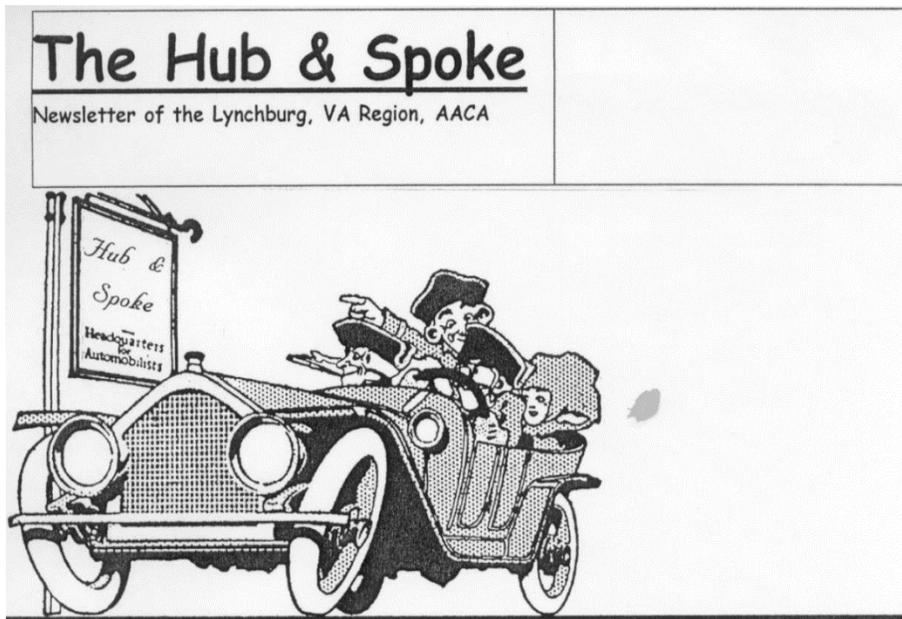


**November Sponsors of The Hub & Spoke: Reva and Bob Fox**



**December, 2015**



**THE HUB AND SPOKE**

Lynchburg, VA Region, Antique Automobile Club of America ***A Club for All Lovers of Old Vehicles***

Volume 46 #11 December, 2015

**2015 LYNCHBURG REGION OFFICERS**

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- President, Charles Thaxton, 434-525-0767 ([chalin68@verizon.net](mailto:chalin68@verizon.net))
- V. President C. J Leighton 434-528-5435 ([Cjl1359@comcast.net](mailto:Cjl1359@comcast.net))
- Secretary, Terrie Linton, 434-946-9811 ([TerrieKLinton@hotmail.com](mailto:TerrieKLinton@hotmail.com))
- Treasurer, Ron Blalock, 540-583-0437 ([ronblalock@gmail.com](mailto:ronblalock@gmail.com))



Activities, Joyce Blalock, 540-583-0437 ([ronblalock@gmail.com](mailto:ronblalock@gmail.com))

Sunshine, Elizabeth Williams, 434-821-8213 ([c.williams@jetbroadband.com](mailto:c.williams@jetbroadband.com))

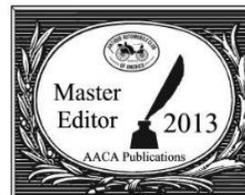
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The Hub and Spoke is an official publication of the Lynchburg Region AACA as is the Lynchburg Region’s website:

<http://lynchburgva.aaca.com/>



**Spoken From the Hub December 2015**

Charles Thaxton

When you read this Thanksgiving will be over and it will be almost Christmas. I hope you all had a very Happy Thanksgiving, and I am wishing everyone Happy Holidays, a very Merry Christmas, and Happy New Year.

With this celebration of the holidays comes the requirement for the renewal of your membership dues. I am enclosing this reminder so all of you will either send in your dues to Ron Blalock our treasurer or better yet come to our meeting and pay in person.

