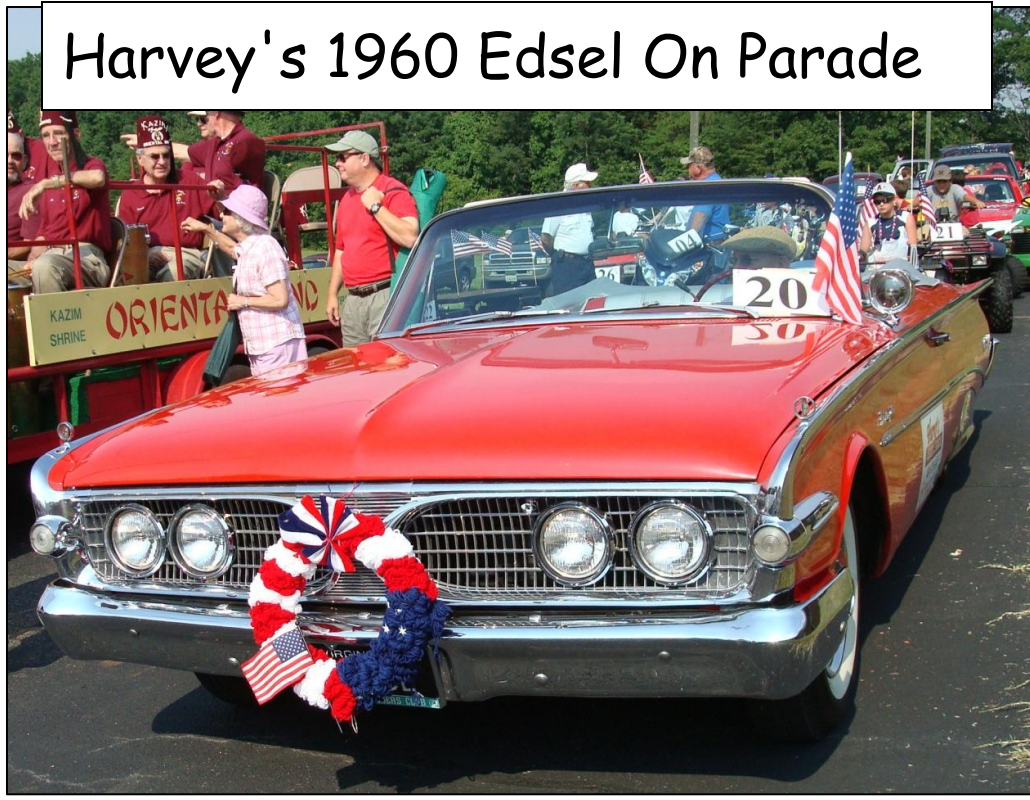


Harvey's 1960 Edsel On Parade

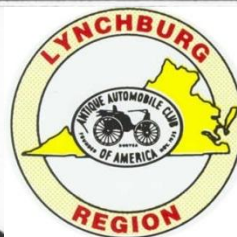
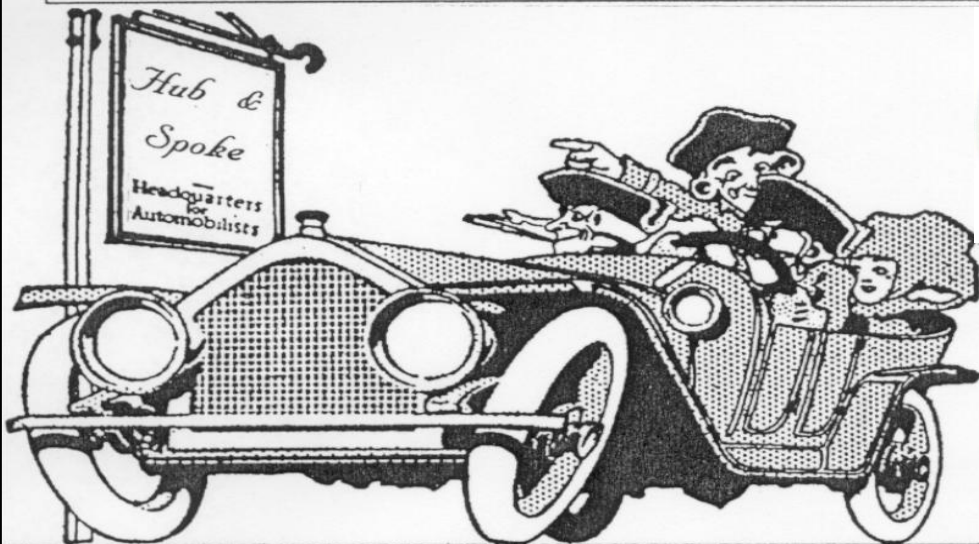


