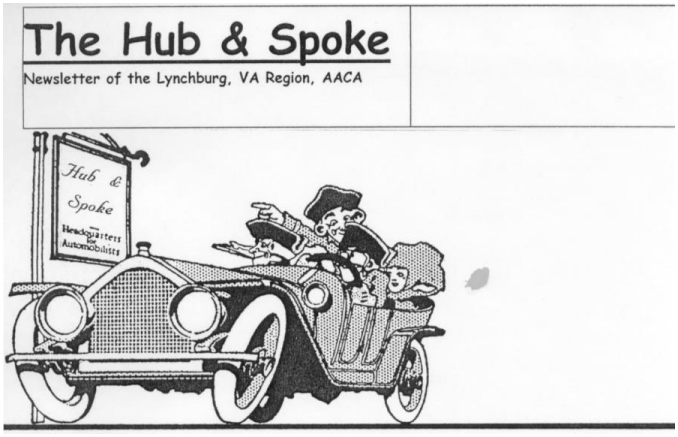
July 2017 Hub & Spoke Sponsors: Joyce & Ron Blalock – Buick Roadmaster



July 2017 Lynchburg, VA --- Website http://lynchburgva.aaca.com

THE HUB AND SPOKE

Lynchburg, VA Region, Antique Automobile Club of America

2017 LYNCHBURG REGION OFFICERS

- President Emeritus, Kathy Kellam, 434-248-9829
- President, C. J Leighton 434-528-5435 (Cjl1359@comcast.net)
- V. President, Charles Thaxton, 434-525-0767 (chalin68@verizon.net)
- Secretary, Anne Kituskie, 434-384-2016 (brothertuck02@gmail.com)

Treasurer, Ron Blalock, 540-583-0437 (ronblalock@gmail.com)

- Activities, Joyce Blalock, 540-583-0437 (ronblalock@gmail.com)
- Sunshine, Elizabeth Williams, 434-821-8213 (c.williams@jetbroadband.com)
- Data Manager: Kathy Wesley, 434.239.5384 (dkwesley@verizon.net)
- Webmaster: Jeremy Watson 919-499-7494
- Editor: Anthony J. Simmons 434-525-5625 (simm1968@verizon.net)

Message from the Vice President June 2017

Charles Thaxton

This is the 11th installment on Patty Packard's restoration.

The progress of Patty is going slowly, I am getting the body of the car ready for paint. which is a far more complex job than I thought. The sanding and priming is never ending and even though Derik is helping me it is progressing slowly. I think I will see some paint applied to the body by the end of this month, weather permitting. While I have been waiting to get the body finished I have been busy assembling the chrome grill and reworking the cowling to fit properly. When I got Patty none of this was together and I had completely taken the grill apart and sent it off to the chrome shop. It took about 3 tries to get everything to work together.

I also began to assemble and fit the gas tank. When I got Patty the old tank had been removed by cutting the bolts that held the straps in place so I had to make new bolts for the straps and make sure that they would work. I also had to install the fuel gauge and test it to see if it functioned properly. This was the original gauge and I took it apart and cleaned it, and after re assembly it worked well. I installed it in the tank and rechecked it, and it continued to work so I guess I fixed it.

The next project was the interior floor, I removed all of the old covering and checked for rust. I found very little rust, and all that I found was very light. This was almost unbelievable, for a car to be almost 80 years old and to have a sound floorboard is unheard of. I coated the small rust areas with One Step and I started to cover the floorboard with a new covering of heat shield and sound proofing but I ran out and had to order more of the stuff.

I also cleaned and repaired the rails the seat moves on and got them working again.

I am moving forward slowly and getting the small stuff working so when the painting is done I can reassemble everything with a minimum of work.

UPCOMING EVENTS!

July 4, 2017 Concord, VA parade. Meet at 9 AM at corner of Rts 460 & 24.

July 15, 2017 James River Visitor Center, Blue Ridge Parkway, Transportation Event. 10 AM to 4 PM.

July 22, 2017 Party and planning meeting at the home of Linda & Charles Thaxton. The meeting will be at 11 AM, Picnic lunch at Noon.

