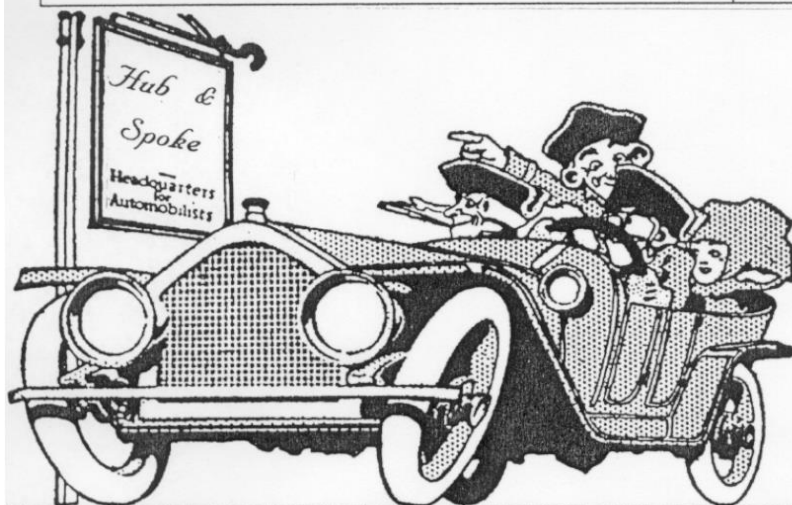


May 2016 Hub & Spoke Sponsors: Anne and Glen Kituskie - 1924 Ford Model T



The Hub & Spoke

Newsletter of the Lynchburg, VA Region, AACA





THE HUB AND SPOKE

Lynchburg, VA Region, Antique Automobile Club of America

A Club for All Lovers of Old Vehicles

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Spoken From the Hub May 2016

Charles Thaxton

I have been thinking about some topics to write on and I happened upon an old copy of Motor's Auto Repair Manual. I had forgotten how much really good information is contained in this book. When I started looking at the manual there were some very basic explanations of the functions of the various parts found on all automobiles and I thought that a review would be good for me.

I was focusing primarily on the ignition coil and its construction, and this led me to understand how it worked. All electric ignition systems use a spark coil to produce a high voltage that will create a spark at the plug. How does a spark coil change 6 volts into several thousand volts? The coil is a constructed like a modern transformer. It consists of one set of primary windings and a set of secondary windings around a steel core. The primary windings are connected to the positive and negative terminals found on the outside of the coil and are marked + and -, the secondary windings are connected to the coils output terminal. By putting a DC current through the primary windings each

time the current is started and stopped, it induces a current in the secondary windings of the coil. Depending on the ratio of the windings, primary to secondary, the voltage is increased or stepped up -- in this case from around 6 volts to several thousand volts. The pulsing is caused by the movement of the points in the distributor and at the same time this pulse happens, the distributor delivers the high voltage to the correct plug.

The coil can be checked by using a volt/ohm meter to measure the ohms of resistance across the primary windings and also by measuring the ohms of resistance across the secondary windings. The primary side should show a low resistance, around 0.4 to 0.6 ohms. To check this you must disconnect the coil and measure the resistance across the negative and positive poles of the coil. To test the secondary side of the coil you must measure the resistance across the coil output and the negative terminal. You should read a much higher resistance, around 5000 to 7200 ohms. Any significant difference in either of these readings means that some of the windings may be shorted and this would indicate an eventual failure of the coil. Ignition coils don't often fail totally but they do become weak and produce a weak spark which will cause hard starting and poor gas millage.

The object of any spark coil is to produce a very high voltage so a hot spark can be produced to burn a leaner fuel mixture in the combustion process and more power can be produced. This is a very simplified explanation of this one small part of a very intricate system which causes your motor to run. It always helps me to review the basics every now and then.

IMPORTANT NOTICE: Our regular monthly Club meeting for MAY, 2016 will be on Monday evening, May 23, 2016 at Charlie's Restaurant. This change is required because the following Monday is Memorial Day! MARK YOUR CALENDARS!



**MINUTES - AACA
LYNCHBURG
April 25, 2016**

Terrie Linton

The meeting was called to order at 6:30 p m. The Pledge of Allegiance was

recited and a moment of silence followed.

The minutes from March were accepted with a motion from CJ and a second from Reggie.

The Treasurer was not present.

Sunshine Lady Liz Williams had no one on her list for April.

Charles shared that Joyce Blalock is in Bedford Memorial Hospital with Pneumonia. He asked us to remember both Joyce and Ron in prayer. He told us that next months' meeting will be on May 23- a week early- because of the holiday. Marianne Simmons, Barbara Taylor and Bobby will make calls to those not having E mail to alert them of the change. Tony assured us that the Hub & Spoke newsletter will be out before then.

