



# TIRE TRACKS

APRIL 2020

**THE ELECTRONIC VERSION**



Greetings Members, We hope everyone is hunkered down and staying safe during this strange time in our our nation. We are all hopefully getting more home and car projects done since we can't go any place according to the guidelines. You will notice in this issue that most events in April are postponed or cancelled and we'll try to keep you up to date as time passes during April. As we look forward to our postponed 70<sup>th</sup> Anniversary celebration, I ve been looking back at previous events and we'll share some of these with you.

Stu Allen

TIRE



TRACKS

VOLUME 10, NUMBER 1  
JANUARY / FEBRUARY, 1980

WAYNESBORO-STAUNTON REGION

Larry R. Huffman  
Editor

Tire Tracks—1980

Editor—Larry Huffman



## NEW DECADE BEGINS 1980 IS 30TH ANNIVERSARY OF WAYNESBORO-STAUNTON REGION

When the Studebaker on the left was new, the Waynesboro-Staunton Region was just getting started. Now thirty years later, cars such as this are winning prizes at Hershey and the Waynesboro-Staunton Region is going strong.

During this coming year we hope to feature some past history and point out some of the special accomplishments of our club over the past three decades. Your recollections and contributions will be welcome.

## TIRE TRACKS BEGINS 10TH YEAR OF PUBLICATION

With this issue, Tire Tracks will beginning its tenth year of publication. Over the past ten years many club members have made valuable contributions to the pages of Tire Tracks and have helped to create a newsletter that truly supports the purposes of the organization and provides valuable information to the old car enthusiast. We have received many valuable suggestions about ways that the newsletter can be most effective and we continue to solicit your suggestions.

The newsletter for 1980 will make special note of the early history of our club and we hope to include some up close and personal sketches of some of our active charter members. We will continue to publish information about special projects such as Jay Brown's research into the Staunton based Falcon Cyclecar and we are looking for each member to let us know about tours, shows, and car activities that they attend.





# TIRE TRACKS

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



Volume 50, Issue 4

Visit our website—<http://waynesboro-stauntonregion.aaca.com/>

April 2020

## RAMBLINGS FROM THE PRESIDENT

Oh where to start. Crazy month with all manner of stuff going on. First off and most important: **CANCELLED!!** Due to the current health crisis embroiling the nation, the Board has elected to cancel our April 18th Anniversary party to protect our members against any odds of contacting the C-virus. We are looking at a later summer date and will keep you informed as time progresses. Treasurer Todd Smith will return your deposits if cash given or return or void your check if written. Contact Todd if you have any questions.

Our March club meeting at Shenandoah Acres went off spectacularly with 25 members having a wonderful meal and the place to ourselves. While it was too cold to swim, at the least the view of the beach and cabins was a nice scene from the dining room windows, (except for the beached whale).



Our scheduled speaker was a no show, so our ever capable VP, Walter Wilson III just somehow managed to procure a book and presented a story on a Civil War spy. That's it for this month. Stay dry, comfortable, read a book or change the oil in your car.

Happy Motoring, Jack Drago

## March 15 W-S Meeting at Shenandoah Acres

We had a good turnout in a new location for our monthly meeting.



The buffet was a hit and priced right!



Jack Drago discussed the 70<sup>th</sup> Anniversary.

Walter Wilson told us about Thomas Nelson Conrad, a Confederate spy with local connections.



## **JUST WHEN YOU THOUGHT YOU HAD SEEN IT ALL**

**by Nelson Driver**

My first car was a 1930 Ford Model A fordor sedan (I still have it) which I acquired in 1958. After going through it (long, long story) I put it on the road in 1960 and drove it as my only and regular everyday car in the mid 1960's. During this process I learned a lot about mechanics, trouble shooting and repairs. I had figured that by now I have experienced everything that could go wrong with a Model A.

Now fast forward a decade or so during which time I restored a 1930 Ford AA oil tanker truck. This truck has been driven on numerous Glidden Tours, to numerous meets ranging from West Virginia to Tidewater, and Pennsylvania to North Carolina and often towed on a trailer pulled by a Dodge. I had been converted to the "Mopar faith" (dual allegiance?). This has given plenty of time to experience what I thought was everything that could go wrong with a Model A and how to fix it.