July 31, 2017 Monthly Club meeting/dinner at Charlie's Restaurant, Lynchburg, VA 5:30 PM eat; 6:30 PM meet.

October, 2017 Hershey Pa is 4th through 7th of October, 2017.

October 7, 2017 Annual "Heritage Festival", Naruna, VA will be (Moved this year from August to October) A pavilion will be provided.

Chevrolet "small block" v8

June 10, 2017 Salvation Army Car Show

Strong showing by our Club for this annual event.

Attendees showing vehicles included Bud Perry, Anne & Glen Kutuskie, Otto Vallastro, & Charles Thaxton.

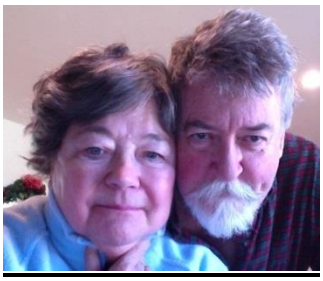
Otto's 1931 Chevrolet won two awards: "Judges Award" & "People's Choice"

Bud Perry's 1938 (modified) Dodge Flat Bed

Anne & Glen's 1924 Ford Model T: "Judges Award"

Charles' 1938 Pontiac: "Judges Award"

July 2017 Hub & Spoke Sponsors: Joyce & Ron Blalock



When Tony reminded me that the "Blalocks" month in the "Hub and Spoke" was coming up, he gently suggested "Enough about the '38 Buick, say something about the 1994 Roadmaster." So, since it is only one year and five months to official "Antique" status, I thought it was about time to tell its story.

After being employed in several design firms for many years, I decided it was time to open my own Illustration studio. One goal that I had set for myself, as soon as the money started "rolling in", was to buy Joyce one of those new round cornered Caprices that first came out in 1991. Joyce however, got the jump on me. She came home one day and said she had already looked at three different new cars and she wanted me to test drive them. That turned into a real "Goldilocks Story.

"First I drove the Dodge, it was way too basic. Then I drove the Pontiac which was way too bumpy. Then I drove the Buick, and it was JUST R I G H T ! Because when I pulled out onto the road and stepped on the accellerator, it buried us into the front seats. Then looking at her I said, "This is the car you want honey." For years after I could not figure out how a 4,300 pound car with only 260 horsepower could go from 0 to 60 in 6 seconds. Finally last year my mechanic, being very familiar with that particular engine, informed me that it had 400 horsepower but was rated 260 for insurance purposes.

Over the years Joyce and I have enjoyed this car very much. We've taken many trips, including an "Auto-Train" ride from Lorton, VA to Sanford, FL, then a subsequent driving tour to Ft. Lauderdale.

Years later, Joyce and I decided that we wanted to move out of Northern Virginia, to a peaceful, less hectic, surrounding. After substantial research we decided to move to Bedford. We love living here and are very grateful for all of the new and close friends we have made. Our two Buicks are also happy in their new spacious garage home.

1994 Buick Roadmaster

4-door sedan body type

- RWD (rear-wheel drive), automatic 4-speed gearbox
- gasoline engine with displacement: 5733 cm3 / 349.8 cui, advertised power: 260 hp / 264 PS (SAE net), torque: 454 Nm / 335 lb-ft
- dimensions: outside length: 215.8 in, wheelbase: 115.9 in
- reference weights: base curb weight: 4279 lbs
- **how fast is this car ?** top speed: 236 km/h (147 mph) (theoretical);
- accelerations: 0- 60 mph 8.1 s, 1/4 mile drag time 16.1 s (simulation ©automobile-catalog.com)
- fuel consumption and mileage: 17/25 mpg (U.S.)

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 and have their vehicle featured. Payment is due to our Treasurer in the month in which "your" issue of the H&S appears. Sign up now for next year, 2018. Contact our Treasurer.

