



# TIRE TRACKS

FEBRUARY 2026

Volume 56, Issue 2

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The Official Publication of  
the  
**Waynesboro-  
Staunton Region  
Antique Automobile  
Club of America**



## RAMBLINGS FROM THE PRESIDENT

If you spin an Oriental person in a circle three times, do they become disoriented?

Stu called me and told me to keep my column short. He says I'm using way too much of his precious ink and paper. Here goes nothing. Sue Gregory spoke to Karen at the Christmas party and asked her to come to her and Jim's New Years party and to leave "what's his name at home." In the event you are wondering, my birth certificate says I have a name. (it's "baby", and there's a story here as well) and yes, I went anyway, dressed in a stoopid hat, assorted gadgets and noisemakers.



I was sitting at the kitchen table just about to stuff my gullet, when suddenly that ferocious, fierce, feisty feline, "FANG" felt it necessary to latch onto the "Bells of Saint Mary" (use your imagination) at which time my instant reflexes drew my pistol and I touched off a round. For those that aren't familiar, when the hammer strikes the firing pin, there is a "click" and at the exact same moment, the bullet is exiting the barrel of the gun. Simultaneously, "FANG" heard the "click" and released its hold on the "Bells of Saint Mary", and unfortunately, the cat now gone and my aim not being quite accurate enough, the bullet severed the only things in its path, the "rope and "Bells of Saint Mary" from their 85 year mounted location. The shriek of agony could be heard in Albuquerque. The ambulance crew scooped up the parts and pieces, placed them in a Ziplock sandwich bag and rushed us to the E.R.

The surgeon did an admirable job of sewing the "rope" and the mangled "Bells of Saint Mary" to a location well out of harm's way and the only spot he found to be not damaged, my left armpit. Yes it's awkward if you must know. The cops arrested me for shooting in an occupied dwelling and damage to "personal property." Really?? The final result is that the "rope" is much, much shorter and the dented "Bells of Saint Mary" are forever silenced, and I don't walk with a limp. Happy 2026 to you also.



Moments prior to this unfortunate incident, Linda Royer boasted to the attendees that she "can drink any man under the table".

This is 6 ounce Coors Light Linda  
**UNDER THE TABLE.**



**REDNECK MEDICAL DICTIONARY:**  
Barium: What you do when CPR fails.

Jack Drago

**W-S January 18, 2026 Meeting at Ming Garden Buffet**

25 Members enjoyed the feast at Ming Garden Buffet in Waynesboro. After we learned that Panera Bread had double booked our room, a quick change was made and the members adapted quickly.

**Notes from the Treasurer**

Dues are now due - \$15.00 for electronic copy of newsletter / \$20.00 for printed mailed copy. Make checks payable to Waynesboro-Staunton AACA and mail to: Todd Smith, 1422 Bloomer Springs Rd., McGaheysville, VA 22840  
-OR- pay in person at the February car club meeting.

This will be the last year that the club can print and mail printed newsletters, for 2 reasons.

The cost of printing and mailing is just too expensive. With stamps at \$0.78 each, the cost of paper, printer inks, labels and printer wear, the board feels it is just not economically feasible to continue mailings

The time it takes to print and mail is just too prohibitive. It takes 10-12 hrs. for each editing, printing and mailing. This includes actual printing time, collation, folding, labeling, placing stamp and then the trip to the Post Office to mail.

So, 2026 will be the last year for a printed & mailed copy of the newsletter.

If you do not have a computer or internet, let me or someone on the board know and we will try to accommodate you.