Now fast forward again to August 2019. In an effort to develop community awareness of, and interest in our hobby, the Waynesboro-Staunton Region, AACA displayed some of our cars at the Augusta County Fair at the fairgrounds in Fishersville. Since the fairgrounds are only about five or six miles from my home I took five of my "children" including the truck.



The truck had been "sleeping" a lot lately as I took other vehicles to events. Most, if not all of us with Model A's, are aware of how the fuel valve in the carburetor often doesn't hold so we have learned to turn off the valve under the gas tank. After numerous times of finding the fuel tank empty after I was sure that I had left plenty of gas in it, I realized that that valve was leaking too. The foregoing explanation has been given in my own defense in light of the story that will follow. I have been mercilessly ridiculed for having run out of gas — more than once or twice! (It's all in fun of course.)

Now for the real story. In light of the aforementioned problem I put what I thought was enough gas in the tank to go to Fishersville and back. Just in case, I took along a can with extra gas and a coffee can to put under the carburetor. Everything went fine and the truck ran okay. On the way home, it was now dark and with one taillight, Walter Wilson and Allison Graves offered to follow me home; I took them up on the offer. About two miles from home the truck ran out of gas and stopped. No problem, I took the gas can, put gas in the tank and proceeded to go; tried to, that is. The truck started up but had a terrible miss, like maybe on two cylinders? I nursed the truck up the hill but not wanting to take it out on US 340, a 4-lane road, I pulled into a residential development and stopped. Walter and Allison took me home where I got my trusty Studebaker tilt bed, came back, loaded the truck and took it home to figure out the problem in the morning.

The next day I unloaded, got the truck inside my shop and proceeded to trouble shoot. What I found surprised me; it was something I could never have imagined. I could tell now, but oh no! That would ruin a good story. If you're bored you can cheat and skip to the end; so now would be a good time for a commercial break.

*See next page*

## **JUST WHEN YOU THOUGHT YOU HAD SEEN IT ALL** *Continued*

In the process of troubleshooting I figured that since the problem began when I ran out of gas it must be something like maybe dirt in the fuel system. But the miss was steady and even, not like a fuel issue it seemed to me. Next, it seemed obvious to me, was the the problem might be the ignition. I have had many instances where the fiber block that rides the ignition cam would wear down so that the points didn't open enough. The simple fix to that is open the point gap. I have done that many times. However upon inspection I learned to my dismay that the points were opening; the trouble is elsewhere. The next obvious thing was to look for a wire shorting out inside the distributor; nothing there either. I checked the usual things like points for burns, pits or whatever (nothing obvious) and as noted previously the gap was adequate.

One other problem in this mix was me. I had had one knee replaced and was scheduled for the other one in a few weeks as it was refusing to bend like it's supposed to. This somewhat limited my movements around the truck so that some of the testing that I normally did became difficult. All of this was occurring over a period of a few days during which time I asked around for advice and opinions. Another task was to check the point gap with a feeler gauge, a bit difficult to get the cam to stop at the right place. The normal thing to do is to use the crank but my knees protested about this. The other option is to loosen the cam and twist it around to check the gap on all lobes. But that would mess up the timing and I had the timing where I wanted it and didn't want to add that variable to the mix.

The next thing that seemed obvious to me was to install new parts. That is one luxury that Model A and T owners have nowadays and we are fortunate to have W-S member Jay Mader in our area. Jay does flea markets and bought out some of Jeff Diffie's stock and keeps a stock of many of the repo parts that are now available. Since I had exhausted all of my ideas, it was off to Churchville to Jay's place for new parts for most of the distributor. Of course I spilled my problems and the things I had tried.

Jay suggested "why don't you just pull the distributor out and twist the shaft to check the gap on each lobe"? OH! of course, I thought; why didn't I think of that? I then came home with the little bag of parts ready to start installing them. First I removed the distributor, held it up and twisted the shaft.

