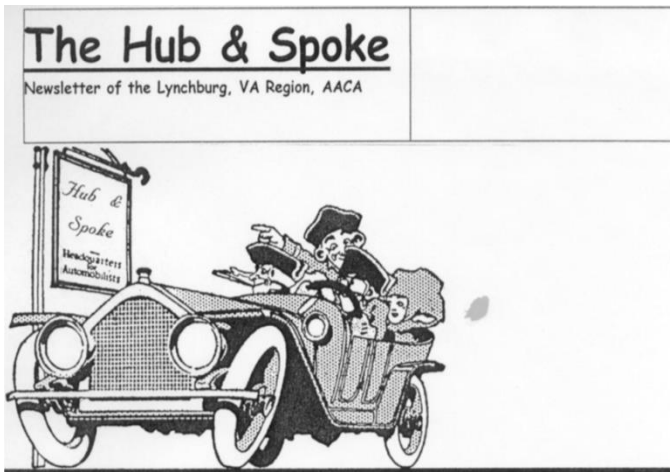


March 2018 Hub & Spoke Sponsors: Marilyn & Bob Luckhard – Pontiac Fiero



Lynchburg AACA Region Web Site
<http://lynchburgva.aaca.com/>



THE HUB AND SPOKE

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

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



Spoken From the Hub

March 2018

Charles Thaxton

You never really finish a restoration on an old car. There seems to be a never ending series of little improvements to make or corrections to do, but there comes a time when you want another project to start and work on. This is where I was when I started to look for a new project. I guess the addiction is so strong that you can't resist the desire to look for another challenge.

I did find out that you don't have to buy a project car in order to have a new project. All you need is a friend who has an addiction worse than you. You can join in with him because he will find a project car and invite you to help him.

This is how it happened to me. Otto has a much worse addiction than I do. After saying he would never restore another car he found a project car he couldn't live without. His project car is a 1955 Singer. The Singer is a British made car and imported into this country to make the American mechanic go insane; therein lies the challenge. When Otto found his project, he knew that I was almost finished with Patty Packard and that I would be available to assist him with restoring his Singer.

Now the story begins with me slowly beginning get involved in his project. I have always enjoyed a challenge and this one was a real doozy. I really began to get interested when Otto told me the engine block was cracked and he needed some help removing the motor. This was a whole new experience because most of the bolts and nuts were Wentworth. Wentworth is a bolt designation which is strictly British and is not metric or SAE. It falls somewhere in between the two standards and requires a special set of wrenches. It is difficult enough to take the motor out of a car when you know the process but it gets really tricky when there is nothing to attach a hoist to. Once we overcame this problem, the motor came out fairly easily. This was only the beginning of the fun! Otto took the motor over to Reggie Goolsby to see if he could fix the cracks and Reggie said he would try. Reggie is another one of us who loves a challenge and this one was too good to pass up. So he fixed it. All that remains is to start the engine and see if it holds but that is a ways off.

In the meantime, Otto was discovering some of the other problems he was going to have to deal with. This is where you discover that the project car you bought was probably sold to you because the previous owners didn't want to deal with the problems you discovered, and you probably paid too much money for the car. If you are real lucky, the previous owner bought some parts to fix some of these

problems, and if you are really, really lucky, the parts will work on the car you bought.

By this time, I discovered that I had found the project I was looking for and I didn't have to pay out a dime for it. The owner has to find the parts and pay for everything but I get the challenge of fixing it. Now how much better can this get?

The starter gear ring on the flywheel was in terrible shape. It will have to be replaced or flipped over to make it work. Otto thinks he has located one in Australia but the purchasing process is stalled so I think I will have to flip it over and reinstall it.

The next part of my involvement came when the front end suspension had to be rebuilt and there was no availability of parts to fix it. Otto brought me the old parts and told me how it was supposed to work. I made the bushings and fitted them to the existing parts. Surprisingly, the parts went back on and are working great.

Then came cleaning and replacing the brake system. The crap that came out of the brake cylinders and master cylinder was like tar. Just getting them apart was a challenge but Otto and I prevailed and got them cleaned up and in working order using the spare parts that came with the car and "miracle of miracles" the parts fit and worked. When it comes to luck, Otto is the Champ.

The nice part of being the helper and not the owner is not having to do the "Grunt work" on those jobs that include cleaning and replacing all of the parts taken off. Otto does most of that and it keeps him busy and off the streets.

Stay tuned for more developments.

March 2018 Hub & Spoke Sponsors: Marilyn & Bob Luckhard – Pontiac Fiero

My interest of the Pontiac Fiero started in 1984 when it was selected as the Pace Car for the Indy 500, May 27th 1984 (the first and only mid-engine car made in the USA). Having just started a family and only being able to afford one vehicle, a two seat car was out of the realm of practicality, let alone its base price of \$7,999.00.

