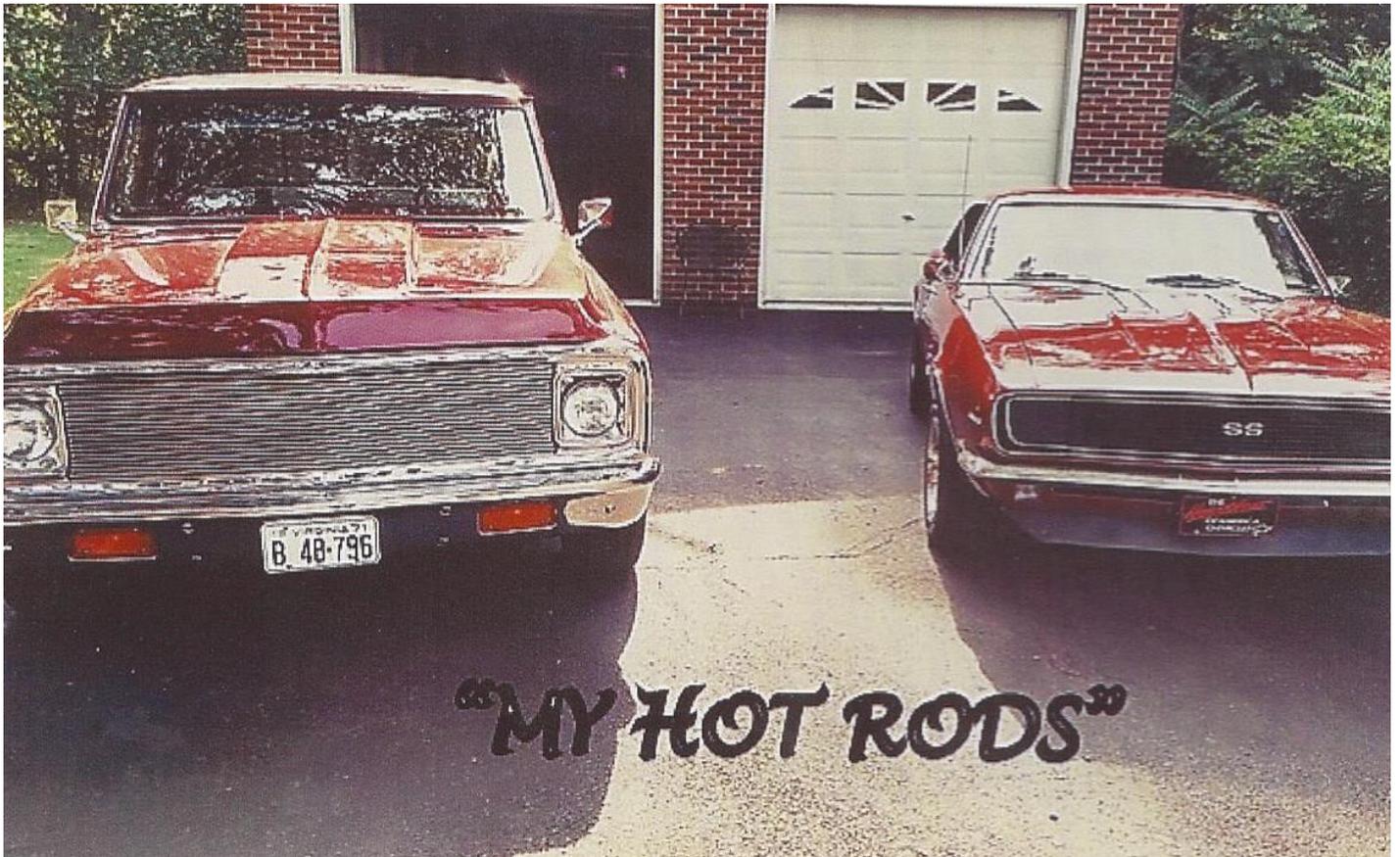
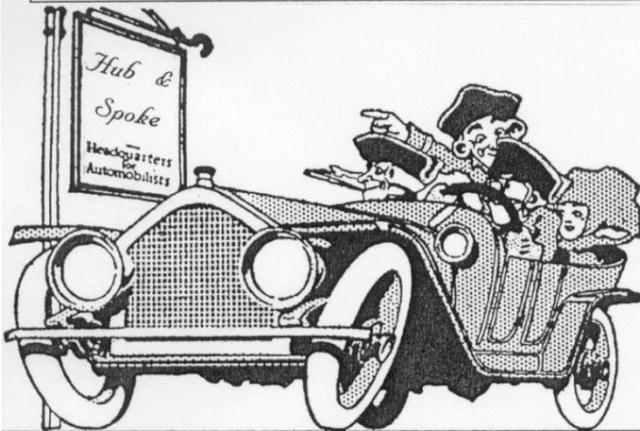


