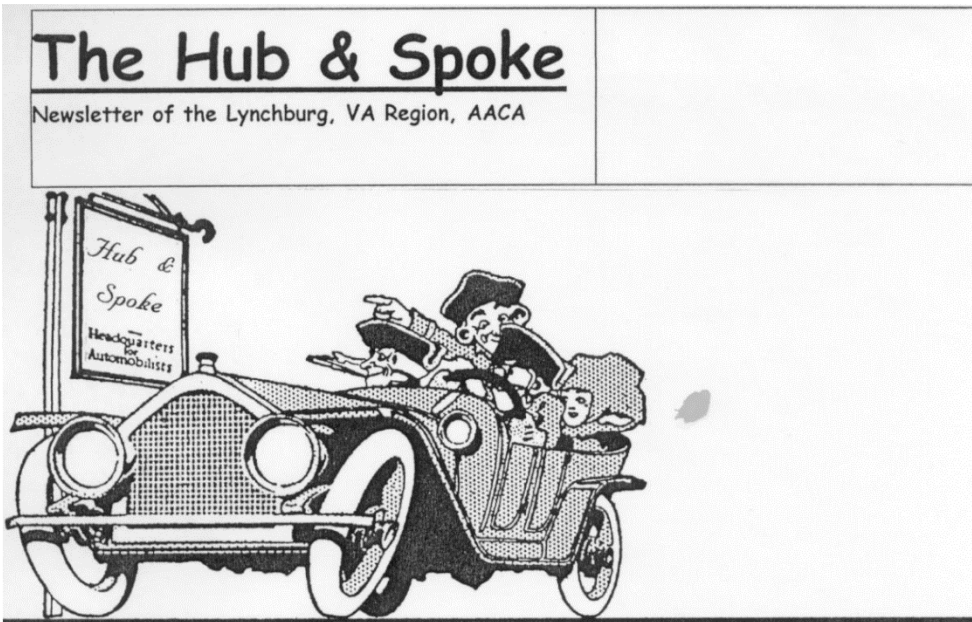


March 2016 Hub & Spoke Sponsor: Tom Graves





THE HUB AND SPOKE Lynchburg,
VA Region, Antique Automobile Club of
America ***A Club for All Lovers of Old
Vehicles*** Volume 47 #3

March, 2016

2016 LYNCHBURG REGION OFFICERS

- President Emeritus, Kathy Kellam, 434-248-9829
- President, Charles Thaxton, 434-525-0767 (chalin68@verizon.net)
- V. President C. J Leighton 434-528-5435 (Cj11359@comcast.net)
- Secretary, Terrie Linton, 434-946-9811 (TerrieKLinton@hotmail.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 (jeremy.l.watson@gmail.com)
- Editor: Anthony J. Simmons 434-525-5625 (simm1968@verizon.net)
- 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 March 2016

Charles Thaxton

I went to the ODMA planning meeting in Danville Saturday and we met at a Danville members home surrounded by some of the most beautiful antique cars you ever saw. I was really impressed until I found out that many of the cars had been modified with modern engines and running gear.

I have often heard that people do this to make the car more roadable for today's driving and this may be true but it takes away all of the challenges of owning an antique car. If you don't have to maintain the original motor and running gear, where is the fun? It is true that there is a real challenge to retrofit modern running gear into the old frame and make it all work, but today all you need is a Jegs or Summit catalog and a large bank account to hot rod a car. I remember when you had to go to your local junk yard and scrounge up the parts and then make them work.

The one thing that everyone forgets is that that old running gear got the car to where it is today and many people used that old car for general transportation for many years and it served them well. I know that they didn't have super highways and 70 mile per hour speed limits but the pace of life was not as fast either. When you own an antique car it forces you to slow down and enjoy the view, this is the fun

of owning these old cars. Learning to drive a car without power brakes, power steering and automatic everything requires your attention and keeping it running at peak performance is the challenge.

