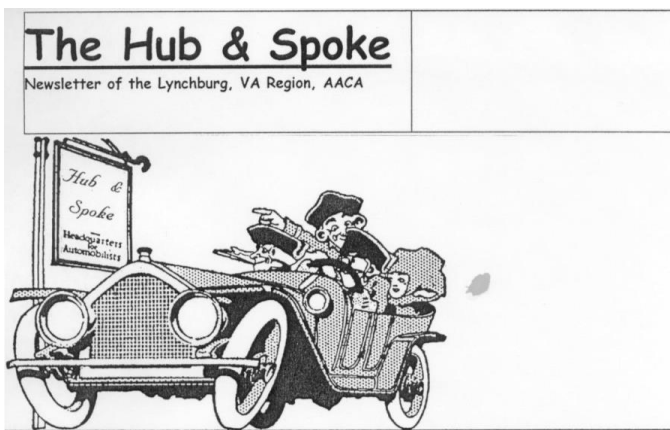


August 2017 Hub & Spoke Sponsors Wanda & Dr. David Barnes - 1929 Packard Opera Coupe



August 2017 Lynchburg, VA --- Website <http://lynchburgva.aaca.com>



## **THE HUB AND SPOKE**

Lynchburg, VA Region, Antique Automobile Club of America

### **2017 LYNCHBURG REGION OFFICERS**

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- President, C. J Leighton 434-528-5435 ([Cjl1359@comcast.net](mailto:Cjl1359@comcast.net))
- V. President, Charles Thaxton, 434-525-0767 ([chalin68@verizon.net](mailto:chalin68@verizon.net))
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([ronblalock@gmail.com](mailto:ronblalock@gmail.com))

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### **Spoken From The Hub**

#### **CJ Leighton**

A lot has happened since my last article. The '36 Chevy is home and initial inspections have generated a good list of items that need to be addressed before road testing begins in earnest. I'm also waiting on Richmond to process my title request so I have time to address the mechanical issues without feeling pressured to put it on the road.

Right now, the chief issue is brakes. I'm rebuilding the wheel cylinders and having the master cylinder sleeved. 1936 was the first year for the Master Deluxe to have hydraulically actuated drum brakes and I don't think anything had been done to these components since it left the factory. Each wheel cylinder has two moving pistons, one for each brake shoe. There were only two out of eight total pistons that were moving, one on the driver's front wheel and one on the driver's rear wheel. The master cylinder internals were only being held in by the linkage to the pedal. The shoes on the other hand looked to be in very good shape and the brake lines looked to be no more than a couple years old. Needless to say, she pulled wicked hard to the left when applying the brakes.

I've decided to call my bustle back Chevy "Geraldine", after the character from the Flip Wilson comedy show. Those who remember Geraldine's figure will understand why.



I can't thank Reggie enough for the use of his truck and trailer to go get her as well as making the trip with me. Tales of the trip would make for a whole article in itself but I think there would be a great deal lost in the telling if it were shared in print. The next time you catch Reggie and I together at a club function, feel free to ask us about it. We can laugh about it now...I think.

I spent a couple weeks in Maine after having brought the Chevy home. I had a great visit with family, worked on a hit and miss engine, swapped bodies out on my dad's model T and worked on his two model As. I managed to squeeze in a little fishing just for good measure. I got to drive one of dad's model As in the Bangor/Brewer July 4 parade in a car club known as "Geezer's Wheezers". Between dad, myself and the rest of the group we had two model T's two model A's and a special addition Barracuda. I was so pleased to see the health progress that my dad has made. It was the highlight of the trip for me knowing that he can still pursue the things he wants to do is fantastic.

When I came home, I brought back the frame and axles that go with the engine dad gave me so I now have the beginnings of my Model A project ready once I get the Chevy road worthy. Now that I have a good 4 door car, I think I'll build the Model A as a hard top pick up so if you know of any body parts around, let me know.

The Club had its mid-year planning session at Linda and Charley Thaxton's recently. What a great job they did in opening their home and preparing lunch for us. Thanks to them and the Club members who attended the planning session. I think we made some great choices for official Club activities for the rest of the year. The dates and specifics will be outlined elsewhere in this issue.

I'm looking forward to seeing all of you at our next sponsored Club function and hopefully, "Geraldine", Carolyn and I will all be there as well.

## **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 failing health. I have owned it for over 39 years, serviced regularly and garaged.

