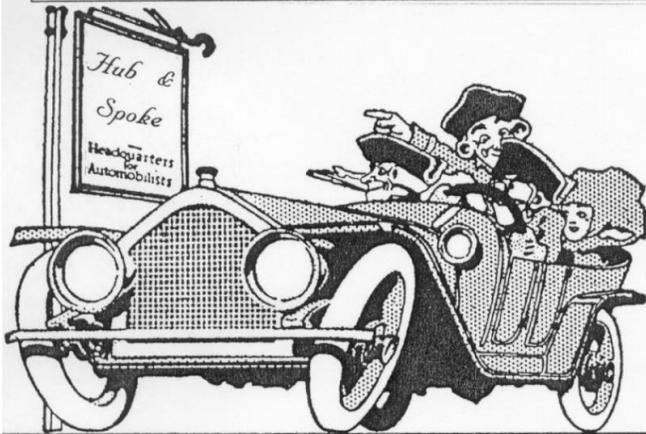


**June 2016 Hub & Spoke Sponsors: Carolyn & CJ Leighton – 1926 Ford Model T Pickup**



## The Hub & Spoke

Newsletter of the Lynchburg, VA Region, AACA



**June 2016** <http://lynchburgva.aaca.com/>



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- 

## **THE HUB AND SPOKE**

Lynchburg, VA Region, Antique Automobile Club of America

***A Club for All Lovers of Old Vehicles***

Volume 47 #6 June, 2016

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### **Spoken From the Hub June 2016**

Charles Thaxton *Copied From History. Com*

For all of you who have forgotten what the history of Memorial Day was I am offering the following article I found on line: Memorial Day, an American holiday observed on the last Monday of May, honors men and women who died while serving in the U.S. military. Originally known as Decoration Day, it originated in the years following the Civil War and became an official federal holiday in 1971. Many Americans observe Memorial Day by visiting cemeteries or memorials, holding family gatherings and participating in parades. Unofficially, at least, it marks the beginning of summer. The Civil War claimed more lives than any conflict in U.S. history, requiring the establishment of the country's first national cemeteries. By the late 1860s Americans in various towns and cities had begun holding springtime tributes to these countless fallen soldiers, decorating their graves with flowers and reciting prayers.

It is unclear where exactly this tradition originated; numerous different communities may have independently initiated the memorial gatherings. Nevertheless, in 1966 the federal government declared Waterloo New York, the official birthplace of Memorial Day. Waterloo—which had first celebrated the day on May 5, 1866—was chosen because it hosted an annual, community-wide event, during which businesses closed and residents decorated the graves of soldiers with flowers and flags

On May 5, 1862, General John A. Logan, leader of an organization for Northern Civil War veterans, called for a nationwide day of remembrance later that month. “The 30th of May, 1868, is designated for the purpose of strewing with flowers, or otherwise decorating the graves of comrades who died in defense of their country during the late rebellion, and whose bodies now lie in almost every city, village and hamlet churchyard in the land,” he proclaimed. The date of Decoration Day, as he called it, was chosen because it wasn’t the anniversary of any particular battle.

On the first Decoration Day, General James Garfield made a speech at Arlington National Cemetery, and 5,000 participants decorated the graves of the 20,000 Union and Confederate soldiers buried there. Many Northern states held similar commemorative events and reprised the tradition in subsequent years; by 1890 each one had made Decoration Day an official state holiday. Many Southern states, on the other hand, continued to honor their dead on separate days until after World War I.

Memorial Day, as Decoration Day gradually came to be known, originally honored only those lost while fighting in the Civil War. But during World War I the United States found itself embroiled in another major conflict, and the holiday evolved to commemorate American military personnel who died in all wars.

For decades, Memorial Day continued to be observed on May 30, the date Logan had selected for the first Decoration Day. But in 1968 Congress passed the Uniform Monday Holiday Act, which established Memorial Day as the last Monday in May in order to create a three-day weekend for federal employees; the change went into effect in 1971. The same law also declared Memorial Day a federal holiday.

