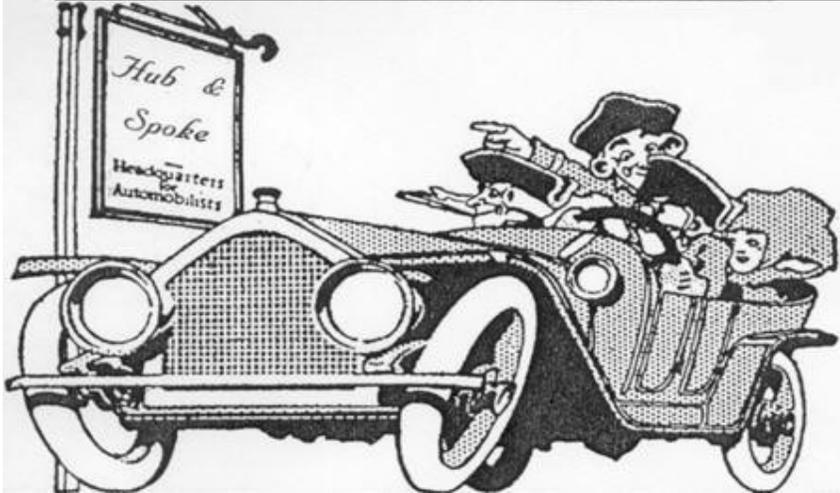


The Hub & Spoke

Newsletter of the Lynchburg, VA Region, AACA

PO Box 229, Concord, VA 24538



To:

March 2014

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

March Sponsor of the Hub & Spoke:
Bob & Reva Fox [1936 Dodge]



Application for AACA Membership

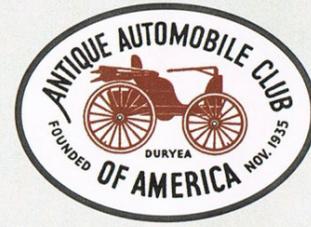
Antique Automobile Club of America, 501 W. Governor Road, P.O. Box 417, Hershey, PA 17033 • Phone 717/534-1910

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 _____

2014 Lynchburg Region, AACA, Membership Application and/or Dues Payment



Name: _____

Address _____

Phone _____ **Email [optional]** _____

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

THE HUB AND SPOKE

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

A Club for All Lovers of Old Vehicles

Volume 45

Number 3

MARCH 2014

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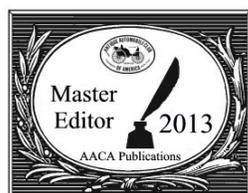
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*The Hub and Spoke is an official publication of the
Lynchburg Region AACA as is the Lynchburg
Region's website:*

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



Wisdom for March

*"A great pleasure in life is doing
what people say you cannot do."*

Walter Gaghat

SPOKEN FROM THE HUB

Jan Peterson, President



Apologies for the lack of a copy of the February Hub & Spoke in your mail. I know for a fact that Don had it to the printer early in the month because he sent me an electronic copy by email. It was in the form of a "PDF," the document type that requires Adobe Acrobat Reader to see. We will send folks on our email list the PDF of the March newsletter when it is available. If you don't yet have Adobe

Acrobat on your computer, go to Adobe.com; it's a free download.

The beauty of a PDF is that it compresses the data down to a file size that even dial-up web access can accommodate. The pictures still look pretty good to my eyes!

Perhaps as a result of not getting the February H&S circulated, our February meeting was less well attended than January's. Those who came had a good time anyway. See Terrie's "Minutes" for the meeting's details. The March meeting will be held in conjunction with the Spring Fling at the FOP hall on Wiggington Road [March 22].

Note the addition to our list of officers shown above. While former club Secretary Kathy Wesley can't be assured of getting to every meeting so she can prepare the Minutes, she has agreed to maintain the Member Data Base she has established in Microsoft Excel. The trick now will be to make sure Kathy gets informed every time we get a new member or old members change address, email info, etc. Kathy, Terrie and Treasurer Ron Blalock will coordinate to ensure our new "Data Manager" is able to manage our data.

Also remember that Kathy Wesley generates the mailing labels that our printer uses to distribute the Hub & Spoke. The club's H&S printing and mailing costs can be greatly reduced if as many members as possible get their monthly copy electronically in stead of via the post office. Please let Kathy Wesley know if you are willing to forego your printed copy of the newsletter. If you do, you will get an email each month when the latest issue becomes available.

Busy days ahead: the Spring Fling will be March 22 [see the notices scattered throughout this H&S]; the Dogwood Festival, the Old Dominion Meet, Nolan Village, cruise-ins, and our first 2014 tour [to a good Amherst County restaurant] are all in the works. Be there and be part of the fun.

FEBRUARY SPONSOR OF THE HUB & SPOKE:
Bob and Reva Fox



Bob and Reva Fox, our March sponsors for the **Hub & Spoke**, are “late bloomers” to the Antique Auto world of collecting, as they like to say. Bob also states emphatically that “he does not wear bloomers.”