2017 MONTH's SPONSOR
January: Linda & Charles Thaxton
February: Pat & Reggie Goolsby
March Marianne & Tony Simmons
April: Pat & Dr. Jim Blackburn
May: Anne & Glen Kituskie
June: Carolyn & CJ Leighton
July: Joyce & Ron Blalock
August: Wanda & Dr. David Barnes
September: Barbara Taylor & Otto Vallastro
October: Kelly & Jeff Gladden
November: Pat & Irby King
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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. Harvey Elder: 434-376-3923

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

Lynchburg Region AACA – Minutes to Meeting, June 26, 2017

Submitted by Anne Kituskie

-VP Charles Thaxton opened the meeting at approx. 6:30 PM.

-50/50 tickets were sold

-Pledge of Allegiance ,Moment of Silence.

-Two guests: Herb and Diane Dunn.

-New members: The Foxes and the Luckhards.

-No news in the Sunshine Report.

-Secretary Report was approved for prior meeting minutes.

-Treasurer Report was approved. $4531.27 balance.

-Old Business :Salvation Army Show June 10 resulted in 4 Trophies. Attendees were the Thaxtons, Bud Perry, Otto Vallastro - winning two trophies , the Luckhards, Barbara Taylor and the Kituskies.

-Club rosters were made available.

-New Business: July 4th Parade at Concord begins at 9 am at the Concord school.

-July 15th Parkway Transportation Event at the James River Visitors Center Milepost 63 10am - 4pm.

-July 22 Planning meeting at the Thaxtons will begin at 11am.Hamburgers, Hot Dogs and Potato salad served. A possible tour will be discussed.

-Next meeting July 31.

-50/50 drawing was won by the ticket seller himself!

-Auction.

-Closing at approx. 7:20 PM.

AMERICA'S ENGINE

By: Jerry Burton (Hagerty, Ins. 2015)

Chevy's immortal Small-Block V-8

It was simple and brilliant all at once — a new V-8 engine with walls so thin it was lighter than the straight-six it replaced, despite two additional cylinders. The new engine had an oversquare bore-to-stroke ratio, meaning its 3.67-inch bore was larger than its 3.00-inch stroke. Its stamped steel rocker arms were mounted on spherical pivots, and its hydraulic lifters metered plenty of oil to the cylinder heads via hollow pushrods. Its pistons were ultra-light and its cylinder heads were interchangeable with wedge-type chambers. It could rev high and was incredibly reliable.

This all added up to an engine that became a metaphor for a car company and, perhaps, a nation. We're talking, of course, about the small-block Chevy V-8 introduced in 1955.

It powered much of America for well over three decades in cars, trucks, SUVs and boats. And its descendants are still with us today, driving the seventh-generation Corvette as well as GM's high-volume pickups and full-size SUVs. On its 60th birthday, with production numbers approaching 100 million, it's appropriate to look back at what made the small-block Chevy a part of American car culture.

The engine was the brainchild of then-Chevrolet chief engineer Ed Cole, working with a core group that included Al Kolbe, Kai Hansen and Harry Barr. "My dad was the prime mover," says Dave Cole, chairman emeritus of the Center for Automotive Research in Ann Arbor, Michigan. "They did that engine in less than two years, without electronics or modeling tools. There was such a singular focus on that team." Cole sold the idea to Chevy management with a slogan: "High performance doesn't have to mean high price."

"I remember dad driving a 1953 Chevy prototype with a small-block," Cole recalls in *100 Years of Chevrolet*. "We were up north in Michigan going over 100 mph, and we stopped to get some breakfast. A trooper pulled up in the parking lot and asked, 'What in the world do you have in that car? I've been trying to keep up with you for miles.' Pretty soon, the whole restaurant was outside looking at that car. My dad loved their reaction and you could see the energy in his eyes."

Cole's V-8 became known as the small-block only after Chevrolet introduced a larger 348-cid engine in 1958, which became the big-block and would evolve into the famed 409. The larger engine was nicknamed the "rat" to contrast with the small-block's nickname, the "mouse," after the cartoon character "Mighty Mouse."

Five generations later, all GM small-block V-8s share their basic geometry with the original 265-cid Chevy engine from 1955. And they still offer many advantages over sophisticated multi-cam engines thanks to less weight.