Membership in the AACA is offered on line for renewal. Charles announced that this is a good way to do it at the end of the year.

DATES FOR THE FUTURE

-April 29-30 ODMA IN Martinsville.

-May 7 Brookneal days 10 AM -3 PM, dash plaques, door prizes and goodie bags are offered.

-May 14 Nolan village in Providence, VA-tractors, Brunswick stew -4-5 members want to attend-and are asked to notify Harvey or Randy for directions

-May 21 Appomattox days at the old Ford dealership location 7169 Richmond Highway, Appomattox, VA.

-May 21 Amherst Elementary school on N. Main street- Spring Fling with car show.

-May 23 AACA dinner/meeting at Charlie's Restaurant

-JUNE 11 Salvation Army car show- cars, trucks, bikes, motorcycles- \$20 in advance, \$25 at the gate. Charles to get more applications for next meeting

-June 25 County line flea market- CJ has a place to store items in advance. Just put price on it and call CJ. Arrive between 6-7 a.m. and the day is over by 11.

-June 27 AACA dinner/meeting at Charlie's Restaurant

-July 23 Black Dog salvage trip (date to be confirmed by CJ.

CJ told us about "call" for a movie part for a '50 or '60 pickup. He notified 2 members who fit these criteria but has not heard if the members followed up on the offer.

Charles announced that we need more 4 door sedans for weddings. Reggie usually does this and he will not accept less than \$200 for a donation to the club. Charles is still taking orders for name tags.

Reggie will inquire about a visit to Mark Smith's car museum later this year.

The Danville Museum was discussed since Terrie had been there last month and recommended that the club may go there as a fall caravan and lunch trip.

We were reminded that the show at Point of Honor is scheduled for October 1st.

The 50/50 raffle was won by REGGIE. Otto Valastro was the auctioneer. Meeting adjourned at 7:15.

2016 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. Payment is due to our Treasurer in the month in which "your" issue of the H&S appears.

MONTH's SPONSOR

January: Linda & Charles Thaxton

February: Frances Everette & Owen Burks

March Tom Graves

April: Pat & Jim Blackburn

May: Anne & Glenn Kituskie

June: Carolyn & CJ Leighton

July: Joyce & Ron Blalock

August: Harvey Elder

September: Pat & Reggie Goolsby

October: Kelly & Jeff Gladden

November: Marianne & Tony Simmons

December: Santa



May 2016 Hub & Spoke Sponsors: Anne and Glen Kituskie

The Kituskie's '24 Ford Model T is always a crowd-pleasing sight when they bring it out for a show. Here's a shot of Glen and CJ tinkering with the T.



Many thanks to Anne and Glen for their participation and support of our Club!



Historical Automobile Quotes

Reprinted from "American Automobile: A Centenary" by Nick Georgano

It ran no faster than an old man could walk ... but it did run. Charles Duryea 1893

The way to make automobiles is to make one automobile like another, to make them all alike, to make them come through the factory all alike, just as one pion is like another pin when it comes from the pin factory. Henry Ford 1903

Price is secondary. We build always the highest attainable quality, and the price is fixed by the production cost. Packard advertisement, 1915

You can't ride to town in a bathtub. Indiana farmer's wife, 1925

Buy an automobile and help restore prosperity. President Herbert Hoover 1932

To the average American, our present car and its size represent an outward symbol of prestige and wellbeing. Ford Division report, 1951

I warn you that in ten years most of you guys will be standing outside the hobby, looking in. Parke-Bernet spokesman, 1962 (Parke-Bernet was the largest auction house in America at that time & subsequently purchased by Sothebys)

Americans are fat and happy, but that doesn't mean America is finished. When it gets tough they will straighten out. Lee Iacocca, chairman of Chrysler, 1988

Cruise to Drugstore Grill April 23, 2016



Weather was perfect, company was congenial, food was delicious: what else can one say about our Club's April cruise to Brookneal, VA for lunch.

Our Club members had access to Drugstore Grill's adjacent room which was decorated in an interesting fashion from the original tin panel ceiling, unusual door panel tables, and interesting water faucets and gas nozzles used for lighting and decorations.



Fords clustered around other Fords ...



...while GMs lined up elsewhere!



Outside the Drugstore Grill was a most unusual item. At first glance I guessed that it was a recycled ICBM, or perhaps something really complicated that someone is attempting to restore. The puzzle was solved when it was revealed that it's merely a very large outdoor grill.