Cities and towns across the United States host Memorial Day parades each year, often incorporating military personnel and members of veterans’ organizations. Americans also observe Memorial Day by visiting cemeteries and memorials. On a less somber note, many people throw parties and barbecues on the holiday, perhaps because it unofficially marks the beginning of summer.

-----



**MINUTES                      AACA-**  
**LYNCHBURG**  
**May 23, 2016**

The meeting was called to order at 6:30 p.m.  
The Pledge of Allegiance was recited and a moment of silence followed.

The minutes from April were accepted with a motion from Tony and a second from CJ.  
Joyce Blalock was welcomed back. She has been down with pneumonia.  
The Treasurer read the balance and deposits and checks going out for the last 3 months.  
**Sunshine Lady Liz Williams** had no one on her list for May.

Linda Thaxton told us about a project being done by the 7 Hills Quilt Club. It is called "Quilt of Valor". It is a not for profit and 9 ladies are involved. The project was started in 2003 by Catherine Roberts. We were asked to give Linda the names of Veterans and their Branch of Service. The Quilt Club will make quilts for each one. Reggie told us about Estate Specialists in Lynchburg and that they have a large amount of fabric for sale.

## **DATES FOR THE FUTURE**

### **JUNE**

6/11/16 Salvation Army Car Show- cars, trucks, bikes, motorcycles- \$20 in advance, \$25 at the gate, 9 AM – 2 PM. Charles has applications tonight. Otto and Charles went on local TV to promote this. It will appear on "Living in the Heart of Virginia" it airs 12:30-1:00 PM. We do not know the TV date.

6/25/2016 County line flea market- CJ has a place to store items in advance. Just put price on it and call CJ. Arrive between 6-7 a.m. and the day is over by 11 or 12.

### **6/27/2016 Dinner Meeting at Charlie's**

6/30/2016 The Summit. 5-6 cars needed. 11:30 - 2:00 PM. They will provide lunch.

### **JULY**

7/4/2016 Parade in Concord. Members agreed this is a good one to attend.

7/16/2016 James River Visitors Center Transportation Event

7/23/2016 Black Dog salvage trip –Antique "stuff"- Roanoke

### **7/25/2016 Dinner Meeting at Charlie's**

### **August**

8/6/2016 Heritage Days, Campbell Co.

### **October**

10/1/2016 Car Show at Point of Honor

10/8/2016 Georgia Pacific 125TH Anniversary at Sedalia. Tickets required! Each car to display will be given 4 tickets and can only get through gates with these tickets. Zoe Myers was at our meeting in February. CJ will need a list of those planning to attend by the July meeting. This is called the "Fine and Dandy Celebration".

Tom graves volunteered to accompany anyone who has a Model A. He has built, fixed and driven many in the past.

CJ, Randy told us Harvey is not doing well. He has been feeling quite weak.

Randy shared that Nolan Village is a very worth-while venue. It is always the second Saturday in May.

There was an inquiry into the status of Kathy Kellam and her husband, Perry. Charles will call her. Members said that Perry was in and out of nursing facilities and Kathy's daughter comes often to check on them at home.

The 50/50 raffle was won by Charles. CJ ran the auction of donated items.

Motion to adjourn was made by Reggie and seconded by Randy. Meeting adjourned at 7:15.



## FOR SALE

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**1955 T-Bird Convertible** 292 V8, P.S., P.B., P.W., P. Seat, Auto, wire wheels, 78,982 actual miles. I sold it new – Brookneal car. Complete



restoration. Harvey Elder: 434-376-3923

## Reggie's Corner



## 2016 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. Payment is due to our Treasurer in the month in which "your" issue of the H&S appears.

### **MONTH's SPONSOR**

**January:** Linda & Charles Thaxton

**February:** Frances Everette & Owen Burks

**March** Tom Graves

**April:** Pat & Jim Blackburn

**May:** Anne & Glenn Kituskie

**June:** Carolyn & CJ Leighton

**July:** Joyce & Ron Blalock

**August:** Harvey Elder

**September:** Pat & Reggie Goolsby

**October:** Kelly & Jeff Gladden

**November:** Marianne & Tony Simmons

**December:** Santa

**4<sup>TH</sup> Annual Day In The Town, Brookneal, VA  
May 7, 2016**

The local hamlet of Brookneal had another successful “Day In The Town” with excellent weather, many fabulous cars, and good folks to meet & greet.