Excellent License Tags for Sale:  
CO NV-4-539 1950.....\$40.00  
572-000 1958.....\$30.00  
Harvey Elder: 434-376-3923 or e-mail: [harv.joyceelder@gmail.com](mailto:harv.joyceelder@gmail.com)

**Help Wanted** Work at home. Post and sell over 100 automotive books on the internet. Classic era to muscle, A-Z marques. Jamie Christie, 434-525-3720



**August 2017 Hub & Spoke Sponsors Wanda  
& Dr. David  
Barnes**



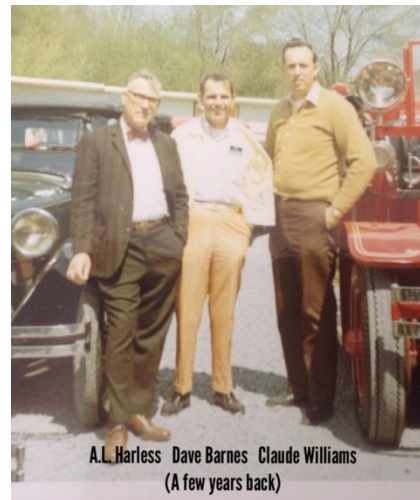
I was asked to write an article for the newsletter as

Wanda and I are this month's sponsors. Wracking what little brain I have left, it was my decision to go the R & R route. In case you don't know, this means Reminisce & Ramble. It is my intention to do both and at times to combine the two, so prepare yourself.

I joined the Lynchburg AACA IN 1967. How different things were then as compared to today. Of course that was 50 years ago and I was 50 years younger. There were multiple events with great attendance from clubs all over the area. It was not unusual to travel 100 miles or more and spend the night---reasonable, cheap motels rates, great food, cheap gas, and probably no more than one fourth the traffic of today. We had a terrific time seeing old friends, looking and talking cars, bragging, telling tales (and lies), and having a great time being together in general. On more than one occasion there would be an unbelievable event that took place at the show/meet. Tours with our antique cars were common, at least 2-3 every year (spring-fall). These tours were made up of members of various regions as the sponsoring region always invited other regions to join them. We would hit the road and have a great time. Even when there was a breakdown our tour members usually got things fixed and going again.

In early years the big event was the Hershey Meet. This meant camping, cooking, tall tales, and good times. To those who never went to Hershey in the early years it would be absolutely unbelievable if they could see it

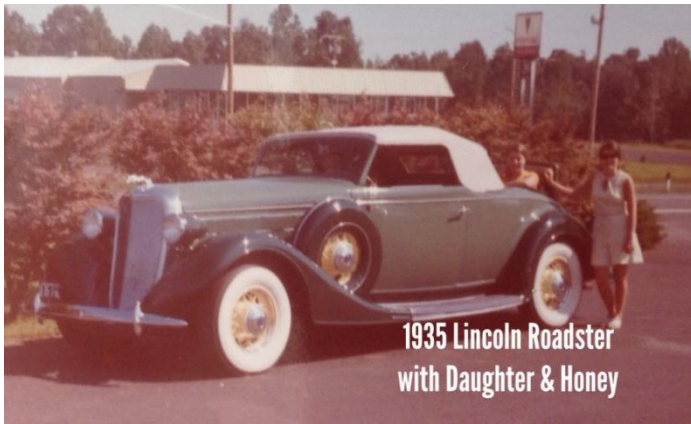
today, as it was then. There was one flea market field filled with any and every part for any make car. You could find anything you needed if you took time to look. I'm talking about old, original parts at cheap prices. Also, nice original, unrestored cars were plentiful and offered at unheard of cheap prices. Passed up many of these. BOY, IS HINDSIGHT GREAT OR WHAT!!! With the passing of time the camping stopped, but the yearly trip to Hershey with other club members continued. The flea market area began to increase in size, but selling was restricted to auto or auto related items that had to be at least 25 years old or older. Members of the local Hershey club policed the flea market frequently and made vendors remove any items that did not comply with the rules. If the vendor refused they were closed down. This led to the birth of the Carlisle (PA) flea market which allowed the sale of any auto parts regardless of age.



