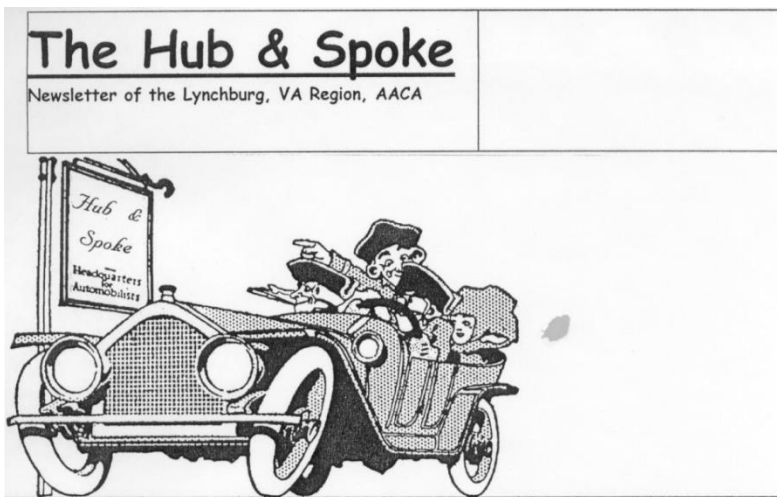


**May 2017 Hub & Spoke Sponsors: Anne & Glen Kituskie – 1980 MGB**



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



## **THE HUB AND SPOKE**

Lynchburg, VA Region, Antique Automobile Club of America

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### **Spoken From The Hub**

#### **CJ Leighton**

What a great time of year spring is. The temperature is just right for getting outside and doing yard work or old car work . It's great for getting that classic out for a drive as well.

I saw an auction ad in the paper a couple weeks ago and one of the items listed was a 27 T two door. This as the name implies, this is a two door enclosed body style very similar to the first year model A. I wasn't in the market for one of those but was curious what shape it was in and what it would bring. Also, any estate sale that has a model T in it might have other car related treasures so when Saturday came, Carolyn and I were there.



('27 T two-door, file copy)

The T looked to be almost completely original with only a few small items incorrect. On the negative side, the radiator was in non serviceable condition and the engine had zero compression. The interior was shot , tires were severely weather checked, the top had been replaced at some point

and it had been done poorly to the point of needing to be done again. The wiring was not serviceable. There are other questions that remain unanswered such as if the block cooling jacket was cracked and what condition the transmission and rear end were in.

On the plus side the body was completely strait and no major rust. The paint looked to be original and salvageable. The glass was good as were the wire wheels. The engine had the correct vaporizer carburetor (which no one likes or keeps, owing to the originality of the car) and no water pump (again, proving the originality of the car). It was a very complete car and retained its original window cranks and door handles.

Much to my dismay, there weren't any other old car related items included in the sale. There was a lot of farm machinery and farm related items but no other old car nuggets and I dug through every box. I hate to go to an auction and leave empty handed so I picked up a Craftsman rear tine tiller which will make gardening a lot easier on my back than my 20 year old front tine has done.

Oh yes, I suppose you'd like to know how much the T went for? Well the bidding started out a little slow with no one jumping in and finally some one threw out a \$3000 bid. I was shocked at such a high starting point because I didn't think it would bring much more than that. Everyone has their own auction strategy I suppose. The bidding picked up and when it got to 4500 I thought surely this would be the end of it. The car in it's present condition probably wasn't worth quite that much. Well it kept on going till the \$6000 mark when I assume those bidding realized what they had done and came to their senses. The hammer fell at \$6000 and the new owner wasted no time in backing up the trailer and loading his new prize which blocked access for me to load the tiller. I started to be annoyed and then I remembered that he just over paid for the T and probably wasn't in his right mind so I cut him some slack.

I hope this finds you all well and ready for a great summer. Get that old car out and drive to your favorite museum, friends house or restaurant. Just get her on the road. Make sure you review the

upcoming events calendar in this issue. You may drive it to an auction. You never know what you'll find.

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**Unfortunately, timing of this H&S publication did not allow the minutes to the April 24<sup>th</sup>, 2017 Club meeting to be including. The April minutes will be included in the next H&S.**

### **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. Contact our Treasurer.

### **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

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## Cruise to Drugstore Grill April 1, 2017



"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." (H&S comments from last year's Brookneal trip bear repeating!)