Beyond the Flathead

Overhead-valve V-8s had not been around that long when Chevy brought out this engine. Up until the late 1940s, most higher-production V-8s were flatheads (also known as "side-valves" or "L-heads"), thanks largely to Henry Ford, who introduced the Ford flathead V-8 in 1932.

Ford's engine was compact, reliable and ran on the low-octane gas available. Chevrolet, meanwhile, stuck with its tried and true "Blue Flame" ohv straight-sixes ("A Six for the Price of a Four") dating from 1929 — and it outsold Ford regularly. Chevy even gussied it up with Carter side-draft carburetors for the original Corvette.

After World War II, with higher-octane fuels available, American auto manufacturers gravitated toward overhead-valve V-8s for more horsepower and efficiency. Zora Arkus-Duntov, who would later become synonymous with the Corvette, created the Ardun overhead-valve conversion kit for the Ford flathead in 1946. It featured hemispherical combustion chambers. It was not a commercial success, however, as Oldsmobile and Cadillac introduced more reliable ohv V-8s in 1949. Chrysler followed up in 1950 with its own hemispherical combustion chamber ohv engine, known as the "Hemi." Ford entered the fray in 1954, followed by Chevy in 1955.

The small-block represented Chevy's first V-8 engine since its one-year experiment in 1918. It not only gave Chevrolet a whole new image, but it also helped ensure the survival of the Corvette.

And the small-block was flexible enough to expand, primarily by increasing bore and stroke from its original 265 cid to 283, 327, 350, 400 and all the way up to 427.

Attributes
What made the Chevy small-block so good? “I think that the small-block V-8 had the right basic foundation,” says Bill Nichols of GM Powertrain. “It had to be small, it had to be lightweight, it had to breathe well, and it had to be easy to use and service.”

Nichols also cites a multi-use strategy: “A whole spectrum of applications was planned, from automotive to marine, and even as a crate engine for hot rodders.”

Besides its lightness and flexibility, one of its secrets was its strength. Former GM engineer and Chevrolet race car collector Bill Tower relates that the original block, despite its thin walls, was particularly strong where the cylinder head bolted up to the block. The engine also oiled well, with the oil system doing its job even at higher rpm — an Achilles heel for many competitive engines, including the Ford V-8.

One of the primary technical breakthroughs in the early days of the small-block was the Duntov camshaft. The basic configuration came from the Ardun engine that Duntov had developed for the flathead Ford V-8. But it translated surprisingly well to the small-block, propelling Duntov to a 150-mph speed record in a Corvette on Daytona Beach in January 1956.

“Duntov had the ability to test with Chevy dyno cells to try different options with timing or camshafts and the like,” says Nichols. “He said, ‘Okay, I can open the valve with valve springs that are this strong such that they won’t fail at a high rpm, and I can get more charge into the cylinder to get more power after the firing of the plug. And I can exhaust it such that I don’t have too much back pressure in the chamber when it fires.’”

Duntov also worked with outside engine builders like the legendary Smokey Yunick and West Coast cam magician Ed Iskenderian. Yunick had an intuitive understanding of engines from racing in NASCAR and preparing the Corvette motors for Sebring in 1956. Iskenderian also had a huge reputation from working on high-performance engines for Ford and Chevy.

“Smokey Yunick was the professor of the small-block,” says Tower. “He saved GM millions. He found out by racing what was weak and what wasn’t.”

Under the influence of people like Yunick, Iskenderian, Duntov and racing director Vince Piggins, the Chevy small-block would become the most successful production-based racing V-8 ever, winning thousands of races in SCCA, NASCAR, Trans Am and even IndyCar over the decades.

Yunick also worked with Zora Arkus-Duntov and John Dolza from Rochester Products on mechanical fuel injection, which debuted with the 283-cid V-8 in 1957. It was the second American engine to claim one horsepower per cubic inch; a limited-production 1956 Chrysler Hemi had beaten GM to the punch.

Tower recalls working with Yunick on exotic combinations, too, like porcelain cylinder walls and nickel alloy blocks. "I worked on the rings and the bores. We started to figure it out, but it was just too expensive to add porcelain at the foundry. But we did use nickel in our racing blocks."