July Sponsors of the Hub & Spoke: Harvey & Joyce Elder

The Hub & Spoke

Newsletter of the Lynchburg, VA Region, AACA

July
2015



5199 James River Road, Gladstone, VA 24553

Visit our Website: <http://local.aaca.org/lynchburgva>

7TH ANNUAL Heritage Festival

Celebrating Campbell County's Rich and Diverse History

**Admission: Adults- \$5.00
Children 10 and under- FREE**

*This car show is an addition to the
Heritage Festival which also features:*

- Live Music All Day
- Crafts/Exhibits
- Antique Tractors /Power Show
- Children's Activities
- Great Food

Saturday, August 1, 2015

10:00 a.m. to 5:00 p.m.

William Campbell High School
474 William Campbell Drive Naruna, VA 24576



**NO ENTRY FEE
Dash Plaques
Goody Bags
Door Prizes**

Classic Cars, Trucks & Bikes

**To register your classic car, call
Owen Burks at (434) 846-4343.**



THE HUB AND SPOKE

**Lynchburg, VA Region,
Antique Automobile Club of America**

A Club for All Lovers of Old Vehicles

Volume 46

Number 7

July 2015

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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://local.aaca.org/lynchburgva/localevents.htm>



Spoken From the Hub, July 2015

Charles Thaxton, President



The thought occurred to me that owning an old car is not only fun but a responsibility. We own a piece of history. It is our responsibility to educate the public about the history of our old cars and what the times were like during the year the car was produced.

This led me into a thought process that asked a question about, how can we educate the public when we don't show our cars? It is truly a rare occasion for people to see a living, working piece of history. I really enjoy talking about my car, how about you?

In order to show our cars and talk about them, we must drive the car to where the cars will be on display. This leads me to the point of this article, which is driving our old cars regularly. I don't think that many of us will disagree with the notion that keeping any piece of mechanical equipment stored for a prolonged period does more harm to it than regular running.

Here is my argument for driving an old car regularly.

One) Seals dry out and crack causing them to leak but regular use keeps them lubricated and pliable.

Two) Gas gets stale and water collects in the fuel system causing corrosion plus all of the hoses get hard and crack.

Three) Lubrication gets dry on moving parts, such as bearings, which allows corrosion and some problems when they begin to rotate again.

Four) Oil will become contaminated with water from condensation in the engine. This forms sludge in the pan as well as acid which will eventually rust the oil pan and pump parts.

The only way to avoid any or all of these problems is to drive your car. I love driving my Pontiac and I think it helps keep the old girl going. I don't really need an excuse to drive it but it always helps to have one.



Club Calendar **Joyce Blalock**

NATIONAL EVENTS

July 27-31, 2015- Vintage Tour (pre- 1932) Buzzards Breath Touring Region, Lancaster, PA.

Oct 7-10, 2015- **HERSHEY!**

LOCAL EVENTS

July 27, 2015- Lynchburg Region, AACA, monthly meeting at Charley's Restaurant. Eat at 5:30, meet at 6:30.

August 1st, 2015- The Campbell County Heritage Festival. William Campbell High School, off of Route 501 in Naruna, VA. Starts at 10:00 AM.

August 15th, 1100am to 3pm. Car show at Virginia Select Auto, 1837 Amherst Hgwy, Amherst [\$15.00]

AREA CRUISES

Cruise to Altavista- Historic District of Town, 1st Saturday of each month, April thru October. Cruise starts at 5:00 PM and runs to 8:30 PM on Main St. beginning from Bedford Ave, to Pittsylvania and onto Broad St. August 8, 2015- Cruise In At Charlie Drew 's. 960 Turkey Foot Road, north, off of Route 460 in the New London area. 2nd Saturday of each month thru October. For more info: call 434-942-8086.