Todd

*The family of the late John Alton Brown, founder of the Waynesboro-Staunton Region and an AACA director, gave the Region 86 articles entitled "Down the Road A Piece", written by Brown from the late 1970's until his death in April 1991. Many of these articles were printed in our Region newsletter, "Tire Tracks," as well as the Tri-County Region newsletter, "Clutch Chatter". Enjoy this trip down memory lane.*

### **WHY OWN OR RESTORE AN OLD CAR?**

Why does a person buy an old car---own an old car---restore an old car? The answers to these questions might vary a bit, but the underlying reason, I believe, is nostalgia. Buying an antique automobile is usually a considerable expense. Restoring it may take years of work, months of research, and the outlay of more cash than anticipated, but the complaints of the owner will be few. Why is this so? If the owner of an antique car buys a new Belchfire Six and pays the same amount he had invested in his restored "pride and joy", he expects it to run perfectly, economically, and trouble free. If the new car guzzles too much gas or needs frequent trips to the repair shop, he will tell anyone who will listen that he bought a 'real lemon.' Does he spend hours paging through a CLINTON'S REPAIR MANUAL and more hours tinkering with the engine? Absolutely not! That would be a lot of work and no fun at all. In his opinion, the dealer should make the repairs or the manufacturer should honor the warranty. If we would go back in time about thirty, forty, or even fifty years, we might find that the original owner of our antique felt exactly the same way. He had troubles with his new automobile and he expected the dealer or manufacturer to make good on their slogan such as "the car without a worry", "built to last a lifetime", or "When better cars are built- ----will build them." If we went back in time another decade or two, we would probably find that the owners of these "Brass era" cars had frequent mechanical problems with their primitive vehicles. In many cases replacement parts were not available because the manufacturer of their vehicle had gone out of business. In situations such as this, many car owners gave up and pushed the \*&^%\$#@ contraption into an empty horse stall and left it there to rust, to gather dust, and be almost forgotten. And that---my dear fellow antique cars collector, is the reason it was there waiting for US! A good example of this type of happening would be the story of my 1906 Wayne. I do not know how the little runabout got to Staunton from Detroit, but I do have the letter from the man who first owned it to the second owner telling him how much he should get from the person who eventually purchased it as the third time in 1912.

The Wayne Automobile Company went out of business in 1909, making the model H an orphan car. After driving the Wayne over the rough, muddy roads between Sherando and Stuarts Draft for about six months, the primitive crank shaft broke and the owner took the engine and the transmission apart to see what the trouble was. I have a letter from the company that was handling replacement parts for broken down Waynes. The price for a new crankshaft was twenty-five dollars and connecting rods were ten dollars apiece. Apparently, this price was too steep for the unhappy owner who dumped the broken parts into boxes, pushed the little car into an empty cow stall and ignored it for the next thirty-eight years. It was at this point I arrived on the scene and decided that I just had to have that rusting, moldering piece of ancient machinery. All that remained to be done was the writing of a check stating it was for a "junk car", sawing off the back of the small barn, and loading it onto an old stake truck with the help of several friends. I might mention that the truck broke down enroute to my home and I had to tow it the rest of the way with my Jeep. The scene that followed is, I am sure, familiar to most of you who have purchased rusty, four-wheeled treasures. The dear wife remarked that she hoped I didn't pay much for that pile of rust and that it never could be made to run. The children had doubts about Daddy's sanity. The neighbors didn't even know about the car because I was a bit ashamed to tell them. At that time, my oldest son was 10 and the rest followed two year age differences down to my daughter-expected, but not quite on the scene. Because of this, I received most of my inspiration and help from Jeff Diffie and Mike Williams who displayed their mechanical genius and were mainly responsible for bringing the Wayne back to life. The fact that this little car has been running rather well since 1951, is a tribute to their interest, help, and know-how. Well, back to my beginning statement. The thing that makes a restoration worthwhile is nostalgia. Those of us who were born years after the early days of motoring, can experience for ourselves the sounds, the smells, and the problems of those early pioneer drivers without the dust, mud, and tire trouble that plagued them all. I rather like the smell of boiling radiators, burning brake linings, and hot oil. And for that reason, when people come up to me and ask, "Do you want to sell it?" or "You sure are lucky to find a car in such good shape," I just smile and say that the car isn't for sale---it is just my hobby. I'll bet most of you say the same thing. That is what the antique car hobby is all about.

John Brown

## 1906 Wayne

*Editor's Note:* The 1906 Wayne that Founder John Brown talked about in the article on the previous page is still in the family and has been shown at the Fall Hershey Show.



John Brown with the 1906 Wayne after getting it running in 1960.