If for some reason you don't remember, a membership form for the club and national AACA will be included this issue of the Hub and Spoke. The address for the national dues is on the form and the address for the club dues is as follows:

**Ron Blalock 1006 Tumbleweed Lane Bedford, Va. 24523**

Please remember to put your AACA membership number on the club dues payment form, this required by national so they know you are a member of our club. If you have forgotten the dues for national are \$35.00 and the club is a bargain at \$15.00. Remember that you and your spouse are members under one membership so you get a two for one membership in both the AACA and our club.

When you pay your dues you are helping to support the AACA and also your club as well. This is one of very few ways we have of raising money for the club so please be prompt and help us out.

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**2016 Club Officers**, left to right:  
CJ Leighton, VP; Charles Thaxton, President; Liz Williams, Sunshine; Terrie Linton, Secretary; Ron Blalock, Treasurer



**Upcoming Events**

Joyce Blalock

**December 5, 2015** Big Island Parade. We will begin to stage at the first rest area on the Blue Ridge Parkway

after crossing the James River at 2:00 PM for a parade start time of 4:00 PM.

**December 12, 2015** Holiday Dinner at the Blalocks. 2PM – bring a covered dish!

**January 9, 2016** 12 Noon. Event planning meeting at home of CJ Leighton.

**The Spring Fling** is tentative for March 12<sup>th</sup> or 19<sup>th</sup> 2016.

## **Minutes for Lynchburg VA Region AACA November 30, 2015**

Submitted by Wanda Barnes for Terrie Linton

The November 2015 meeting was called to order at 6:30 PM by President Charles Thaxton. The Pledge of Allegiance to the flag and a moment of silence were observed.

Sunshine – It was reported that Michael Sperrazza, Preston Wade, and Terrie Linton have been ill. We also continue to remember Dave & Kathy Wesley and Kathy Kellam. Liz Williams read a ‘thank you’ note from Ray Owen who has been ill but is doing better.

The October 2015 minutes were approved as written.

Ron Blalock presented the Treasurer’s Report and it was approved as read. He also noted that he has completed the transfer of the club’s accounts from Wells Fargo Bank to First Citizens in Bedford, and the club is now free of all the extra charges that were being imposed by Wells Fargo each month.

A motion was made by Tony Simmons to donate \$100 to Boonsboro United Methodist Church for the nice show they put on. Motion was voted and passed. Ron will send them a check.

The Nominating Committee reported that the 2015 officers have all agreed to stay on for 2016. They will be sworn in at the January 2016 meeting.

Tony Simmons was thanked again for the great job he is doing on the ‘Hub and Spoke’. He received a round of applause for stepping in for us.

Charles reminded members to please get their dues to Ron Blalock...\$35 National and \$15 local. He also noted he has plenty of forms for members to use to sign up new members. Charles also reminded us of upcoming Christmas Parades and their dates and times.

The club’s annual Christmas Party will be held December 12<sup>th</sup> at Ron and Joyce Blalock’s home. He will email directions to members. If you don’t have email call Ron @ 540-583-0437 for directions.

The Activities Committee will meet on January 9, 2015 at Noon at C.J. Leighton’s home at 1359 Liggates Rd, Lbg. Any members may attend or feel free to submit ideas before the meeting. The committee hopes to plan activities through August 2016. The Spring Fling is tentative for March 12<sup>th</sup> or 19<sup>th</sup> 2016. Also, C.J. is looking at setting up a Route 11 Junket Tour.

Randy Martin reminded members that Tom Cox, a member of the Roanoke and Lynchburg clubs, and past National AACA President, will appear on the Velocity Channel on Dec. 5, 2015 at 8 or 8:30 p.m.

The raffle was held for the car wash gift certificate donated by Sara Peterson. Randy Martin was the winner. A ‘thank you’ note will be sent to Sara for her donation.

After a lively auction conducted by Otto Vallastro the meeting was adjourned by President Charles Thaxton at 7:20 p.m.

