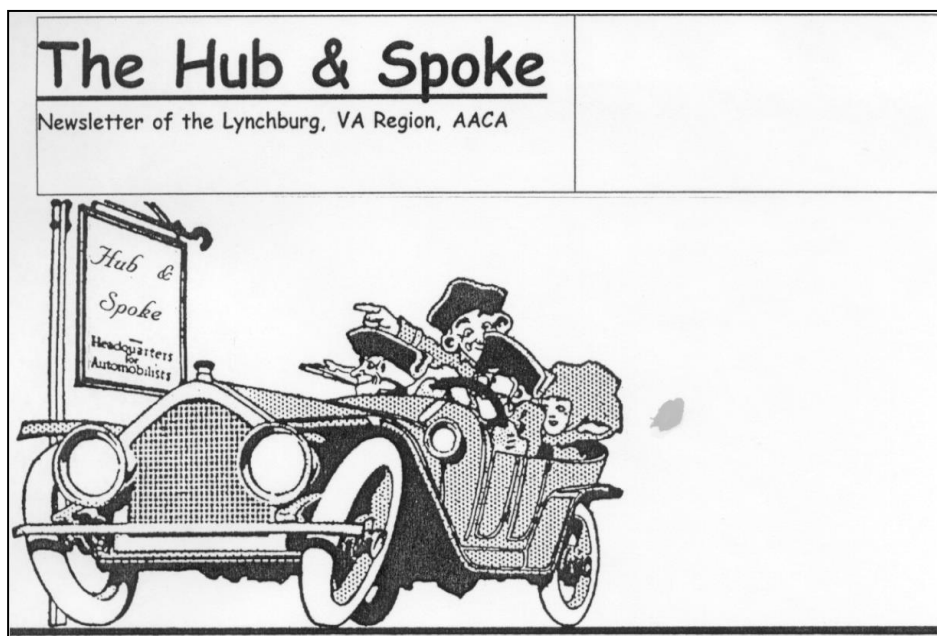




A rare truck with a “champ” of a name.

***November Sponsors of the Hub& Spoke:
Don Jones & Diana Davis [See story inside!]***



PO Box 229, Concord, VA 24538

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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 45

Number 11

NOVEMBER 2014

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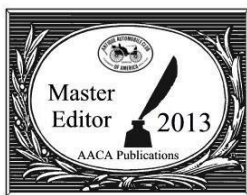
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Lynchburg Region AACA as is the Lynchburg
Region's website:*

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



SPOKEN FROM THE HUB, NOVEMBER

JAN PETERSON, PRESIDENT



The "Big Events" for the remainder of 2014 are the winery tour in Nelson County on 8 November and the Christmas Party at the Blalocks on December 13.

The winery tour is a cultural event, not a drunken bash. There will be wine tastings but the wineries give such small samples that you would have to spend a lot more time drinking than this tour allows to become "in your cups," as the English used to say.

Blalocks do their house up right for Christmas with beautifully decorated trees, antique and new ornaments, and seasonal music. The club will provide plates, cups, napkins, soft drinks, cutlery and, assuming you approve, a festive cold cuts platter. You will bring your special luncheon treats for all to share, i.e. "pot luck."

We have also agreed to participate as a club in the Lynchburg Christmas Parade on December 6. That's a late afternoon parade so make sure your cars lights are all working. There are other local parades in that period as well that many of us enjoy. For example, President Emeritus Kathy usually drives her Auburn in the Appomattox Parade. Sara and I parade there also, not that anybody sees us with that glamorous Auburn nearby. Of course, in the last two Appomattox Parades we carried the cutest little great granddaughter ever to visit Appomattox. She even stole the crowds from the Auburn. Well, at least the great grandparents thought so.

Nagging time: don't forget to pay your National and Lynchburg Region dues. The National dues form was in your last Antique Automobile magazine mailer and the Lynchburg Region form is in this H&S. Also, it's time to sign up to sponsor the 2015 Hub & Spoke. Just tell Don or me which month you want.

The November meeting will conclude with installation of the club's officers for 2015. Since this is my last time to write "Spoken from the Hub," I thought the picture above said something. What, I am not sure but I love the picture and I've been honored to have you looking at me as President for the last year.

