



TIRE TRACKS THE ELECTRONIC VERSION

Notes from your editor: Our September Steak Fry and Auction will be held on September 11, 2012. This is a week earlier than our usual third Sunday meeting since we wanted to include our members who will be attending the Glidden Tour in Cumberland, MD the week of September 18. Here are some pictures of past Steak Fry and Auctions to whet your appetite for great food and auction bargains.

Stu Allen—Editor

2008



2009



2010



NEXT MEETING: Sunday Sept. 11, 1:30PM Annual Steak Fry and Auction, Coyner Springs Park, Waynesboro. Bring a dish to share... a side dish, salad or dessert, and something(s) to auction! Steak, hot dogs, etc. and plates, utensils and drinks are provided. Lawn chairs recommended for the auction.



TIRE TRACKS

**The Official Publication of the
Waynesboro-Staunton Region**



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PRESIDENT'S MESSAGE

Despite our best efforts at restoring and maintaining our old cars, from time-to-time something will pop up that just seems to baffle the best of us. Despite our diagnostic skills, we can't seem to find the problem. So, what do you do?

May I suggest checking with the people seated right around you at any meeting of the W-S Region AACA! One of the wonderful things I have discovered about the AACA is the amazing depth of knowledge our membership has about old cars. And their willingness to share that knowledge and lend a hand is phenomenal. Here are five members who have helped me.

Willis Clemmer – While doing the paint and body work on my 51 Studebaker I was faced with task of re-attaching the rear fenders with new welting. Welting? I had never even owned a car with welting before, much less worked on one! Well, you can't hang a 40 pound steel fender back on a car while slipping the welting in between the fender and body by yourself! Willis came over to my garage one afternoon and proceeded to assist me with the installation. Did you know you cut out little "V" shaped sections from the welting's tab (not the bead) in order for it to track smoothly around the body's curved areas? I didn't, but I do now. The fenders and the welting look great. Thank you Willis!

Jim Gregory – After completing the paint job on my 51 Studebaker, I had some serious runs and sags in the clear coat. One of them was so spectacular I named it "Niagara". Although I knew how to tackle minor imperfections (light hand sanding & hand polishing), I was reluctant to go after these biggies for fear of ruining the paint job. Jim, not only told me how to go after the big ones, he took the time to come over with his DA sander, 2000 grit paper and polishes and showed me how to do it. His guidance gave me the confidence to complete the job on my own. Thank you Jim!

Stu Allen – From time-to-time my 56 Studebaker Hawk would start right up, then die out after 5 or 10 seconds. Usually it would start right back up again, and everything would be fine.

But as time went on, the "dying out" effect became more pronounced. Finally, one day it simply would not stay running...but just kept dying out restart after restart. After hearing of my plight, Stu came over and had me remove the carb, and then very carefully disassembled it. The carb had just enough residue and shellac left behind over the years to foul it up. This was particularly true of the needle valve at the gas inlet. Once cleaned and reassembled (no kit needed) the Hawk fired right up and purred like a kitten...and has every start since. Thank you Stu!

Susan & Robbie Gray – On my drive over to the Piedmont Car Show, I noticed a kind of loose rattling noise coming from the Bullethead (51 Stude) whenever I let off the gas going downhill. Sometimes it was subtle, sometimes quite loud. Whenever the car was just cruising or pulling a hill there was no noise. Susan Gray heard me describing the sound, and my desire to get someone "car knowledgeable" to ride back with me to Staunton after the show. Promptly at 3 PM as folks were heading home, Robbie Gray shows up at my car and says he's been instructed to ride home with me! Once underway, the sound was now more subtle and only at low speed. At cruising speed, up and down hills, it was being quiet. Robbie quickly deduced the noise as drive-line related, and it's acoustic signature had changed because he was now in the car with me. The additional weight changes the drive-line angle between the transmission and the differential. U-joints or carrier bearing are the places to start looking. Thank you Robbie & Susan!

Remember, you'll still be the one doing the repair. Any guidance offered is in the spirit of friendship, and assisting you to solve a problem that's been eluding you. Our club abounds in folks ready, willing and able to help. All you have to do is ask.

I'm looking forward to our Steak Fry and Auction on September 11. Don't forget to go through your "stuff" to dig out some items to donate to the auction. See you at Coyner Springs!

Bob Ridle

ANNUAL PICNIC WITH TRI-COUNTY REGION AT GRAND CAVERNS IN GROTTOS AUGUST 20, 2011



Waynesboro-Staunton Region and Tri-County Region members gathered at Grand Caverns for our annual joint picnic. Perfect weather, good food and some neat cars made for a very enjoyable day.



**Jim & Sue Gregory
1933 Franklin**



**Sonny & Myrna Henkel
1953 Packard**



**Leon & Janet Bailey
1928 Chevrolet Coupe**



**Bill & Cathy Hunter
1930 Model A Coupe**



**Jerry & Louetta Shull
1968 Chevrolet Pickup**



**Paul & Shirley Wampler
1972 Ford Pickup**

VCCA Visits the GM Proving Ground

Ken & Shirley Farley and Stu & Clarice Allen attended the Vintage Chevrolet Club of America 50th Anniversary Meet in Flint Michigan in July. GM is celebrating the 100th Anniversary of Chevrolet and provided some great tours for the meet participants. A highlight was a tour of the General Motors Proving Ground in Milford MI. MPG, founded in 1924, is located about 30 miles south of Flint and with just under 4000 acres, is one of the largest auto test facilities in the world. This location was selected due to its unique terrain with hills not typical in southern Michigan. The Proving Ground is not usually open to the public but VCCA was given special permission for a tour by bus with no cameras allowed for product security reasons.