Sure enough, the gaps were large; too large, it seemed; I didn't need a gauge to see that! Furthermore the gap had been proper the last time I messed with it and they usually close up. What gives? This is the strangest thing I have ever seen! As I held the distributor twisting the shaft and puzzling over the situation, I observed another surprise. On two lobes the gaps were different from the other two. I have seen this before and although not ideal it didn't keep the car from running.

Now came the next big surprise, and a big one! While turning the shaft carefully, I noticed that on two of the lobes the points weren't even closing AT ALL! Well, that explains why two cylinders were not firing! Obviously the gap had opened up over time; I had never heard of such a thing. Upon closer inspection of the cam, it appeared that there was a substance of some sort on the surface and it was not uniform. What could this be? Since the block that rides the cam is the only thing in contact it seemed obvious to me that as it wore it deposited parts of itself on the cam thus increasing its diameter and causing the gap to widen. At this point I had a flash of common sense and thought, why not just clean off the cam, put it all back together and try the engine before replacing any parts? If I replaced parts first I would never know for sure what the problem had been. I cleaned off the lobes of the cam of a substance that seemed like a plastic of some sort. Is that block that rides the cam plastic? Apparently so.

So now to end the story, I put everything back together, adjusted the point gap and fired up the engine. It ran fine! Now I have another question. Why did this all start when all I did was run out of gas? Is there a logical explanation or is there something else at play here? Are there any philosophers among us that would like to chime in?

**Nelson Driver**





## Driver Participation Class

**Ken Farley**

**Chairman, Driver Participation Class**

*This article (featuring our own Ken) was published in the Winter 2020 AACA Rummage Box.*

Just what is the Driver Participation Class (DPC)? It is unlike any other class in the AACA Judging system. The vehicles may be restored or not. They may be a work in progress or just your touring vehicle. It can be your retired show vehicle as well. Your vehicle can have safety and convenience upgrades performed to them. They are not point judged but visually evaluated.

Does your vehicle (car, truck, motorcycle, motorbike or motor scooter) qualify for DPC evaluation? As stated in the AACA Official Judging Guidelines in Section 4, pages 4-5 and 4-6: The vehicle must be 25 years or older, must be roadworthy and should be able to pass a state safety inspection. The exterior, interior, chassis and engine components must APPEAR period correct per the original manufacturer. But as stated above, your vehicle may have safety and/or convenience upgrades performed. What are these upgrades? Seat belts, seat coverings, turn signals, added stop lights, sealed beam/halogen headlights, radial tires, alloy wheels of the same era and/or same vehicle manufacturer, radio upgrades, electrical upgrades, brake upgrades (bolt on), steering upgrades (bolt on), air conditioning, overdrive system (manual or automatic) and altered exhaust. We have found that these upgrades are what most members perform on their Driver for safety and convenience to be able to drive and/or tour on today's roads and highways.

In 2000, the AACA National Board wanted to increase attendance at National Meets (Nationals). The percentage of AACA members that own and drive DPC type vehicles is far greater than the owner percentage of restored show cars and/or all original vehicles. The National Board also wanted these AACA members to be able to drive around with their Driver vehicle displaying the AACA DPC grille badge for all to see and admire.

As stated earlier, DPC vehicles are visually evaluated and not point judged. This is performed generally by a two-member DPC evaluation team. The DPC evaluation form that you receive at the show field has a shaded area on the front that asks you some questions about your vehicle that must be answered. In the bottom right corner we ask for your signature. On the back of the evaluation form it lists accepted upgrades that we allow. Also, please note on the form it is stated that your trunk lid does not have to be open. We feel that as a Driver you could have your luggage, etc., in there if you stayed overnight for the show and we don't want you to have to place these items out on the ground.

At the Awards Banquet, if your DPC vehicle is certified for the first time you will receive a DPC board, a DPC chip, a DPC grille badge and a congratulations card. The grille badge should be visually mounted on the vehicle. No vehicle will be recertified if it does not display the DPC badge. When you show your vehicle again in DPC to have it recertified, you will receive another DPC chip to mount onto your DPC board and another congratulations card. There are two National Awards given to two DPC recertified vehicles each year at the Annual Convention in Philadelphia. One is for a prewar model and one for a postwar model.