Boy what a disappointment when you see a beautiful 1932 Cadillac roadster and then find out that under the hood is a small block Chevy. There is something about hearing a well-tuned original Cadillac V8 motor or, for that matter, any old motor run. It is fun to breathe new life into the old stuff and see it do what 70, 80, 90 or possibly 100 year old engineering was designed to do.

I have nothing against a hot rod and I realize that in some cases changing the motor and running gear is the only way to get the car back on the road but this should be the last resort, not the first choice in my opinion.

Upcoming Events Joyce Blalock



March 19, 2016 Saturday "Spring Fling". FOP Lodge, 221 Wiggington Road, Lynchburg, VA. !2 Noon till whenever. **(NO** evening dinner meeting for March, 2016)

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

April 29/30, 2016 Friday/Saturday ODMA Meet, Martinsville, VA (Registration cutoff date is 4/16 - see AACA website for details).

May 7, 2016 Saturday "Brookneal Day" Car Show.

May 14, 2016 Nolan Village Car Show & Festival. Providence, VA in Halifax County.

June 11, 2016 Saturday, Salvation Army Car Show, Tree Of Life Ministries, Greenview Drive, Lynchburg, VA 9am to 2pm.

June 25, 2016 Saturday County Line Flea Market 6am till 1pm.

July 16, 2016 Saturday Black Dog Salvage, Roanoke, VA trip plus lunch.

August 6, 2016 Saturday Heritage Festival, William Campbell High School, Naruna, VA.

October 1, 2016 Saturday "Point of Honor" car show.

October 8, 2016 Sadalia, VA. Georgia Pacific 125th Anniversary

Important Notice: In the future, our Club meetings will be **cancelled** if the Lynchburg, VA School system is closed for the day because of foul weather.

ATTENTION MEMBERS: Send in your dues to Ron Blalock, 1006 Tumbleweed Ln, Bedford, VA 23523



MINUTES 2/29/16 AACALYNCHBURG

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

The **FINE & DANDY DAY** was announced by Zoe Myers from Georgia Pacific. She told us that it is to celebrate the 125th Anniversary at Sedalia Center on Big Island on October 8th. It will run from 11 AM to 4 PM. There will be Food Vendors, a Beer Garden, Juggler on Stilts, Cider Maker, Music, Children's Activities, Horses & Wagons and the History of the facility will be presented. It is "by invitation only" and we will each get 4 tickets with our car entry to their affair. There are 300 employees and 150 retirees.

Two members whom we had not seen for a while were introduced. Doug & Jean Richardson were welcomed.

Tom Graves gave a short presentation of products that he has sold for many years. The company is AMZOIL. He welcomed any questions about the products and left a business card for those wanting to contact him for more information.

Sunshine Lady Liz Williams told us Jamie had been hospitalized and is in attendance. She read a "thank you" note from Linda Christy for the plant we sent to him. It was announced that Ann Kituski was very ill with heart problems last month and she is on the mend now. A. L. Heartless, a 90 year old member died recently. Kathy Kellam's husband Perry is now home from Nursing home. She is our President Emeritus. Harvey spoke to her recently. Claude spoke to Dave Wesley and Dave is upbeat but not doing well. Owen told us that Donny Blakes

is doing well. Jamie Christy spoke to Sara Peterson and told us that she is anxious to sell her home. Ray Owens was in hospital. Some members did not get their HUB & SPOKE in a timely manner. There was a discussion about moving to a different publisher. No decision was made.

Treasurer Ron Blalock gave his report. A discussion followed as to figures in question. The report will be given at the Spring Fling.

The club will provide 50 pieces of chicken and some hot dogs. A paper was passed around to have members sign up with their own food donation at the **Spring Fling**. Terrie will do the decorations and ask Sarah to assist that day. Reggie will inquire about a visit to Mark Smith's car museum in April or May.

Other Upcoming Events are listed on another page.

