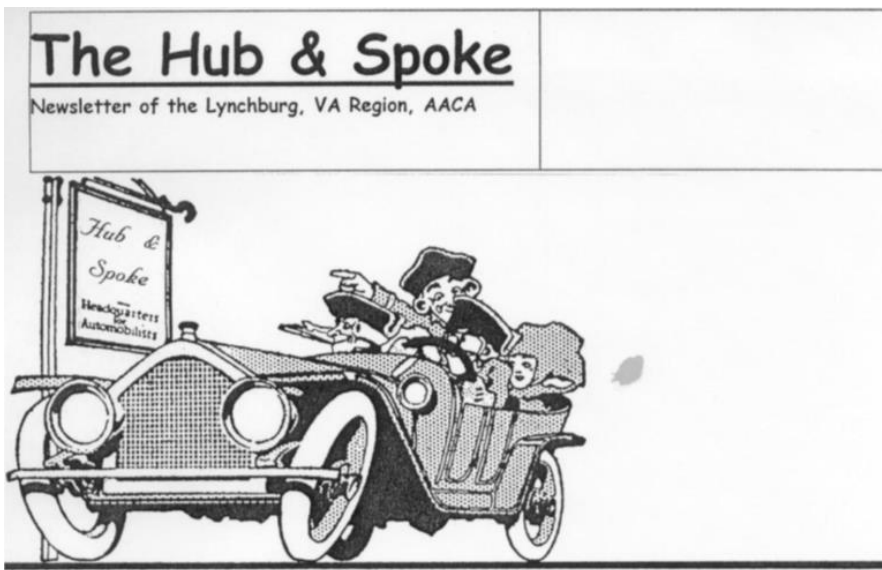


January 2017 H&S Sponsors: Linda & Charles Thaxton -- 1938 Packard (Before restoration)



January 2017    <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 48 #1 January, 2017

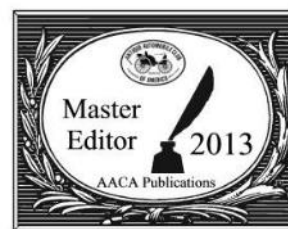
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The Hub and Spoke is an official publication of the Lynchburg Region AACA as is the Lynchburg Region's website:  
<http://lynchburgva.aaca.com>



## **Spoken from the Hub** C J Leighton

Greetings and Happy New Year. It's New Year's Eve as I write this which leads me to the topic of the following comments: 2017 Lynchburg Region chapter outlook.

I thank the membership for having nominated and elected me. It will be an honor to serve our chapter.

I'd like your help to make a new year's resolution to sustain our great chapter. In the coming year, I'd like to challenge all of us to make an effort to help our club grow and ensure the longevity of the Lynchburg Region. Here are a couple ways we might accomplish this.

- Hand out AACA and Lynchburg Region literature at local car shows. What better way to give those old copies of the H&S and the AACA monthly magazine new life than to hand them out to prospective new club members. It helps demonstrate "what's in it for them" and their \$35/\$15 membership fees (as if our stellar company wasn't enough). I'm constantly surprised how many classic/antique car collectors are in our immediate area that haven't heard of the AACA or our chapter. I'll be suggesting at the next regular meeting that we include a link to our region web site along with the club officers contact info in the H&S.
- Help a club member with a project. Even if you aren't well acquainted with them, introduce yourself and let them know what you can bring to the project. Maybe they are the one with knowledge of something you'd like to learn. What better way to kick off a new friendship than to work on an old car project together. Our chapter is blessed with some very talented folks who produce concours class restorations and some just have a lot of ingenuity for solving those vexing problems. Seek them out and have a good time. I'm thinking we should include "project awareness" in the meeting agenda this year.
- Seek out the younger generation. I enlisted Reggie and Jim Blackburn this past fall to show some twenty something's from work how to drive a model T and Reggie and Jim showed off their collections. Let's face it, we aren't getting any younger and our chapter demographic is a little heavy on the 60+

side. If we expect the chapter to survive another 50 years, we have to get the younger generation interested and involved in the hobby. Maybe the 20 to 30 year old range is reaching a bit (most have new families and are career building with no money or time for the hobby) but those in their late 30's and early 40's who are still working but have the time and resources need to know our hobby isn't just for the rich and famous, it's an affordable one. We can help them.

