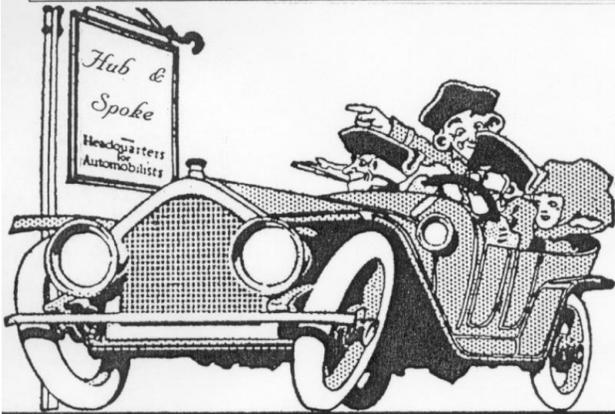


March 2017 Hub & Spoke Sponsors: Marianne & Tony Simmons – Cadillac Allante



The Hub & Spoke

Newsletter of the Lynchburg, VA Region, AACA



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



THE HUB AND SPOKE

Lynchburg, VA Region, Antique Automobile Club of America

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- V. President, Charles Thaxton, 434-525-0767 (chalin68@verizon.net)
- Secretary, Anne Kituskie, 434-384-2016 (brothertuck02@gmail.com)

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- Activities, Joyce Blalock, 540-583-0437 (ronblalock@gmail.com)
 - Sunshine, Elizabeth Williams, 434-821-8213 (c.williams@jetbroadband.com)
 - Data Manager: Kathy Wesley, 434.239.5384 (dkwesley@verizon.net)
 - Webmaster: Jeremy Watson 919-499-7494
 - Editor: Anthony J. Simmons 434-525-5625 (simm1968@verizon.net)



SPOKEN FROM THE HUB

CJ Leighton

And so it begins another long term project. My last one (Evil Green "T") started with a little more car and better focus. This project, a Ford Model A, has begun with just major portions of the drive train. I started out dead set on a Model A 4 door sedan but I'm starting to think about another truck.

Part of the problem with the project focus is that I'm not starting with a project car that has a body. Actually, what I'm working on didn't have a body, just the frame and axles that go with my engine which I left up in Maine because I didn't have a trailer with me. I'm not sure if they'll be there when I get back in July.

I also know where there is a truck cab in Maine but not sure if the owner will part with it for what I'd give for it.



There is also a mostly complete 4 door A in Maine as well which I'm about half way saved up for but no idea how I'll pull the rest of the cash together. My recent shop sale put me a good way down the road but not quite far enough. I still have some goodies left if anyone is interested.

Then again things may work out and I bring both the four door and the frame and axles back. For now, I'm focusing on building a test stand for the A engine so that I can move engine and transmission restoration back to the house and get the T and Harley over to the Fulks St. Shop. I'm doing my best to keep from turning the other shop into a full on tear down and fabrication area. I want the Fulks street location to be where the competed projects go.



I put the Harley and the T on Craig's List to generate some project funding. They are staying away in droves on the Harley and only a couple telephonic tire kickers on the T. I do a fair bit of market research before I sell anything and I think they are both priced where they should be with a little negotiating room. It could

just be the time of year or maybe the economy isn't as strong as the news says it is.

Speaking of humble beginnings, I'll never forget the look on my wife's face when I came home with the T. She was even more proud when the front wheel collapsed as I was backing it off the trailer while blocking the whole street. I had another wheel and put it on but the damage with her was done. Not that she hadn't seen me bring home a trailer load of rust and turn it into gold; I think she was just dreading the transformation process. Knowing most of the wives in the club, I'd say we are all blessed beyond what we deserve. It takes a special someone to put up with a guy who spends good money on a trailer load of what most everyone else wrote off as junk.

So, all of the above is the back drop to my original plan which was to sell the T and the Harley and get something that I:

A. Doesn't require frame-off restoration.

B. Will keep up with the rest of the club on tours without me having to leave 20 minutes before everyone else.

C. Get an enclosed cab so that the driving season can be extended without having to put on a snowmobile suit.

If my Ohio buyer would have come through, I had planned on making an offer on Bob Fox's 36 Dodge but that was not to be. It's a very nice car and Bob has mentioned he thinks he has someone else interested. I hope things work out for him. In the mean time I'll keep refining the marketing strategy on my gems and see what the future brings.

