About this same time, C. J. Glidden promoted reliability tours over a route of over 850 miles through New York to New Hampshire, and back. Wealthy car owners finally had a destination to drive their new vehicles to.

Convict labor was used on many stretches of road, and volunteers were particularly evident in constructing rural sections. Road graders and scrapers began to be available, and companies such as J. I. Case, Hart-Parr, John Deere, New Holland, and International Harvester began

development of specialized equipment for road building. Following WWI, the U.S. Army distributed surplus trucks to state highway departments. Galion graders, Huber steamrollers, Allis Chalmers crawlers, Caterpillar equipment of several designs, and by 1915, the bulldozer, were in use on road building sites. Even the Model T became a road building piece of equipment, with cement mixers or dumpsters mounted to the T, and having the ability to have crawler tracks installed.



In 1926, Federal highways were being numbered. Even numbers were assigned to East-West roads. Odd numbers identified highways running north and south. After WWI, road signs had begun to be erected and the East-West Lincoln Highway began to be promoted in 1912.

Carl Fisher, President of Prest-o-lite, producers of acetylene gas for automobile headlights, and founder of the Indianapolis Speedway and the Memorial Day 500 race, campaigned for an ocean to ocean highway from New York to San Francisco. Henry Joy, President of Packard Motor Car Company, joined Fisher in their effort which became known as the Lincoln Highway.

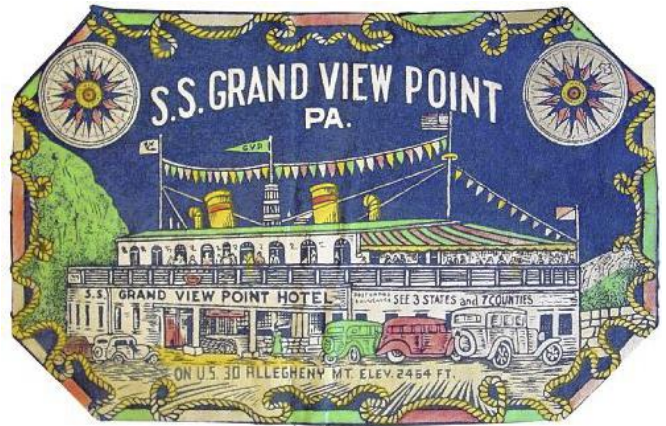
The Highway actually opened in 1915. It ran through the heart of America: from New York through Philadelphia and Pittsburgh, to Chicago. The route was roughly followed when 1-80 was constructed, particularly across Nebraska and Wyoming from Omaha to Salt Lake City; and from Reno to San Francisco.

In 1916, the Lincoln was rerouted from 3389 to 3331 miles for easier travel. This type of rerouting would occur throughout the history of the road. The red, white, and blue L markers on roadside telephone poles helped drivers stay on the correct road.

Other roads had been pieced together prior to the Lincoln Highway effort. The Yellowstone Trail of 1911 ran from Seattle to Billings, Montana; to Aberdeen, South Dakota; to the Twin Cities; on to Chicago; and then east to Plymouth, Massachusetts. The Dixie Highway took travelers

from Chicago to Atlanta and on to Miami. Carl Fisher developed this route in addition to his original great road, the Lincoln Highway. The Lincoln Highway route generally parallels the Union Pacific Railroad across Nebraska. In 1928, three thousand cement markers with the inscription, "Dedicated to Abraham Lincoln", were placed along the road by Boy Scouts.

By this time, the relevance of the Lincoln Highway Association had faded, and the Board of Directors had decided to dissolve the association in 1927. These markers were placed to commemorate the original concept of a highway honoring President Lincoln. They also identified the route that now included federal highways US-1 from Newark to Philadelphia; US-30 west to Salt Lake City; US-50 across Nevada; US-40 from Reno to Sacramento; and US-50 from Sacramento to Oakland. Because of the condition of the road (almost non-existent) from Salt Lake City to Ely, Nevada there was no numbered route in this area.