August 15, 2015- Thomas Road Baptist Church Cruise In, 4:00 PM until Dark. Sponsored by Fire On the Mountain Car Club.

August 21, 2015- Farmville Cruise In. Starts at 6:00 PM at the Tractor Supply and Schewles Parking Lot, US 15 Business. Sponsored by Darlington Heights Vol. Fire Department.

August 22, 2015- Chatham Cruise In. 4:00PM - 8:00 PM held in Downtown Chatham. Every Month thru October.

July Sponsors of the Hub & Spoke: **Harvey & Joyce Elder**

Harvey requested that we put his ads with the regular H&S ads but they make suitable "Sponsor" material also:

For sale: 1960 Edsel Convertible [see picture on the front of this issue of the H&S], one of only 76 built. 292 V-8, Auto, P.S., Fact. Air, Continental Kit, Fact. Spot Light, actual mileage 79,151, many other options. Good investment. Selling because of health. Contact Harvey Elder, 434-376-3923.

For sale: 7 ft.wide foldable umbrella - Like New. Used for car shows only very little. With 25 lb. weight and stand.



Price \$35.00. Contact Harvey Elder, Phone# [434-376-3923](tel:434-376-3923)



[3923](tel:434-376-3923)

For sale: 1955 T-Bird Convertible, 292 V-8, P.S., P.B., P.W., P. Seat, Auto, wire wheels, 78,982 actual miles. I sold new-Brookneal car. Selling because of health. Contact Harvey Elder, Phone# [434-376-3923](tel:434-376-3923)

Minutes for June 29, 2015

Meeting Lynchburg Region AACA



Terrie Linton, Secretary

The June meeting was called to order by President Charles Thaxton. We recited the pledge of allegiance to the flag. We also had a "moment of silence".

Charles welcomed guests. We welcomed Preston Wade who had been President of

the club twice in the past.

Sunshine – No news of any one ill until tonight when Kathy Kellam told us that she had been in the hospital for a few weeks. She is doing well now.

Treasurers Report– Ron Blalock gave the Report. Kathy Kellam made a motion to accept. The club agreed to accept in unison.

Secretary- Terrie Linton noted that the [very condensed - Ed.] abbreviated Minutes from May follow.

* Charles thanked those who attended the Salvation Army Car Show. There was \$6000.00 made that day by the Salvation Army. Charles passed out a Critique form for members to note what they liked and disliked at the show.

* CJ ran our "Swap Meet" at the County Line Flea Market on June 20. Barbara Taylor gave old Western paperback books that sold well. Ron Blalock brought the Buick and many folks enjoyed asking questions about the antique car.

* Charles invited the club to come to his home for the planning meeting on July 11th at 1:00.

* Otto suggested the Sink Spangler Museum as an outing for us. He shared that the Court Street Methodist Church asked him to get some cars to show for the Adult Care Session in September or October on a Friday.

* Ron told us about The Summit and the possibility of showing cars to residents on a week day. Joyce and Ron will check on this.

* **James River Transportation Festival** will be at the Visitors Center at Mile Post 63 on July 18th. **Campbell County Heritage High Festival** is on August 1 at William Campbell High School in Naruna. It will run from 10 to 5.

* Ron will check on the Bedford County Fair dates and a show at Smith Mtn Lake also.

* Reggie announced that the 1902 Rambler will roll out this week end [July 4-5]. He and Doc Blackburn have been restoring it. It is the only one known to be running.

* Barbara Taylor suggested we get a "thinking of you" card or 2 to sign by all members and have it available for Sunshine Lady to send to those in need and members who have not been seen for a while.

* Jan ran the auction. Charles drew the 50/50 ticket. \$19 was won by Reggie.

* Members discussed getting a local High School to host some members talking about their cars to an Auto Class.