Lots of Fords & Chevys.



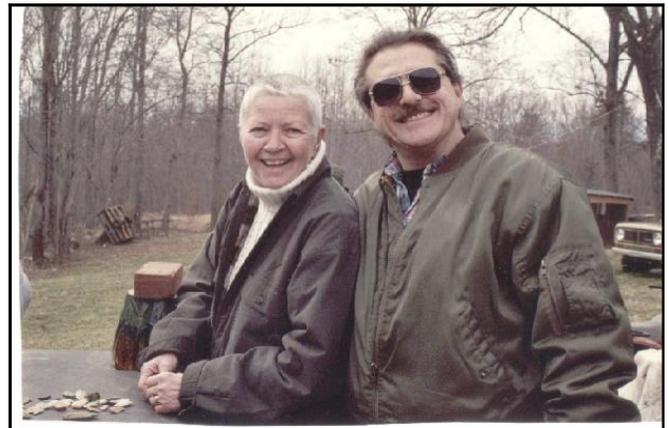
Five of our Lynchburg AACA members attended: Donny Blanks, Owen Burks, Ron Blalock, Charles Thaxton, and Otto Vallastro.



**June Sponsors of the Hub & Spoke:  
Carolyn & CJ Leighton**

She’s a Southern Belle and he’s a d--- Yankee but they somehow married anyway and have lived in Lynchburg since 1991.

Many thanks to you for your numerous contributions to our Club.



In recognition of CJ’s devotion to their “Evil Green T”, the next section of your Hub & Spoke will continue the two-part story of the American love of the pick-up truck.

## Pick-Up Trucks are "IN"

(Part II continued from the May H&S) From MSM internet Auto information site

### **Car-Based Pickups** Based on a two-door



Ford station wagon, the '57 Ford Ranchero combined carlike styling, comfort, and handling with some of the utility of a pickup truck. Most of the wagon's features and options were available, including the 352-cubic-inch V-8. With almost 22,000 sold in its first year of production, the Ranchero's success led Chevrolet to follow suit with the El Camino in 1959. The names stuck, but both manufacturers played around with different platforms for their car-based pickups before settling on mid-size models by the mid-1960s.



Options lists grew long, letting buyers choose anything from a fairly basic model to a feature-laden Cowboy Cadillac and even sporty Ranchero GT and El Camino SS models with the same big V-8 engines found in muscle-car siblings. The GMC Sprint appeared as a rebadged El Camino from 1971 to '77 and had a name change to Caballero in 1978.

Ranchero production ended after the '79 model year; the El Camino and Caballero continued through 1987.

**Room for More: Crew Cabs** The now-defunct International Harvester introduced the first crew-cab pickup, the Travelette, in 1957. A three-door design with a full back seat and room for six, the Travelette didn't sprout a fourth door until 1961. Dodge joined the party in 1961, although its earliest examples were converted by an outside contractor. Production moved in-house in 1964, and Ford brought out its own four-door pickup a year later. The first crew cabs were bought almost exclusively by utility companies and contractors, and they were designed solely to get workers and their gear to and from the job site. But as the metamorphosis of trucks into family haulers got going in the late 1960s and '70s, crew cabs moved upmarket with nicer interiors and the amenities of passenger cars. The movement was well underway by the time General Motors started building Chevrolet and GMC crew cabs in 1973. Today, crew cabs are available with interiors rivaling those of a luxury car, and they're the configuration of choice for families.



Extended cab (“king-cab”) options are also very popular.

By the dawn of the 1970s, the **compact-pickup-truck** craze was in full swing, led by those trendy Californians and their fondness for modifying pickups with wider tires, custom wheels, and other personal touches. Datsun and Toyota reaped the benefits, with combined sales of roughly 100,000 units per year.