There will be a Swap Meet in Virginia Beach on April 12th

Reggie showed the members the article in ANTIQUE AUTOMOBILE magazine and made note of the fact that Jan Peterson had started to write the article.

A round of applause was given to Charles since he pulled the article together and submitted it. It took up two pages and had several pictures in it.

Tony Simmons made a motion to donate \$100.00 to Big Island Fire Dept. since our Club members participated in their Christmas Parade. It was seconded by C. J. Leighton.

The participation award was presented by Ron, Reggie and Terrie to Joyce and Charles Thaxton. 50/50 was won by Tony Simmons. Otto Vallastro was the auctioneer. Meeting adjourned at 7:50.

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. Selling because of health. Harvey Elder: 434-376-3923

Eight Foot Wide foldable umbrella. Like new. Used for car shows only very little. With 25 lb weight and stand. Price \$35.00 – Harvey Elder: 434-376-3923

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. Selling because of health. Harvey Elder: 434-376-3923

The Original Car Club Steering Wheel Lock.....\$30.00 Call Harvey Elder for details
434-376-3923



AACA Lynchburg Region Participation Award 2016

Picture by Tom Graves

This years **Participation Award** goes to Linda & Charles Thaxton for all that they have done and continue to do for our members and the betterment of our Club. Thank you very much!

Presentation by Terrie Linton, Ron Blalock, and Reggie Goolsby.

2016 SPONSORS OF THE HUB & SPOKE

Each year members 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. Notify our Treasurer or Editor which month you would like to sponsor. Please note the blank below.

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: _____

March 2016 H&S Sponsor: Tom Graves

Tony Simmons



Our H&S sponsor this month is busy and multitalented: member of American Legion Post #16, practicing and coaching firearms safety instructor & photographer, certified

AMSOIL distributor, auto collector/curator, and an advocate for fulfilled safe & happy living. Tom inherited a number of old cars from his parents and has added a few of his own. A walk around his property revealed many interesting vehicles:

Three Beetles ('65 – '74)



Eight Cadillacs ('49 – '73)

1952 Caddy Two-door hardtop (My personal favorite!)



1952 Caddy Hearse



And now a few of some of his more eclectic items:

1967 Jeepster Commando (Buick V6)



1944(?) Jeep



1967 Mercedes 230 (gas)



'92 Lincoln Town Car (only 37k miles)



Mercury Marquis 429 CI, 2 barrel carb



1950 Ford (Flathead V8)



Two Olds ('51 Rocket 88 & '69 F85)



Early 1970s Yamaha two stroke twin cylinder



Tom has been a member of AACA for approx. three years, member of the Cadillac/LaSalle Club for eight years, and an AMSOIL distributor since 1979. He enjoys the role of "coach" teaching folks all that he has learned about mechanical things and their lubrication needs.

Now it's time to pass many of his vehicles, while they can be of use, to new owners. Most still have their engine/tranny, and many still retain chrome and/or stainless pieces that would be very valuable to restore/maintain cars of this vintage. Feel free to pass Tom's name along to anyone interested in discussing these time capsules.

Thanks Tom for your support of the Hub & Spoke!

AMSOIL – What is it? Tony Simmons



Our sponsor for the March H&S, Tom Graves, is a certified *AMSOIL* distributor so I thought that I needed to learn a lot more about it. Therefore, I turned to Tom, Google, Wikipedia, and brochures about *AMSOIL* products for more information

AMSOIL, Inc. is an American [corporation](#) based in [Superior, Wisconsin](#) that primarily formulates and packages [synthetic lubricants](#) and [filters](#). The company's advertising [slogan](#) is “*The First in Synthetics*”.

AMSOIL, Inc. was founded in 1972 by Albert J. Amatuzio, a Duluth, MN native & former jet fighter pilot, who had conducted research on [synthetic engine oils](#) in the 1960s. In 1972 came *AMSOIL* 10W-40 [Synthetic Motor Oil](#), inspired by aerospace technology, which became the first synthetic motor oil in the world to meet American Petroleum Institute service requirements. Amatuzio built the company by drawing on his knowledge of synthetic oil and the advantages of its use in aircraft engines, including reduced engine [wear](#), high performance in extreme temperatures and long life.