---

### **FOR SALE**

“The Restorer” magazine for Model A enthusiasts. More than a dozen from 1960s, ’70s.

Best offer!

Contact Terrie at [Terrieklinton@hotmail.com](mailto:Terrieklinton@hotmail.com)

Please submit your auto related items **For Sale** to the H&S editor.



**November Hub & Spoke Sponsors:**  
**Reva & Bob Fox**

Tony Simmons

Reva & Bob have two splendid antique vehicles. First is a 1930 Ford Model A coupe purchased in 2003. It was a solid rumble seat vehicle which Bob had painted plus some upholstery work to bring it up to its current condition.

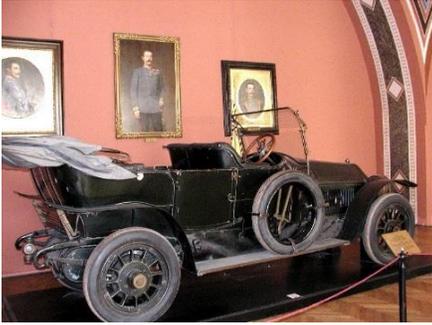
coupled to a three speed transmission.



A few years later, Reva & Bob purchased a beautiful condition four door single sidemount 1936 Dodge powered by a six cylinder flathead



Many thanks to our Hub & Spoke sponsors.



**November 11,**  
**Armistice**  
**Day/ Veterans**  
**Day**

Tony Simmons

On this day, we honor all our veterans and remember with solemn prayer those who paid the ultimate sacrifice for our Country. This day became historically important because the WWI “hostilities” stopped on 11/11/1918 at 11 AM, French time.

The first automobile of infamy is the 1911 Graf & Stift (G&S) 28/32 Double Phaeton, pictured above, in which Archduke Ferdinand of Austria and his wife Sophie while touring Sarajevo were assassinated by a nineteen year old terrorist on June 28, 1914. The actual vehicle is preserved in its original state in a museum in Austria today. G&S made trucks during the Great War (WWI) and returned to autos after the war but gave up on autos and manufactured busses during the late 1930s. Although acquisitions and multiple changes occurred over the years, remnants of the original G&S company reside today within the current Austrian/German bus company MAN AE, owned approx. 60% by Volkswagen.

You will recall from school history classes that USA didn't enter WWI until April 6, 1917. However, numerous US manufacturing companies (Ford, Packard, and other manufacturers that would become GM, etc.) quickly began to capitalize on early demand for trucks and autos.

An attendee at the fall 2015 Hershey event (Page 55, #6 Nov/Dec Antique Automobile) displayed his 1918 Packard US Army truck. The accompanying article mentioned that Packard “... supplied 10,000 trucks to the US Army, and

in 1915 they sold more trucks than cars due to demand from Russia, France, and other US allies.”



Ford Motel T Ambulance



1918 Cadillac Type 57



Over 60,000 motorcycles from numerous manufacturers were utilized for WWI efforts.

One amazing true vehicle story from a century ago concerns the 1914 German invasion of France. After enjoying early military success, by September 1914 elements of the German army were within 25 miles of the eastern edge of Paris at the Marne River. The French army was still unprepared and requested help from the French people. Almost 700 Paris taxis (plus trucks, etc.) were commandeered, filled with French soldiers, and transported approx. 6000 men east of town on September 6, 1914 to help form a line of resistance to the enemy. The majority of those vehicles were said to be Renault AG1 Laudaullets and a museum at the sight of the Battle of the Marne now recalls the heroism of the drivers and their Renaults.

The Renault AG1 is now referred to as a “Marne Taxi”.



Military historians tell us that this patriotic action did little to really help because the Marne battlefront was utter chaos. However, the French considered it a moral victory!