It was July 11, 2003 when they bought their first car from a man in Winston Salem, NC. The car was a 1930 Model a Ford, Coupe, “with a Ruble Seat” added Reva. The car was not driven for a while as Bob did not understand how the Spark Advance worked but did know that the car started just fine. As he will tell you that is about all of the history he knows of the car. The previous owner told him that he thought the car had come from New England but wasn’t sure. One day when Reva was cleaning the Rumble Seat area of the car she found an old Polaroid Photo taken of two gentlemen sitting in the rumble seat. Lo and behold close examination of the photo showed that one of the men was wearing a t-shirt with the statement “Where in the Hell is Hyannis Port?” emblazoned on it.

A few years later, Bob and Reva ventured into the world of Antique cars again when Bob saw an ad in **Old Car Trader Magazine** for a 1936 Dodge Four-Door Sedan located in the Midwest. A quickly made a phone call and after some discussion with the owner it led to the purchase of the car. The owner, however, insisted that Bob come and look at the car. A quick trip to Kansas City MO. was arranged for a weekend and off to look at the car Bob went. Once there, he did not change his mind and that car now resides with Bob and Reva in their red barn where cows and horses also used to live. They have now owned this car since 09/17/06 and many of us have seen it at one of our events.

Bob and Reva wonder if their cars could talk what kind of stories would they tell. I am sure that they’d be wonderful tales about all of their experiences with the various owners whose hands they have passed through. I bet all would like to listen to the stories our cars could tell us as well.

Thanks Bob and Reva for your sponsorship.

2014 SPONSORS OF THE HUB & SPOKE

Thank you to all of the people listed below for stepping up to sponsor the Hub & Spoke. These individuals have pledged a \$50.00 contribution towards the printing of this newsletter In return they receive the everlasting gratitude of all club members. Thank you all of these wonderful folks for their support.

<u>Month</u>	<u>Sponsor</u>
<u>Jan</u>	<u>Jan & Sara Peterson</u>
<u>Feb</u>	<u>Bill Hoskins</u>
<u>March</u>	<u>Bob and Reva Fox</u>
<u>Apr</u>	<u>Charles & Linda Thaxton</u>
<u>May</u>	<u>Marguerite & Jack Shields</u>
<u>Jun</u>	<u>Carolyn & C.J.Leighton</u>
<u>Jul</u>	<u>Harvey & Joyce Elder</u>
<u>Aug</u>	<u>Otto & Barb Vallastro</u>
<u>Sep</u>	<u>Ron & Joyce Blalock</u>
<u>Oct</u>	<u>Dave Barnes & Claude Williams</u>
<u>Nov</u>	<u>Don Jones & Diana Davis</u>
<u>Dec</u>	<u>Santa Claus</u>

UP COMING EVENTS

Joyce Blalock

National Events

March 28-29 - Westminster, MD - AACA - SMR's 44th Annual Antique Auto Parts Meet. FREE ADMISSION! Doors open at 8am

April 3-5 - **AACA Southeastern Spring Meet** • Charlotte, N.C. • hosted by Hornets Nest Region

April 27 - Charlottesville, VA - Piedmont Region AACA's 40th Car Show - Rt 29 N between Bertman Dr & Hilton Heights behind the Double tree Hotel Contact: John 434-823-5372 ruckus@embargmail.com

Area Events

Do you know of local car show events that are happening within 50 miles of our area? Want others to know about them too? If so please send them to me and I'll make sure they get into our calendar

Local Events

March 22nd – **SPRINFG FLING Fraternal Order of Police Hall, Lynchburg VA., 2:00 – 4:30. Bring a Hot Dish and an Old Car. Details elsewhere in this newsletter**

April 26: Annual Vinton Dogwood Festival Car Show, Thrasher Memorial Methodist Church, 707 East Washington Ave., Vinton, VA. We plan to attend and participate as a group. Space is being reserved in an for our cars on the show field

May Nolan Village, near Providence, Virginia in Halifax County, VA. Date: TBD

July 4 Our club's participation in the Concord, VA, Fourth of July Parade. Details to follow.

July 19 The Annual Barnhart's Summer Picnic. We are invited to attend this wonderful summer event in Salem, VA. Under the auspices of the Roanoke Valley Region. We plan to meet and go as a group. Details will follow.

Cruise – Ins

Are you ready? Know of a Cruise in our area? Let me know and they will appear here soon

Links for More Show Information

www.aaca.org
www.hemmings.com
www.carclubcouncil.com
www.i:oveoldcars.com
www.carshowfinder.com



OLD
DOMINION
MEET
ASSOCIATION

Established 1953

Virginia's Car Meet



ANTIQUE AUTOMOBILE CLUB
FOUNDED OF AMERICA
DURVEA NOV 1903

The Old Dominion Meet Association
Requests the pleasure of your attendance at the
61st Annual Old Dominion Meet
Friday, May 16th and Saturday May 17th, 2014
Wyndham Virginia Crossing Conference Center
Richmond, (Glen Allen) Virginia 23059

<http://local.aaca.org/odma/>
<http://www.wyndhamvirginiacrossings.com>

*"DON'T LOSE YOUR HEAD
TO GAIN A MINUTE
YOU NEED YOUR HEAD
YOUR BRAINS ARE IN IT"
BURMA SHAVE*

THE CARS OF DOWNTON ABBEY



The popular PBS Masterpiece drama about the lives and loves of English aristocrats and their servants in the post-Edwardian era is best known for its intricate plot lines, period costumes and over-the-top politeness. But there's one more reason car lovers are down with "Downton"—the series also gives audiences frequent glimpses of some really cool old automobiles. Here's a shortlist of our five favorites.

