

Greetings, Waynesboro-Staunton Region AACA members. Attached is the February 2011 issue of Tire Tracks. Some of you have asked about how our conversion to electronic copies is progressing. As of this issue I mail hard copies to 49 members and electronic copies to 39 members. Since we now have 65 member families on our roster, 16 have chosen to drop their snail-mail copies to date.

Stu Allen—Editor

Using the AACA Forum

In this issue of Tire Tracks (Page 4) I've used an article I first read on the AACA Forum. Many of you already are familiar with the Forum, so bear with me because some of our readers may not recognize that it provides a lot of interesting and useful information.

How do I get to AACA Forum? Type [AACA](#) in your browser and [Antique Automobile Club of America](#) will come up. On my browser (AOL) it lists some sub-headings including [Forums](#). Click on [Forums](#) and you'll pull up the list of forums supported. If your listing doesn't show [Forums](#) just click on [Antique Automobile Club of America](#) and you'll get the AACA website. Along the right hand margin you'll see [Forums](#) listed and when you click on that you will be directed to the [Forums](#) site. Now you have a menu of many different discussion topics to explore. The first topic, [General Discussion](#), is a place for topics of general interest to old car folks and a quick scan through the threads listed will yield a few that you may want to read. The list will start with topics preceded by the note "Sticky". Those are topics that the Forum editor designates as important enough to stay at the top of the list. After the "Sticky" topics, the list will be organized with the latest discussion items listed first. Once you've read the ones you are interested in, hit your return key and you will be back at the [General Discussion](#) topic list. Scroll down the list until you find another topic you are interested in. [Meets and Tours](#) is a good place for information about upcoming as well as past events. I always check [Buy/Sell](#) for any parts or automobilia that I can't live without. The last topic under [General Discussion](#) is [Forum Questions](#) and then you get to the brand-specific topic listings. Some clubs, like Buick Club of America use the AACA Forum as host for their own Forum section. Others, like Vintage Chevrolet Club of America use the [Domestic Makes and Models](#) topic and under the [Chevrolet](#) subject provide links to their club-specific web sites.

How do I get specific questions answered from the Forum? In most cases you will need to register as a Forum member to be able to post questions. Just follow the instructions for registering and soon you'll be

added to the thousands of Forum members that check these forums daily.

Example: As many of you know, I've made a career out of a restoration of a '34 Chevrolet. I recently decided to seal the gas tank with the latest alcohol-resistant tank sealer. I had sealed it back in the '80's with the stuff available at the time which I suspected would not like ethanol fuel. It has never had fuel in the tank so I simply recoated the tank interior with the new sealer. Everything was great until the light bulb in my head went off one night. The Chevy has a fuel pickup that is soldered in place in the tank. Tank sealers (especially two coatings) not only seal the tank, but also the fuel pickup so it was no surprise the next day when I checked the tank and found the fuel pickup tube totally plugged. Efforts to unplug the tube with a stiff wire didn't work so I had to unsolder the tank fitting and remove the tube. Luckily, I had a spare tank that allowed me to practice and discover that the tube was soldered to the tank flange and would fall out before you could remove the flange. On the good tank, I used a wire inside the tube to hold the tube in place and the flange and tube came out intact. Once the tube was removed it was possible to remove the sealer using a stiff wire and needle-nosed pliers. Now it was a simple matter to resolder the tube and flange into the tank, or was it? My early attempts to get the solder to fill the gaps were unsuccessful. After repeated trials I decided I needed some expert advice. I accessed the [VCCA Forum](#) under their [1933-1936](#) Topic and posed the question of how to resolder the flange on the fuel tank. I posted the question at 4:34PM and at 8:51PM a fellow from Edmonton, Alberta responded with a recommendation of the proper solder to use. The next day, I bought the recommended type of solder and successfully soldered the fuel pickup tube back in place.

The [Forum](#) provides access to a whole network of experts. Try this great resource for yourself.

Stu Allen

**NEXT MEETING: February 20, 2011, Texas Steak House— 134 Rowe Rd. Staunton 2PM
AACA Judging/Awards Update— Ken Farley**



TIRE TRACKS

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Antique Automobile Club of America
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PRESIDENT'S MESSAGE

The New Year is here and, as the newly elected President of the Waynesboro-Staunton Region AACA, I find myself writing my very first "President's Message".

Our January meeting was a most productive one. We began by installing the officers for 2011. The ceremony simple, Mel Redmond handed me the President's gavel, I handed Jack Drago the VP's official "cookie tin" containing the 50/50 tickets, and Mary Helen and Robbie Gray joined us for a group picture. Voila! It was over and we were on to business.

Our first order of business was to present Paul Wampler with his AACA "50 Year Pin". A task handled most ably by Past President, Mel Redmond. The pin is bestowed on members with 50 continuous (unbroken) years of membership in the AACA. Quite a milestone for Paul!