- Help with planning or organizing a club function. By the time some of you read this, the planning comity will have already met and looked at some activities for the first few months of the year but this isn't the only opportunity to add to the calendar. Owen, Harvey and others have suggested club activities at regular meetings and then lead or organized those activities. You don't have to be a club officer to do it. Use the club officers as resources to help you put your idea together and make it happen.

I'm looking forward to the year ahead. There are a lot of opportunities to have fun and play with old cars, make new friends and hang out with our dear ones. We have a lot to be thankful for. Let's spread the joy.

### **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. Payment is due to our Treasurer in the month in which "your" issue of the H&S appears. Sign up NOW!

#### **MONTH's SPONSOR**

**January:** Linda & Charles Thaxton

**February:** -----

**March** -----

**April:** Pat & Dr. Jim Blackburn

**May:** Anne & Glen Kituskie

**June:** Carolyn & CJ Leighton

**July:** Joyce & Ron Blalock

**August:**-----

**September:** Pat & Reggie Goolsby

**October:** -----

**November:** Marianne & Tony Simmons

**December:** Santa



**January 2017 Sponsors of H&S: Linda & Charles Thaxton**



This is the 6th installment on our 1938 (Patty) Packard's restoration.

The H&S cover picture of the 1938 Packard Sport Coupe 110 was taken in 2003 when the car was removed from a building in Lubec, Maine by a person from Gretna. This person was going to restore the car and after transporting it to his home in Gretna he removed all of the fenders and some interior parts and stopped working on it sometime after 2003. The Packard was not touched after that and it continued to deteriorate until I purchased it in the summer of 2016. From what I can tell the car has not moved under its own power since 1959.



Since I have had the car I have removed the engine and transmission and done extensive body work and removed paint and rust from the several areas of the car. I will finish the body work and install the engine and transmission and various body parts this year and hope to have it running by fall of this year, and then do the interior work

Completing the heart surgery on Patty has been my focus for the last month and is going very slowly. If you remember from my first instalment, when I purchased the Packard, the motor would not turn more than 180 degrees so I removed the dead heart (motor) and started a long heart surgery to repair the damage, and now I am ready to finish the story. Many of the new parts that were ordered for the engine were wrong. The only parts that fit were the piston and piston rings. I have had things happen like the new timing chain and gear were installed and they caused the motor to bind up when the crank was turned about 180 degrees. After taking the timing chain off and looking closely and measuring the pitch of the chain and comparing the measurement with an old chain I found that the new chain pitch was longer than the old one and the chain did not fit the sprocket properly. I had to order another chain from another supplier and wait several days to get that problem fixed.



The substitution of parts is always a problem when the new parts are made in China. You cannot assume anything is correct when you use reproduction parts in old engines if they are not American made, they generally have to be modified to fit. One of the problems is that the supplier will never include the original label so it's hard to tell where the part comes from. You must use a supplier who has a reputation for supplying only American parts whenever available and this usually cost more initially. The price is worth it when you start having weird problems and have to redo the job in the end anyway.

The next problem I encountered was the wrong rod bearings. Packard changed the rod bearings in 1939 and they would not fit the original 1938 rods, so after I found this out I had to find the original bearings for the 1938 rods or replace all 6 of the 1938 rods with 1939 through 1946 rods. What a pain. I managed to find some NOS bearings and these came in the original Packard parts box. Who would have guessed that you could find something like this?

The rebuild has been a real adventure and the engine is now together as shown in the attached photos. I will now assemble the completed engine to the clutch and transmission and have it ready to transplant back into Patty and see if everything will work. This will be a big moment for Patty and me because it will be the first time that she has moved under her own power since 1959.