1921 Ford Model T



Supposedly set in 1912, the first season of Downton Abbey got off to a bit of a rocky start with some eagle-eyed viewers who were quick to point out a number of glaring period blunders (including the Episode 1 appearance of this 1921 Ford Model T).

1911 Renault Type CB12/16hp Landauette



The ride of choice when headed to the local Yorkshire train station, Lord Grantham's luxurious Renault has appeared in many *Downton Abbey* storylines. Totally original and one of the last of its kind, the Landaulette used in the show is reported worth over \$500,000 according to the London's *Daily Mail*.

1927 AC Six



Driven and eventually crashed by Matthew Crawley in *Downton's* season three finale, the AC Six was the product of the AC Car Company—one of Britain's most beloved builder of sporting cars, and a company best known among American car enthusiasts for a much later relationship with Carol Shelby that produced the AC Shelby Cobra.

1924 Sunbeam 20/60 hp



While the British company was better known in the 1920s for setting land speed records with its racing cars, Sunbeam also produced an impeccable line of luxury limousines. Lord Grantham's Sunbeam 20/60 hp has made a number of appearances on the show since season two.

1924 Cadillac V-63



In season three, when the mother of Cora Crawley (Martha Levinson, played by Shirley MacLaine) sweeps in from New York to shake up stodgy *Downton Abbey*, this all-American, classic touring car is the perfect compliment to her character's unflappable and confident charm.

Editor's Note: I am sure like Diana and I most of you have watched the very popular PBS series ***Downton Abbey*** and wondered about the cars of the show shown and used on the show. Here's the answer in this piece. Used by permission Historic Vehicle Association.

NEW FARM BILL HOBBLER E15 ETHANOL EXPANSION



Ethanol damage to a carburetor. Photo by Tom Shaw, courtesy SEMA.

While E15 availability has slowly spread across the Midwest over the last couple of years, a handful of provisions included in the federal farm bill passed earlier this month will effectively make the continued roll-out of the ethanol-blended fuel more difficult, if not stop it in its tracks entirely.

The Agricultural Act of 2014, which passed into law February 7, primarily set the federal government's food and agricultural policies for the next several years. Perhaps the provision most crippling to the push for widespread E15 adoption, however, was the one

cutting a Rural Energy for America Program subsidy that would help gas stations install as many as 10,000 E15 blender pumps over the next two to five years. Rather than dispense pre-blended E15, the blender pumps would instead mix the gasoline and ethanol in the specified blend, whether that be E10, E15, E85, or other discussed but yet-to-be-approved blends. The ethanol industry has long seen blender pumps as key to increasing demand for E15.

Reuters credited the subsidy cut in the farm bill to lobbying by the American Motorcyclist Association, which noted in a press release that it “has repeatedly expressed concerns about potential E15 misfueling and the subsequent damage that the fuel can have on motorcycle and ATV engines and fuel systems. The AMA believes that blender pumps dispensing E15 at service stations will create a high potential for inadvertent E15 misfueling by consumers.”

While the Environmental Protection Agency in 2011 approved E15 use in 2001 and newer passenger and light-duty vehicles, it has not approved it for use in motorcycles, ATVs, small engines, or in vehicles older than the 2001 model year. According to a list published by the Renewable Fuels Association, E15 is now available in 59 gas stations across 12 states, up from about a couple dozen about a year ago.

The farm bill also cut mandatory funding for advanced biofuels from \$60 million per year to \$15 million per year. At the same time, it eliminated the \$5 billion in direct payments to farmers growing corn for ethanol.

Though the cuts don't prevent gas stations from installing the blender pumps themselves, the ethanol industry responded critically to the cuts. “There is irony in the fact that EPA has proposed cutting back on the RFS because of their concern about the availability of infrastructure to satisfy higher blends of ethanol while the Congress eliminates funding for blender pumps,” Bob Dinneen, head of the Renewable Fuels Association, told Reuters.

Late last year, the EPA proposed to reduce the amount of ethanol it expects refiners to add to the U.S. fuel supply, from 16.55 billion gallons in 2013 to 15.21 billion gallons in 2014, in response to shrinking demand in the United States for fuel overall and the resulting “blend wall.” The Renewable Fuels Standard, passed in 2007, called for gradually increasing the amount of ethanol added to the fuel supply, eventually reaching 36 billion gallons in 2022. At a trade conference earlier this month, Dinneen – who criticized the EPA's proposal as “monumentally stupid,” called on the EPA not to renege on the Renewable Fuel Standard and claimed that any progress the ethanol industry has made over the last several years could be reversed if the EPA's proposal stands.