Over the years I have owned many cars, sold cars (that I wish I still had) and not bought cars that I should have. Does this sound familiar to other club members? My first car for

restoration was a 1935 Lincoln Roadster. It was an original car with 26,000 miles and was bought for \$3,000. The Lincoln was bought in Richmond and was driven to Lynchburg where it was taken for drives for one to two years before a complete restoration was undertaken. It was at this time that Wanda and I became friends with Claude and Liz. Claude and I spent many hours working on the Lincoln, more Claude than me. There are many tales to be told about things that happened. Finally

came the day to take the Lincoln to Hershey, along with Claude's 1931 Studebaker Roadster... (They were driven NOT trailered) for its Senior competition. The Lincoln was in competition with seven professionally restored cars (Packards, Cadillacs, etc.) Now for the rest of the story—the Lincoln took 1<sup>st</sup> Senior by more than 14 points. Not bad for two 'ole country boys' who were very proud.



1935 Lincoln Roadster  
with Daughter & Honey

Our friendship, Claude, Liz, Wanda and I, has grown and lasted for 50 years. Travel, car shows, restoration of cars, etc. has been a lot of fun and work. Altogether we have probably restored at least 8 or 10 AACA Senior cars. Our restoration of my 1962 Studebaker GT Hawk won BEST OF SHOW out of 250 plus entries at a Studebaker International Meet. This is certainly not meant as bragging....just happy and pleasant memories recalled!



BEST OF SHOW

THE Studebaker  
TURNING WHEELS  
JULY 78  
Proud Restorers Dave & Claude  
vol. 10 no. 7  
PRIMARY DIVISION - Gran Turismo

As for myself, and I believe other club members, it is impossible to realize that a 1992 "anything" is more than a "USED CAR". Do you or can you, look back and say "where did the years go?" It is hard to believe that what was our every day "Driver" is now an AACA recognized antique. I'm an old hard head and believe antique cars stopped when you could no longer look at an automobile and recognize the make and usually the year. Do today's automobiles and those of the recent, past years look alike to you?? Can you look at them and determine the manufacturer at a glance the way you were once able to do???

Thinking about antique cars and the past brings back many, many fond memories of years past---many true friends, many beautiful and rare cars, many truths and lies, many tall tales, many good times, many car meets to greet old friends/acquaintances, many early Hershey meets where you could find, buy, and see anything for your antique car. This all ties in with my preferring those times 50 years ago.

Today we, the Lynchburg Region, have an active Club that is blessed with tremendous leadership. The passing of time has necessitated changes in our activities as a Club; OLD AGE (for some of us), more traffic with more aggressive fools behind the steering wheel, higher costs, medical problems, etc. With all this in mind, we will hopefully continue to be active and enjoy the friendship, local events and shows, tall tales, truths and lies of all our members. We should make it a priority to solicit new, young membership in hopes of keeping our Lynchburg Region alive and well for many years to come.

THAT'S ALL FOLKS UNTIL MY FUTURE SPONSORSHIPS. HAVE A TERRIFIC DAY WITH MANY BLESSINGS. GOD BLESS AMERICA!!



**Message from Vice  
President, Charles  
Thaxton**

This is the 12th installment on Patty Packard's restoration.

I am still waiting for the paint job to come about and I decided to follow one of the best rules of doing anything "NEVER ASSUME ANYTHING". When I got Patty most of the body parts had been removed and put somewhere in the mountain of parts that I received with the car. This means that I had never seen any of these parts installed, so I "ASSUMED" that the parts that I had would all fit back on Patty. I decided to take this slack time between the primer and the Paint to verify that this assumption was correct. Boy was I glad that I did, I have found that some of these parts didn't come close to fitting.

When I began to fit parts back into the doors I discovered that not only did the window regulators that were with the mess of parts I had, didn't work but that they weren't even the correct ones for the door. For those of you who do not know what a window regulator is or dose I will explain. The window regulator is the device that makes the window go up and down when the window crank is turned, this device is usually different in every make of car and usually different from one model to another within the same manufacturer. In my case the Packard coupe is different from a Packard sedan. I started to look at the problem and discovered that the regulators were not even the ones listed in the Packard parts book to fit Patty. This led me to believe that Packard had made a change during the model year and there was no record of them doing this. Just by

chance I noticed that the door had screw 6 holes instead of the 3 that the regulator usually has. It just so happened that I found one regulator with the 6 whole pattern in some of the spare parts I had and the bolt pattern matched the door, this gave me a start.

I have no idea what the people who owned the car were using to operate the windows back in 1959 but there was no way the regulators that were in the parts I received with the car would have worked in the doors. This tells me that all of the previous owners of all old cars made repairs, and God only knows what they did. Never trust that any old car has the correct parts in it, they could have been changed many years before you got the car.