AMSOIL then formulated synthetic lubricating oils for other applications, including specialized

vehicles and severe operating conditions. In addition, *AMSOIL* developed fuel additives, filtration systems and other companion products that supplement and extend lubricant performance. The company currently sells products in fifty countries becoming a staple in varied applications, from automobiles to wind turbines.

Synthetic oil outperforms conventional oils on all counts, signaling a new age in lubrication science. Today, virtually every other motor oil manufacturer has recognized the superiority of synthetic lubricants and followed the *AMSOIL* lead with introductions of synthetic motor oils of their own.

Well I don't have a wind turbine so what's this stuff to do with me? Plenty: *AMSOIL* has a range of products for our vehicles. As a small sample:

- (1) Engine assembly lube & break-in oil.
- (2) Fuel additives.
- (3) *AMSOIL* Z-Rod Synthetic motor oil.

From their brochure “--- engines modified to produce increased power – can rupture the oil film. Long Term storage invites harmful corrosion... *AMSOIL* Z-Rod synthetic oil contains high levels of zinc and phosphorus (ZDDP) to protect --- against wear. It's also formulated with a unique blend of corrosion inhibitors to ensure protection during storage.”

I have read quite a few comments on the auto forums that I follow about the need for ZDDP in our older vehicles but I'm the first to admit that I have a lot to learn. The more knowledge that we can obtain, the more we can enjoy our hobby & protect our investments. Address your lubrication questions to Tom Graves.



My favorite car of all time! Tony Simmons

Poets, writers, and philosophers have throughout history attempted & failed to explain the reasons for whom and what we “love”. I shall not even attempt to explain nor try to convert you to my way of thinking when tell you that the Volvo P1800 is my favorite car of all time. Trying to convey why we prefer certain auto designs is as difficult as describing the taste of chocolate cake.

Look at the design balance of this beautifully restored 1968 P1800S Coupe currently for sale in St. Lewis, MO:



History: *Volvo* contrary to popular belief is not a Swedish word. It’s a Latin word which means “to roll”. The name was registered in 1911 as a trademark of SKF, a Swedish ball bearing company. Two of the SKF founding executives

decided to manufacture cars in 1926 with the first production vehicles ready to roll (pardon the pun!) in 1927.



1934 Volvo

(Notice the angled accent with the “male” symbol on the radiator!)

After WWII, in 1947 Volvo began producing four cylinder small rugged unibody RWD cars designated Model PV444, followed by the PV544.



PV444

These original postwar Volvo vehicles looked like miniature 1947 Ford two door sedans and became quite popular in northern Europe and were exported to USA, Canada, and numerous other countries. This PV444/544 model lasted with minor updates until 1966.

Although stories abound, some writers claim the P prefix designation translates from a Swedish word equivalent to “peacetime” because a pre-war model Volvo and the PV444 design actually began during the turbulent late 1930s and WWII. Some believe that the P designation stands for the designer of the P1800, Pelle

Peterson (with a little help from an Italian design firm), or perhaps his father, Hellmer Peterson, an engineering consultant to Volvo responsible for the P444 design development during the 1940s. Others believe the P is for Penta, the marine motor company that Volvo purchased during 1935. I prefer the first explanation. Regardless, the P1800 was the very last Volvo to use the P prefix.

Here is a photo of the man himself, Pelle Peterson, standing beside his creation at the Volvo P1800 50th anniversary celebration in 2010 held in France. Great job Pelle --- thanks for the memories!



Pelle Peterson

. During the mid-1950s while we Americans were becoming consumed with Elvis, giant tail fins, cubic inches, and wonder-bar radios, European drivers faced difficult economic recovery from WWII plus ever increasing taxes on their petrol and diesel fuel. Therefore, smaller more economical cars continued to be developed for the European market. Volvo considered a two seat sports car and developed the P1900 which was a fiberglass bodied rather plain two seat roadster with a four cylinder engine and three speed transmission on a PV444 chassis.