The RFA maintains that E10 remains safe for all passenger and light-duty vehicles, including classic cars. The Specialty Equipment Market Association begs to differ.

Meanwhile, a number of bills have been proposed both on the federal and state level to curtail the spread of E15, including at least one ([House Bill 1461](#), [which remains in committee](#)) to eliminate the Renewable Fuels Standard altogether. Two other federal bills – *House Bill 875* and *Senate Bill 344* – asked the EPA to suspend the sale of E15 until the fuel could be studied further, but no action has been taken on either bill since last spring. At the state level, Missouri is debating on blocking E15 sales, as is New Hampshire.

Editor's Note: Used by permission of Hemmings Daily News, Daniel Stohl editor. While some may feel this is not an appropriate place for this article, it is, as it affects the availability of proper fuels to run our cherished cars today and into the future.

MINUTES- AACA FEBRUARY 24, 2014

Lynchburg Region AACA Meeting Minutes

Terri Linton, Secretary

February 24, 2014

Attendance: 25

President, Jan Peterson opened the meeting with a greeting to all members and then welcomed new, Tony Simmons.

Sunshine Report

- * Liz Williams told us that there is nothing to report.
- * We had a moment of silence for each to observe in whatever manner we wished.
- * Terrie read the minutes from the January meeting. They were accepted with corrections.
- * Treasurer's report was given by Ron Blalock. It was accepted by the members.
- * The Participation Award was given to Jim Blackburn last month in a faux form (a paper with a drawing of the trophy). The award was placed in the front of the room for all to observe.
- * Jan asked the members to share some of their activities they had in the last month pertaining to their cars. Reggie Goolsby told us he got first hand instructions on how to put hard rubber tires on wooden wheels at a show he went to. Reggie will bring them to the Spring Fling. We were asked to recruit ads for the newsletter. Otto told us he has a friend who has a Karman Ghia for sale.

Activities

- * Our Spring Fling will be at the Fraternal Order of Police Building on Wiggington Rd in Lynchburg on March 22nd. Parking is good. CJ will bring a Maytag ice Cream maker. Our food will be Pot Luck. A list is being passed around for sign up. There is a

refrigerator and stove available. Terrie Linton and Leslie Gamble will do the decorations.

* There is a swap meet on March 8 in Richmond. Meet at Jan's house at 7 a.m. to carpool.

Vinton will hold their Dogwood Festival on April 26th. Meet at the Rte.460 Food Lion in New London at 9:00 in order to arrive as a club.

* Harvey Elder will tell us at the next meeting about the Nolan Village program and car show in May.

* Ron told us about the possibility of a change of venue for our May meeting on 5/19 [the normal meeting date, last Monday of the month, is Memorial Day]. It could be the Liberty Station in Bedford. We could have a room to ourselves if we can guarantee 35 members. * Tentatively scheduled is a tour on May 3rd to the Mountain View Grocery Restaurant. Ron & Jan will check out possible routes. The restaurant is in Amherst on Rte.778, out West on rte 60.

* May 16th & 17- ODMA. It is in Glen Allen. Kathy has applications tonight. Please park trailers where indicated. Tours will be available on Friday.

* **April 30-May 2, 2015- Eastern Spring Meet-Tidewater Region.** This will be in Virginia Beach.

* Reggie told us about the Star City Motor Madness to be held the last Saturday in May.

* We are planning a trip to Wallace Arthur and Hayden's Garage on June 14th

*Ron Blalock told us about plans for a banner to be made (2' x 8') with grommets. Cost is to be \$65.00.

A motion was made by C.J. and seconded by Kathy Kellam. The club approved the purchase from Lynchburg Engraving. It was agreed to have grommets every 2 ft. It will be made of vinyl and be dark blue & white.

* Jan reminded us that a car show committee is in place to plan a car show in the fall. It consists of Kathy Kellam, Reggie Goolsby and Dave Barnes.

* Wanda Barnes is working on a new directory and a draft was sent around in order to have members make additions and corrections. We will do the final draft after the Spring Fling.

* We will discuss the matter of the newsletter to be mailed/on line and who wants what service.

* The 50/50 was won by CJ. The Cruise-in dates and locations are to be given to Ron for the Events pages. We would like to go to these as a group.

* Don Jones got a plaque and a certificate from National naming him a Master Editor. Jan presented the award.

*Meeting was adjourned at 7:30.

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

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

SPRING FLING

2:00 to 4:30, March 22nd
at the Fraternal Order of
Police Hall; 221 Wiggington
Rd. Lynchburg

Pot luck. Club provides hot dogs, chicken, soft drinks, plates, napkins etc.

Bring an old car, a hot dish, a cold dish or whatever else you want to share with the club.

ROAD FOOD III

Jamie Christie



While road houses coffee shops and diners continued to flourish after the War, and truck stops as well as Post Houses found patrons, fast food establishments began to appear throughout America.

Dairy Queen, for example, began serving soft serve ice cream in Joliet, Illinois, just before WWII, in 1940, and has expanded dramatically. Their stores are even now found in 20 foreign countries. Warren Buffet's Omaha-based Berkshire-Hathaway Company has owned DQ since 1998.