Randy's AACA Tourists at the Roanoke Star, Saturday, 27 September 2014

JAN PETERSON



John Plummer [TR6]
Pat Goolsby [Reggie's Dodge]
Brian Crickenberger ['55 Mercury]
Otto Vallastro & Barb ['47 Chrysler]
Robbie Harris [1931 Model A]
Reggie Goolsby
Bud Perry ['38 Dodge truck]
Charles & Linda Thaxton
Virginia Vallastro
Tyler Williams ['57 Chevy]
Terrie Linton

Claude Williams ['57 Chevy]
Ron Blalock ['38 Buick]
Randy Martin ['7X AMC]
Yolan Williams
Joyce Blalock
Glenn & Anne Kituskie [MGB]
Jan Peterson ['89 Chrysler]

Missing from picture:
Dave & Wanda Barnes ['49 Stud]
Sandy Plummer
Tony & Marianne Simmons [Tony took
the picture] ['93 Allante]
Bob McKinney ['73 GMC]

HERE'S THE STORY

Randy Martin put on one of the best events our club has had in years. We met in the Walmart parking lot in Bedford on the morning of perfect day weather wise. Randy promptly showed us the first of the many special things he had in mind for us, an Egg McMuffin for each driver. Then came a black plastic bucket. Most of us have been to car events where each car receives a "goody" bag, a plastic bag usually stuffed with hot rod decals and advertisements for companies trying to sell us stuff. The plastic bag itself is often the most useful item in the sack – it can be used to hold trash during the event.



Randy's plastic bucket contained some of the usual auto supplier stuff but it also had a foam plastic sponge with a scotchbrite pad attached – very useful for whitewalls; official US Government maps of the Blue Ridge Parkway, our route for the first part of the tour; magic stuff to clean our car windows so we could better see the sights; and, best of all, detailed turn by turn directions for our route of the day [CJ and I would really have to work hard to get lost on this tour]. And --- - when the tour was over you could use the plastic bucket to wash your car.

Having eaten our McMuffins and studied our buckets, it was time to hit the road. The road being VA43 up to the Parkway at Peaks of Otter. We stopped there to get rid of used coffee and analyze the exhaust smoke seen from a couple of cars while going up the mountain. Nothing crucial was determined so we set off down the Parkway south to Roanoke. This was a stretch of the Parkway some of us had never experienced before, and a beautiful stretch it was.

The day's atmospherics were such that to the east side



was a peaceful valley with some thin clouds. Toward



the west, the Roanoke Valley, a fog bank had settled below our altitude. Looking towards the west was like being in an airplane above the clouds, but without the hassle of TSA inspectors or Ebola threats.

Soon we came to the exit for the famous Roanoke Star. This is said to be the largest star of its kind and is a perfect spot for picture taking, which many of us did. Claude Williams is shown with the Star's historical marker.

As we left the Star we witnessed just how truly dedicated to our tour enjoyment Randy really was. Every tour has to have a hard

luck story and Randy took on that role himself. We had barely started when Randy's AMC stalled out. No amount of "expert" encouragement could persuade it to move on. [Randy caught a ride with the Blalocks for the rest of the tour and recovered his car later that day – nice to have a car trailer and a truck to haul it].

Our next stop was the steam pumping station that provided water for all of the Roanoke area for a hundred years or so. Al Linton of the Roanoke Historical Society gave us a very informative talk and video on the operation of the steam pump. [Later our club voted to donate \$100.00 to the Historical Society in appreciation.]

The steam pump has a single cylinder engine having a cylinder bore of 19 inches and 36" stroke. The engine runs at 36 revolutions per minute. Contrast that to the tiny steam engines the Stanley brothers used in their steam cars.



After marveling at the steam engine we set off for lunch at the Roanoke Restaurant. Getting there involved a number of traffic lights, turns, hills, etc. Randy's



detailed directions saved many of us. Lunch was great and everybody left happy and grateful to Randy Martin for a fine outing.

See our website for many more of Virginia Vallastro's pictures.

THE NOVEMBER SPONSORS: DO N JONES AND DIANA DAVIS



Don and Diana have been active members of the AACA for eight years. They first joined the Lehigh Valley Region and immediately started assisting in Cruise Night management and participation. Don served the Region as President for three years and was on the Board of Directors until moving to this area. Even before they were officially here, Don was asked to assume the **Hub and Spoke** editor's role which he did enthusiastically, winning an AACA Master Editor's Award in his first year.

They are also active in the Studebaker Drivers Club and the Avanti Owners Association International where Don is a member of the National Board of Directors of both organizations.

Their interests go far beyond automobiles as they also volunteer at the Appomattox Courthouse National Park and, the Museum of the Confederacy (MOC). Don has spoken frequently at the MOC on various Civil War topics and next year will become a Volunteer Interpreter for the National Park. Diana performs many different roles for the MOC from assisting with the Children's programs to manning the front des and more.

Yes, their collection is a single marquee collection consisting currently of Four Studebakers that include a rare 61 T-Cab Pickup, two Avantis and an original 1963 GT Hawk.