VP Jack Drago announced the location of our February and March meetings, details of which can be found elsewhere in this issue of *Tire Tracks*. Also, Jack handed out forms for members to use to share their ideas about potential activities for the club. If you picked up a form, be sure to fill it out and return it to Jack at the February meeting. If you don't have a form, just grab a piece of paper and jot down your thoughts. Jack's looking for input on restaurants, programs, speakers, nearby places to visit or tour, etc. Don't forget to include attractions that might be suitable for longer drives...such as day tours and overnight tours in the warmer months.

Where do you want to go? What's out there to see? Let Jack know at the February meeting.

Speaking of "day trips", John Stone had an excellent idea. Road conditions permitting, a winter time drive down the Blue Ridge Parkway to the Peaks of Otter! The views in winter are magnificent. Interested? Contact John and give him your telephone number now. The notice for this event will be a short one as the conditions have to be just right. John anticipates a Saturday run, with notification coming the preceding Thursday or Friday. We'll dine at the Peaks of Otter Restaurant.

If you didn't pick up your new 2011 Region Membership Roster at the January meeting, please do so at the February meeting and save the club some postage.

Please note Stu Allen is now our Corporate Agent, replacing Willis Clemmer, and I'm now the new Webmaster replacing Doris Stone. If you haven't visited our region's website lately, click on <http://local.aaca.org/waynesboro-staunton/> to see the latest changes. We thank Willis and Doris for their many years of service.

Our next meeting will be at the Texas Steakhouse in Staunton. Ken Farley will present a program on AACA judging, including standards and recent changes.

I look forward to seeing you all February 20th !

Bob Ridle

JANUARY MEETING—INSTALLATION OF 2011 OFFICERS



Mel Redmond (rear) introduces our 2011 Officers—l to r—VP Jack Drago, President Bob Ridle, Treasurer Mary Helen Ayers, and Secretary Robbie Gray



Bob Ridle turns the 50/50 cookie tin and duties over to Jack Drago



Paul Wampler receives his 50-Year Pin from Mel Redmond



Welcome new members Bob & Charlotte Kuykendall



VP Jack Drago prepares for the 50/50 Drawing



President Bob Ridle in discussion with Secretary Robbie Gray and Susan Gray

Editors Note: *The attached article was posted on the AACA Forum a few weeks ago. Since I thought it would be of interest to our readers, I contacted the author—Mr. Brad Hunter of Huntingdon Valley, PA, who was kind enough to let me use his story. My thanks to Brad.*
Stu Allen Editor



Early Car Hobby & Antique Tires

By Brad Hunter

My late 92 y/o Father who started collecting Antique & Classic autos before WW II, when asked what was the most difficult parts to find in the early days of the car collecting & restoration hobby, would always respond with just one item~~~OLD TIRES ! He stated that Sears Roebuck & Montgomery Ward and some others were still selling the more common older tire sizes for Ford Model "T" & "A" cars but many other rarer obsolete & oddball older Antique tire & inner-tube sizes were very hard, if not impossible to find indeed!

He & his car collecting friends would often stop at old tire dealers & service stations and ask if they had any old oddball obsolete size tires & inner-tubes in stock? He and his car collector friends would buy everything they found! Old size tires & inner-tubes were often traded among Antique auto collectors. Dad had a big stack of old NOS & good usable old tires & tubes in my Grand-mother's carriage house loft. Many of these old & NOS tires suffered from tire rubber rot and were good for show only. If you tried to drive too far on them they would just powder away, split or blow-out!

During WW II getting ANY tires & tubes at all, new or old, was a major problem! Tires were not being made for the general civilian population! All rubber and Nylon cord went to the war effort ! They were considered vital strategic materials. Folks were in fact riding on old bald tires with heavily patched inner-tubes. Dad luckily got his new tires for his daily driver because he was involved in vital Navy war work building & designing Navy ships & submarines. He was the Chief Electrical Engineer for the US Navy Yard in Philadelphia with 150 other engineers working directly under him. He had to drive to US Navy

shipyards all up-and-down the US East Coast constantly. The Navy supplied him with all the fuel, oil, and tires he needed! Almost everyone else could not buy ANY new tires, inner-tubes or a new car battery. Gasoline & lube oil was also rationed based on a person's need! Many cars were put-up on blocks for storage for the duration of the war because of this shortage of gasoline, lube oil, tires and a new working battery!

There was a black market selling and stealing old & new tires & car batteries, gasoline etc. during the WW II years! Folks would often take their car battery inside overnight lest it be stolen! ALL new tire production was for the war effort for military use! Old tires were also a very big War Scrap Drive item as Japan had a strangle-hold on many natural rubber plantations! New synthetic rubber blends were developed during WW II because of the short supply of natural tree rubber. As a result of the scrap drives many good old size tires from the teens, 20s & 30s were in fact scrapped & recycled!