McDonald's brothers originally maintained an orange juice stand in Arcadia, California, and opened their first drive-in hamburger stand in San Bernardino, as a drive-in facility in 1940. They



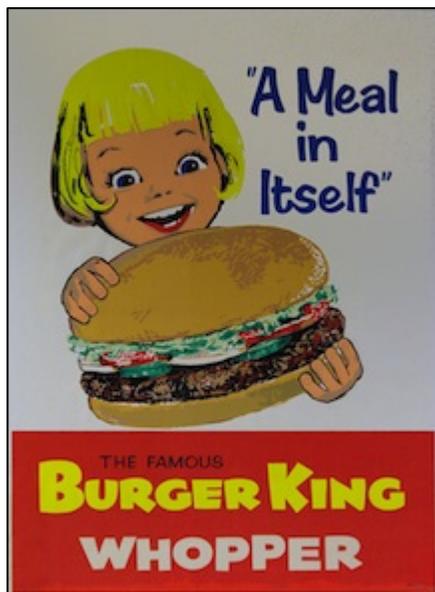
introduced Speedy, as their mascot, to emphasize their quick service. By 1948, they had converted to walk up windows, and eliminated the original car hops. –Note the price on Speedee’s coaster – 15 cents.

[My father was a successful restaurant operator in Milwaukee for over 30 years, catering to an affluent business clientele for lunch and dinner, 6 days a week. In 1954, he was approached with an opportunity to buy into a franchise of a new hamburger chain. The problem was, the local franchise was already taken, but there was one available in San Diego. Pretty tough to manage something that far away; so Dad said, "No". Pity. Inheritance being what it is, my collectable car fantasies would be resolved by now. McDonalds has a policy of allowing the original franchise holder in an area to purchase additional properties in the adjacent area. San Diego would have been a profitable market to develop from the beginning of the fast food franchise history.]

The McDonald brothers opened their first properties with the distinctive golden arches in May of 1953, in Phoenix, and another one in August in Downey, California. Ray Kroc, who really expanded the McDonalds hamburger franchising idea nationally, opened his first golden arches McDonalds



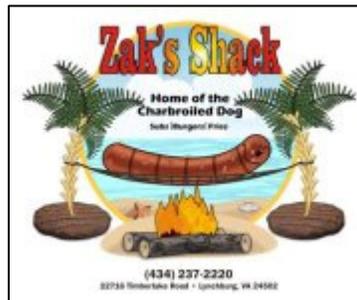
in Des Plaines, Illinois in 1955.



By 1957, A&W had 1,400 franchises, operating mostly in Wisconsin and the Midwest. In 1952, Burger King had begun operation in Jacksonville, Florida, and offered open flame-broiled Whoppers, a new take on the double-decker hamburger. In 1953, the Top Hat drive-in

opened in Shawnee, Oklahoma. Eventually, this chain became Sonic, with 1,300 units nationally by 1994. The name "Sonic" was chosen to indicate "service at the speed of sound".

Hardees began operation in Greenville, North Carolina in 1960. Dave Thomas worked with Colonel Harlan Sanders at Kentucky Fried Chicken until 1962, when he sold his franchises back to Sanders, and by 1976, Wendys had 925 stands selling old-fashioned, fresh, not frozen, hamburger patties made to order.



Although, the huge corporate chain fast food outlets dominate the scene today, there are still wonderful independent cafés and coffee shops available all over America. Right here

in the Lynchburg area, Hungry House, Zack's Shack, Country Kitchen, Dahlia, and V & T café are examples, as is Dudley's in Madison Heights.



Diners are coming back. Johnny Rockets and Debevis keep the menu and stainless steel style alive in locations all over America.

Note: No access to the internet was used in the preparation of this article

[except for some illustrations].

Sources:

- Route 66 Remembered, Michael Karl Witzel, 1996.
- Roadside America, Jon Jennings, editor, 1990.
- Hamburger Heaven, Jeffrey Tennyson, 1993.
- Car Culture, Jim Huckley and Jon G. Robinson, 2005.
- Where Have You Gone, Starlight Café? Will Anderson, 1998.
- Diners, Karen Offitzer, 1997.
- The American Drive-In, Michael Karl Witzel, 1994.

EDITOR'S RAMBLINGS

Have you paid your dues? I sure hope so because if you haven't I am sad tip say this will be your last **Hub & Spoke**. Unfortunately we have to make decisions and this is one of them. So if you haven't paid your dues why not sit down NOW and send a check to our Treasurer Ron Blalock for %15.00 and then we do not have to make the painful decision to remove you from our Mailing list.

Our **Spring Fling** is scheduled for March 22, 2014 at the Fraternal Order of Police Building in Lynchburg starting at 2:00 PM. Bring your favorite covered dish and come join the fun. Entertainment will be provided.

Check for the ad in this newsletter and mark your calendar with the date.