Some gathered in Rustburg to caravan south to Brookneal while others found their own route(s).



While we usually see a gathering of unique vehicles, this luncheon trip found **two** MGBs of our members in the parking lot: Anne & Glenn Kituskie's blue and Kelly & Jeff Gladden's red.



## **UPCOMING EVENTS!**

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

**May 13, 2017** Nolan Village Festival. Meet at Brookneal Funeral Home at 10 AM to convoy to Nolan Village. **Official times on Saturday, May 13, 2017 from 10 am until 3 pm!**

**May 22, 2017** Monthly Club dinner meeting at Charlie's Restaurant. 5:30 PM to eat; 6:30 PM to meet. **NOTE: The regular May meeting is not on the last Monday of the month because of Memorial Day.**

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

**June 26, 2017** Monthly Club dinner meeting at Charlie's Restaurant. 5:30 PM to eat; 6:30 PM to meet.

**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 4<sup>th</sup> through 7<sup>th</sup> 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.

## **For Sale**

**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





## May 2017 Hub & Spoke Sponsors: Anne & Glenn Kituskie

Periodically Anne & Glenn drive their bright blue 1.8L 4 cylinder 4 speed 1980 MGB for all to see.



(Wikipedia)

The **MGB** is a two-door sports car manufactured and marketed by the British Motor Corporation (BMC), later British Leyland, as a four-cylinder, soft-top roadster from 1962 until 1980. Variants include the MGB GT three-door 2+2 coupé (1965–80), the six-cylinder roadster and coupé MGC (1967–69), and the eight-cylinder 2+2 coupé, the MGB GT V8 (1973–76).

Replacing the MGA in 1962, production of the MGB and its variants continued until 1980, achieving combined sales of 523,836 cars.

In structure the MGB was an innovative, modern design in 1962, utilizing a monocoque structure instead of the traditional body-on-frame construction used on both the MGA and MG T-types and the MGB's rival, the Triumph TR series. However components such as brakes and suspension were developments of the earlier 1955 MGA with the B-Series engine having its origins in 1947. The lightweight design reduced manufacturing costs while adding to overall vehicle strength. Wind-up windows were standard, and a comfortable driver's

compartment offered plenty of legroom. A parcel shelf was fitted behind the seats.

1969 saw three windscreen wipers instead of just two (to sweep the required percentage of the glass), high back seats with head restraints and side marker lamps.

To meet impact regulations, 1974 US models saw the chrome bumper over-riders replaced with oversized rubber ones, nicknamed "Sabrinas" after the well-endowed British actress. In the second half of 1974 the chrome bumpers were replaced altogether, which are considered 1974.5 models. A new, steel-reinforced black rubber bumper at the front incorporated the grille area as well, giving a major restyling to the B's nose, and a matching rear bumper completed the change.

New US headlight height regulations also meant that the headlamps were too low. Rather than redesign the front of the car, British Leyland raised the car's suspension by 1-inch (25 mm).



## **WHY SPORTS CARS BEGAN DYING** **50 YEARS AGO**

**By: Hagerty Ins Co. (2/8/2017)**

As the post-war years go, 1967 was a big deal in nearly every category, from pop culture, to social upheaval and of course, what we care most about here, cars. Important cars came and important cars went in 1967. But the elephant in the room was the National Traffic and Motor Vehicle Safety Act and the National Emissions Standard Act. Big changes would be felt by the fall of 1967 for the '68 model year cars' introductions. They were the first to reflect safety and emissions mandated design alterations. We'll take a look at a few of the seismic changes that happened in the 1967 calendar and model years:

That year marked the end of the line for three much-loved sports cars. The big Healey, reached the end of the line in '67 with production of the Austin-Healey 3000 MK III BJ8 ending. Although upgraded over the years, the basic design dated back to 1952. It simply couldn't be kept current and competitive, and U.S. safety and emissions laws were the final knell. BMC never effectively replaced the car and for many, it marked the beginning of the end of the British sports car in America.