March 2017 Hub & Spoke Sponsors:
Marianne & Tony Simmons



(Confessions: I am addicted to two-seat sports cars. Prior to the opportunity to publish this article both the Polo Green and Pearl Red Cadillac Allantes in this article have been sold to make room in the garage for the next challenge.)

My recent obsession was with Cadillac's Allante ('87-'93). Why, you ask? (1) They're controversial, (2) Allantes are the largest (leg, hip, & shoulder dimensions) two seat roadsters available, and (3) plenty of power to go and to stop!

The controversy: cost plus complexity! Mercedes and Jaguar were selling their expensive two seat roadsters in the 1970s/1980s so Cadillac decided to compete against them and spent big bucks to develop a two seat sports car contracting in 1983 with the famous Pininfarina of Turin, Italy for the design and partial body construction/paint of a new two-seat Cadillac sports car.

Three special Boeing 747 aircraft were leased & customized to hold 56 Allantés each. The Allantés had to be flown over the Atlantic Ocean twice. The 747's left Detroit with chassis parts, instruments, air conditioning, steering columns, and many of the electronics. When the parts arrived at the Pininfarina plant in Italy, the Italians welded part of the sub chassis together, installed the painted bodies and interiors. Then the cars were attached to special carrier racks, loaded back into the

747s, and flown back to the Hamtramck, MI, USA assembly plant. Cadillac finished installation of the front and rear sub frames, suspension, drive train, steering box, special German Bosch III braking system, fuel tank, & wheels/tires. This entire exaggerated process was called the "Allanté Air Bridge", and has also been laughingly referred to as "The world's longest assembly line".

Editorial Comment: General Motors Board-of-Directors should have investigated who authorized this excessive-cost nightmare contract and fired him/her on the spot!



High costs forced the MSRP of the first 1987 Allantes to top \$50,000 with final MSRPs of the 1993s over \$60,000! Sales were understandably slow!

Immediately, complexity problems began. The Bosch Anti-lock brake (ABS) control units started to break down in the 87 to 92 Allantes. Cadillac replaced the defected units at its expense while the car was under warranty. If your Allante was out of warranty however, the cost was \$3,000 to \$4,000. And if this was not enough, the expensive Bose sound system in many 87 to 92 Allante's began to malfunction, the early hard-tops leaked around the front window header, and some body-control-modules didn't titillate the electronically controlled suspension as designed. The 1993

Allantes do not have the Bosch III ABS system or the same Bose sound system problems, or leaks. Each '93 has its own dilemma --- a newly developed Cadillac 4.6 L aluminum V8 Northstar four cam engine. The early Northstars had a reputation for blowing head gaskets if the engine overheated and/or if the coolant was not properly maintained, or if the engine just jolly-well felt like it!

After the original well-heeled Allante owners became frustrated with these early Allante problems, they traded-off their toys. Car-nuts then began to buy them & found solutions to most problems, and Allantes now soldier-on with three national firms that buy as many Allantes as possible for parts, provide maintenance, and maintain websites full of helpful information for todays Allante owners. Therefore, Allante owners can get (almost) any part that's needed plus technical support, although the prices continue to rise.

A total of only 21,430 Allantes were built over its seven year run. Numerous Allantes are now showing at AACA events. Many low mileage Allantes can still be found nationally. Our first Allante, found in Richmond, VA, was the 1993 Polo Green roadster shown on the cover:



I soon purchased a second very low mileage '93 Pearl Red Allante that I discovered for sale in Maryland.



When maintained properly, Cadillac Allantes are fast fun-to-drive sports cars. I miss our Allantes. Oh well, on to the next two- seat sports car! So many cars: so little time!

Message from the Vice President Charles Thaxton, March, 2017

This is the 8th installment on Patty Packard's restoration. As you can see Patty is slowly starting her come back. The primer coat of paint is the basis for all other coatings in any pant job and it helps to see the dents and dings I missed when doing the body repair work. It also gives the old girl a pretty covering to protect her from the elements.



Applying this primer is a rewarding job because it really makes the car start to look like a car. This step is only the beginning of a very long process to get to the finish coat of paint. The small repairs must be done at this stage and sanding out the runs and other junk that I did while learning to use the spray gun. This begins the spending of copious amounts of money for the primer and all of the special components used to make the primer harden and cure properly. I now have about \$250.00 worth of primer on the car and on the floor. The second step in the process of painting Patty is the application of a high build primer which allows me to wet sand the entire car and finish removing all of the imperfections in Patty's body, more or less making Patty into a beauty queen, and of course adding more expense and a tremendous amounts of time in to this process.