See the AACA Official Judging Guidelines for further details or attend one of the Continuing Judges Education (CJE) programs presented at all Nationals, except the Grand National, and also given at the Philadelphia Convention. These are conducted by myself and/or the Assistant Chairman of DPC, John Flechler. Again, in 2000 the National Board's goal was to increase attendance at Nationals by allowing members to display their DPC Vehicles and be rewarded for doing so. When you do so, you are supporting the host Region and the AACA as a whole. I feel you will find the camaraderie at a National to be to your liking. I personally feel that DPC should be the largest class at all Nationals. I hope I have conveyed what DPC is all about and what it has to offer AACA members. Any questions or comments are always welcome; please contact me by email at [kkf163@ntelos.net](mailto:kkf163@ntelos.net).

# 5th Annual Private Car Show at "The Barn" Staunton, VA

**When:** Saturday, May 9, 2020

**Time:** 10:30 am—2:30 pm

**Where:** The Barn—2165 Churchville Ave.  
Staunton, VA 24401

*Directions: I 81, take exit 225. Ramp onto 262 South. Drive 3-4 miles and take the Churchville Avenue exit onto Rt. 250 W and go 1 mile. Look for the white post on right side "2165 BARN".*



## Additional Information

"The Barn" is over 100 years old and has recently been converted to a private party barn. It has bathroom facilities, a full stage, bar/kitchen and seating for 100 people. Chairs and tables will be provided for the speaking sessions and for dining out of the sun.

"The Show Field" will encompass 5+ acres of freshly mowed pasture field with a view of the mountains. There are several shade trees and The Barn for shelter. Golf cart transportation will be provided for those with mobility issues.

**Food:** Free lunch served at noon in the Barn. Sponsored by Henry Funeral Home.

**Speakers:** We will have speakers covering a variety of car-related topics on the stage in The Barn throughout the day.

For more information or questions, please contact:  
Jim Rimel: 540-290-2194 or [jimarimel@gmail.com](mailto:jimarimel@gmail.com)  
Zach Straits: 540-294-8601 or [zstraits@comcast.net](mailto:zstraits@comcast.net)  
Jason Robson: 434-906-0940 or [jrobson@flowauto.com](mailto:jrobson@flowauto.com)



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## Admission

\$20 per car. This admission fee will be donated to the **Blue Ridge Area Food Bank.**

Each car admission will help provide **80 meals** for your neighbors in need!

*This show is closed to the public and is by invitation only. It will be very interesting for you to see and talk with the owners of these special interest cars. We want this to be a fun event and a learning experience for everyone.*

## Sponsored By:



## Calendar of AACA Events & Community Car Events

- 
- APRIL**
- 2-5 AACA National Southeastern Spring Meet, *Postponed***
  - 8 Executive Board Meeting at the Gray's *Cancelled***
  - 18 Waynesboro-Staunton Region's 70th Anniversary Celebration at The Barn. *Postponed***
  - 19 Sunday, 4:00 – 7:00 PM – Rides and Rods Cruise-In at Dap's Ice Cream, 3278 Stuarts Draft Highway, Stuarts Draft.*
  - 25 63rd Annual Historic Fredericksburg Region AACA Meet, *Cancelled***
  - 26 Piedmont Car Show— *Cancelled***
  - 4/26-5/1 AACA Founders Tour *Postponed***
- 

- MAY**
- 7-9 AACA Central Spring National Meet, *Postponed.***
  - 8-9 62nd Apple Blossom Car Meet *Postponed***
  - 9 Saturday, 10:30 AM – 2:30 PM – Private Car Show at The Barn, 2165 Churchville Avenue, Staunton. Admission is \$20 per car which will be donated to the Blue Ridge Area Food Bank.*
  - 10 Sunday, 4:00 – 7:00 PM – Rides and Rods Cruise-In at Dap's Ice Cream, 3278 Stuarts Draft Highway, Stuarts Draft.*
  - 13 Executive Board Meeting at the Gray's**  
Wednesday, 7:00 PM—1430 Red Top Rd., Waynesboro
  - 13-16 AACA Eastern Divisional Tour**  
Eastern Shore of Maryland. Hosted by the Eastern Shore Region.
  - 15-10 Mid-Atlantic Pre-War Swap Meet, Comer Jones VFW Post 621, 218 Veterans Lane, Luray*
  - 13 Sunday, 2:00 PM – Monthly Meeting – Capital Ale House, 41-A Court Square Harrisonburg VA 22801**
- 