February Hub & Spoke Sponsors: Frances Everette & Owen Burks



The Hub & Spoke

Newsletter of the Lynchburg, VA Region, AACA



February 2016 <http://lynchburgva.aaca.com/>



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

Vehicles February, 2016

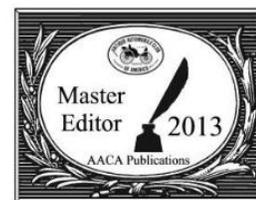
Volume 48 #2

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Spoken From the Hub February 2016



Charles Thaxton

We held a planning meeting on Jan. 9th to try to come up with some ideas for club events in 2016 and several ideas have been proposed or approved.

(1) We will have our annual Spring Fling Pot Luck get together at the FOP Building on March 19th we will cover that in our meeting on Feb 29th.

(2) Drive to the Drug Store Grill in Brookneal, VA on the April 16th.

(3) I think that we could return to Brookneal on May 7th for their Day in the Town celebration and car show. It seems like that we always have something planned on that day and we never get to attend.

(4) It was also proposed that we have another swap meet at the county line flea market on June 11th. This is always fun and we get to talk to each other as well as some of the people passing by.

(5) There was a discussion on a trip to Roanoke to see the Black Dog salvage store on July 16th. The store is full of salvage from buildings around the southwest area of Virginia, I also thought that this could be combined with a lunch at the New Yorker Delicatessen in Roanoke. This will take us through the end of July and we are open to suggestions for the later part of the year. I was also asked if we were going to another one of Mark Smiths' collection of cars, I don't know if we should impose on Mark again to let us do this or not.

I know that there will be plenty of Car Shows we will be invited to attend. Reggie has already been approached about a car show to be held in conjunction with the Big Island Paper Mill's 125th anniversary on Oct 8th. This would, as always, be up to the members to participate.

My idea is not to just have club events but to do something that would be of interest to you all. Please let me know if you have something special you would like to do and we will try to get it on the agenda. Thank you all for your help.

Upcoming Events Joyce Blalock



Monday, February 29, 2016
Monthly Club meeting at Charlie's Restaurant, 707 Graves Mill Road, Lynchburg, VA. Dinner at 5:30 pm; meeting at approx. 6:30 pm.

Saturday April 16, 2016 Luncheon at the Drug Store Grill, Brookneal, VA. More details to be announced.

Saturday May 7, 2016 Brookneal Car Show

Area Cruise-ins Cruise season doesn't begin in our area until April.

Saturday March 19, 2016 "Spring Fling" at the FOP. Details to be announced at the February 29th meeting.

For Sale "The Restorer" magazine for Model A enthusiasts. More than a dozen from 1960s, 1970s.
Model A Parts: HOOD LATCH 4 #22490; HOOD HANDLE 2 #22530; HOOD HANDLE RIVETS 1 PKG #22540; HOOD LATCH SCS 30-31 #22500; HOOD BRACES 1 PKG #22300; HOOD RETAINER 30-31 #A 16735 Contact Terrie at Terrieklinton@hotmail.com

Do you enjoy looking at antique cars and reading about them? If yes, I have access to Antique Auto Club of America 1980 to 2012, and Hemmings 1970 to 1974. I have a friend who would like to give you his collection. Best part of all is that they are free. If interested, contact Bob Fox at 434-352-0564

**February Hub & Spoke Sponsors: Frances
Everette and Owen Burks**



We all know Owen. He has been a member of the Club for many years and is a true gentleman. We are delighted that Frances now accompanies him to our events.

Owen has owned his beautiful 1968 Camaro since 1971. It is the Super Sport (SS) model with a 350 CI ZZ4 performance engine mated to a four speed M22 Muncie "Rockcrusher" transmission.



The M22 is famous for its heavy duty gearset. The reason you may ask? The straighter angle of the M22 gearset, versus a stock production gearset, produced less heat and less end loading of the gear train. Combined with high impact alloy gears this 4 speed really pushed the limits of its aluminum case in drag race applications. Although the gears are not spur

gears (completely straight) they still produced a fair amount of gear noise thus the "Rockcrusher" name. The M22 whines like a blower drive; it's music to a car-nut's ears!

His Camaro is always an eye-catcher with its matching trailer whenever on display at the car shows.

Owens second notable vehicle is a 1971 Chevrolet C10 pickup truck. This is a more recent addition to his stable purchased in 2013. It is equipped with a 396 CI big block and auto transmission.



He wisely chose to have both vehicles painted the same bold red color. This is a theme (matching paint on multiple vehicles) from the late 1950s & 60s that many car enthusiasts followed and can be seen in the early Hot Rod magazines – cars, trucks, motorcycles -- many times painted the same matching color by their owners. Trucks are in vogue!