The Three Amigos as they are called by Diana and Don



JOIN THE AACA TEAM

BY HERB OAKES RECRUITMENT CHAIR

"Looking for a few good men and women to serve". You have probably heard this slogan, but don't worry; you are not going to be sent to Parris Island, SC.

AACA was founded in November 1935 by a small group of people with a common interest, the love of old cars. Going into our 80th year in 2015, we have grown to over 60,000 members. AACA is definitely the leader of this hobby throughout the world.

To be the successful organization that we are, it could have never happened without our volunteers -- chairmen of committees, committee members and everyone who supports us moving forward with this hobby. Those of you who have enjoyed this hobby over the years, we now need you to serve; to pay back for all that AACA has done for us and thousands of others. This will help guarantee our presence for future generations.

We have many committees, National Activities, Websites, Library and Research Center, Publications, Membership, Judging, HPOF, DPC, Development and Support, Youth Activities/Scholarships. Think about this. If interested, contact me and I will send you a Participation Form that will let us know your interests. It is members like you that keeps AACA strong and continually moving forward.

LYNCHBURG REGION AACA MEETING MINUTES

Terri Linton, Secretary

September 29, 2014

Attendance: 31

Jan Peterson opened the meeting and welcomed members. He welcomed guests John Plummer and wife Sandy, Rudd & Estelle Holt, Bernie & Helen Davis, Ron & Linda Timmons. All guests received Free Applications for Membership. Jan announced that Kathy Kellam is in hospital, he visited her and she expects to be home tonight or tomorrow.

A moment of silence was held.

- Liz Williams as Sunshine Lady told us that Dave and Kathy Wesley are doing o.k. She sent around cards for us to sign. One for Kathy and one for Dave Wesley.

- The minutes from the last 3 months were in the last Hub & Spoke and they were accepted with a motion.

The treasurer gave his report and it was passed around. A motion was made and it was accepted.

- The owner of the **DEMOCRACY VINEYARD** in Lovington Jim Turpin spoke to us about his vineyard and handed out flyers. The facility will be on our Winery Tour on November. He has a '66 Mustang and will be joining our club. The winery has a political theme. It is .8 of a mile off Rte. 29.
- Lazy Dayz Winery in Amherst was the old Amherst stock yards and will be on the tour also.
- Blue Mountain Brewery in Arrington is another location Terrie will be checking out.

Our Nominating Committee consists of Jan Peterson, Kathy Kellam and Ron Blalock. They met to discuss their job and Jan told us nominations for officers for 2015. They are Charles Thaxton for President, Reggie Goolsby for Vice President and Ron Blalock for Treasurer and Terrie Linton for Secretary. We will vote on this slate in October and install in November.

Dave Barnes shared his experience of the Car Tour to Blue Ridge Pkwy, the Roanoke Star, Crystal Springs Pump Station and lunch at the Roanoke Restaurant. [The club voted to send the Crystal Springs Historical Society a \$100.00 donation.] Randy met us at Wendy's and handed out McMuffins and a bucket of goodies to each car driver. Everyone enjoyed the tour and the planning that went into it. We all had directions in our cars –so no one got lost. Reggie wanted us to make sure that anyone wishing to join us on a tour is welcome-You don't need an antique car to take part and have fun with us. The executive committee agreed that the club would reimburse Randy for the Mc Muffins cost.

Harvey Elder shared that he went to a cruise in located in Chatham and that there were over 650 cars. He also went to a High School Reunion and Ruritan Festival in Climax. He announced an Old Dominion Packard Club meet on October 27 in Roanoke.

We were reminded of our Halloween costume meeting on October 27th

The British car clubs will have a meet October 4 in Waynesboro.

Nominating Committee proposed that the 2014 Participation award will go to Ron & Joyce Blalock. Club will vote on this at the October 27 meeting.

December 8-Lynchburg Christmas Parade-Our spot is first in line,

December 13-Christmas Party at Blalock's home.

The membership agreed to include Bud & Mickey Huff, former members of 50 years standing, on the mailing list for the Hub & Spoke.

2014 SPONSORS OF THE HUB & SPOKE

Thank you to all of the people listed below for stepping up to sponsor the Hub & Spoke. These individuals have pledged a \$50.00 contribution towards the printing of this newsletter In return they receive the everlasting gratitude of all club members. Thank all of these wonderful folks for their support.