* Jeremy Watson, our new webmaster, is having difficulty getting us up and running again. He needs info about Screen name, Host, and Password. Some suggested that this info can come from AACA national

Meeting was adjourned at 7:30

Lynchburg Region, AACA, May 18, 2015

[Abbreviated]

Held at LA VILLA

* Jeremy Watson was introduced as our new Web Master. A motion was made and approved to give Jeremy a membership in both National and Local AACA.

* Francis Everett was welcomed as a guest of Owen Burks.

* Sunshine Report, Liz Williams told us that Dave Barnes and Claude visited Dave Wesley and had Dave drive them around in his 1953 Ford. Perry Kellam is in a nursing home in Farmville. He is a WWII veteran and is 90 years old.

*** New business**

* Boonsboro Methodist Church show will be in August.

* Don Jones has resigned as Editor of the Hub & Spoke as of the June issue. Jan will step in as the temporary Editor. Jan told us that the job has become much easier with the printer doing much more of the set up and assembly of the paper. This printer is VERY reasonable in price. Jan encouraged any member to step up and take over as permanent Editor.

* We were told about the **Bedford Old Fashioned County Fair** to be held August 28th -30th. Car show is on the 30th. We are asked to be in place by 1:00.

Event Reports

Old Dominion Meet May 22/23, 2015

Tony Simmons [AKA, Jimmy Olson]

Pictures by Tony, Charles, Jan

"Hats Off" to the Waynesboro-Staunton Region AACA for organizing the well-run 62nd Old Dominion Meet. Somehow they were also able to provide perfect car show weather!



The entries for the meet & judging ranged as follows: (1) Junior/Senior Classes: sixty-four (64) vehicles. (2) Driver Participation (DPC): eighteen

(18) vehicles. (3) Historical Preservation of Original Features (HPOF): seven (7) vehicles.

While speaking with the meet organizers, it was confirmed that DPC and HPOF are the fastest growing segments of our hobby. They are typically post WWII vehicles of modern vintage. Although nine decades of auto history attended the meet, the largest participation was twenty vehicles from the 1960s, with ten from the 1970s and eight from the 1980s.

Directly from the 2015 AACA manual, "...the objective of AACA judging is to evaluate an antique vehicle, which has been restored to the same state as the dealer could have prepared the vehicle for delivery to the customer." In my opinion, AACA has wisely shown flexibility over the years to include other vehicle classes which are non-restored to capture the changing demographics, vehicles, and interests of our hobby.

In 1987, AACA established HPOF to encourage the preservation and display of vehicles in their original, as-manufactured condition. These vehicles are not restored and not point judged --- merely reviewed for originality with a bit of leeway. The condition of the vehicle is not evaluated; just if it is relatively unchanged from the day it left the factory.

In 2000, AACA established DPC. This class is for vehicles that are typically driven for pleasure and allows for some non-authentic upgrades "...but in general, the

vehicle looks essentially as it did when it came from the factory." This is also a non-restored and non-judged class and the vehicle will be certified after passing a visual inspection. An example of a DPC entry at the Old Dominion Meet was a vehicle from the 1970s that was obviously repainted and fitted with aftermarket wheels and larger tires.

Since HPOF & DPC don't require vast expensive restorations of the vehicle, it's a show-what-you-have opportunity for the hobbyist. Using the #1 through #6 vehicle condition guide (perfect down to junk), most weekend car shows are, reportedly, attended by #3 condition vehicles with a handful of #2s, and a rare #1. Excluding the wildly modified hot-rods, many of those vehicles/owners represent the source of growth for AACA for the future.



The oldest vehicle at the meet was a 1906 Wayne which has been in the same family since 1950, except for a few years when it was foolishly sold but then repurchased. The patriarch of the family members at the meet allowed me to see pictures of the car from the early 1950s when he was a young boy sitting in the vehicle with his Grandfather and other family members. The owner had pictures of the restorations that the car has received during the prior sixty-five years but clearly he was most proud of all the pictures through the years displaying his family. The old Wayne was a strong thread through four generations.

The newest vehicle at the meet was a 1988 Chevrolet Custom Deluxe 10 pickup truck. There were seven other



trucks entered in the various classes.