Most notably, Owen has attended and been the vehicle coordinator for the Heritage Festival celebrated at William Campbell High School, Naruna, VA for the past six years. Thank you, Owen, for your continuing support of our hobby!



Congratulations!

The January/February AACA magazine (Pages 68 & 69) has an excellent summary of the work to restore the 1902 Rambler completed by Dr. Jim Blackburn, Reggie Goolsby, and Greg Jamerson (Reggie's son-in-law). Check it out – of course you read about it first right here in your Hub & Spoke way back in August, 2015.

A shout-out of “thanks” go to our President Charles Thaxton for completing the write-up which was begun by Jan Peterson prior to his passing.

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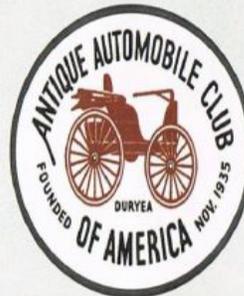
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6. There is nothing left to learn the hard way.
7. Things you buy now won't wear out.
8. You can eat supper at 5 PM.
9. You can live without sex but not your glasses.
10. Your brain cell supply is finally down to manageable size.
11. You can't remember who sent you this list.
12. You notice these are all in Big Print for your convenience.

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Each year members who can contribute an extra \$50.00 to the club by sponsoring an issue of the Hub & Spoke. Payment is due to our Treasurer in the month in which “your” issue of the H&S appears. Months usually “sell out” quickly so notify our Treasurer or Editor ASAP which month you would like to sponsor now! Please note the blanks below.

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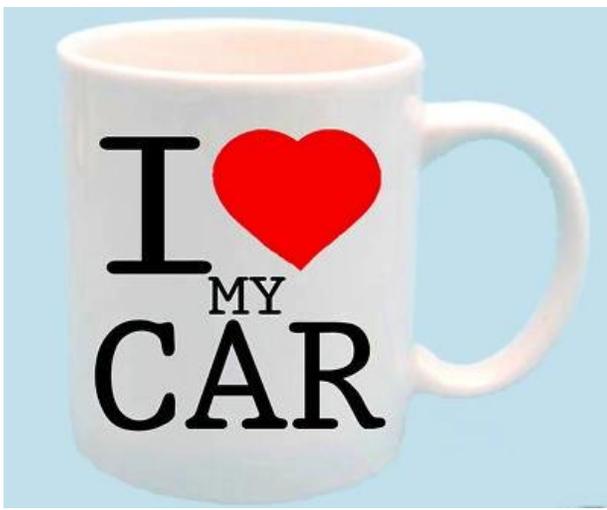
August: _____

September: Pat & Reggie Goolsby

October: _____

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STOP HURTING YOUR ENGINE BY “WARMING UP” THE CAR WHEN IT’S COLD OUTSIDE

Reprinted from internet article on MSN
Business Insider



Snow in the North



Snow in the South

Harsh driving conditions in winter are already hard on your car, but you could be making things a lot worse if you're turning your vehicle on in the morning so it can 'warm up' before you drive off.

If you're one of the many drivers who thinks it's important to idle your car — turn it on and let it sit — in these frigid winter months to protect the engine, you've likely fallen victim to a myth that may be doing more harm than good.

We spoke with mechanical engineer and former drag-racer Steven Ciatti about the pervasive myth that you need to warm up your car in the winter.

For the last 26 years, Ciatti has worked on combustion engines — engines that generate power from burning fuel, like gasoline — and currently oversees all of the combustion engine work at Argonne National Laboratory in Illinois.

To get straight to the point, Ciatti said that idling your car in the cold not only wastes fuel, but it's also stripping oil from critical components that help your engine run, namely the cylinders and pistons.

How It Works

Under normal conditions, your car engine runs on a mixture of air and vaporized fuel, gasoline in this case. When that mixture enters a cylinder, a piston compresses it, which — at the risk of oversimplifying — generates a combustion event, powering the engine.

But when it's cold outside, gasoline is less likely to evaporate. Your car compensates for this initially by adding more gasoline to the air-vapor mixture — what Ciatti calls running "rich" — and that's where the problem begins.

"That's a problem because you're actually putting extra fuel into the combustion chamber to make it burn and some of it can get onto the cylinder walls," Ciatti said. "Gasoline is an outstanding solvent and it can actually wash oil **off** the walls if you run it in those cold idle conditions for an extended period of time."

Over time, that washing action can "have a detrimental effect on the lubrication and life of things like piston rings and cylinder liners," which are critical to running the cylinders and pistons that breathe life into your engine, Ciatti said.

The bottom line: Contrary to popular belief, idling your car does not prolong the life of your engine, rather it shortens it.