Do you know of any local events or car cruises that we need to list in our Newsletter? If you do please get them to Joyce Blalock our calendar of events coordinator

Have looked at our website lately? If not you will find lots of great information there as well as a full color edition of our newsletter. Check it out as you will be please with the great job our Webmaster, Virginia Vallastro is doing. Thank you for Virginia for managing the site for us.

Thank you to Kathy Wesley for becoming our Data Manager. Yes we now have a data manager to keep up with our ever changing addresses and other things such as e-mail addresses. If you have a change **PLEASE** let her know.

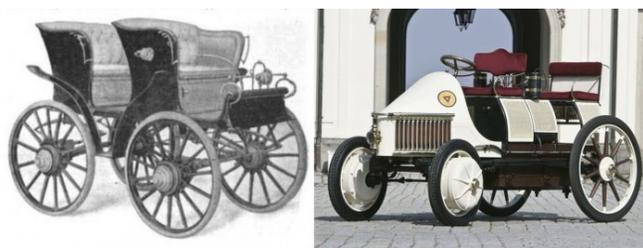
There are *NO ADS* in this issue because no one has anything to sell. Now I find that hard to believe so if I am wrong send me your *SALE ITEMS* and I'll make sure they are prominently display

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

Don Jones

FERDINAND PORSCHE, JOSEPH LEDWINKA, AND THE INVENTION OF THE ELECTRIC HUB MOTOR

Daniel Strohl



Ferdinand Porsche's use of in-wheel electric motors in some of his earliest automobiles, including the Lohner-Porsche Semper Vivus, the first hybrid vehicle, established him as an innovator and an engineering genius and certainly helped launch his career in automobile design and construction. He can't claim to have invented the in-wheel electric motor, however; that credit should instead go to one of several inventors, including a fellow countryman of Porsche's who went on to display his own engineering prowess on this side of the Atlantic.

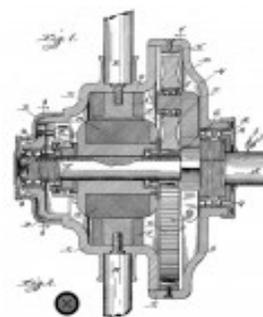
Like Porsche and distant relative Hans Ledwinka, Joseph Ledwinka was born in what was then the Austro-Hungarian Empire, specifically Vienna, but unlike the other two men, Joseph Ledwinka immigrated to America in 1896 to work for the Chicago Coach and Carriage Company, likely as a draftsman or engineer. Ledwinka would eventually become an automobile

engineering juggernaut in his own right; in the 1920s and 1930s, through his association with Budd, he would go on to file patents for dozens, if not hundreds, of methods of body construction and contribute to the development of all-steel automobile bodies and unit-body structures.

Yet what seemed to captivate him most of all in the years following his immigration were electric cars, specifically in-wheel electric hub motors. To be sure, Ledwinka didn't come up with the idea of in-wheel propulsion himself, either. From 1884 to 1896, at least four designs for in-wheel electric motors were patented (Wellington Adams, 300827; Albert Parcelle, 433180; Edward Parkhurst, 422149; and Charles Theryc, 572036), at least a couple of them intended for use in horseless carriages, but to date we've found no evidence that any were fitted in such a way.

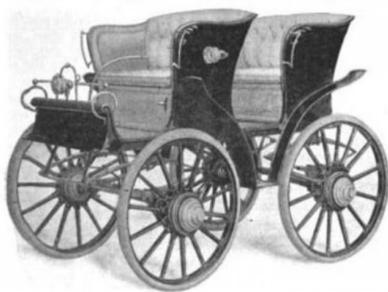
(We'll also note that there were at least a few non-electric in-wheel propulsion systems proposed in the late 1890s as well. In 1885, Charles F. Caffrey, a carriage builder in Camden, New Jersey, built at least one horseless carriage with steam motors in each wheel. A year later, Charles F. Goddard of Chicago patented in-hub expanding gas motors; and in 1897, W.C. Smith designed a wheel along the same principle.)

"As will be borne in mind, none of these ingenious and interesting attempts were attended by success, and all of them have disappeared off the face of the earth," *Electrical World and Engineer* wrote in its February 3, 1900, issue. "It does not follow, however, by any means, that analogous methods may not prove efficient and practical when applied in the field of automobilism."



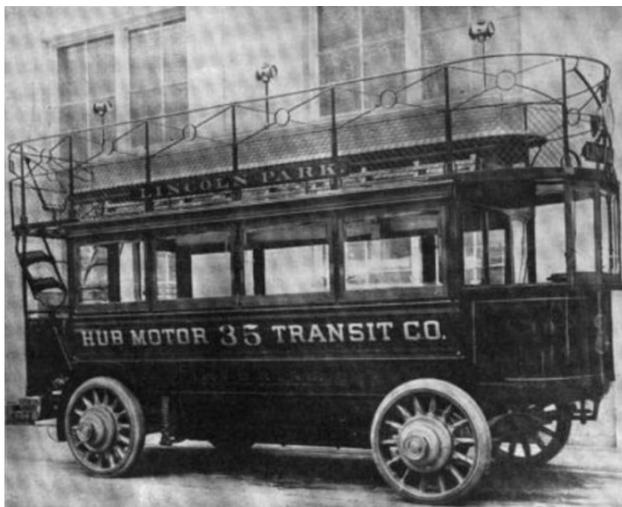
Indeed, and Ledwinka would be the next to take on the challenge. Along with fellow Chicagoan, Fred J. Newman, he would file two patents for in-wheel electric motors in 1899, one for a motor combined with reduction gear (638643), another for one with just the motor propelling the wheel (641603). Both appear far more compact and lightweight than their predecessors and thus more viable, which is probably what led two Chicago investors – Charles Berg, who worked in real estate, and Harry L. Irwin, a lawyer – to their doorstep.