Fast forward to the April of 2006, I was heading home from work and spotted a Red Fiero tooling down the road. Memories of that Pace car came flooding back; I had to have a Fiero! I started seriously looking for one (my wife Marilyn and I were heavily involved with Road Rallies and Autocrosses). I found what I was looking for, a running, Red, 1986 fastback with a 2.8l V-6 and 5 speed manual gearbox for \$1,700.00 and only an hour's drive away in Union Bridge, MD. I contacted the seller and was on my way to getting my "Dream" car. I pulled into his driveway an hour later and was "crushed" to see "my" Fiero leaving his home with the new owner at the wheel. The seller said he also had a black 1986 Coupe, 4cyl, automatic with only 35k miles, not what I was looking for, and I headed back home to look for another Fiero. After a week of thinking about it I decided to contact the seller and take a look at the Coupe; I was not disappointed. The paint, body and chassis were like new, as well as the interior, and the engine was great; the only problem was that the brakes were frozen and it would have to be towed, no test drive. I bought it for \$1100.00.

I lived in a garage-less townhouse and the Homeowner Association would tow any unregistered, not running vehicles so I was on a quest to get this thing running, driving and registered in two days! I replaced the calipers, brake hoses and disks, got it registered (in two days) and now had my daily driver.

Now it was time to make it my rallye car.

First the engine: I replaced the TBI with a Holley TBI, new distributor, plugs, wires and cast aluminum valve covers and TBI cover, new filters/fluids and new engine sensors along with a total clean-up of the engine bay.



Next I tackled the temperamental folding headlights by rebuilding the motors, not a fun job as the housings were riveted together. Then the body mods: a modified aluminum wing was added along with a pair of over the roof scoops to increase air flow into the engine compartment; the sun roof was replaced with a fiberglass scoop to get more air into the interior (I had removed the air conditioning system, much to my wife's chagrin); a fiberglass front air dam and dive planes were added to keep the front of the car on the road; and I modified a pair of Pontiac Trans-Am rear wheel ground effects and fitted them. Hella fog, driving and backup lights and their control system were installed.





In November 2009 I purchased a 1985 Black Fiero GT, 2.8l V-6 (unmodified) which I'm preparing for paint (Marilyn's self-proclaimed Fiero, she likes the higher horse power).



I then tackled the interior: the headliner was removed and seat covers were installed (as the original seats were in great shape). I purchased and installed period correct Terratrip computers and intercom systems for use in Time/Speed/Distance (TSD) rallies as well as lots of interior red lighting for night use.



We have since moved to Virginia and I deferred working on the remainder of the mods to the 1986 Fiero to assist in Otto Vallastro's' 1931 Chevy project (who thought that wood and sheet metal makes for a great car?). After working on the brakes, electrical and general assembly and building him a trunk I will be assisting Otto in adding period correct turn signals to the Chevy (Oh NO! Otto has purchased a Mid 1950s Singer to restore: more wood and sheet metal!).

I am planning to have the 1986 painted this year, replacing shocks, struts and bushings and any other changes that strike my fancy (maybe new wheels, they cost more than I paid for the car)!

When will I have the time to start construction of my American Flyer train layout, complete the restoration of my 1928 live steam locomotive (4-6-2), and finish construction of various ship and RC aircraft models and all the Honey-Dos?



LYNCHBURG REGION, AACA MEETING
FEBRUARY 26, 2018

President Charles Thaxton called meeting to order 6:28 pm.

Pledge of Allegiance and a moment of silence observed.

No guests or visitors but Charles welcomed back our new members as well as Harvey Elder and Donny Blanks. Harvey has recovered from pneumonia and Donny from surgery.

Sunshine Report: Liz Williams reported Bob Luckhard's Mother passed away.

The January Meeting minutes in the Hub and Spoke were approved by member's vote.

The Treasurer's report was read by Ron Blalock, copy passed among members, and report was approved by vote of members.

New Business consisted of an announcement for the Old Dominion Meet on April 27 and 28, 2018 in Harrisonburg, Virginia. Charles has entry forms that need to be sent in before April 20, 2018.

Charles showed a beautiful award that was presented to Claude Williams and his son Robert Williams for their 1931 Studebaker Roadster. The award was the prestigious President's Award for the Northeast Region AACA. They restored the Studebaker from a restoration which Claude had done previously, to concourse quality. CONGRATULATIONS TO CLAUDE AND ROBERT WILLIAMS!

Our regular May Club meeting will need to be moved to another location and date as this is Memorial Day and Charleys is booked for May 21st. Charles asked for suggestions and asked some members to check with these restaurants to see if we could have our meeting there. *Moore's Store meeting room upstairs.*

Members have to walk upstairs and can't order from menu. Jade Tree on Timberlake Road will be called by Marianne Simmons. Milano's on Boonsboro Road will be contacted by Anne Kituskie. Hibachi Grill was suggested but C. J. said their meeting room is small. Monte Carlo and La Villa are other options.