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1955 T-Bird Convertible 292 V8, P.S., P.B., P.W., P. Seat, Auto, wire wheels, 78,982 actual miles. I sold it new – Brookneal car. Complete restoration. Selling because of health. Harvey Elder: 434-376-3923



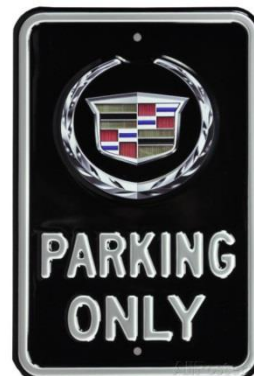
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1993 Cadillac Allante



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- \$9,500

Tony Simmons 434-525-5625



Pick-Up Trucks are “In”

From MSN internet Auto Information site

It would be hard to argue that any type of vehicle is more uniquely American than the pickup truck. Once the most basic of basic transportation embraced only by farmers and tradespeople, pickups today are often as likely to be loaded up with options as cargo, and they have become the personal transportation of millions of individuals and families—many of whom never burden their trucks with more than a few bags of groceries or a bicycle or two. America's love affair with the pickup has blossomed to the point where the bestselling vehicle in the U.S. is the Ford pickup, and it's been that way for 34 years.

As their popularity has grown, so have the variety of models and equipment available, enabling buyers to choose anything from a basic work truck, to a rugged off-roader, to a four-door family hauler, to feature-laden models with all the comforts of a luxury car. Ram truck alone offers 12 different trim levels, and all the major manufacturers let buyers choose from at least three different cab sizes, several bed lengths, and two- or four-wheel drive. Here's a look at some of the milestone models that have led to the choices we have today.



The First Pickup Henry Ford gets the credit for both the first factory-built pickup truck and for coining the term “pickup.” The 1925 Model T Roadster with Pickup Body was created when Ford saw an opportunity to cash in on the many farmers who were either modifying the famously simple and rugged Model T automobiles for work in their fields, or just using them as is. Henry himself, it is said, had a 1912 Model T with a cargo box on his own farm, and coachbuilders and Ford dealers alike had been offering pickup bodies for years before the factory got on the bandwagon. By the time the pickup version arrived, the venerable Model T was approaching obsolescence, and it was replaced in 1928 with the larger and more powerful Model A. Still, Ford sold somewhere around 135,000 Model T pickups, beginning an American love story and putting untold numbers of horses out of work.

Advent of Four-Wheel Drive Component



supplier Marmon-Herrington began converting Ford pickup trucks to four-wheel drive back in 1935, but the first production four-wheel-drive pickup was the 1946 Dodge Power Wagon. A product of the war effort, the Power Wagon was essentially a one-ton four-wheel-drive military truck with civilian sheet metal. Domestic production continued until 1968, with only minor changes. The Willys-Overland Jeep Truck arrived just after the Dodge, in 1947, another adaptation of wartime technology. Like the Power Wagon, it made for rugged if rudimentary civilian transportation at best—and stayed that way until production ended in 1965. By the late 1950s, all domestic manufacturers were offering four-wheel drive in conventional pickups.



Smooth-Sided Cargo Bed As pickups continued to find their way off the farm and into suburban driveways, buyers demanded more style and amenities. Rising to the occasion, Chevrolet's 1955 Cameo Carrier and its GMC Suburban counterpart were the first pickups to ditch the distinct rear fenders that had been standard pickup fare since the 1920s, in favor of smooth fiberglass flanks for a more carlike appearance. Their exterior was further gussied up with two-tone paint and a liberal application of chrome. The decadence continued inside, with matching two-tone upholstery and unheard-of amenities such as dual sun visors and armrests—all for a hefty 30-percent price premium. Still, the design was a modest success, and other makers soon followed suit. By 1960, Ford, Dodge, and GM all offered smooth-sided pickups, but with conventional steel bodies.



Forward-Control Pickups Forward-control, or flat-nosed, pickups offer the utility and bed length of a conventional design but with shorter overall length for greater maneuverability. Often based on vans, their popularity peaked in the 1960s when buyers could choose among several manufacturers. First up was the 1952 Volkswagen Transporter, with a 1.1-liter engine and a whopping 25 horsepower. Gradual increases in power and

other evolutionary changes followed over the years, along with variants including a crew cab. But U.S. availability ended in the mid-'60s, when the VW pickup became a victim of the "chicken tax", a 25-percent tariff imposed on imported light trucks in response to European taxes on U.S. chicken exports. The Jeep FC150 appeared in late 1956, with four-wheel drive and all the utility and luxury of a box of hammers & remained in production until 1965.



The Econoline was more conventional, with its



engine mounted up front and rear-wheel drive. Dodge followed the Ford model in 1964, with a flat-nose pickup based on the A100 van. Never as popular with customers as conventional pickups, forward-control designs began to disappear by the mid-1960s as manufacturers focused on the growing demand for conventional pickups. The Corvair truck was discontinued in 1964, while Ford and Dodge soldiered on until 1967 and 1970, respectively.

(Stay tuned for more pick-up history in the June 2016 Hub and Spoke --- it's a long story!!!)

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