- JUNE**
- 7-12 AACA Sentimental Tour (Vehicles 1928-1958), Potomac Highlands of West Virginia.**  
Hosted by the Mountain State Classics Region.
  - 10 Executive Board Meeting at the Gray's**  
Wednesday, 7:00 PM—1430 Red Top Rd., Waynesboro
  - 12-13 67th Old Dominion Meet Association Car Show—Saturday, 8:00 AM – 3:00 PM, , Natural Bridge Hotel, 15 Appledore Lane, Natural Bridge. Hosted by the Roanoke Valley Region.**
  - 20 Richmond Region 51st Annual Collector Car Show & Swap Meet -Saturday, St. Joseph's Villa, 8000 Brook Road, Richmond.**
  - 21 Monthly Meeting and Picnic at Tinkling Spring Presbyterian Church—**  
Sunday, 2:00 PM , 30 Tinkling Spring Drive, Fishersville.
  - 24-27 AACA Eastern Spring National Meet, Beckley, WV. Hosted by the West Virginia Whitewater Region**



**Tire Tracks**

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

**2018 Executive Board**

**President:** Jack Drago  
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**From the Editor's Desk**

Please submit any articles, pictures, or  
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540-290-0329 (Cell)  
email: stuscar@aol.com

2019 Award of  
Excellence

**Minutes of the March 15, 2020 Meeting**

The Waynesboro-Staunton Region of AACAA held its March 15<sup>th</sup>, 2020 meeting at The Acre's Eatery in Stuarts Draft at 2 pm with 26 members present. President Jack Drago opened the meeting and welcomed all present with Nelson Driver giving the blessing.

Vice President Walter Wilson gave the list of meeting places which is in the activities list in Tire Tracks and on-line.

Todd Smith gave the treasure's report that was approved and that the \$500 donation to the AACAA building fund had been sent.

The secretary's minutes were printed in the Tire Tracks and approved.

The secretary reported that Piedmont Region would hold their annual car show at Sam's Club on April 26<sup>th</sup>.

Stu Allen stated he needed stories for the Tire Tracks.

Nelson Driver reported on the ODMA meet to be held on June 13<sup>th</sup> at Natural Bridge.

Susan Gray gave the sunshine report as follows; Paul Wampler is at home and recovering, Marilou Redmond is at Stuart Draft Retirement Community doing well, and Dolly and Owen Harner are at the Bridgewater Home.

Scott Gregory reported on the website.

Jack Drago reported on the 70<sup>th</sup> anniversary party to be held on April 19<sup>th</sup> at Jim Rimel's Barn on Route 250 west of Staunton.

Walter Wilson gave a very interesting program on Thomas Nelson Conrad a confederate spy who later became the president of Va. Tech.

The meeting was adjourned,  
Respectfully submitted,  
Robbie Gray, Sec.

**APRIL BIRTHDAYS**

**Nancy Coiner**  
**Tom Kempton**  
**Jimmy Kilbourne**  
**Bob Kuykendall**  
**Robbie Kuykendall**  
**Claudette Obenschain**  
**Janice Shanholtzer**  
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**Piedmont Region Meetings are the  
 4th Monday each month at 7PM.  
 They meet at the Cavalier Diner,  
 1403 Emmet St. N.**

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

### This list of cars for sale from Dick McIninch

1915 Buick C25 Touring Car,  
 1930 Ford Model A Deluxe Roadster,  
 1936 Rolls Royce Phantom III Drophead Coupe,  
 1936 Ford Deluxe Touring Sedan,  
 1956 Ford Fairlane Town Sedan,  
 1966 Ford Mustang Convertible,  
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