<u>Month</u>	<u>Sponsor</u>
<u>Jan</u>	<u>Jan & Sara Peterson</u>
<u>Feb</u>	<u>Bill Hoskins</u>
<u>March</u>	<u>Bob and Reva Fox</u>
<u>Apr</u>	<u>Charles & Linda Thaxton</u>
<u>May</u>	<u>Marguerite & Jack Shields</u>
<u>Jun</u>	<u>Carolyn & C.J. Leighton</u>
<u>Jul</u>	<u>Harvey & Joyce Elder</u>
<u>Aug</u>	<u>Otto & Barb Vallastro</u>
<u>Sep</u>	<u>Ron & Joyce Blalock</u>
<u>Oct</u>	<u>Dave Barnes & Claude Williams</u>
<u>Nov</u>	<u>Don Jones & Diana Davis</u>
<u>Dec</u>	<u>Santa Claus</u>

2015 SPONSORS OF THE HUB & SPOKE

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 tell Editor Don Jones which month you would like to sponsor now!

<u>JAN</u>	<u>Jan & Sara Peterson</u>	
<u>FEB</u>		<u>MAR</u>
<u>APR</u>		
<u>MAY</u>		
<u>JUN</u>		
<u>JUL</u>		
<u>AUG</u>		
<u>SEPT</u>		<u>OCT</u>
<u>NOV</u>	<u>Don Jones and Diana Davis</u>	
<u>DEC</u>	<u>Santa Claus</u>	

WHAT'S IN AN AUTOMOTIVE NAME?

DON JONES

On many occasions I am sure that you have wondered about automotive names. As an example, what would you tell me if I asked you about a Rambler? Let's see, I'd bet you'd say it was a name used in the 50's. 60's and early 70's for cars produced by the Nash Motor Company in the 1950's and then by its successor American Motors in the 1960's.

Well, there is a lot more to this story than the above and as Paul Harvey would say "Here's the Rest of the Story."

In the late 1800's, like most of the early automobile manufacturers, the Chicago based Rambler Company, owners Thomas B. Jeffery and R. Philip Gormully, was known for its production of bicycles. However, they were among the first pioneers in the new automotive industry with their 1897 wire-wheeled automobile.

It was Thomas Jeffery and his son Charles who were responsible for the creation of the Rambler automobile and their first three models received little attention. In 1900 they took them to the New York and Chicago auto shows where they were finally noticed. Since Mr. Gormully had died, the Jefferys decided to sell their bicycle business to the American Bicycle Company and concentrate on their automobile production which was expanding rapidly.

In 1902 they introduced the first Rambler, a single cylinder L-Head engine creating 6 HP, powered the car based on the design of a carriage of the day, thus a true "horseless" carriage steered via a tiller. In that year they mass produced 1500 cars, a major accomplishment, all known as Model "C's" and selling for \$750.00.



1902 Rambler Model C

To the knowledge of auto experts, only five of these vehicles survive. However, that is about to change as Dr. Jim Blackburn has discovered a sixth one and has adopted it for his 2014-2015 "winter" project.



Dr. Jim's "new" 1902 Model C Rambler

As you can see from this picture, his find is very rough around the edges but very restorable with his skills and those of his friend Reggie Goolsby. I am sure by spring this Model C will look quite different.

Below are pictures of the chassis minus the body and a good look at a single cylinder engine that I am sure that no one among us has seen



The engine and drive train



Note the different front end to be restored to the original soon

Stay tuned as there will be more to this story as it unfolds throughout the winter months. We are fortunate to have Dr. Jim and Reggie as members of our Region.

THE NOVEMBER "WHAT'S IT?"

JAN PETERSON

This month's "What's It?" is a most unusual car seen some years ago by Walt Moyer in a large collection in Texas. It seems just right for the times since we are looking for Christmas stocking stuffers.



THE BIG OTTER MILL HARVEST FESTIVAL

CHARLES THAXTON



The Big Otter Mill

October 4, 2014 was a beautiful throughout the area as the Big Otter Mill held its annual Fall Harvest Festival that serves as an annual fund raiser for the continued restoration of the old mill. First built in the late 1780's it was used as a saw mill and a grist mill grinding various types of grain for area residents. Today the mill is in the process of being fully restored and does operate as a grist mill on occasion...

This year's festival attracted over 2900 visitors who came out for great food, games and entertainment. In addition to all of the entertainment and food portions of the mill were in operation for all to see grinding corn meal. Also in attendance were members of the Lynchburg Region with cars and Hit and Miss Engines.



The three vehicles on display

Pictured above are the vehicles of Dr. Jim Blackburn, 1935 Ford Sedan, Reggie Goolsby, 1924 Cadillac and Charles Thaxton. 1937 Pontiac Sedan. Also in attendance were Randy Martin and Robby Harris both displaying Hit and Miss engines depicted in the picture below.



Our Hit and Miss Engine Display

From the following picture it looks like our engineers were having a great time relaxing in the shade as their engines just kept on hitting and missing.



Our Engineers hard at work

Since all had a great time why not make this one of our Club events for next year and turnout in great numbers to support this worthy cause in its efforts to maintain a piece of Bedford County's 19th Century heritage.