Those numbers were too big for domestic manufacturers to ignore, leading to the introduction of so-called captive-import pickups from their overseas subsidiaries. Arriving in 1972, Ford’s Courier was a thinly disguised Mazda, which brought over its own version the same year. Not to be left out, Chevrolet introduced the LUV (Light Utility Vehicle) from Isuzu that same year. Dodge and Plymouth didn’t get on the bandwagon until the late ’70s and early ’80s with the Mitsubishi-sourced Dodge D50 and Plymouth Arrow. None enjoyed anywhere near the sales volumes of Datsun and Toyota. Most disappeared in the early 1980s. Chevrolet and GMC launched the larger, domestically built S-10 and S-15 in 1982, and Ford followed with the long-running Ranger for the 1983 model year.

**Topping the Sales Charts** Chances are, Henry Ford knew he was onto something when he introduced the Model T pickup back in 1925. He might have even guessed that a

pickup bearing his name would eventually become the biggest-selling truck in the U.S. for 39 years and counting. But it’s unlikely that even Henry could’ve hoped that the F-series would become the bestselling vehicle in America, a title it has held since 1982. Even a controversial 2015 redesign that brought a switch to a weight-saving aluminum body and greater emphasis on six-cylinder power in a market not known for radical change has been taken in stride by buyers, who continued to snap up a new Ford pickup every 41 seconds on average last year. Henry would be proud, even if he might not get the idea of a pickup with a dual-pane sunroof and a heated steering wheel. At least you can still get it in black.



And in second place for annual U.S. sales for all vehicles is the Chevrolet Silverado:



**Notable Lynchburg AACA member trucks:**



The one that started it all, CJ's 1926 Ford T



1961 Studebaker Champ – Don Davis



1938 Dodge Flat Bed (modified) – Bud Perry



1987 El Camino SS – Otto Vallastro



1966 Ford F100 – Jeff Gladden

I'm sure that other Club members have notable trucks but unless you pull them out of your garage, hose off the dust-bunnies, and show the vehicles periodically, the rest of us won't be able to enjoy them!

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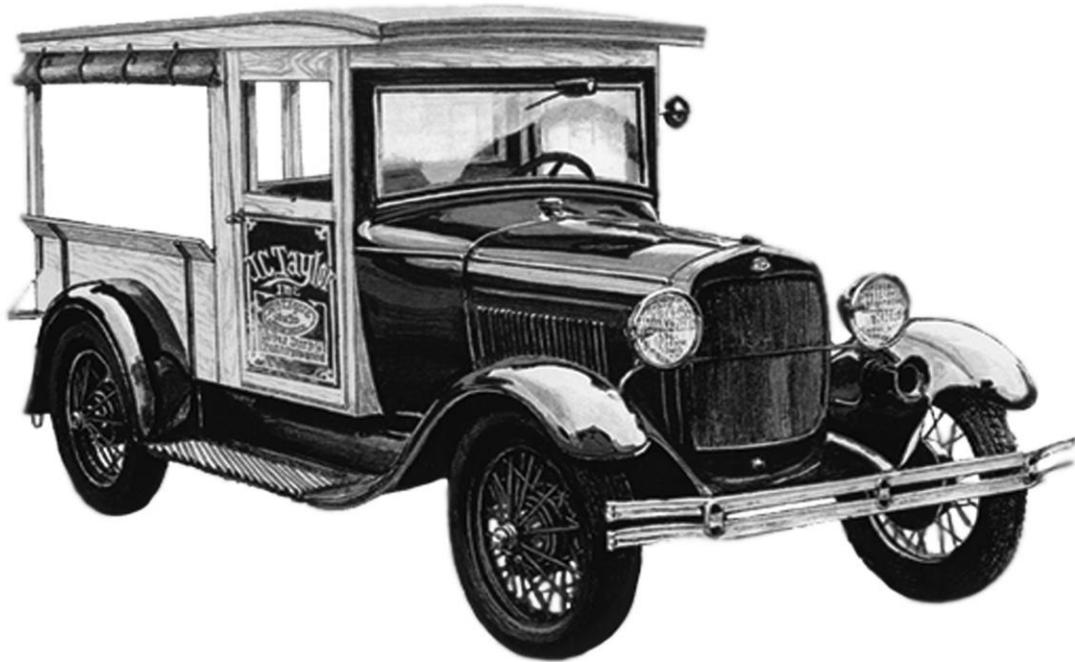
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