Only eighty six P1900s were built because they were reportedly not structurally sound and had a multitude of quality control issues. The fiberglass car was quickly dumped into the dust bin of automotive history.

The all metal P1800 was designed during the late 1950s and approved by Volvo for production; however, no production line space was immediately available in Sweden. After failing to get any German company to construct the unibody, Volvo made an arrangement with two British firms and the first production P1800 was manufactured in England in September, 1960 and designated as a 1961 model. This marriage dissolved rapidly because the English firms involved couldn't reach the consistent quality control required by the Swedes so Volvo finally began producing the P1800S in 1963 in Sweden, hence the suffix S. The E suffix was used on the P1800 produced from 1970 to the end of production in 1973 and represents Einspritzen; the German word representing the Bosch fuel injection system. An ES suffix was only used for two years (1992-3) designating the fuel injected P1800ES sport wagons.



Volvo cars were somewhat overlooked by Americans during the 1960s because

horsepower and going fast from stoplight-to-stoplight was the new mantra. However, Volvo's car models, especially the sedans, were selling quite well in the New England states and California while earning a reputation for reliability. The four cylinder engines used in all of their models had five main bearings and were in reality one half of the Volvo eight cylinder truck engine --- very rugged. This is a photo of the engine in the 1968 car pictured above. Note the twin SU carbs, dealer installed a/c compressor, brake booster system, and the large cowling for the heater blower.



My Volvo P1800 Cars: I drove a friend's Volvo P1800 in 1965 and have been a devoted fan ever since having owned two of these classics: a 1971 Mustard Yellow (P1800E) Bosch fuel injected 2 liter that I owned during the late 1970s, and a 1967 White (P1800S) dual SU carburetor 1.8 liter with A/C that I owned during the mid-1980s outfitted exactly, including the hubcaps, as the '68 pictured above. Both of my cars had a four speed gearbox plus electrically actuated overdrive, required premium fuel, & weighed approx. 2500 pounds. On the road each felt far more substantial than a lightweight vehicle which gave the occupant(s) a confident roadworthy experience. Of course, my '71E was quicker to rev than my '67S but once up to highway speed both were superb! Each could go from zero to sixty ... with style!

The P1800 has heavy manual steering typical of sports cars of the 1960s era, RWD, boosted brakes with front discs, very robust three point seatbelts, and metal unibody construction giving the car an extremely quiet, solid, comfortable ride. No convertibles were ever made. As usual, some pundits stated that the P1800 was not considered a "true sports car". Nonsense --- it is a Gran Turismo sports car: a car for comfortable touring.

The interiors were leather and had a jump seat for a small child or a picnic basket. I was able to modify the seat tracks in my 1967 S in order to obtain over two more inches of leg room. The seats were thin and mounted quite closely to the floor which gave even a tall driver plenty of headroom while giving the outside appearance that the occupant(s) were sitting on the floor. Therefore, shorter drivers/passengers looked out a very high door sill. My wife Marianne commented that riding in my white P1800 was similar to "... sitting in a Victorian bathtub".



Famous Volvo P1800

Two famous P1800 cars that you might recognize are first, the numerous white ones starting with a 1962 model, driven by Roger Moore in the 1960s TV series "The Saint" before Mr. Moore starred as James Bond. Volvo made left and right hand drives of each of their models because export was and still is their business.

This is a photo of Roger Moore, not me, although the similarity is quite striking don't you think?



The second famous P1800 is a red '66 owned by Irv Gorden of New York. Mr. Gorden bought his car new in 1966 and has driven it over **three million miles** and has been featured by many magazines and was shown on the cover of Hemmings in 2014. He stated that his only regret in three million miles was that he didn't get the dealer installed A/C when he bought the car. Gorden and his car make regular appearances at Volvo shows in the USA and in Europe and holds the Guinness Book of Records for a vehicle driven the most miles by a single driver.