THE “WHAT’S IT? REVEALED

Per the window card, this one door, 3 cylinder, with an automatic transmission, is a 1968 Tippen Delta coupe. It might be just the thing for your own Christmas stocking and, as of this writing; it's available on the Internet for only \$29,995.

The Tippen Delta is a three wheeler built by Frank Tippen LTD of Coventry, England. It was sometimes called an “Invacar” since Tippen targeted invalids in its marketing. These cars were built for at least a dozen years. “Invacar” became a generic term [like “coke” for all cola drinks] in England. Even AC, the builders of Shelby’s famous Cobra sports cars, built their own invacars for a while.

Walt Moyer, who took the picture, is a Rolls Royce and Bentley restorer in Front Royal. He was in Texas looking for cars more in his line than the Tippen. That’s a Rolls Royce Silver Cloud bumper guard next to the Tippen. The Rolls bumper guard looks to be almost as big as the Tippen wheel.

AMHERST AND NELSON COUNTIES IN THE FALL

TERRI LINTON

November 9, 2014 is the date and the meeting place is the Hardees Restaurant in Amherst is the place. Yes be there by 9:30 AM and we will soon be on our way for a glorious fall day tour in Amherst and Nelson Counties.

First we will tour through the unique town of Amherst where our tour will take us by some great highlights and paintings by the High School’s Art Classes. Oh, yes, please pay attention to the PARKING METERS and note their uniqueness. I bet you won’t find these jewels in every community.

From Amherst we will make our way north to one of the most interesting Vineyards and Wineries in Nelson County near Loveinston. When we reach Democracy Winery we will tour their facility and stay for a tasting, if desired.



The Democracy Winery Tasting Room

Leaving the Democracy Winery we will travel to the Blue Mountain Brewery’s second location known

locally as the Barrel House. Blue Mountain is gaining a nationwide reputation for their locally brewed beers and here you will have an opportunity to see how hops are grown, dried and then used to make their famed beers. Want a tasting well it will be available to you if desire as will lunch from their on site lunch wagon with a menu to fit all of our tastes.



The Front Door at Blue Mountain Barrel House

After our lunch break it will be on the road again and on to our last stop at the Lazy Dayz Vineyard. Here we will tour their vineyards, stage area and gather in their tasting room for a sample of their fabulous fruit wines if desired.



A view of Lazy Dayz Vineyards

Mark your calendars and join us for the fabulous tour on November 9, 2014 and help us enjoy the Veterans Day Weekend.

In closing if you know or see a Veteran on this weekend tour, THANK THEM FOR THEIR SERVICE.

UP COMING EVENTS

JOYCE BLALOCK

NATIONAL EVENTS

No National Events are scheduled for the next two months. Watch this space for news of 2015 Events in December

LOCAL EVENTS

November 8, 2014 –Touring Amherst and Nelson Counties. Look for details elsewhere in this newsletter details will follow.

NOVEMBER 24, 2014 - Monthly Meeting Charley's Restaurant, 707 Graves Mill Road, Lynchburg, Virginia. Eat at 5:30 and Business Meeting to follow at 6:30. Come celebrate an early Thanksgiving with the club

DECEMBER 13TH, 2014 Annual Christmas Party (pot luck).at the Blalock's Home, 1006 Tumbleweed Lane, Bedford, VA, Begins at 2pm. (Maps will be handed out at the October and November Club meetings).

AREA CRUISES

THE CRUISE SEASON FOR 2014 IS NOW OVER.
CHECK BACK HERE IN MARCH FOR THE NEW 2015 LOCAL CRUISE SCHEDULE

Links for More Show Information

www.aaca.org
www.hemmings.com
www.carclubcouncil.com
www.i:oveoldcars.com
www.carshowfinder.com

CLASSIFIEDS

For Sale: Excellent License Tag Sets: 1950 CO / NV 4-539.....\$70.00 1958 572-000\$40.00 Like new - **Call Harvey!** 434-376-3923 3/3

For Sale: The Original Car Club Steering Wheel Lock.....\$30.00 **Call Harvey** for details 434-376-3923 3/3

For Sale: Four (4) 700x15 Firestone Blackwall Tires. Less than 700 miles. \$200.00, Call Otto Vallastro 434-239-6511 3/3

Four (4) New SS 15" Wheel Trim Rings. Cost new \$ 120.00. Sell for \$80.00. Call Otto - 434-239-6511.2 3/3

For Sale: Lots of old car magazines, books, ads, ornaments and much more. **Call Jan** 434-933-4430.3/3

For Sale: 1972 Virginia License Tag Set. Excellent Condition, \$30.00. Call Janet Cof2r 434-237-2140or 434-941-3494 to leave a message. 2/3