Natural attractions such as Grand View Point near Bedford, Pennsylvania, provided an as advertised grand view, from the main ridge of the Allegheny Mountains. Opening in 1932, an ark-shaped hotel was built and became known as the Ship Hotel. Museums and man-made attractions of all kinds began to make their appearance along the Lincoln. The Main Street of America was open for business. [Buy the new book pictured above and learn more about the Lincoln Highway.]

No access to the internet was used in the development of this article [except for some pictures].

Sources:

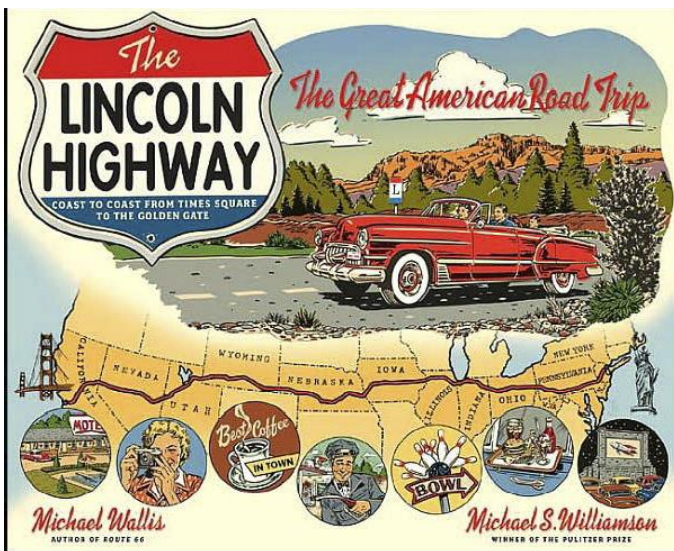
First Highways of America, John Butler, 1994
 The Lincoln Highway. Drake Hokanson, 1991
 Road Side America. Jan Jennings, edit, 1990
 The Roads that Built America, Dan McNichol, 2003

Don't Forget Our Next Meeting

April 29, 2013 Monthly Meeting Charley's Restaurant, 707 Graves Mill Road, Lynchburg, Virginia. Eat at 5:00 and Business Meeting to follow at 6:30.



Do you know where this is?



Fourteen years after its creation, the Lincoln Highway had given rise to filling stations, tourist camps, hotels, diners, roadhouses, and cafes. White Castle opened in 1921, and A&W stands began appearing in 1924. Burma Shave placed their rhyming signs in 1925, and barns all across America advertised Mail Pouch Chewing Tobacco. Porcelain signs appeared advertising Mission Orange and Bubble Up soda pop as well as Coca Cola. Gulf Oil dealers began offering free folding road maps in 1914, and asking directions from locals became a thing of the past.

The June "What's It?" Revealed

Racer John Fitch took Chevrolet's new 1965 Corvair and modified it to look like a Porsche 904, at least it looked like a 904



according to this ad Fitch ran in the July 1965 issue of Car & Driver magazine. The Ferrari 275M comparison requires even more of a leap of faith. Probably what Fitch meant was that both the Ferrari and the Porsche had flying buttress pillars holding up their roofs. Pontiac had them on their 1965 Tempest as well but Fitch most likely did not see a comparison to Pontiac as beneficial.

Fitch did not sell a great many of his Sprints. As for "sand piles," Fitch invented the inexpensive sand-filled plastic barrels seen at dangerous spots on highways. The system, formally called the Fitch Barrier, has saved innumerable lives.

FOR SALE / WANTED

For Sale: Old shop manuals, auto books, and other items for sale. From the collection of Fred & June Heppinstall, long time Lynchburg Region members. Call their son Fred at 813 835 0997 or Nancy at 813 965 1522 to see the items in Lynchburg. Email: fredheppinstall@msn.com

For Sale: 1952 Studebaker Commander 4 door, V8, Auto, Lowered, new glass, new tires, electric fuel pump. Runs well. Many spare parts. Also a front clip for a 1951 bullet nose. The car is located in Stewartville NJ. *Contact Don Jones for more info*

Free: Two (2) Heads, fit '49 Cadillac Engine. Removed in the 70's and stored inside .**FREE** for taking away. Jan Peterson 434-933-4430. (3/13)

Wanted: 1961 Set of Virginia Truck tags for my Studebaker P/U. Will pay a reasonable price for a good to excellent set of tags. Contact **Don Jones** if you have a set or a lead on one.