After the war old Antique & Classic tire sizes were very scarce. The war scrap drives and civilian use during the war depleted the existing stock of old auto tires sizes. Many old tire sizes never went back into production after the war as there was little new demand for the antique early tire sizes. Early Auto Collectors would often trade old usable tires among each other. Dad would often tell the story of seeing a farmer planting a grove of Christmas Trees near his home. The farmer was using old tires as a weeding ring around his new small tree saplings. Dad stopped and made the farmer an offer he could not refuse on a number of almost new & rare Antique tire sizes that the farmer had used!

There was no such thing as Antique & Classic Reproduction tires in the very early days of our hobby until the late 50s-60s. If you could not buy NEW tires from Sears or Wards you had to scrounge and hunt aggressively for them at old tire dealers, and service stations, junkyards, barns, and garages! Early collectors would also buy old worn-out & bald tires if the sidewalls were still good. They would have these old tires re-capped with new tread.

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Re-capping the tread area of old tires was a big business in the USA until the mid-1970s when the only re-capping done after this time was for truck, heavy equipment & cheap winter snow tires. Today re-capping with new tire tread is still done by the trucking and heavy road building equipment industry only in the USA.

Later on several bigger car collectors themselves searched out old tire molds and equipment and started making new reproduction tires for the old car hobby. That's how the reproduction tire business all started. Many old original tire molds were found in Central & South America. I remember myself trying to hunt down old style

"red-line" muscle-car and Corvette tires in the late 70s-early 80s. This was the very same thing Dad & his friends had done just decades before! NOS "Redlines" were bringing \$2000 a set in those days for old & possibly rotten show-only tires.

Think about this the next time you see the high prices for rare-size reproduction Antique & Classic tires. Many collectors complain about this BUT we are just lucky today to be able to buy any NEW old style tire sizes at all, at any price! I know, I have been around & involved in this old car hobby all of my life~~~ 55 years ! My late Father, since the early 1930s !

Brad Hunter

2011 Calendar of Events

FEB.	9	W/S Board Meeting 7:00 pm
	10-12	AACA Annual Meeting—Philadelphia PA
	20	W/S Region Meeting — Texas Steak House— 134 Rowe Rd. Staunton 2PM AACA Judging/Awards Update— Ken Farley
MARCH	9	W/S Board Meeting 7:00 pm
	20	W/S Region Meeting—Sanzone’s Italian Restaurant—Route 340 - Stuarts Draft 2PM
APRIL	9	W/S Board Meeting 7:00 pm
	17	W/S Region Meeting—Location TBA

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Tri-County Region Meetings- Dates vary—
Check their website.

Piedmont Region Meetings are the 4th
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Tire Tracks

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

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From the Editor's Desk

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Minutes of January 16, 2011 **W/S Region Meeting**

The January meeting of the Waynesboro/Staunton Region was held at the Red Lobster in Staunton on the 16th at 1:30 pm. Mel Redmond welcomed the 38 members and 1 guest present. He also welcomed our new members Bob and Charlotte Kuykendall. Nelson Driver gave a blessing.

After lunch, Mel proceeded with the installation of the 2011 Officers as follows; President Robert (Bob) Ridle, Vice President Jack Drago, Treasurer Mary Helen Ayers, and Secretary Robert (Robbie) Gray. The new President Bob Ridle made a few brief remarks. Then he and Mel presented Paul Wampler his 50 year pin. Paul joined W/S region on June 1965 and has been active member since then.

Mary Helen Ayers gave the sunshine report on Dolly Harner, she is at home and doing fine. Then, she gave the treasurer's report.

Vice President Jack Drago stated that the February meeting would be at the Texas Steak House in Staunton on the 20th at 2 pm. He also, handed out a form which requested the input of the members as to activities and meeting places.

Nelson Driver stated the ODMA meeting would be in Lynchburg on Feb. 26 and approximately 8 members will be going.

Stu Allen is the new corporate agent replacing Willis Clemmer, who had requested to be replaced. Willis had been the corporate agent for roughly 50 years.

Rick Downs was thanked for years of service on the board. Owen Harner will take the position on the board as 2013 Director.

Bob Ridle stated he is replacing Doris Stone as webmaster, per her request. She was thanked for her efforts.

Ken Farley presented a report and request for help in tracking time

dated mail from the Post Office.

John Stone restated his proposed Winter Parkway run. This will be a short notice affair. If you are interested, contact John 540-289-5520.

The members were reminded the Waynesboro/Staunton Region will be 60 years old on 15th of February.

The meeting was then adjourned.

Respectfully submitted

Robbie Gray, Sec.



FEBRUARY BIRTHDAYS

Rish Capps

Ron Capps

Shirley Farley

Diane Magnifico

William Melton



2011 ODMA Meet
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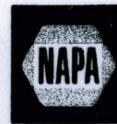
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