

October 2016 Hub & Spoke Sponsors: Kelly & Jeff Gladden: 1952 Crosley Station Wagon



<h1>The Hub & Spoke</h1>	
<p>Newsletter of the Lynchburg, VA Region, AACA</p>	

October 2016

<http://lynchburgva.aaca.com>



THE HUB AND SPOKE

Lynchburg, VA Region, Antique Automobile Club of America

A Club for All Lovers of Old Vehicles

Volume 47 #10 October, 2016

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Spoken From the Hub October 2016

Charles Thaxton

This will make the 3rd instalment of the ongoing saga of my adventure into the world of restoration. The '38

Packard is slowly coming back to life; the main thrust of my work is now on the body and chassis. I have found that body work can be fun and challenging all at the same time; cutting out rust and replacing the area with new metal calls for hours of time and a very light

touch with a welder. I think by the time this project is over I will be able to weld a piece of paper without setting it on fire. Having someone like Otto and his faithful companion Buddy to come by to lend a hand and offer some words of wisdom keeps me going and helps me get the rust spots repaired. Buddy watches every move we make to make sure we do the job right and mooch a few dog treats off of my wife.

I started at the left rear fender well and cleaned the rust up and treated it with One Step Rust Killer and cut out the areas that were rusted through and replaced it with new metal. I have been working my way around the car in a

clockwise direction. The next problem I tackled was the driver side door.

It looked like the door had been caught on something and had been sprung open, causing the frame of the door to be twisted. This resulted in the door being hard to close and not fit. Someone had tried to fix it many years ago and had done a very poor job. This turned out to be the greatest body work challenge I have ever attempted to fix but through careful bending and straitening I have a door that looks good and closes properly.

I have avoided the firewall on purpose because this will be finished last and painted with the Packard blue color that is very close to original color and will be used on the whole car eventually. Painting the firewall while the engine is out, with a finished coat of paint, is necessary because when the engine is reinstalled it will be almost impossible to paint. It is the little things like this that makes planning a restoration a very trying experience.

I have started fitting the front end parts back on the car to be able to learn where the parts go and how they should fit. I was not present during the removal of the fenders and the front end so I am sort of “flying by the seat of my pants” in this area.

I had the radiator checked for leaks and cleaned out and it passed with flying colors. I test fitted it on the chassis and made sure the bolts were all there, then I put it away for safe keeping.

During this period Otto helped me on the Packard and I helped him remove his '31 Chevy front fenders and the running boards (damn those rusty bolts).

Stay tuned for more adventures with Patty the Packard.

Before & After



Minutes for the Lynchburg Region AACA Meeting September 26, 2016

Submitted by Wanda Barns

The meeting was called to order at 6:30 PM by President Charles Thaxton. The pledge to the flag and a moment of silence were observed.

Charles noted that the club funds were getting low and that we might consider having a raffle if no one objected. Randy Martin reminded us that annual local dues will be due soon, and this should help somewhat. The matter was tabled and will be discussed more at our next meeting.

Sunshine – Liz Williams read a note from Anne Harris (Robbie's wife) thanking the club. She is recovering from heart surgery and is doing well but has a ways to go.

Terrie Linton is still doing rehab following back surgery and will hopefully be back with us soon.

We will continue to remember both of these ladies as they recover.

The 50/50 was won by Don Hudson.

The auction was lively as usual as Otto is doing a great job with this.

The meeting was adjourned at 7:10 p.m.

Reggie's Corner

You can medicate it,
You can educate it,
But you can't fix stupid!

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. Selling because of health. Harvey Elder: 434-376-3923



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



August 6, 2016 Heritage Festival, Naruna, VA

“Hats Off” to Owen Burks for his hard work as Vehicle Coordinator for this annual event. Vehicles ranged from antique to hot rods, mild to wild!



Upcoming Events Joyce

Blalock



Oct. 1, 2016 – Point of Honor Car Show – show will be from 10 a.m. until 4 p.m. Members should arrive by 9 or 9:30 a.m. Parking will be behind the house. Trailers can unload then park the trailer in the vacant lot below the front of the house.