Wanted Your For Sale/Free items for this space. Send to keydetsdj@aol.com, Please include description of the item,, name and phone number. Call 610-428-3299 if you have no computer access.

Editor's Note:

Last month I published an article on Anti-Freeze. Here is another view from our sister region in Waynesboro.

Changed your Antifreeze Lately?

The arguments for and against long life coolant continue even fifteen to twenty years after it was introduced. Long life coolant was introduced by GM and Texaco around 1994 to decrease maintenance costs by extending the recommended coolant change interval from 2 or 3 years to 5 years. Since then, there is a confusing array of brands and types of coolant on the shelves at your friendly auto parts store. The big question for old car owners is: Which kind should I use?

Old car magazines such as "Skinned Knuckles" have printed articles warning that long life coolant may not be good for old cars. You have probably read horror stories in other car magazines that the long life coolant eats radiator solder and destroys gaskets. Some marque car clubs have warned their members through their newsletters that they will ruin their engines through the use of this stuff. It's my guess that most cars on the road today have coolant that is much older than even the 5 year life called for in the owners manual. It's not one of those things most of us think about. We usually think about oil changes and if we don't, most modern cars will tell you when a change is due. On our collector cars, we usually think about changing oil before we put them away for the winter and we might check the antifreeze to insure that we are protected against freezing, but do you know how old that stuff in the radiator is? I asked myself that question after reading a thread on AACA Forum the other night. If you check out the thread at: <http://forums.aaca.org/f162/urgent-warning-extended-life-anti-freeze-292163.html> you will hear both sides of the argument. Of particular interest is the website mentioned: <http://www.youtube.com/watch?v=Ffpe8aVvb2c>, that is an informative video produced by Prestone. Here is what I learned:

□ The old green stuff we all grew up with is called *inorganic additive technology (IAT)*. You'll find that the color is an additive and doesn't necessarily identify which type of coolant you are using. IAT coolant has not been used by O.E. manufacturers since the mid 90's. IAT coolant was typically expected to last 3 years or 45,000 miles.

□ *Hybrid organic acid technology (HOAT)* is the second type of coolant discussed and is used in some European and some Chrysler vehicles. It is rated to last 5 years/100,000 miles.

The third type of coolant recommended by Prestone is called *organic acid technology (OAT)*. It is rated for 5 years/150,000 miles. The key here is that the OAT formula is backward compatible with older style coolant. They recommend that you flush the system after draining the old coolant but unlike some of the stories you've read, OAT coolant can be mixed with the other types without causing any problems.

One thing Prestone points out that old coolant often retains its protection from freezing as well as providing superior cooling in hot weather after 5 years but the concern is the loss of inhibitors that prevent rust, corrosion and erosion in the cooling system.

The Prestone video in the thread is pretty convincing for me. It clearly states that Prestone Extended Life coolant is safe for use in our old cars. In today's litigious society, Prestone must be really certain of their claims to go public with them in this video.

My personal experience with long life coolant started in 2001 when I heard a talk by a well-respected engine development engineer from Buick who recommended using DEX-COOL in our antique cars. Both my '49 and '57 Buicks were due for new coolant so I carefully flushed the cooling systems of the old green ethylene glycol and installed the long life DEX-COOL. Since then I've put 10,000 miles on the '49 and 3000 miles on the '57 with no adverse effects from the new coolant. I realize that this is not a robust experiment that proves that all cars can use long life coolant, but it causes me to question some of the horror stories I've read.