Evolution
Over time, the small-block evolved into a more sophisticated engine. The second generation debuted with the LT1 in 1992, with higher compression and computerized ignition. The third generation debuted with the LS1 in the fifth-generation Corvette in 1997 and featured an all-aluminum block and oil pan. The fourth-generation in 2005 brought us the 7.0-liter LS7 in the Corvette Z06, which offered the magic number of 427 cubic inches and featured an eight-quart dry-sump oil system as well as titanium valves and connecting rods. The LS9 in the 2009 Corvette ZR1 was supercharged to put out 638 horsepower, while active fuel management also debuted in the fourth-generation small-block for truck and SUV use. The current fifth-generation V-8 added active fuel management to the Corvette as well as direct injection and variable valve timing.

“We’ve improved materials over the years and executed them wisely to be able to take mass out of the engine,” says Nichols. “More recently, we’ve added sodium-filled valve stems for higher revving capability. Valve springs are made of a high-tensile-strength steel alloy for improved fatigue strength and reduced load loss. Even though we expanded out to 7.0 liters with the LS7, we can still maintain a compact design.”

As a testament to its staying power, in 2000, the Chevrolet small-block V-8 was honored by *Wards Auto* as one of the 10 Best Engines of the 20th Century. And given the beauty of its fundamental design, it appears to have a bright and viable future. It will forever be a legacy of the ingenuity of its father, Ed Cole.

AACA Crown "Best Restored Car of the Year" First ever Zenith Award Presented

(reprinted from AACA emailed newsletter)

Independence, Missouri, is now known for something other than the birthplace of our 33rd President, Harry S. Truman. On June 16, 2017, America's first antique car club presented a new award, appropriately named the AACA Zenith Award, recognizing the most outstanding restoration of the year. The Antique Automobile Club of America (AACA) conducts competitions all across the USA for its members and in 2016 more than 3,500 cars, trucks and motorcycles were shown. The task of choosing just one of these to represent the best car in the club was daunting at the least.

Two nominations from each AACA national show were brought forward by the national awards judging team from the 10 shows held in 2016 and thusly 20 cars and trucks arrived in Independence to compete for this inaugural award. The AACA Kansas City Region hosted the 2017 Annual Grand National Meet, the most prestigious show of the year, and had a perfect indoor setting in which the Zenith cars could congregate.

A team of AACA senior master judges along with three guest judges spent a day evaluating all the vehicles. The three extra judges were brought into the mix to provide a greater spectrum of thought and included Bob Larivee, former owner of Championship Auto Shows and the force behind the Ridler Award (generally considered the top award in the hot rod community); Angelo Van Bogart, editor of *Old Cars Weekly*; and Paul Sable, a nationally recognized concours d'elegance chief judge.

After almost six hours of evaluation, the **1928 Auburn 8-88 Speedster owned by Richard and Helen Harding of Xenia, Ohio**, was chosen as the very first recipient of the AACA Zenith Award and the Harding's received a massive custom one-of-a-kind crystal trophy signifying their accomplishment. Richard's car has won numerous awards and best-of-shows at mostly
Concours around the country, as well as garnering top national awards from AACA. It was restored mostly
by himself and is a stunning car. Many of the participants agreed with the choice and were congratulatory to the winners. The runner-up was a 1942 Cadillac Series 62 club coupe owned by Steve Cooley of Homosassa, Florida, which was also restored to the nth degree of correctness.

"I was extremely impressed with the depth, variety and quality of the Zenith nominees. All the cars certainly were capable of being shown at concours events and some I have seen at other shows. They truly were the crème de la crème of cars and the winner just simply spoke to you as a world-class restoration. I thoroughly enjoyed my judging experience with AACA and congratulate this most deserving winner," stated Paul Sable.

AACA has a comprehensive awards program for its members with regional national competitions each year. Members vie for numerous awards and AACA annually has national awards recognizing the most outstanding vehicles of the year in a black-tie affair in Philadelphia every February. This new award augments the club's offerings to its members and is bound to be a sought-after award each year.