MPG contains 140 buildings, some dating back to the 1920's, and houses 4200 resident personnel who operate the facility around the clock, 365 days a year. The road system contains 125 miles paved and 15 miles of gravel roads. There are 115 acres of parking lots. An oval test track, 3.8 miles long, four lanes wide with 30 degree bank angle turns was the original high-speed track dating back to 1924, and is now used for ride & handling, powertrain and brake development. The circular test track is 5 lanes and 4.5 miles in length with the highest speed lane banked at 30 degrees, was designed in the 1950's by the architect who helped design the Daytona Speedway. This track is used to simulate highway speeds but obviously is capable of much higher speeds as well. A 3.8 mile ride & handling loop contains a variety of pavement, bumps, swells and simulated railroad crossings that are used for durability testing. Another unique feature is "Black Lake", a 67 acre skid pad with a variety of surfaces used to simulate testing on snow and ice, critical elements in development of brake, handling and traction systems. There are three different straightaway test tracks with the longest of 3 miles used for high speed testing. There are test grades of 30%, 45% and 60% used for testing parking brakes and transmissions. The latest track built in 2003 is the Milford Road Course, a 3 mile, 17 turn road course designed to simulate parts of a number of race courses in North America as well as Nurburgring in Germany.

In addition to test tracks, MPG has corrosion, barrier and rollover crash, and emission test facilities. They also have two High Feature Test Facilities capable of extreme environmental conditions (-40F to 130F, altitude of -700 to 12,500 feet, humidity from 10% to 90%, and wind speeds to 100mph) that allow engineers to simulate driving conditions encountered around the world without leaving the Proving Ground.

As a former GM test engineer, I was impressed with the advances made in test simulation since I last visited MPG but it is still evident that getting the cars out on roads in the "real" world continues to be a crucial part of the vehicle development process

Stu Allen

General Motors Proving Ground—Milford MI



2011 Calendar of Events

- SEPT.**
- 7 W/S Board Meeting 7:00 pm
 - 9-11 Somerset Steam & Gas Pasture Party—Somerset, VA. Details at www.somersetsteamandgas.org
 - 11 Sunday, 1:30 PM, Annual Steak Fry and Auction, Coyner Springs Park, Waynesboro. Bring a dish to share...a side dish, salad or dessert, and of course something(s) to auction! Steak, hot dogs, etc. and plates, utensils, and drinks are provided. Lawn chairs are recommended for the auction.
 - 17 Bull Run Region's Edgar Rohr Memorial Car Meet in Manassas— See www.bullrunaaca.org for details
- OCT.**
- 5-8 Eastern Fall Meet—Hershey PA
 - 12 W/S Board Meeting 7:00 pm
 - 16 W/S Meeting—This meeting will be part of our Fall Driving Tour. Destination TBA. Stay tuned for more info.
- NOV.**
- 5 ODMA Show at Virginia International Raceway. Alton, VA. Heacock Classic Gold Cup Races will be running. 2012 ODMA Planning Meeting at that meet.
 - 9 W/S Board Meeting 7:00 pm
 - 20 W/S Meeting—Election of Officers and Show & Tell—Wood Grill, 1711 Reservoir Street in Harrisonbur

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

Piedmont Region Meetings are the 4th Monday
at the Doubletree Hotel on Route 29
North in Charlottesville at 7pm.

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From the Editor's Desk

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Minutes of the August 20, 2011 W/S Region Meeting

The stated meeting of the Waynesboro-Staunton Region held on Saturday, August 20th at 1 p.m. at Grand Caverns in Grottoes. This was the annual picnic held with Tri-County Region. There were approximately 55 members and guests present. Vice president Jack Drago opened the meeting and welcomed all present, at which time Rev. Sonny Hinkel returned grace and we all ate the covered dish picnic lunch. After lunch, Vice President Jack Drago along with the Vice President Bobby Good of Tri-County asked all those present to introduce themselves and state the auto they had driven today. After that the meeting was adjourned and a good time was enjoyed by all.

Respectfully submitted,

Robbie Gray, Sec.

AUCTION ITEMS NEEDED

The Auction held at our annual steak fry is the major fund-raiser for our Region. Now's a good time to search through your treasures to come up with some unique items (not necessarily automotive related) that one of your fellow club members is just dying to bid on. Don't forget your checkbook because we promise that you'll take home some new treasures!



2012 SENTIMENTAL TOUR Update

Your Sentimental Team continues to refine the routes for the tour next June. Ron Capps has joined the team and is assisting with arrangements for the Staunton day of the tour. Dick McIninch is setting up arrangements for the visits to Ashlawn, Michie Tavern and Monticello. Jim Gregory has agreed to lead the Parking Team that will assure that we get our tourists parked efficiently at each of our stops on the tour. Clarice & Stu Allen are working on arrangements for Tuesday's lunch in Buena Vista.

We need volunteers for three more assignments: Advertising and Door Prizes, Photography, and Hospitality Room at the host hotel. If you are interested, please give me a call.

Stu Allen



SEPTEMBER BIRTHDAYS

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