I recently purchased some coolant test strips that are supposed to tell you if your coolant is past its useful life. These strips are commonly used by truck fleet operators to determine when coolant changes are required. My first use of the test strip

told me that I needed to change coolant that was well beyond the 5-year useful life window. So, one of my spring chores is to change coolant in both my antique and modern vehicles that have coolant that is more than 5 years old. Based on my past experience and what I've read and learned from Prestone, I'll continue to install the extended life coolant.

I'd be interested in hearing your experience with different types of coolant, so drop me a note with your thoughts and I'll include them in a future issue.

Stu Allen

THIS MONTH IN AUTO HISTORY

June. 1. 1917

Henry Leland, the founder of the Cadillac Motor Car Company, resigned as company president on this date in 1917. Ever since William Durant had arranged for General Motors (GM) to purchase Cadillac, Leland and Durant had endured a strained relationship. But Leland's electric starter had made Cadillac so successful early on that Durant had avoided meddling with the autonomy of his company. Leland's next great achievement at Cadillac was his supervision of his son's proposal that Cadillac should introduce a V-8 engine. Previously Cadillac, and most other American companies, had only offered four-cylinder engines. The in-line six- and eight-cylinder engines experimented with by other companies had proven troublesome and required constant maintenance. Henry's son, Wilfred Leland, suggested that Cadillac oppose two four-cylinder engines in a V-shaped formation. The idea was not unheard of, as the French automaker, DeDion-Bouton, had already used such a configuration. But Cadillac aimed to create a more powerful, higher quality V-8 engine. In order to keep the project secret, Leland contracted the engine parts for his new engine to over half a dozen New England firms in such a way that the companies had no idea what the parts were for. They were then delivered to a dummy manufacturing firm called Ideal Manufacturing Company. The new Cadillac car with its V-8 was put on the market in 1914. It was received with a good deal of skepticism, based on the claim that such a complicated engine would create problems for drivers. Nonetheless, the engine proved a great success and was standard in Cadillacs until 1927. The success was followed, however, by the outbreak of war in Europe. Leland had visited the continent a few years

earlier as part of a contingent of engineers. He had returned to America convinced that war in Europe was inevitable, and that it would decide the fate of Western Civilization. He was adamant that the United States would become involved sooner or later, and at the outbreak of the war he urged Durant to let Cadillac convert its facilities to the manufacture of aircraft engines, specifically the Liberty engine. The two stubborn men butted heads. Durant refused to respond to Leland's urgings, and Leland resigned. Durant assistant Charles Mott suggested that Leland had not resigned but was fired for other reasons. Whatever the circumstances, Leland left and started the Lincoln Motor Car Company. In 1917, he won the first contract to manufacture Liberty engines for the war effort. Leland worked closely with British, French, and American engineers to design a high-production, high-powered twelve-cylinder airplane engine for the war effort. By the war's end, Lincoln had manufactured more Liberty engines than any other single company. Two GM brands, Cadillac and Buick, also manufactured Liberty engines.

6.3.1925

The last British-built Rolls-Royce Silver Ghost actually sold, a Barker touring car ordered by J. Henry Thomas, is completed by the coachbuilder and delivered to its owner

6.4.1896

At approximately 1:30 a.m., Henry Ford test-drove his Quadricycle, the first automobile he ever designed or drove. Ford was working at the Edison Illuminating Company in Detroit at the time that he began building the Quadricycle. He had reportedly seen an article on the gasoline engine in American Machinist while in the company of friend and fellow engineer, Charles King. In King's recollection Ford claimed, "I want to build one of these." The 500-pound, two-cylinder vehicle came to life in the alley behind Ford's house. Ford drove it down Bagley Avenue to Grand River Avenue, to Washington Boulevard, when the Quadricycle stopped. It was pushed back to the Edison plant, where a nut and spring that had come loose were replaced. The next month, Henry drove his vehicle to his father's farm to show it off. His father apparently walked around it cautiously. Later he expressed his doubts to one of his neighbors: "John and William (Henry's brothers) are all right, but Henry worries me. He doesn't seem to settle down, and I don't know what's going to become of him."