For Sale: 1937 Ford Headlight Lens – Set of two (2) for \$50.00. Call Janet Cofer 434-237-2140or 434-941-3494 to leave a message. 3/3

For Sale: One (1) Chrome Rim fits 2008 Chrysler Sebring LTD and more. Some scratches. \$40.00. Call Janet Cofer 434-237-2140or 434-941-3494 to leave a message. 3/3

For Sale: 2-ton floor jack. \$20.00. Call Janet Cofer 434-237-2140or 434-941-3494 to leave a message. 3/3

For Sale: 1972 Fisher Body Service Manual for Buick. \$15.00, Call Janet Cofer 434-237-2140or 434-941-3494 to leave a message. 3/3

For Sale: 1973 GMC pickup truck. 47 thousand miles. Very nice condition. Price \$10,500.00. Call Bob McKinney, 540 586 9247, for details. 1/3

Wanted: All your car related stuff that's clogging your basement and garage to advertise here. Contact your Editor Don with the details!!

NOVEMBER WISDOM

"THE QUALITY OF A PERSON'S LIFE IS IN DIRECT PROPORTION TO THEIR COMMITMENT TO EXCELLENCE, REGARDLESS OF THEIR CHOSEN FIELD OF ENDEVOUR."

Vincent T. Lombardi

EDITOR'S RAMBLINGS

Cruising season has now come to an end and we all are beginning to put our cars away for the winter that is to come. I sure hope that you do not overlook our Amherst/Nelson County tour scheduled for Veterans Day Weekend. Based on Terri's write up that can be found elsewhere in this newsletter it sounds like another great one to get our cars out and drive them just one more time.

I normally keep my cars available for a late November and early December drive especially if the weather is cooperative as it can be at times in those months.

Have you ever thought about making your car a movie star? I did just that on October 19, 2014 and had a great time. You can read all about it and view some pictures in our December issue. Yes, that's right again this year we will have another December issue brought to you by Santa Claus who again will have a gift for all who receive the **Hub and Spoke** by mail.

Please take a moment out of your busy schedule to thank our 2015 Club Officers who have agreed to step-up and serve out organization. Talking about stepping up to serve and assist the club, why not become the Club's Tour Master and help plan our 2015 calendar of events or volunteer to write a few article for me to publish in this newsletter. Note the number of authors in this issue as some have come forward to produce an article for me. Don't worry if you need help I'll be more than willing to do so.

Diana and I will not be joining you this year on our planned Winery tour as we will be in Williamsburg for our annual attendance at their Colonial Williamsburg Veterans Day Weekend celebration. This is annual affair for us and one that we do not miss if possible.

One last thought, mark your calendar for November 24, 2014 and come to our normal monthly meeting and celebrate an early Thanksgiving meal with the club.

See you in the future as I write about our past.

Don Jones

REMEMBERING THE DREAM

ALAN MENDE

October 10, 2008

This is the eve of the 2008 AACA Eastern Fall National Meet in Hershey, PA. I've been attending this meet since 1968 or '69. Most likely I attended first in '68 because that was the year I bought my first old car, a 1928 Buick Model 28-58 Five-Passenger Coupe. That means I have been pursuing a dream off and on for forty years. Perhaps not with the Buick, but definitely with the 1926 Model T Ford closed cab one-ton truck that I got in 1969. I dreamed of one day driving a restored antique onto the show field of Hershey. When I bought the Buick, I knew absolutely nothing about auto mechanics or restoration. When I got the Model T, I started buying books and manuals. I even changed my college major to secondary education in industrial arts with a major concentration in power mechanics. I didn't want to teach auto shop; I wanted to learn auto mechanics to further my hobby.

With the vagaries of married life, child rearing, house building, relocating to different geographic areas, jobs, jobs and more jobs, old cars took the proverbial back seat for a long time. Along the way, I also set aside the dream of winning an AACA national first prize, perhaps cynically saying it wasn't important. In the grand scheme of things, it isn't important.



But here I am on the eve before the Hershey meet with our 1954 Studebaker Commander Starliner hardtop - restored, primed and polished - in our garage. Tomorrow morning brother Bob and I will drive it to the show grounds and enter it for judging in Class 27A for 1954 and '55 production cars ('55 Cheves excluded). Can the car score a 1st Junior award? For sure I don't know, but it was awarded a first place in Division 4 at the 44th Annual Studebaker Drivers Club International Meet in Lancaster, PA, in September with 394 out of 400 points. AACA judges have a different standard by which they judge, but the minimum number of points for a 1st Junior is only 365 out of 400. So, after the dream was born 40 years ago and after a ten-year restoration, the dream might just come true.