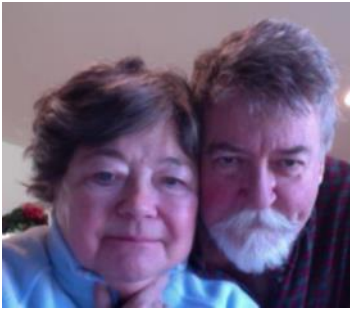
There are many other parts that have to be repaired and/or painted and installed before Patty is whole again but the heart transplant is one of the biggest in my book.



Stay tuned for more instalments in the Hub and Spoke or come by and see for yourself how old Patty is coming along.



## Annual Holiday Celebration 12/10/2016



Joyce and Ron Blalock open their home again to the Club and hosted the December 2016 Holiday get-to-

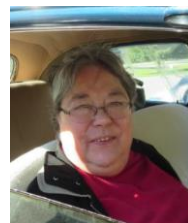
gather. After the opening blessing given by Owen Burks, we all consumed excellent food and swapped tales.



## 12/4/2016 Big Island Christmas Parade



Reggie ('35 Ford, '24 Cadillac) and CJ ('26 Model T).



### Activities for Lynchburg Region AACA

**January 14, 2017** Planning Meeting for 2017 Activities --- CJ Leighton's home at 2 PM, Saturday. Snow date of 1/21/2017.

**January 30, 2017** Monthly Club meeting at Charlie's Restaurant, Lynchburg, VA. Dinner 5:30 PM, meeting at approx. 6:00 PM.

**February 18, 2017** Old Dominion Meet Assoc. (ODMA) 2017 planning meeting, Yorktown, VA.

**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 \_\_\_\_\_

## **THIS IS HOW DETROIT BECAME THE MOTOR CITY**

**By: Nick Kurczewski     Hagarty Ins (Oct 2016)**

A twist of fate, boardroom reshuffle or a few more sales at a once-promising and now long-forgotten car company could have drastically changed what "The Motor City" brings to mind.

Detroit has remained synonymous with America's car industry through the highest of economic highs and the lowest of financial lows. Accordingly, Motown's fortunes have largely swung to the beat of the Big Three automakers: Chrysler, Ford and General Motors.

However, at the 20th century's dawn, the field was wide open as to where the nation's booming car business might eventually create a home for itself. In those early days, when cars remained little more than lumbering mechanized carriages – minus the ponies once employed to pull it down the road – a number of cities could claim to be leading the auto business.

Early heavyweights like the White Motor Company and Winton called Cleveland home. Indianapolis had none other than the prestigious Auburn, Cord and Duesenberg triumvirate on its resume. Locomobile and Mercer Motor Cars, manufacturers of some of the fastest and most bespoke cars of the era, hailed from Connecticut and New Jersey.

Meanwhile, circa 1896 in Springfield, Massachusetts, the Duryea Motor Wagon would come to be recognized as the first serial production car sold in the U.S. Until that point, American cars had all been built to order, with little or no commonality of design between models. In total, exactly 13 Duryea motorcars found happy homes that year.

As cars demanded a rethinking of Detroit and other cities' infrastructure and zoning requirements, the best means of replacing

traditional 'horsepower' (if you pardon the pun) was, in itself, also very open to debate.

"At the turn of the century, in 1900, steam power, gasoline, and electric cars were all competing with each other on pretty equal footing," explains Bill Rothermel, secretary of the board of directors of The Elegance at Hershey.

"Cleveland was probably the second runner up at that time, after Detroit...you had a predominance of electric car manufacturers in Cleveland. When the gasoline automobile became the predominant car, the majority [of manufacturers] were in Detroit."