After much head scratching I surmised that with a little modification this one would work but I had to get my glass and other parts all fitted into the door in order to modify the regulator to work. Now the relatively small job of installing the regulator became much bigger and involved getting the window glass replaced. I found a man on e-bay who specialty is window regulators and he had the regulator left hand door to match the right hand reuglator like the one I found the my stuff.

After some exchange of money and some help from this gentleman on e-bay I was on my way to solving the problem. Now all I have to do is complete the instillation of all the rest of the parts in the door and verify that they all work, then I will remove the parts and catalog them to be reinstalled when the painting is completed.



ARE WE  
HAVING FUN  
YET ????





**July 2017**  
**"Planning**  
**Meeting" Cook-out**

Many thanks to Linda & Charles Thaxton for hosting the July get-together. Great food, great company, great ideas. Many suggestions were bantered about and the activities were quite well planned for the rest of 2017, subject to weather and a few other variables.



Stop talking. It's time to eat.



The Brain Trust



The Food Trust.



Owen's grandson & Otto's dog.

**Editorial Comment: What could be more Americana --- July cook out, old car discussions, and a boy & a dog. May we all count our blessings!**

## **UPCOMING 2017 EVENTS**

**August 19, 2017** Boonsboro United Methodist Church Car Show. 10 AM till 2 PM. (Get there by 9 AM so that we can all park together)

**August 28, 2017** Monthly Dinner/Meeting at Charlie's Restaurant, Lynchburg, VA. Eat at 5:30 PM; Meeting at 6:30 PM.

**September 16, 2017** Lovingson, VA Tour. Will include a distillery and possibly a private auto collection. Meet in Amherst, VA at 9 AM at Hardee's Restaurant. Need deposit by August meeting for the tour of the distillery. (Total cost of the distillery tour is \$12 each.)

**September 25, 2017** Monthly Dinner/Meeting at Charlie's Restaurant, Lynchburg, VA. Eat at 5:30 PM; Meeting at 6:30 PM.

**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. (Moved this year from August to October) A pavilion will be provided. Starts at 10 AM --- get there around 9 AM.

**October 7, 2017** Point of Honor Car Show.

**October 14, 2017** St Paul Church Car Show, Forest, VA.

**October 21, 2017** Natural Bridge Tour including a stop for lunch. Meet at 9 AM at Boonsboro Elementary School on Boonsboro Rd.

**October 30, 2017** Monthly Dinner/Meeting at Charlie's Restaurant, Lynchburg, VA. Eat at 5:30 PM; Meeting at 6:30 PM.

**November 11, 2017** Veterans Parade, Liberty University. More information to be obtained. Staging of vehicles will be around 7:30 AM.

**November, 27, 2017** Monthly Dinner/Meeting at Charlie's Restaurant, Lynchburg, VA. Eat at 5:30 PM; Meeting at 6:30 PM.

**December 16, 2017** Christmas Celebration & meeting at Thaxtons residence. Pot luck/covered dish. 3 PM arrival time.

**NOTE: There will be NO regular monthly meeting at Charlie's Restaurant during December.**



**Lynchburg Region AACA – Minutes to Meeting, July 31, 2017** Submitted by Anne Kituskie

-President CJ Leighton opened the meeting at approx. 6:30 PM.

-Pledge of Allegiance, Moment of Silence.

-Guests: Sue & Rick Smith plus their two grandkids. Jason Simmons, grandson of M & T Simmons. Mike Brady.

-Sunshine Report by Liz Williams.

-Information of upcoming Veterans Day Parade provided by guest, Mike Brady. Motion approved to donate \$300 to the Veterans organization.

-Secretary Report & Treasurer Report both approved.

-"Thank you" applause given to the Thaxtons for hosting the July planning meeting.

-Summary of upcoming events shown elsewhere in this H&S.

-Next regular meeting August 28, 2017.

-50/50 drawing was won by a Charlie's employee.

-Auction.





**July 15, 2017** James River Visitor Center, Blue Ridge Parkway, Transportation Event was a success.



Dr. Jim Blackburn: Ford: 1912 Ford Torpedo Roadster

Randy Martin: 1929 Ford Model A with aftermarket tractor conversion kit mfg. by PullFord, Co., Quincy, IL. This combo is usually referred to as a "doodlebug".



Reggie Goolsby: 1935 Ford Deluxe

Ron Blalock: 1938 Buick Special

Charles Thaxton: 1938 Pontiac

Otto Vallastro: 1986 El Camino Super Sport