October 11, 2008

I'd say that like a kid, wide-eyed with anticipation on Christmas morning, I was up long before the sun, but in truth, it was our old dog, Molly, who got me up so she could go outside. I went back to bed and tried to sleep, but I couldn't, so I got up, showered and shaved. Around 7 a.m., I got Bob up. The other hounds, Emmy and Maddie, awakened Cathy. Soon, Bob and I went out to the garage, uncovered Grace - that's what we named our car because of her amazing styling - and headed down the road on our 4-mile drive to Hershey. There was a bit of mist in the cool air. The morning sun was still low enough in the sky that it just peeked under Grace's sun visors. People were lined up all along the fence behind the Giant Center, many in lawn chairs to watch the entry of the show cars. With cameras flashing, I resisted the urge to wave. I was a bit peeved by all the officials who wanted to see our registration packet with the big "R-13" on it that indicated we were to drive on the right side of the show field to row thirteen. I *knew* where I had to go; I had studied my map repeatedly on Thursday when I picked up my registration. More people, more cameras. Many of the trees surrounding the show field were beginning to show their fall colors, and the early morning sun cast the place in a golden glow.

Upon parking the car, Bob and I unloaded all the requisite stuff that you always have in the trunk of your car - the chairs, the California car duster, the Windex, the bag of tools, the jumper cables, etc. Then, I went around Grace with a paint brush and a little bottle of black paint and touched up the spots that needed it. Round two was the little bottle of red paint. I then called Cathy to pick us up for breakfast at Bob Evans in Hummelstown.



Around 9:30 a.m., Cathy brought Bob and me back. Cars were still coming in, but the field was crowded by now. Time for the California car duster. People were already looking at all of our cars. I was really surprised by the large number of people who came to look at Grace, take her picture and talk to me about her. Why was I surprised? After all, Bob Bourke's design has been called one of the best automotive designs of all time. Maybe it's simply because I'd been working on our car for so long that I'd come to take the styling a bit for granted.

Now the judging team has come to our row on the field. They pass us by. In a while, they come back... and keep going in the other direction. Finally, they stop at the '55 Buick next to us and its owner comes over and asks if I have a screwdriver. The head judge has told him he needs to take his front license plate off. Huh? No sooner had I given him a couple of screwdrivers than the same judge comes over to me and tells me the same thing, adding that he doesn't want us to lose points unnecessarily. He didn't give us the reason, but I suspect that it's because both of us have old Pennsylvania plates up front and PA has only used one plate for years.

Our time has finally arrived. As instructed, I roll up the windows and open the trunk. The hood is already up. Only the head judge is allowed to talk to me - and I to him. AACA judges don't ask that the engine be started or the lights be turned on. I try not to hover like a backstage mom at a little girl's beauty pageant, but I want people to stop trying to carry on conversations with me so I don't miss any questions from the head judge. I even go over to him and ask if any of his team has questions. No, he says, and the judges start to move off to another car. Great, no one has asked about the missing trunk mat. As if on cue, the head judge stops, turns around and asks, "Did your car originally have a trunk mat?" I tell the truth; correct trunk mats are made of *unobtainium*.

From here on out, there's nothing for Bob and me to do but enjoy the gorgeous fall weather and hundreds of beautiful old cars and trucks. We wear ourselves out, and Bob finds a tree to lean against and take a nap. Cars are starting to leave. I get a couple of bottles of water, shake the condensation off them and onto Bob to wake him. He says he's going to take a last look through the car corral while I go back to Grace and put all the stuff back into the trunk. When we finally leave sometime after 4 p.m., there are fewer than a dozen vehicles still on the field. It only takes a few minutes to drive home. I have about an hour and a half to relax and tell Cathy about our day before it's time to change and go to the awards banquet. Cathy and Bob declined to attend, and I'm a bit envious that I'll miss out on one of Cathy's great apple pies that she has just taken out of the oven. Oh, there will be some left over, but it won't be warm.

The lobby of the Hershey Lodge and Convention Center is a mad house of conversations. I meet up with one of my former coworkers and her husband. They're both retired now. I spend some time with a couple I've known from church and later sit in the banquet hall with other friends from church and work. I'm at the right table because one of the other women there coordinated the banquet, so nothing is going to go wrong; the maître d' and the wait staff won't let it happen. The meal is excellent - puree of wild mushroom bisque with truffle cream and thyme, Niman Ranch thick cut pork chop with apple jack sage jus,

chef's choice of vegetables, sweet potato, Hershey's Dutch chocolate cheese cake and coffee.

The speeches begin; the introductions are made; the awards presentations commence, not with Class 01A, but with Class 26. Cool, I may not have to wait all night to find out the results of the judging in our class. Almost as fast as he can, the fellow at the mike reads off the names of the award winners. Class 26 consists of sections A through D for 1946 through 1953 production cars.