**Editorial Comment:** The small country of Belgium was able to fight and delay the 1914 advance of the German Empire into France. Belgium’s King Albert personally took charge of his small army and fought the enemy on the front lines alongside his countrymen which gave the French a bit more time to organize and prepare. Later in the war, Albert’s wife served as a nurse to the wounded troops and they allowed their fourteen year old son, Leopold, to enlist as a private in the Belgian army. Can you imagine a politician and/or a so-called statesman of today doing any of that?

We may hate warfare, politicians, and so-called statesmen, but I implore you to respect the USA’s Soldier, Sailor, Marine, Airman, and Coastguardsman because ***their*** motives are pure --- duty, honor, Country!

**Application for AACA Membership \$35 for one year**

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 \_\_\_\_\_

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

Charge to Visa Account Number _____	Authorized Signature _____
Charge to MasterCard Number _____	Month _____ Year _____
Applicant's Phone Number _____	Credit Card Expiration Date (required)
	Applicant E-mail Address _____



---

**2014 Lynchburg Region, AACA, Membership Application and/or Dues Payment**

Name:

\_\_\_\_\_

Address

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Phone

Email [optional]

\_\_\_\_\_

You must be a national member to belong to the Lynchburg Region for insurance purposes.

Send your completed application and \$15.00 dues to: [Make check payable to Lynchburg Region, AACA

Ron & Joyce Blalock, Treasurers,  
Lynchburg Region, AACA  
1006 Tumbleweed Lane  
Bedford, VA 24523



**Motel T Tour of Maine** C.J. Leighton, Pics by CJ and from websites

The “Mainley Model T” tour was sponsored by the Down East chapter of the Model T Ford Club of America (MTFCOA). The tour was attended by the president of the MTFCOA and the director of the MTFCOA museum.

The Club has a tour the first week after Labor Day that is open to members only and typically sells out by the end of April. I had never been on an antique car tour before. My father has two model T's but neither are tour-ready so I trailered my 26 T pick-up to Central Maine to my father's place.

Next we met at the designated motel in Booth Bay, ME. The first day was a short trip to the Booth Bay Railway museum where they had a live steam locomotive running along with a model T rail inspection car. The T tour had full run of the place. The museum has over seventy antique vehicles.

On display was this 1924 Model T Ford Depot Hack:



Their car collection also contained a 1902 Rambler similar to the one Reggie and Jim Blackburn recently restored.

Opening banquet was held in the meeting hall that evening. The next day we toured 80 miles to the Owl's Head Transportation Museum, Owl's Head, ME. The T tour organizers are

curators and volunteers there so we again had full run of the facility. This museum has vintage aircraft as well as vintage automobiles.



Rides were given in Maxwells, Dodge Brothers, Chevrolets, and other period competitors of the T so that tour members could gain a perspective of what the driving choices were during model T production. We then toured an additional 80 miles back to the motel. The following day was a wash out with heavy rain beginning and ending the day. My Dad and I took the Model F (150) and went junk shopping in the area.

Friday we when to a state park some 35 miles away and had an opportunity to see new naval vessels being built at Bath Iron Works near Castine, ME and hit a few yard sales there and back.



Saturday was a free float day where participants chose their own routes. My Dad had worked in the area many years ago and knew the area quite well so we hit the coastal back roads for a 90 mile round trip jaunt.

Saturday night we had the closing banquet. While everyone else gorged themselves on lobster and clams, I settled for a well-cooked half chicken and corn on the cob. I did get a little lobster juice on me, kind of like a contact high and it was great. After the meal my dad and I played a few blue grass tunes to entertain the crowd and then the monthly club meet was held. The night culminated in the drawing of prizes and both dad and I won Model T Ford museum caps and dad won a 100th model T anniversary blanket from the National Museum.

In the evenings during the week, tour participants would gather under the balcony at the motel for fellowship and dad and I would play music while we all enjoyed adult beverages. We started the tour with 55 T's and finished with 51.