One vehicle that really caught the eye was a black 1987 Buick Regal Grand National GS powered by an intercooled turbo V6. It was utterly immaculate, already a Senior Award winner, and didn't have a spot on it anywhere. We car-nuts all know that black shows even small body imperfections as ripples or dings but this car was perfect inside and out and the complicated engine bay was pristine. I didn't get down on the ground to see the undercarriage, however; the parts that I could see below the engine compartment were tidy as well.



Now some eye candy from the 1960s: a Camaro,



and a 1964 Ford with the 390 CID engine and the rare-for-a-top of the line Galaxie 500, 2 door sedan.



Elsewhere on the show field there was something for everyone. Examples: a 1942 Crosley;



1938 Buick with dual covered sidemounts;



And an excellent representative of the "roaring twenties", a 1921 Packard:



Hope to see you and your car at the next ODMA.

Antiques at a High School Graduation **CJ Leighton, Vice President**

Saturday, May 30, Jim Blackburn, Reggie Goolsby and I took the opportunity to answer the request by Heritage Baptist Church, on Breezewood Drive, to provide cars for a 1920s themed high school graduation celebration dinner. The cars would be used as props to help set the tone and theme for the event and provide a unique backdrop for their students and families to take pictures.

The church puts on this gathering using the families of the graduating seniors to handle the building decorations and the families of high school juniors to handle the food preparation and serve meals. During the dinner, a large screen displays a slideshow photos provided by the families depicting the graduates at various moments of their childhood.

Reggie took the Cadillac over the day before with the intent of having it in the main dining area. Although a valiant effort was made negotiating a steep incline in reverse to reach the building access, the main ball room lay out of reach. The corridor was too narrow and the regal Caddy wouldn't negotiate the turn. This massive



monument to elegance was strategically placed in the nook in the corridor, with the nose proudly projecting into the path leading to the main room. That gave guests a unique photo op.

Jim's flat head '35 Ford Coupe and the evil green T greeted guests at the red carpet entrance to the



building. Many graduates and their families were thrilled to have these cars as props and investigate their elegance (or in the case of the T, the lack there of).

We were treated as honored guests with a nice spot in the shade outside and our own table inside for the salad and dinner.

2nd Annual Flea Market **Tony Simmons**

Our Club provided stall space June 20, 2015 at the Route # 460 County Line Flea Market for anyone of us with auto related (or otherwise) items to sell. Proceeds go to the seller.

Standing guard over the treasure trove were President Charles, Vice President CJ (the organizer of this event), former President Jan, and Treasurer Ron. Quite a rogues gallery of Club dignitaries, wouldn't you say?



Ron brought his '37 Buick; Jan brought his '66 Riley with a "for sale" sign affixed. (Oh, say it isn't so, Jan!) The cars were a nice attraction and numerous folks stopped to look.

I watched in wonderment while Jan & Ron sold a used hat to a customer. Therefore, I attempted to duplicate their sales success with the remaining used hat when a completely bald fellow came strolling along with his family. I told him that he needed our hat to protect his head from the hot sun. Although he quickly agreed, he stated that his preference was for a hair restorer. Believing the old axiom that the "...customer is king", I told him we were out of that particular magic potion but would gladly rub his head with motor oil. He declined, scurried away, and my sales efforts were dashed!

Conclusion:

Flea Market financial success: A wee bit short! Club comradery: Priceless!

Salvation Army/Tree of Life Vehicle Show, June 13th

Tony Simmons

An Army of volunteers was required to work all day directing traffic and solving parking and other organizational issues for the one hundred fifty vehicles, over twenty-five venders, and hundreds of spectators to ensure a safe and enjoyable car show. Overall they did a great job and I sincerely hope that it was a big financial success for a worthy cause. Other than a few hot rods with excessive exhaust pipe noise, I enjoyed the entire event, especially the barbeque sandwich, cold drinks, and comradery.

Although Reggie didn't bring a car for the show, he's the recipient of the "Early Bird Award" having arrived around 8AM with his lawn chair and parked it and himself under a shade tree in the row of parking spots for our Club



member vehicles. I think you need a bigger tree, Reggie!

Thankfully members brought awnings for all to share to keep us out of the hot sun so

Reggie and many more of us scurried under the shade.