Activity for March:

SPRING FLING will be on **Saturday, March 24, 2018** at the FOP Building on Wiggington Road (across from the graveyard) at **11:00 am** with lunch at **12:00 noon**. We hope to have a guest speaker at 1:00 pm. Lunch is POTLUCK with Club furnishing fried chicken and beverages (tea, lemonade, water, and soft drinks. Bring your favorite dish or dessert. **Charles reminded members that the Spring Fling will take the place of our regular meeting for March.**

Activities for APRIL:

Saturday, April 14, 2018 is a trip to Brookneal's Drug Store Grill. Meet at Hardees in Rustburg at 12:00 noon and caravan to Brookneal to eat at 1:00 pm, or make your own way. Bad weather date is Saturday, April 21, 2018.

April 27-28, 2018 is the ODMA meet at Lacey Springs Elementary School (8621 North Valley Pike, Harrisonburg, VA. 22802). Let President Charles Thaxton know if you are interested in car-pooling to the Meet.

April 30, 2018 Monthly Club dinner meeting at Charlie's Restaurant. 5:30 pm for dinner; 6:30 pm for meeting.



Activities for May:

Saturday, May 26, 2018 Parkway Ride. Starts at Boonsboro Elementary School on 501 North at 9:30 am with cars leaving at 10:00 am. Ride Parkway to Peaks of Otter then into Bedford on Route 43 and stopping at Sonic Drive-In for lunch.

Monday May 21, 2018 Monthly Club dinner meeting. Place & time to be determined. Please note that this is the **THIRD** Monday of the month. We will have the Club get-together one week early to avoid the Memorial Day weekend.

Activities for June:

Saturday, June 2, 2018 is Club Planning meeting for rest of the year. Meeting at Charles Thaxton's at 1:00 pm.

Saturday, June 16, 2018 is a trip to Avoca House Museum in Altavista, VA. Gather at Colonial Restaurant on 29 South at 10:00pm. Tour house/museum and have lunch in Altavista.

Monday, June 25, 2018 Monthly Club dinner meeting at Charlie's Restaurant. 5:30 pm for dinner; 6:30 pm for meeting.

50/50 Ticket Drawing winner was Robert Williams.

CLUB DUES ARE DUE! National dues are \$40.00 and the Club's dues are \$15.00. Please pay Ron Blalock for the Club's dues and fill out the form so he can record your payment. Forms are also found on the last page of the 'Hub and Spoke'.

Auction was held with Otto Vallastro as the auctioneer. The bidding was fast and furious.

Meeting was adjourned by President, Charles Thaxton around 7:10pm.



1950 Singer



Congratulations to Otto Vallastro for the article and pictures of his expertly restored Singer featured recently in the national AACA, Antique Automobile magazine.

As we read earlier in this Hub & Spoke, Otto has embarked on yet another Singer journey! I'm quite confident that he will be successful again.

2018 SPONSORS OF THE HUB & SPOKE

Each year members can contribute an extra \$50.00 to the club by sponsoring an issue of Hub & Spoke.

Payment is due to our Treasurer in the month in which "your" issue of the H&S appears.

2018 MONTH's SPONSOR

January: Linda & Charles Thaxton

February: Pat & Reggie Goolsby

March: Marilyn & Bob Luckhard

April: Sue & Rick Smith

May: Anne & Glenn Kituskie

June: Francis & Owen Burks

July: Joyce & Harvey Elder

August: Shanna & John Kenny

September: Barbara Taylor & Otto Vallastro

October: Kelly & Jeff Gladden

November: _____

December: Santa

What's this?

One of our Club's lionhearted mechanical wizards, Reggie Goolsby, has been busy over the fall/winter months with numerous projects including this non-auto related repaired-rebuilt, re-erected windmill. More info to follow in the next Hub & Spoke.



For Sale

'31 Model T Ford Pick-up, RED, 3rd owner. In good condition, new wood in bed and on back. New touring cam, new water pump, distributor and modern points. Separate engine comes with it, re-built kit by Snyder \$15,000.

Gloucester, VA. CALL Danny Brigrance at 901-569-7907



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

Thank you.

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

Name: _____

Address _____

Phone _____ **Email [optional]** _____

Date: _____

AACA National Membership number _____

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

Send your completed application and \$15 to Ron.

[Make check payable to Lynchburg Region, AACA]

**Ron Blalock, Treasurer
Lynchburg Region, AACA
1006 Tumbleweed Lane
Bedford, VA 24523**

Application for AACA Membership

501 W. Governor Road, Hershey, PA 17033

• Phone 717/534-1910

Name of Applicant _____

Address _____

City / State / Zip _____

First Name of Spouse _____



Annual Membership (Includes Spouse if Applicable) \$40

Life Membership \$700



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

Any returned checks will be subject to a charge of \$25

Credit Card Number _____

Month _____ Year _____ 3-digit CV# _____

Credit Card Expiration Date (required) _____ Applicant Phone Number _____

Authorized Signature _____ Applicant E-mail Address _____