Oct 8, 2016 – Big Island Paper Mill 125th Anniversary. This show is by invitation only and is from 11:00 to 4:00. Members with tickets should arrive before 10:30 a.m. at the Sedalia Center on Route 122. Don't forget admission tickets, food vouchers, & chairs. If not driving an old car tell the gate you are with the AACA and you will be parked with the car club.

Oct. 15, 2016 – St. Paul Church, 4693 Everett Rd, Forest, VA. Registration \$5; proceeds benefit the St. Paul Youth Ministries. 11:00 a.m. To 3:00 p.m. Arrive by 10:00 a.m.

Oct. 15, 2016 New London Car Show

Oct. 19, 2016 – Seminar Jones Memorial Library on the Piedmont Automobile Car Company. 5 pm. Speaker: Steve Puckette.

Oct 31, 2016 – Next Scheduled Meeting at Charlie's Restaurant. Don't forget that this is the Halloween Meeting so come dressed for the occasion. There will be a prize for the winner.

October Sponsors of the Hub & Spoke:
Kelly & Jeff Gladden



Jeff saw his first Crosley at age twelve with his Father at the Maryland Steam Historical Society show back in the '70s and immediately admired the car. At the time his Dad has not seen a Crosley in many years and proceeded to tell Jeff about Crosleys. At that time, Jeff said he wanted to have a Crosley one day. Then in 1983 Jeff saw an ad for a '47 Crosley with nothing but an address to view it which was not far from Jeff's house. So that afternoon, with nothing else to do (just looking could not hurt), he went over to "Just Look at it".

The car was rough and did not run but Jeff was a Body & Fender and Paint Technician at the time so restoring an old car was not a problem since he had already restored some others. Dumb luck would have it that the owner of the Crosley had recently side swiped the bed side of his Ford F-100 truck on a post and it needed repair. After looking the Crosley over, some horse trading discussions ensued and a deal was made for Jeff to repair the F-100 bed and he would acquire the Crosley. In a few weeks, the F-100 was repaired and Jeff took ownership of the '47 Crosley. One thing has led to another over the years and now there are eight Crosleys at Jeff and Kelly's place.

Kelly began going to the Crosley shows when the two were dating; then she eventually married into the Crosleys.

Kelly & Jeff are actively involved in Crosleys as Members of the Crosley Automobile Club and The Keystone Region Crosley Club. Each July they attend the Crosley Nationals in Wauseon, Ohio in Northwest Ohio at the Fulton County Fairgrounds with Jeff's Mother. Jeff began attending the Nationals in 1984 with his father and has been a regular over the years. After he and his Dad went for a couple of years his Mom began going too and she has been going to Wauseon each year since. It became a family affair for years and even though his Dad has passed away, his Mom stills loves to go the Nationals. Each year they take Mom's motorhome and tow two Crosleys to the Nationals and camp at the fairgrounds with many Crosley friends and club members. Also, in August each year, they attend the Keystone Regional Crosley Meet which is a much smaller Crosley Show near Hanover, PA.

Jeff teaching kids at the National Crosley Meet how to drive the 1952 Farm O Road



Road Rally through the town of Wauseon OH during the National Crosley Meet



Regional Keystone Crosley Club in which Jeff is the President and Kelly is the secretary & treasurer.



The current restoration project in the garage is a '39 Crosley Coupe that Jeff bought at the Crosley Nationals about 20 years ago. The work is coming along and the car should be a nice pre-war Crosley when complete. The other Crosleys in the stable are as follows: '50 & '52 Farm-O-Roads, '51 & '52 Super Sports, '47 Sedan, '39 sedan conv., '52 Wagon, and a '52 Conv.

'52 Super Sport Crosley



Kelly enjoys collecting Crosley memorabilia and such items as radios, rulers, ash trays, match books, ads, playing cards, assembly line worker badges, finger thimbles, etc. You might say she has takin'-a-liking to Crosleys also.