Our banner was erected and a table set up with hand-out info about our Club's activities. Jan was busy recruiting these four young beauties for the Club but I'm not sure they are old enough to drive!



Beauty Girls close

My attempts to recruit new members didn't go as well as I only cornered a crash dummy and two Star Wars characters, all of whom were mute!



Many stories were swapped while the crowd coveted our vehicles. Here's Don, Otto, Barb, Ron, and Jeff watching over the '47 Chrysler and the '38 Buick.

Now for the main brain trust: CJ, Don (again), Dave,



President Charles, Reggie, and Patrick Campbell.

Owen Burks and his guest, Francis Everett [next page].



Concord, VA July 4th, 2015 Parade **Tony Simmons**

The population of the tiny hamlet of Concord, VA must surely have at least tripled on July 4, 2015 during the Independence Day Parade.

We Lynchburg AACA members congregated around 9 am. The Club's lead vehicle was Jan Peterson's ever-present '66 Riley flying our banner.



Please disregard the "No Trespassing" signs; we apparently did when I parked with my Cadillac Allante and wife Marianne!

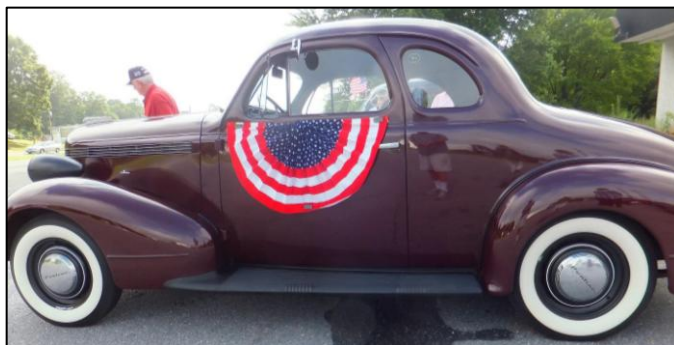


Reggie Goolsby drove his '24 Cadillac with Dr. Jim & Pat Blackburn on board [+ the little dog]. The old Cadillac's "oogoooga" and "wolf-whistle" horns were a big hit during the parade.



Randy Martin, accompanied by two guests, gained maximum parade points for explaining to the crowd lining the Concord streets that he was actually driving a CONCORD manufactured by Americans working for American Motors Corporation. Very appropriate for the 4th of July!

President Charles and Linda Thaxton arrived and



decorated their '37 Pontiac. Joyce and Ron Blalock cruised in from Bedford in their '38 Buick.

Ron Timmons and family drove their red Mustang, an interesting 1st year 6 cylinder car.



Thankfully, our Club lined up for the parade in front of the horses and the proceedings began and ended without any problems. One fellow volunteered to pull a small wagon

with a shovel to follow the horses. The wagon was marked "Political Promises".

There were approx. a dozen other older vehicles in the parade but our group stuck together; no vehicle overheated, no rain, and the hot dogs & barbeque were quite good. Happy Independence Day!



The July "What's It?"

Jan Peterson

Some folks think all the old cars to restore have already been snatched up. This beauty proves otherwise. As this Hub & Spoke went to press, it was still available, and for only \$1,000.00. I could not get a good picture of the interior for reasons that will be apparent later. -What is it?

Temporary Editor's Hub Bub

*** The Hub & Spoke needs a regular editor. Please take on this rewarding club experience! I am "Temporary Editor" and temporary means for a few issues only.**

*** Pictures:** I had lots of help with this Hub & Spoke, all of which is greatly appreciated.

Tony Simmons contributed many pictures and words, as did President Charles & CJ Leighton. Reggie Goolsby, Harvey & Joyce Elder. and Ron Blalock [he took that pic of me and dared me to use it] helped too.



*** We have a new Webmaster, Jeremy Watson, and progress is being made on getting the site back up. Virginia Vallastro is greatly missed.**

*** During the Concord Parade some were confused by the flags flying on 6P the**

Riley. That flag, called the "Grand Union" or Naval Ensign Flag, is said to be the first national flag of the United States of America. It preceded Betsy Ross's flag and the rattlesnake flag adopted by the Tea Party. John Paul Jones, a reputed ancestor of my clan, flew it on his ships. To me, the Grand Union flag seems appropriate for an English car built in Australia which lived in New Zealand, and is driven by an American in a parade celebrating our separation from Britain.