The only mechanical issue my evil green T had was a failed amp gage on the way up to the Owls Head Museum. Upon return to the motel that night, the gentleman parked beside me happened to have two replacement gages so I swapped him a buzz coil (which I don't use, I have an after-market distributor) for one of his gages. If the output of the model T 3 brush generator isn't going to the battery or shorted to ground, the generator armature is subjected to very high amps and will burn up, which mine nearly did. One of the tour participants had a shirt that read "Ride around and eat stuff" which I think is a pretty good theme for the tour.



Sunday I took Dad back to central Maine and turned toward Machias, ME where my mother

lives. She is retired but works at an assisted living facility to stay out of trouble. While at Moms, I took the T to the "Shady Pines" home and spent approx. four hours giving rides to the residents and staff. It took some of the residents as long to get in and out of the T as they spent riding in it but a safe and fun time was had by all. I put another 300 miles on the T while at moms just riding around the northern end of Route 1 and giving family and friend rides.

My dad and I are trying to decide if we want to go on the tour again next year or go partridge hunting again like we did the year before. I suggested that we take the T partridge hunting like grandpa (a registered Maine guide) used to do, but that's a story for another time

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**UPDATE --- Roanoke Transportation Museum** Subsequent to the Club members' trip to the museum and the summary write-up in the November Hub & Spoke, I learned of interesting historical information regarding the museum's Piedmont automobile.

Many years ago Dr. Jim Blackburn befriended a local Virginia car enthusiast. When that gentleman passed away he bequeathed to Jim a collection of hubcaps and radiator badges, including a badge for a Piedmont. A few years ago when Jim was in conversation with Tom Cox concerning the surviving Piedmont now at the museum, he was informed that the car lacked a radiator badge. Although it's a valuable item, Jim donated the badge to the museum for the car. However, because the badge is easily detachable, the museum decided to display it in a secure case rather than on the vehicle.

The next time I visit the museum, I'll pay close attention to the display cases to find the Piedmont badge and request to take a close-up picture for the Hub & Spoke. Thank you, Jim, for your continuing support of automotive history and the hobby that so many people enjoy!

Tony Simmons

---

**Luncheon November 14, 2015** Tony  
Simmons



President Charles wisely chose a 1:15 PM meeting time for our November get-together to avoid the noon lunch rush. Nineteen Lynchburg AACA folks gathered at the Liberty Station Restaurant located in the historic Bedford, VA railroad station to enjoy good food and company.

Info from their website: *"As in other small towns, Bedford's railroad station was the hub of community life. Transportation of passengers, freight and mail, from the railways' inception through World War II and the Industrial Revolution, meant that railroad stations were a vital part of both the local and national economy. In 1881, the Norfolk and Western Railroad emerged from a series of railway expansions and consolidations. Under its direction, Bedford's station enjoyed and suffered the same consequences as the rest of the nation's railways. These included economic booms and depressions, the effects of war, and finally, near-abandonment in the face of automobile and airplane travel."*



*For Bedford, railroad activity flourished through the 1920's. The numerous passenger, freight and mail stops required 24 hour-a-day service. World War II found the station participating in transportation of troops, supplies and ammunition.*

*The revered Bedford Boys, the men of the 116th Infantry, left for service from this very station. Their patriotism and sacrifices have been honored and immortalized with the creation of Bedford's National D-Day Memorial.*

*Passenger service was finally eliminated in Bedford in 1971. Since that time, the station has housed several different services, while trains carrying freight continued to travel the tracks. Our restaurant, Liberty Station, was established in 2001 as a full-service, locally owned and operated eatery. It, as part of Bedford's Centertown, is on the National Register of Historic Districts.*

*Unfortunately, a fire in September of 2009 destroyed much of the Station. The stone walls, witnesses to 121 years of history, remained. A proud and caring community*

*offered help of every kind, and a remarkable team of craftsmen allowed Liberty Station to reopen in February, 2010”*



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