Berg and Irwin, with \$1 million in capitalization, proposed a new venture, Hub Motor Company, that would build vehicles using Newman and Ledwinka's patents, which they would end up renewing and assigning to Hub Motor Company in 1901 (see [680804](#) and [RE11899](#)). Newman and Ledwinka would, in turn, serve as the company's head engineers. The inventors agreed, and sometime in the summer or fall of 1899, they put together a surrey with four in-wheel electric motors. According to the *Electrical World and Engineer* article, the electric surrey's motors each put out about 1.5 horsepower and with all of its batteries, it weighed about 3,000 pounds. They touted the ease of service and the superior traction over any other vehicle.



Ledwinka's four-wheel-drive electric car.

How many electric cars Hub Motor Company built, nobody seems to know. It apparently marketed both two- and four-passenger cars, but no production numbers are cited in any reference to the company. Perhaps that's because a former employer of Ledwinka's, J.M. Hirsch of the United States Construction Company in Chicago, claimed that Ledwinka appropriated Hirsch's in-wheel electric motor design. The [New York Times reported](#) in November 1899 that the U.S. Patent Office wouldn't issue Ledwinka's patents until the matter was resolved. Given that the Patent Office eventually issued the patents, it appears they did.



Berg and Ledwinka's "imperial."

In any case, Berg and Irwin seemed not to care much about automobile production. By 1901, they had sold controlling interest and, apparently, the rights to the patents to Westinghouse Electric and Manufacturing. Berg also seemed determined to start up a new business – electric omnibuses serving the downtown Chicago area – and formed a new \$1 million venture, Hub Motor Transit Company, to operate the buses, what Berg called "imperials."

Ledwinka apparently continued with the new company, which shortly changed its name to Imperial Electric Motor Company. In 1902, he elaborated on his electric motor design, this time removing it from the wheel and installing it immediately behind (715821 and 716065), and a few years later sought patents for the entire wheel hub motor-powered bus (838283, 849145, and 849146). Berg apparently never saw success with his imperials, but stuck with the idea of in-wheel electric motors: He would file a patent for an in-wheel electric motor of his own in 1908 (945365), and a couple years later incorporate a second Hub Motors Company.

Did Ledwinka's work on in-wheel electric motors influence Ferdinand Porsche? We all know by now that Porsche took at least inspiration from Hans Ledwinka; did he do the same with Joseph Ledwinka as well? If so, he worked quickly; Porsche first displayed his in-wheel electric motors at Paris's Exposition Universelle, which ran from April to November 1900. Any word of his former countryman's exploits in America would have reached him in either late 1899 or early 1900, about the same time he quit development of the rear-motor Egger-Lohner electric cars and shifted toward developing in-wheel electric motors, as Karl Ludvigsen related the story in *Ferdinand Porsche: Genesis of Genius*.

Ludvigsen also notes that Porsche's motors were just a bit more advanced than Ledwinka's.

(In Ledwinka's design) each motor resembled a conventional electric motor, in which an armature rotates inside a magnetic field. In Hub's design the outer magnetic field, electrically generated, rotated with the wheel while the armature, geared against the axle shaft, counter rotated. Ferdinand Porsche's concept was the reverse of Hub's, and indeed the more radical. He chose to hold the magnetic field stationary within the wheel and to make the armature rotate around it and, with it, the wheel rim.

While it does appear peculiar that two prominent automotive engineers would come up with similar ideas at about the same time – and, indeed, no ideas spring straight from the void – we have yet to uncover any proof that Porsche looked over Ledwinka's shoulder while developing his in-wheel electric motor, that the two at least corresponded, or even that the two knew

of each other then. Perhaps we can chalk it up to two great minds thinking alike.

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EXNER'S DUESENBERG REVIVAL AND ITS INFLUENCE ON DETROIT'S NEO-CLASSIC PERIOD

Daniel Stohl



Duesenberg revival brochure rendering, courtesy Nolan Pahud.

It's hard not to look at Virgil Exner's 1966 Duesenberg revival, either in rendering form (above) or in real-life, and come away convinced that Exner – through the Duesenberg – singlehandedly initiated Detroit's brougham epoch of the late 1960s and early 1970s. Yet, while Exner proved influential in many aspects throughout his career, the story of how Detroit designers became infatuated with neo-classics goes beyond just one car.