*** Sara and I had the pleasure of seeing the first run of the 1902 Rambler that Jim Blackburn and Reggie Goolsby returned to the living. It was a very moving sight. More about this car and Reggie's new Buick, a nonagenarian, in future months.**

*** Don't miss the car show at the Campbell County Heritage Festival [see page 2 of this H&S]. It's run by Owen Burks. All have had a great time there in the past.**

*** Elsewhere in this issue I referred to Tony Simmons as "AKA Jimmy Olson." Tony volunteered to take on the job of reporter for the Hub & Spoke and in a nod to the Superman comic book characters, called himself Jimmy Olsen. Jimmy was the name the cub reporter at the Daily Planet the Daily Planet newspaper where Superman worked in disguise.**

I have found Tony's work to be good enough to warrant addressing him as Clark Kent.

2015 Sponsors of the Hub & Spoke

Each year members who are able 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. Thanks are due from all club members to our 2015 Sponsors.

Remember, you too can sponsor a month of the H&S next year. Get your reservation in early to ensure you get the month you want.

JANUARY Jan & Sara Peterson

FEBRUARY Charles & Linda Thaxton

MARCH Jeff & Kelly Gladden

APRIL Dave Barnes & Claude Williams

MAY Glenn & Anne Kituskie

JUNE Carolyn & C.J. Leighton

JULY Harvey & Joyce Elder

AUGUST Rob Harris

SEPTEMBER Reggie & Pat Goolsby

OCTOBER Otto & Barbara

NOVEMBER Don Jones/Diana Davis

DECEMBER Santa Claus

The July "What's It?" Revealed

This large lady dog may have only been greeting me but I did not want to test her. Thus no interior pictures of this For Sale treasure. I believe the car to be a 1949 or 1950 Plymouth. I only know how to distinguish '49s from '50s by their bumpers. 1949 Plymouths had very attractive ribbed bumpers which were favored by the hot rodders and customizers of the day. The "What's It?" Plymouth has no bumpers so I would guess it's a 1949, one who donated it's bumpers to a street rod long ago.



Coming Up Soon:

2016 Officer Nominations: True, it's only July but we have to plan ahead! All offices are open. You can help your club by putting your name up for one of our jobs [volunteer for newsletter editor right now! - Ed.] Our process is that Charles will appoint a nominating committee at the August meeting. The committee will present its nominees at the September meeting and any additional office seekers will throw their hats in the ring. We will all think about the nominees and vote our choices at the October meeting. New officers will be installed at the November meeting so that they will have time to organize 2016 before the first meeting of that year.

You can be a part of this club's leadership.

A bit of automotive history, courtesy of a yard sale find:

Cadillac introduced America's first V8 engines for its 1915 models. The V8 was a new concept

“The writer must admit that prior to some actual road work with the new Cadillac he was somewhat inclined to be in the skeptical division and questioned the appreciable advantage of tacking on two extra cylinders. A 60-mile run over rolling country where hills abounded, some quite steep, resulted in complete conversion to the “Eight” and great surprise at its performance, however.

“Gear shifting proved to be almost an unnecessary operation, speeds anywhere from 2½ to 55 or 60 miles an hour being attainable on high gear. The quick acceleration from slow running to passenger train travel with no apparent effort whatever was truly remarkable. Bad stretches of road, turnouts for slow-moving vehicles and other traffic obstructions very rarely made it necessary to drop into second gear. Nor was this high gear driving done with any effort; the car controlled with the throttle alone just as if it were an electric responding to a current control lever. There was an undeniable feeling of security in driving the car, for the idea of killing the motor does not enter your mind—the reserve power is so great.”

for American car buyers and Cadillac's early ads sought to calm potential buyers' fears of novelty. An example is this quote from a sales brochure .

The writer was said to be a man "who has never been satisfied with anything short of the highest excellence." Note that the "excellent" Cadillac V8 he drove could go as fast as "55 or 60 miles per hour."