Crosley memorabilia such as advertising ashtray, ruler, Crosley Radio, Crosley Shelvedor ice tray



Crosley History (Wikipedia)

Industrialist [Powel Crosley, Jr.](#), of [Cincinnati, Ohio](#), owner of [Crosley Broadcasting Corporation](#) and the [Cincinnati Reds](#) baseball team, had ambitious plans to build a [subcompact car](#) and with the able assistance of his younger, graduate engineer brother Lewis Crosley, developed assembly plants at [Richmond, Indiana](#), and [Marion, Indiana](#). In May 1939, the first car was shown at the [Indianapolis Speedway](#). It was a two-door [convertible](#) that weighed under 1,000-pound and sold for \$250. It did not achieve sales success, but in 1941 more body styles were introduced.

The chassis had an 80-inch [wheelbase](#) using half-elliptic springs with beam [axle](#) in front and quarter-elliptic springs in the rear. The power came from a two-cylinder [Waukesha](#) air-cooled engine that had the fan as an integral part of the [flywheel](#). The engine was connected with a three-speed [transmission](#) and then directly via a [torque tube](#) to the rear axle, thus eliminating the need for [joints](#). However, this arrangement was judged unreliable so conventional [u-joints](#) were fitted beginning in 1941.

In 1941, the body styles available were expanded to include two- and four-passenger convertibles, a convertible [sedan](#), a [station wagon](#), a panel [truck](#), a [pickup](#), and two models called "Parkway Delivery" (a mini-panel with no roof over the front seat) and "Covered Wagon" (a convertible pickup truck with a

removable back seat). Crosley's first metal-topped sedan (the Liberty Sedan) was introduced for 1942.

During World War II, the Crosley became attractive because of gasoline rationing and the good mileage it could achieve: 50 miles per US gallon.^[4] Crosley was the last company to cease production of civilian vehicles in 1942, partly to aid Crosley sales to facilitate fuel conservation, and partly because the War Production Board needed time to determine a use for Crosley's small factories.

Civilian car production resumed at the Marion, Indiana facility in 1946 with the new, larger and aerodynamic CC model, designed by the firm of Sundberg & Ferar of Royal Oak, Michigan. (The Richmond facility had been sold during the war years.)

Crosley introduced several "firsts" in the American automobile industry, including the first use of the term 'Sport Utility' in 1948 (albeit on an open model based on the wagon, not a wagon on a truck chassis); first mass-market single overhead camshaft (SOHC) engine in 1946; first slab-sided postwar car, also in 1946; first all steel-bodied wagon in 1947; first American car to be fitted with 4-wheel caliper type disc brakes in the 1949 model year (Chrysler Imperial introduced four-wheel disc brakes as standard equipment on Crown Imperials at the beginning of the 1949 model year, but they were not of the caliper type); and the first American sports car, the Hotshot, in the 1949 model year. 1950 brought the Farm-O-Road model, a 63-inch (1,600 mm) wheelbase utility vehicle predictive of the John Deere Gator and other UTVs.

With 24,871 cars sold, Crosley's best year was 1948. Sales began to slip in 1949, and adding the Crosley Hotshot and a combination farm tractor-Jeep-like vehicle called the Farm-O-Road in 1950, could not stop the decline. In 1952, only 1522 Crosley vehicles were sold. Production ceased after the July 3rd shift that year, and the plant was sold to the General Tire and Rubber Company. A plan to sell the Crosley auto concern to Nash failed to materialize, when Nash merged with Hudson.

The End!

September 3rd- Sedalia Center Country Fair



ST. PAUL BAPTIST CHURCH CAR SHOW



4693 EVERETT RD, FOREST VA

OCTOBER 15, 2016
11AM-3PM



REGISTRATION \$5 PER CAR
DONATIONS ACCEPTED
ALL PROCEEDS BENEFIT
ST. PAUL YOUTH MINISTRIES

BAKE SALE
PLATE SALE
TROPHIES



FOR INFO CALL : (434) 319-2908

RAIN DATE OCTOBER 22, 2016