Mr. Gorden credits his car's longevity to using only Volvo replacement parts. Hmmm! My readings indicate that the car is now so famous that Volvo maintains the car for Mr. Gorden and sponsors his many trips around the world.



Way to go, Irv!

The End: Volvo P1800 production ceased in 1973 and totaled 47,492 cars (including 8,077 ES sport wagons manufactured during 1972/3).

A twelve year run of a single design limited production vehicle is quite remarkable. Moreover, the new USA safety regulations beginning in 1974 would have required a complete redesign of the P1800 and Volvo was manufacturing and selling significantly more of its sedans and station wagons. Of course, Volvo could have merely bolted on some giant ugly rubber bumpers, a third windshield wiper, lifted the chassis up a few inches on extended suspension components, and added some sort of extra smog pump like a few other European car companies did in an attempt to meet the new USA safety and emission restrictions. Thankfully, Volvo management had better taste and better business sense allowing the P1800 to pass triumphantly into automotive history.

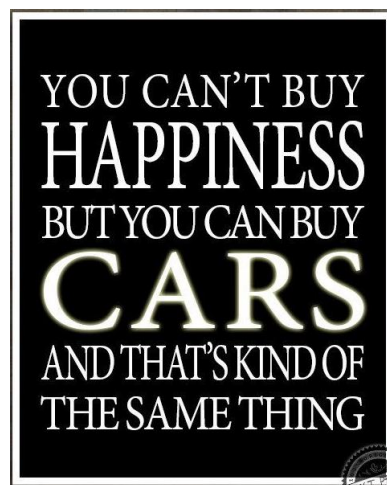
Ford purchased Volvo Cars in 1999 from the parent AB Volvo and sold Volvo Cars in 2010 to Zhejiang Geely Holding Group, a Chinese company. Geely announced in March, 2015 that Volvo Cars will build an assembly plant in USA near Charleston, SC giving Geely production facilities on three continents. The Volvo truck plant in Dublin, VA is still a division within AB Volvo and completely separate from Volvo Cars.

Conclusion: Well why don't I have a Volvo P1800 today, you ask? The restored 1968 white P1800S pictured above is currently for sale. You must be thinking "...why doesn't this guy just pick up the phone and buy another P1800?" The best answer that I can give is stated three ways:

- A) Been there done that.
- B) Many times memories are sweeter than reality. I prefer the memories.
- C) Don't cry because it's over; smile because it happened.

My family and I have owned other Volvo models over the years and they were all excellent cars; however, none captured the panache of the P1800. I drove my white '67 around Lynchburg during the mid-1980s with the A/C constantly on but someone saw it, made an offer that I couldn't refuse, and away it went. I emphatically stated that the Volvo P1800 is my all-time favorite car; I never said that I wanted another one.

Hemmings Motor News, September 2015, pages 76 – 78, has an excellent display of P1800s and a few other classic Volvos. Check it out (I'm not the only Volvo nut!).



ENJOY THE BEACH!

when you get your work done at

Village Printshop, Inc.

249 Main Street
Appomattox, Va. 24522
(434) 352-7191

Printing • Signs • Banners • and More!

Our prescription to stomp out hunger! Fresh Certified Angus Beef served daily!

DRUG STORE GRILL

105 MAIN STREET ♦ BROOKNEAL, VA ♦ 434-376-2116

Wednesday & Thursday: 11:30 AM - 10:00 PM | Friday & Saturday: 11:30 AM - 12:00 AM
Sunday Brunch: 10:30 AM - 2:30 PM | Monday & Tuesday: Closed - Available for Private Parties

Visit us on the web: www.drugstoregrill.com to see our upcoming events!