Asked what helped to establish gas-powered cars' supremacy, Rothermel's answer is brutally simple: "Standard Oil." The oil giant, he says, was instrumental in building the infrastructure needed to make gasoline cars viable. In the days before dedicated filling stations, running out of gas meant your best bet for a refill was the local pharmacy or, possibly, a hardware store.

Gas-fueled cars also received help from rivals' serious practicality problems. Rothermel refers to early steam-powered cars as "time bombs," due to their mechanical complexity, bubbling boilers and, not least of which, a laborious starting process that usually required 20 minutes or more to prepare a steam car for driving.

Electric cars, while undeniably quieter and cleaner than steam or gas, had the same limited driving range and lengthy charging issues that often plague modern EVs.

Logistics and good timing played equally vital roles in Detroit's rise, according to Matthew Anderson, curator of transportation at The Henry Ford Museum. "Halfway between the coal fields of Kentucky and the iron ore of Minnesota and Wisconsin...[Detroit] also had extensive railroads and the transportation system of the Great Lakes."



Anderson asserts that the physical location of Detroit, plunked right in the middle of the country, along with the city's pre-existing industrial strengths, helped forge Detroit's starring role in the car world.

"There was a lot of machinery being built here," says Anderson. "Tobacco was big business; stoves were also one of Detroit's biggest businesses. And by 1900, one-third of residents were foreign born."

New innovations and new arrivals created a bustling cauldron of engineering, innovation, collaboration and, ultimately, fierce rivalries.

In terms of product and sheer sales figures, the Ford Model T, above all others, is credited with cementing Detroit's legacy. Yet before getting to Henry's breakthrough, a lesser known, though no less revolutionary American automobile deserves recognition.

Built from 1901 to 1907, the Curved Dash Oldsmobile initiated massive changes in the way cars were built, and how they were enjoyed. Light and simple to drive (by the era's standards), this bantam-weight car carried a price tag that made it affordable to customers who weren't lumber barons or railroad tycoons.

Car buyers were finally becoming car *drivers*, too. The elite chauffeur-driven crowd was about to be surpassed by a general public that wanted the fun and freedom that came with 'automobiling' – a term once used to refer to the newfound liberty afforded by car ownership.

"It was the Curved Dash Oldsmobile that showed the world that the automobile was not just a toy for rich people, but a viable commercial reality," says Clifford Lewis, member of the Curved Dash Oldsmobile Club and proud owner of a 1904 model.

The Curved Dash Oldsmobile pioneered the use of interchangeable parts, quality control and, yes, even the very beginnings of the automobile assembly line. Each example was

built in stations, with the car being moved on rollers from one station to the next until it was complete.

"The Olds was far and away the easiest car to drive of its era," says Lewis. "The one lever, no clutch layout was extremely easy to use for machinery of the day. It was also rugged, robust and could be fixed by a good blacksmith in any village in the country."

By the time the Ford Model T entered production in 1908, the tide was already turning well and truly in Detroit's favor. "The Model T, if anything, it was the icing on the cake. Detroit was already well on its way to becoming the Motor City. The Model T just took everything to another level," says Anderson.

It wasn't simply because Ford Motor Company sold loads of Model Ts – more than 19 million by the time production ended in 1927 – or that the base price became cheaper and cheaper almost every year. The Model T absolutely revolutionized every aspect of the auto industry, from how cars were built to the assembly-line workers' lives. Obviously, it also changed the lives of the people who previously couldn't afford a reliable, simple car.

The moving assembly line, a five day work week, rugged and easy to fix mechanical parts, and a pay rate of five dollars per day (roughly twice the going rate for other automobile assembly workers) made the Model T – not to mention a job with Ford itself – the envy of the industry. A higher rate of pay ensured workers were no longer transitory, liable to jump from one company to the other at the drop of a hat, or the promise of a few cents more an hour. Laborers fled to Detroit, and stayed in Detroit.

Invariably, this led to more highly skilled workers entering the automotive workplace and, perhaps to the detriment of Ford's rivals, a workforce that demanded better pay for its services.