The Sunbeam Tiger also went away after 1967. It died much too soon for different reasons. Chrysler had bought the Rootes Group, Sunbeam's parent company, and after one year of selling a car with an engine provided by arch-rival Ford, it gave up on the car when it became clear that no Mopar V-8 would fit in it. In any event, the new safety regs

would probably have killed it as well—its four-cylinder twin the Sunbeam Alpine bowed out after 1967.



Probably the most famous sports car to die in 1967 was the Shelby 427 Cobra. It simply had no place in the new world of safety and emissions regulations. It was, after all, the antithesis of both. Chassis and body-maker AC tried having a go at a more civilized version of the venerable coil-sprung Cobra called the AC 428, but the market just wasn't there.



While we may have lost the Cobra, we did at least gain two pony cars with lasting influence, the Camaro and the Shelby GT500 debuted in the '67 model year.

One sports car that nearly died off (at least in the U.S.) was the Alfa Romeo Spider. Carbureted, twin-cam Alfa Romeo engines were jewels; powerful and revvy, but notoriously tough to run clean. Alfa simply couldn't comply with the 1967 emission laws that came into effect for the following model year. There were no new Alfas imported in the fall of '67. In fact, Alfa skipped the entire 1968 model year in the U.S., returning in 1969 with a complex mechanical fuel injection system in



place of carbs. Porsche had a tough time as well. 1967 was a big model year for the little Stuttgart-based company. They introduced a new body-style that they became famous for, the Targa, with a lift off roof secured to a fixed, stainless steel rollover hoop. They also introduced the high-performance version of the 911, the famous 911S, only to have to pull it in the fall of '67 when it couldn't be emission certified for the 1968 model year. In fact, every Porsche 911 and 912 sold in the U.S. for that year had driveability problems related to the backfire-inducing air-injection pumps that nearly every OEM was forced to use to curb emissions. Jaguar, in addition to gaining an air pump, had to sacrifice one of the E-type's three SU carbs and about 25 hp.

The Jaguar E-type's appearance also suffered due to the new laws. Lighting standards meant that the gorgeous glass covered headlamps had to go. Alfa Romeos, Ferraris and even Fiat's little 850 Spider were similarly defaced as a result of this law. Even knock-off wheel hubs lost their spinners on all British and Italian sports cars as well as the Corvette.



Interiors became more drab as well. We gained collapsible steering columns and energy absorbing steering wheels at the expense of attractive but lethal "impale-o-matic" spoked steering wheels and sharp, protruding switches and gauge rims. Look at the difference between a 1967 C2 Corvette's interior and its replacement, the far more subdued C3 from '68 and the difference is obvious. But as usual, it was the foreign cars that had the toughest time. The poor MGB lost its beautiful black steel, wrinkle-finish dash and toggle switches

in favor of blunt rocker switches and a padded dashboard monstrosity, unaffectionately referred to as the "Abingdon Pillow." MG couldn't even figure out how to put a glovebox in the poor car until 1972. Datsun's pretty Fairlady Roadsters endured the same fate.



Occasionally, the new regs gave birth to something positive. BMW's 1600 couldn't provide adequate performance after being de-toxed. The solution, inspired by Max Hoffman was to use the much larger 2.0-liter engine in the same compact body giving birth to the legendary BMW 2002. This was very much the exception, however.

For the combustion-chamber-is-half-empty types among us, 1967 was when the rot began setting in—the steady degradation of performance and styling that climaxed in the beginning of the Malaise Era about six years later. But viewed through a wider lens, the pain of '67 set the stage for the huge advancements in safety and performance technology that we're enjoying today in what is certainly the second golden age of automotive performance.

**Editorial Comment: Baloney! As a dedicated two-seat auto addict, I completely disagree with the title of this article. The author does however have the correct conclusion that technology has evolved. Today's sports cars are far superior to yesterdays (Corvette, Fiero, M-B SL, Allante, Miata, Jaguar XK, Aston Martin, Alfa Romeo, Cadillac XLR, Ford GT, just to name a few).**



# **5<sup>th</sup> ANNUAL DAY IN THE TOWN SPRING CHARITY CRUISE**

**Downtown  
Brookneal, VA  
Saturday, May 6, 2017  
10 a.m. to 3 p.m.**

**Registration \$10.00**

*All money from the show stays in Brookneal to help Brookneal families.*



**Dash Plaques**

**Door Prizes**

**Goody Bags**

**50/50 Drawing**

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