"Class 27A and we've got a lot of awards here. First Junior, 1955 Buick (car owner's name). First Junior, 1954 Studebaker, Alan Mende. First Junior, 1955 Ford...."

October 12, 2008

It's 5:30 Sunday morning. I can't sleep anymore. Holy cow, the dream has come true!

Editor's Note: Since this article was written this car has gone on to win its Senior and two Preservation Awards. Used by permission of the Editor of AACA's On-Line Newsletter, [Speedster](#) and the Author.

LETTER TO THE EDITOR:

Don, I wanted to nominate an additional Club member for my made-up "***Above-and-Beyond-the-Call-of-Duty***" Award.

Probably many folks have known forever about *Claude Williams's* decades-long willingness to be of service to fellow old car lovers. I've just been a little slow to catch on to the extent of his helpfulness.

Over many, many years, he's given generously of his effort, time and exceptional know-how to vehicles in need, and their owners who probably are pretty worried by the time they get to Claude. Mostly, he neither asks nor takes anything in return.

Part of the reason it's taken a while for me to put the above together is that Claude is reserved and beyond modest, and if you hadn't been told by others, over and over, you'd never know from the man himself. On the other hand, he's cracked me up more than once, though.

Thanks, Claude!!

Sara Peterson

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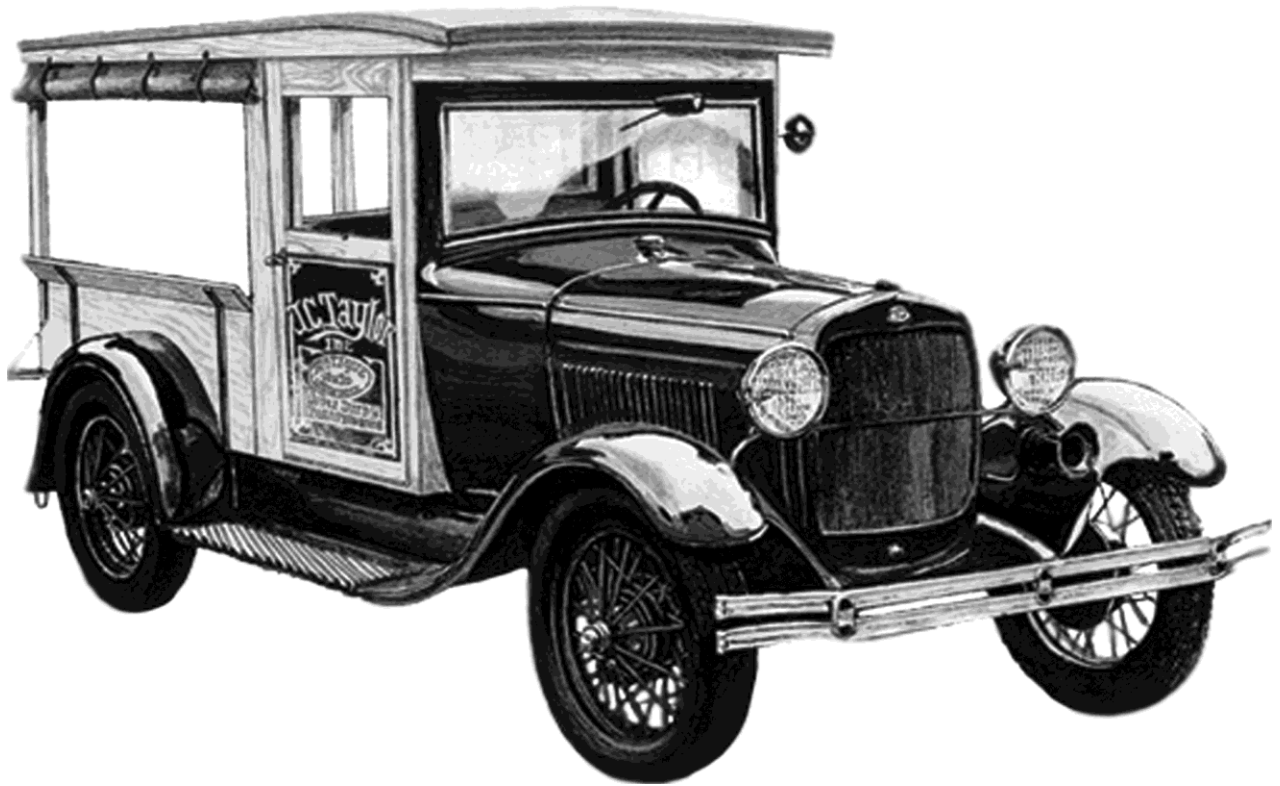
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