A simple solution

Thankfully, your car doesn't run rich the entire winter. It only happens when the gasoline is cold. Once your engine warms up to about 40 degrees Fahrenheit, the car transfers to normal fuel consumption rates.

So you might think by idling your car, you're warming it up, which will prevent this problem.

But don't confuse warm air coming from your car's radiator with a warm engine. Idling is, in fact, the root of the problem.

"Idling isn't really getting the engine up to temperature, and until that happens the little brain box on the engine is going to keep sending rich fuel mixture to the cylinders so that it can ensure that enough is evaporated for a consistent combustion event."

The fastest way to warm your engine up is to use it, aka drive!

Some might tell you that the power steering fluid — the oil that pushes on pumps enabling you to control the car's wheels — might be too cold to flow properly. To that, Ciatti said no way.

"You will get the oil warmer, faster so that it's flowing exactly the way it's intended if you drive the car lightly reasonably quickly [after turning it on], within say 30 seconds to a minute," Ciatti said. "The power steering pump is certainly going to groan a little bit ... but idling the car for five minutes isn't doing a thing for the power steering fluid. Nothing. You're not making the power steering fluid do anything because you're not steering and moving the pump."

In the time it takes you to scrape the snow and ice off of your windows, your car will be ready to go.

Don't gun it

Be gentle with the gas pedal at first. It takes time for your engine to warm up once you step on the gas — between five to fifteen minutes depending on driving conditions — and you'll put unnecessary stress on the it if you go racing down the road immediately after turning your car on.

Moreover, because your car is going to run a bit rich before the engine reaches 40 degrees Fahrenheit, you're going to get lower gas mileage than usual.

In fact, your car will be at least 12% less efficient at burning fuel when it's cold, according to the Environmental Protection Agency and the Energy Department.

If you put your pedal to the metal straight out of the driveway, you're just wasting gas, MIT mechanical engineer John Heywood told MSN Business Insider.

"[Idling] does of course use fuel, and the bigger the engine, the more fuel," he said.

Roots of the myth

Some myths die hard, and the notion that you need to idle your car in the cold is no exception. The basis for this thinking extends to an age when car engines relied on carburetors.

Before 1980, carburetors were the heart that kept car engines pumping.

From the 1980s onward, however, electronic fuel injection took over and is still what powers today's car engines.

The key difference is that electronic fuel injection comes with a sensor that feeds the cylinders the right air-fuel mixture to generate a combustion event. Carburetor-run cars lacked this important sensor.

Therefore, if your gasoline was too cold, your car wouldn't run rich, it would simply stall out. In those days, it was important to get the carburetor warm before driving. But those frustrating times met their end long ago, and so too should pointless idling.

Yes, you're going to be cold during the first few minutes of driving while your engine & radiator warm up and start blowing air that feels comfortable. But you'll be saving yourself fuel as well as a lot of time and money.

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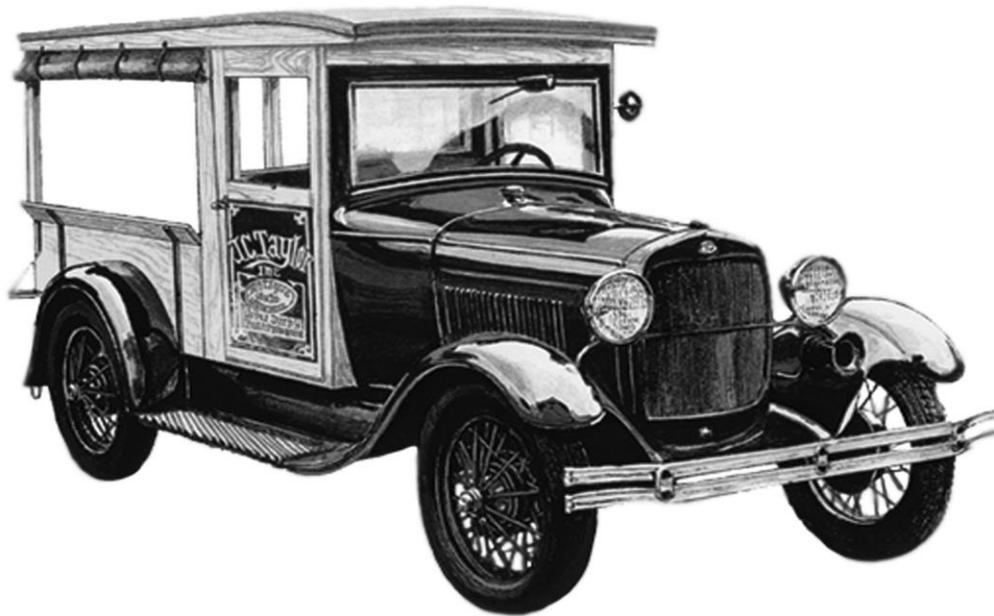
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