Romano Builders and Remodelers

1262 Redfields Rd. Appomattox, VA. 24522

Tel: 434-352-8658 Fax: 434-352-8658 Cel: 434-664-7413

e-mail formsup@aol.com

OWNED AND MANAGED BY: GREG ROMANO

We give more than we promise- Quality Craftsmanship - Guaranteed Satisfaction

\$5 OFF A PURCHASE OF \$25 OR MORE*

**Must present coupon to redeem offer. Retail customers at Appomattox, VA store only. Limit one coupon per retail customer. Not to be used in combination with any other offer.*

Advance Auto Parts

After Whites
 UPHOLSTERY
 (434) 528-9700
 FAMILY OWNED & OPERATED
 617 OAKLEY AVENUE • LYNCHBURG, VIRGINIA

Know someone who'd like to Advertise in our Newsletter?

THIS SPACE IS AVAILABLE

MCKBRIDE-BLACKBURN OPTICIANS



YOUR CHOICE FOR PRESCRIPTION GLASSES AND CONTACTS

5525 FORT AVE.
 LYNCHBURG VA 24502
 (434) 239-3673

H&S AD RATES

Know someone who would like to advertise in our newsletter to reach a large audience of Classic and Antique car lovers? Why not approach them and ask. Our rates are low and are for the entire year.

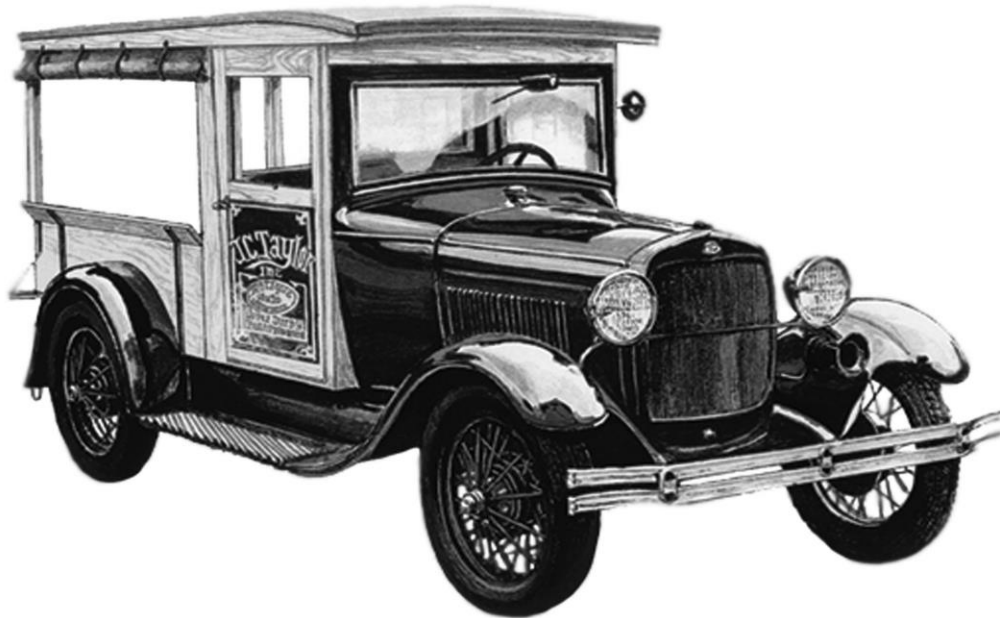
Full page \$ 300.
Half Page \$ 185.
Quarter page \$ 85.
Business card \$ 50.



Thomas Graves, Jr.
 DIRECT JOBBER

Edge of Bedford County @
 Area 221 & Graves Mill Road • By Convenient Appointment
 Lynchburg, VA 24502
 434-841-9975 • Use Referral # 65273
 thomas.w.graves@gmail.com

INSURING YOUR VEHICLES FOR OVER 50 YEARS



DRIVE THROUGH TIME WITH PEACE OF MIND™

PROUDLY SUPPORTS THE LYNCHBURG REGION AACA



JCTAYLOR.COM

1-888-ANTIQUE