When the finish coat is finally applied the cost will top \$1,000.00 and that is only the cost of materials. I am really dreading the final coat

because this can be a real expensive learning process. If the paint isn't applied correctly the car will look like crap no matter how good the body work is.

While learning all this new stuff about painting a car I had to learn how everything fits back together. Since I did not take Patty apart I have to spend time exploring my parts stash and hopefully find all the parts I need and find out where and how they go on the car. Otto has helped me with this task as well as helping me place them on the car. As you can see by the photographs the parts are starting to come together nicely.

The restoration of a car is one huge learning process, and every car has a learning curve. I guess this is what makes the restoration process so interesting. It will also make you lose sleep and develop all kinds of medical problems, but it is fun.

P.S. never buy a car in a box



Lynchburg Region AACA – Minutes to Meeting, February 27, 2017 Submitted by Anne Kituskie

-The meeting was called to order at approx. 6:30 PM by CJ Leighton.

-Pledge of Allegiance to the Flag, moment of silence observed.

-New Members: Marilyn & Bob Lockhart.

-Sunshine Report: Joyce Blalock is at Guigginheimer Nursing Home and will be home later this week. Bud Perry has had a heart attack; he is in rehab.

-Minutes to prior meeting approved with one correction: Heritage Festival on 10/7/2017.

-Treasurers report: balance \$3,847.56. ODMA dues were paid, all membership dues are needed. Treasurer's report approved by members present.

-Final three months for Hub & Spoke sponsors were filled with volunteers.

-Otto Vallastro won the 50/50 drawing and then ran the auction.

-Close of meeting.

Upcoming Events:

March 11, 2017 Annual Swap Meet, Tidewater AACA in Virginia Beach, VA.

March 18, 2017 "Spring Fling" (snow date March 25) at FOP on Wiggington Rd., Lynchburg, VA. Potluck and meeting. Set-up time 10 AM; meet at 11 AM lunch at Noon.

NOTICE: There will be NO regular Club dinner meeting at the end of March!!!

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

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

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

May 6, 2017 Nolan Village Festival. Meet at Brookneal Funeral Home at 10 AM to convoy to Nolan Village.

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

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

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

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

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

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



2017 SPONSORS OF THE HUB & SPOKE

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

2017 MONTH'S SPONSOR

January: Linda & Charles Thaxton

February: Pat & Reggie Goolsby

March: Marianne & Tony Simmons

April: Pat & Dr. Jim Blackburn

May: Anne & Glen Kituskie

June: Carolyn & CJ Leighton

July: Joyce & Ron Blalock

August: Wanda & Dr. David Barnes

September: Barbara Taylor & Otto Vallastro

October: Kelly & Jeff Gladden

November: Pat & Irby King

December: Santa



FOR SALE 1936 Dodge four door sedan; Straight six cylinder flathead; three speed trans, factory heater; new gas tank: right side single sidemount; solid good running vehicle; good paint, chrome, and interior; medium blue with wide white wall tires; \$9 000; Call Bob Fox for more details 434-352-0564

CLUB MEMBER ROSTER A new 2017 Lynchburg Region Roster will be ready very soon. Pay your local dues to Ron Blalock quickly so we can conclude the process. Remember, you must have also paid National dues to be included in the roster. The Club is required to send a copy of the roster to National Headquarters. Local dues are \$15. If you wish to add, delete, or change any information to be included in the roster (name, address, phone number, email address, or cars owned (limit to 5 please) you should get this information to Wanda Barnes ASAP.

Pay local dues to: Ron Blalock, 1006 Tumbleweed Lane, Bedford VA 24523

Update info or verify to stay the same to: Wanda Barnes, 3365 Lawyers Rd, Lynchburg VA 24501 tenngent69@gmail.com 434-821-7788 Text 434-238-8170

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



Reggie's Corner

Youth is a gift of nature while age is a work of art!

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

Club Year: _____

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

Application for AACA Membership

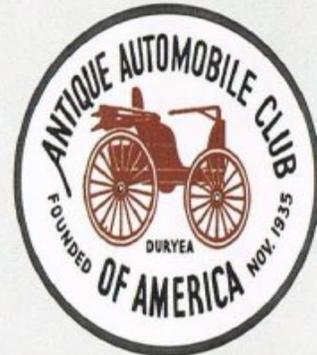
Antique Automobile Club of America, 501 W. Governor Road, P.O. Box 417, Hershey, PA 17033 • Phone 717/534-1910

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