6.14.1928

Leon Duray drove his Miller 91 Packard Cable Special to a world close-coursed speed record, recording an astonishing top speed of 148.173mph, at the Packard Proving Ground in Utica, Michigan. Two weeks earlier, Duray had posted a record lap of 124mph at the Indy 500, a record that stood for 10 years until the track was banked. From a mere 91 cubic inches or 1500cc, the Miller's supercharged engine produced 230hp while weighing in at a svelte 290 pounds. The front-wheel-drive Miller Special never won an Indy 500, but its 1928-1929 results there prompted track officials to ban supercharged engines from the contest for over a decade.

6.15.1938

Dallas E. Winslow, Inc. purchases the Auburn and Cord parts stock plus related equipment for \$85,000

6.16.1903

At 9:30 in the morning, Henry Ford and other prospective stockholders in the Ford Motor Company meet in Detroit to sign the official paperwork required to create a new corporation. Twelve stockholders were listed on the forms, which were signed, notarized and sent to the office of Michigan's secretary of state. The company was officially incorporated the following day, when the secretary of state's office received the articles of association.

6.17.1899

The Automobile Company of America is formed in Bridgeport, CT by John Brisben Walker, Editor of Cosmopolitan magazine, and asphalt paving magnate Amzi Lorenzo Barber to produce the Locomobile steam car based on designs purchased from F. E. and F. O. Stanley

6.19.1947

The Tucker 48 is introduced before over 5,000 people at the Tucker plant in Chicago, IL, a vast factory that is now the site of the "Ford City Mall" on Cicero Avenue. By the spring of 1948, Tucker had a pilot production line set up but on May 28, 1948, the SEC and the Justice Department launched a full-scale investigation. Investigators swarmed the plant and Tucker was forced to stop production and lay-off 1600 workers. Tucker had powerful enemies which included the major automobile manufacturers who considered him a threat. The SEC's case had to show that the Tucker car could not be built, or if built, would not perform as advertised, but Tucker was building

cars. Seven "Tuckers" performed beautifully at speed trials in Indianapolis that November ('48), consistently making 90 mph lap speed. However after Thanksgiving, a skeletal crew of workers assembled the remaining 50 cars the company would ever produce (51 were built including the prototype of which 47 survive). In January 1949, the plant closed and the company was put under trusteeship. The trial turned in Tucker's favor. It went to the jury on January 22, 1950, and Tucker and the other executives were acquitted on all charges just seventeen hours later. However, Tucker Corporation, now without a factory, was no more.



1948 Tucker- 4 Door

6.24.1900

Oliver Lippincott became the first motorist in Yosemite National Park, when he drove there in his Locomobile steamer. Lippincott would start a trend with his visit, as motorists increasingly chose to drive to National Parks, avoiding the more time-consuming train and coach rides. By 1901, a number of other motorists had made the trip to Yosemite, mostly in Locomobiles. A personal account survives from motorist William A Clark, who, with his wife, drove the fifth car into the park. Clark, who traveled from San Francisco, eloquently expressed the miraculous feeling of climbing to the elevation of 7,500 feet above sea level on the Big Oak Flat Road: "Individually, our souls were inspired; mentally, we were enchanted; personally, we could say nothing, for words fail when the Creator lays before us the sublime in the highest sense." Of his arrival into the Yosemite Valley, Clark described a less sublime, but equally sympathetic,

Editor' s Ramblings

It is really great to be here on a permanent basis and to have our house together. I must Thank Diana for all of her hard work as she has been persistent in getting us settled. My Dad told me many years ago that a house was not a home until the pictures were hung and ours are. Simply we are now home and will be for the rest of our lives.

I' d like to *THANK ALL* who have given me material for our newsletter and I' d also like to urge others to do the same. Please send me your material as this is your newsletter and I' d like to publish your material.

Please let' s get our cars out and drive them so others can see and enjoy them. I plan to do that starting this weekend and hope you do too.

See you in the future as I write about our past.
Don

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