On the face of it, crediting Exner seems a sound argument. A number of commenters in our most recent story on the 1966 Duesenberg pointed out how Seventies luxury cars like the Continental Mark III, the Thunderbird, the Pontiac Grand Prix/Chevrolet Monte Carlo, Chrysler Cordoba, AMC Matador, and others

(not to mention the Stutz Blackhawk, another Exner design) seemed to take styling cues from the Duesenberg. Peter Grist, in his Exner biography, *Virgil Exner: Visioneer*, even argued as much, noting that Exner invited some of Detroit's best and brightest to a showing of the Duesenberg at his Detroit studio shortly after its Indianapolis debut:

One hundred top automotive executives and members of the local press were invited to the showing and reception. When word got around, they had nearly three hundred guests arrive including key design managers from Ford, Chrysler, and General Motors...

The car did have a major influence on some makers, especially Ford. Henry Ford II was one of the visitors to the Exner studio and adored it, so it was no surprise when the Continental Mark III arrived in 1969 looking very much like a 1966 Duesenberg, but it wasn't just Ford. Ex's neo-classic look came to dominate Detroit in the seventies, with almost every full-size car featuring a long hood/short deck and sporting formal grilles, opera windows, trunk straps, landau bars and sculpted fenders, including Cadillac's Eldorado and Chrysler's Imperial.



Doubtless, the baroque look came to define Detroit's mid- and full-size cars throughout most of the Seventies. Lincoln seemed to get the most mileage out of it and the designers of the Continental Mark III and Mark IV likely did purloin the upright grille and hidden headlamps of the from the Duesenberg. Where most full-size cars from the 1960s seemed to emphasize box-like looks and aircraft carrier deck lids, the equivalent cars of the Seventies focused on more sculptured bodysides and football field-length hoods. Words like landau, brougham, salon, and custom got recycled from the era of Full Classics and coach built cars, oftentimes inaccurately, and Pontiac even appropriated the original Duesenberg's SJ and SSJ monikers.

But, not to diminish Exner's exploits, can we really pin all this on him? Just because two cars from different manufacturers shared some design cues – or as much as a design philosophy – doesn't necessarily mean that one influenced the other. Take, for instance, the (tenuous) link we once drew between Ken Spencer's Ford Volcano concept and Bob Bourke's Studebaker Starliner/Starlight coupes. Or, more relevant here, the link between Pontiac's prow-like and upright grille/bumper combination and Ford's rather similar grille, both of which have been attributed to Larry

Shinoda, Bunkie Knudsen, or both, who jumped ship from GM to Ford in 1968, right at the time both Pontiac and Ford were developing those designs.



Brochure images courtesy OldCarBrochures.org.

We actually see a number of elements of the 1966 Duesenberg that some point to as influential already in use among other manufacturers in 1966 and the years preceding. The Lincoln Continental, for instance, already had used suicide rear doors back to 1961. Formal roofs could be found all over the place in 1966, from Imperial down to Studebaker. Sculptured bodysides made the 1967 Buicks stand out, and hidden headlamps and landau bars appeared on the 1967 Ford Thunderbird, both of which surely were in the works before Exner's Duesenberg made its first public appearance.



What's more, we see certain 1966 Duesenberg elements in both the Oldsmobile Toronado and Buick Riviera, which shouldn't come as much of a surprise. Both cars leaned heavily on the Full Classics – the Toronado from the Cord L-29 and the Riviera from the La Salle – not only for overall inspiration, but for certain details. Indeed, many have noted the 1966 Duesenberg's front fendertips seem lifted wholecloth from the Riviera, and Exner's side sculpturing of the 1966 Duesenberg springs from the same attempt to

evoke separate fenders as do the bold flares and knife-edge fender tops seen on the Toronado.



It's also worth pointing out here that the Riviera debuted for the 1963 model year, the same year that Exner and his son came up with the initial revival designs. In fact, as Grist pointed out, the Exners rendered their designs on the behest of Diana Bartley, a writer for *Esquire* magazine who contacted them "asking where they thought car design was headed, and how did it relate to the latest fashion for older classics from the thirties." Though Grist doesn't mention which cars Bartley had in mind, the Riviera – along with a number of Brooks Stevens designs, including his Studebaker Hawk/Lark makeovers and his Excalibur – likely figured into that conversation.

So can we draw a direct line from the 1963 Riviera to Detroit's brougham period? Not really. Can we blame the baroque excesses of the Seventies on the 1966 Duesenberg revival? Perhaps, in part. But as we've seen time and again in automotive history, successes have many fathers and overarching movements tend not to spring up overnight. Rather, these trends incubate and evolve over longer periods of time and the whole story often proves more complex and fascinating than the simple explanations.

Editor's Note: Virgil Exner is one of what I like to call the triumph rat of car designers of the 30's, 40's, 50.s and early 60's. Do you know who the other two are? Used by permission of Hemmings Daily News, Daniel Stohl, Editor

SOMETHING FOR THE AACA COOK

The following recipe comes from "Arthur's Home Magazine"

of November, 1873. It would be good served at one of our pot luck events. Make sure your cook pot is lined with porcelain, nobody wants dark soup.

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