John Brown's son Jeff Brown attended our Founders Day in April, 2007 and gave us an update on repairs required to get the Wayne running again. The car had suffered a broken crankshaft among other problems.



Fast forward to 2021 when I caught the Wayne on the way to the showfield at Fall Hershey. Jeff's daughter Catherine and her husband Christopher Foster brought Jeff and the Wayne again that year.



A new crankshaft was fabricated and the Wayne was again running and Jeff showed it at Hershey in October 2009.

Jeff passed away in July 2022 but the Wayne was again shown at Hershey that October. This was Jeff's granddaughter Dulaney shining the car on the showfield.

**Tire Tracks**

The official monthly publication of the Waynesboro-Staunton Region of the Antique Automobile Club of America

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**Minutes of the January 18, 2026 W-S Region Meeting**

The Waynesboro-Staunton Region AACA held its January 18<sup>th</sup>, 2026 meeting at Ming Garden in Waynesboro at 2 pm. President Jack Drago opened the meeting and welcomed the 27 members present. After the meal, Todd Smith gave the treasurers report which was approved. He then discussed the cost of the newsletter and recommended that it not be mailed starting in 2027. The newsletter would be continued to be e-mailed. He reminded that the 2026 dues are due.

The secretary reported that the General Assembly had a bill to go to one license plate on the back of vehicles.

Nelson Driver stated that the ODMA meet would be held in Virginia Beach on May 2<sup>nd</sup> with further details to come.

Jack then discussed the plans for tours this year with a tour to Roanoke in June and the possibility of other tours. We also are considering hosting the fall ODMA tour.

At this time, Jack stated that Bob Ridle had spent considerable time getting the web site up to date. Josiah Gingerich had finished online Wordpress courses in preparation for taking over the website. Due to the time that Bob had spent on getting the web site up and going again he was chosen to receive the Founders Day Award.

The officers for 2026 are as listed on this page. The meeting was adjourned.

Respectfully submitted,  
Robbie Gray, Sec.



**FEBRUARY BIRTHDAYS**

- Linda Albrecht**
- Steve Albrecht**
- Peggy Beverly**
- Nancy Bradfield**
- Shirley Farley**
- Duane Perrin**
- Carmen Shenk**
- Jeannette Smith**
- Xaver Wilhelmly**

**From the Editor's Desk**

Please submit any articles, pictures, or ideas for publication to me at the following:

**Stuart Allen**  
265 Stayman Lane  
Staunton, VA 24401  
540-290-0329 (Cell)  
email: stuscar@aol.com



## Calendar of AACA Events & Community Car Events

- FEB** 5-7 AACA Annual Convention/ National Awards—Chantilly, VA  
 12 *Thursday*, 7:00 PM Executive Board Meeting at Stu Allen's 265 Stayman Ln. Staunton  
 15 **Monthly Meeting - 2:00 PM** Francesco's—101 North Main St. Bridgewater
- 
- MAR** 7 **Augusta County Fair Dinner and Auction—5:00 PM—**The Meating Place, 1070 Middlebrook Road, Staunton, VA 24401  
 11 **Wednesday**, 7:00 PM Executive Board Meeting at Stu Allen's 265 Stayman Ln. Staunton  
 15 **2:00 PM Monthly Meeting at New Ming Garden Buffet—316 Federal Street, Waynesboro.**  
 19-21 **Special Nationals—Guaynabo Puerto Rico—Puerto Rico Region**  
 26-28 **Winter Nationals—Cartersville Georgia—Lake Alatoona Region**
- 
- APR** 8 **Wednesday**, 7:00 PM Executive Board Meeting at Stu Allen's 265 Stayman Ln. Staunton  
 9-11 **Southeastern Spring Nationals—Charlotte NC—Hornets Nest Region**  
 19 **2:00 PM Monthly Meeting at Hometown Grill—30 Sangers Lane, Staunton**  
 23-25 **Annual Grand Nationals/Western Spring Nats.—Las Vegas NV—Las Vegas Region**

### 2026 Tentative Meeting Schedule

May 17	Sunset Park-Picnic
June 14	Francesco's
July 11	Baldwin Park
25	Augusta County Fair
August 16	Grottoes-Picnic
September 20	Tinkling Spring - Auction
October 18	Panera Bread
November 15	Ming Garden
December 19	Christmas at Tinkling Spring



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Good interior  
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\$8000 obo.  
540-487-4609



**For Sale**

**1991 Toyota Deluxe pick up** with 110 K original miles.  
Every thing works except tape deck as it needs 2 rubber band drive belts.  
Price is \$7400 Truck is auto with over drive and has AC and zero rust.  
It came from Danville Va. I bought it with 98,000 original miles.

Call Rick Downs 540-836-0507

**For Sale**

**1946 Chevy Pickup**  
**1979 Harley-Davidson Shovelhead**  
**Happy to talk to someone about price.**

**Walter Wilson**  
**703-273-1600**

**Tri-County Region Meetings**  
Check their website:  
<http://tri-county-aaca.org/>

**Piedmont Region Meetings**  
Meet the 4<sup>th</sup> Monday of the month at Timberwood Grill near airport road on Worth Ave.



## Has Your Car Become a Shelf?

By Myron Smith  
AACA National Secretary Treasurer

*Article published in 2019 Winter Rummage Box*

Has your once promising exciting car project now become a shelf? You know the situation, you either run into a problem you can't solve, run out of extra cash, or lose the passion you once had for that car, or have just become too busy with life. The car then gets shoved back in a corner and it becomes a place for the cardboard box of Christmas decorations, floor mats, semi worn out things that you just can't bring yourself to throw away, but don't know what to do with either. Or, sometimes it's a place to lay the parts you have found that you intend to use 'someday.'

Many of us have been there and to some extent, I still am. But there is still hope. Take heart, you do not need to sell or give away your project just because it's now a shelf. Over my time of stewardship of some vehicles, I've had two vehicles recently that have actually been transformed from a shelf back to a vehicle. In one case, the direction I had intended for the vehicle changed. We purchased a 1959 Impala 4 door hardtop in 1984. My intent was to do a body on frame restoration. Through the years of family and house responsibilities, and other car projects it got set aside as I collected New Old Stock Parts for it. Then one year the brakes went out and another the engine became stuck. Later, I learned the particular engine in this car is prone seizing even when properly 'stored' as mine was. It became a shelf, not for heavy things that would damage the body but light items I did not know what else to do with. I toyed off and on with trying to unstick the engine but nothing worked. Finally, time allowed me to get serious about it. I had the opportunity to trade engine work with a mechanic friend to get the engine back in running condition. After some setbacks we got the engine rebuilt. I then looked seriously at the body. All the years of being a shelf had not harmed the original paint, and it was 'pretty good' considering its age. using it as a shelf, that stuff can easily go somewhere else.

Granted some minor touch up was necessary but my thought was, there aren't that many '59 cars that can still claim to be 'original.' I opted to keep it 'original' rather than just being another 'restored car. I have been very pleased with the results and enjoy showing it just the way Chevrolet built it.

My other example is a 1949 Studebaker pickup. My family acquired it in about 1970, in non-running condition, but just stored it. The pickup box made it suitable for collecting 'things' being even better than a 'shelf.' Then one summer a friend was looking for something for his 90 year old father-in-law to do. He got it to run. Fast forward several years later, I started to rebuild the brakes. Then I remembered why the previous owner stopped driving it. He could not get the right rear brake drum off. With the help of a better mechanic than I am, he got the drum off and the brakes were rebuilt. It is a 30,000 mile truck that had not been cherished but not terribly abused. My next dilemma was that it had been parked too close to where a building was being painted and had white spots all over the driver's side. The paint was good on the truck including what was under the spots, but how to get the spots off was a problem. With the help of advice from "Old Cars Weekly" questions and answers, the spots came off leaving a very presentable original pickup. It also has been a fun thing to have.

My point in all this is: don't be too quick to fix something that may not need fixing and don't give up, even if you've been using using it as a shelf,



1959 Chevy Impala  
*File photo*

1949 Studebaker  
Pickup

*File Photo*



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