



TIRE TRACKS

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

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the
**Waynesboro-
Staunton Region
Antique Automobile
Club of America**



RAMBLINGS FROM THE PRESIDENT



I bought a chicken from one website, and an egg from another, I'll let you know....

If I don't do anything else this year, I am going to express the club's deep appreciation to our editor Stu Allen for the OUTSTANDING job he has done to produce the club newsletter, TIRE TRACKS. His dedication, creative skill and hours spent each month reflect on his love for our automotive community. THANK YOU Stu!

December 31st saw a bunch of us gather at Jim and Sue Gregory's house for a New Years party. As soon as entering, Sue told us NOT to go near her cat, "FANG", as it was not people friendly. Not 10 minutes later, Ken Farley greeted the cat with a "Hi cat". It was luck being on our side that the rescue squad was located about a mile away, as they had a shredded Ken loaded and partially leak controlled for a trip to the emergency room for repairs. I've been to murder scenes that were less gruesome. "FANG" is some type of cross bred cougar and pit bull with a worse attitude. It took 3 Fish and Gamecops with a giant net to corner the beast, resulting in a furious battle of hand to claw. Netted, the cat now went full on berserk. Solution at hand was when I put in 2 drops of Robbie Gray's fruit flavored Georgia bootleg "SCREECH" in the cats food dish, slid it under the net, and it was good night kitty. This stuff would peel the chrome off a bumper. And if you must know, yes it was good going down, albeit a tad (WOW) warm when it hit bottom. Jim then served up huge home made portions of delicious hors doeuvres and treats to which we consumed with vigor. Jim should have been in the restaurant business. Great fellowship and conversation ended a great New Years Eve party. By the way, I was handcuffed to prevent me from turning Sue's furniture into fire wood as I did the last time.

January 5th at Weesies in Waynesboro had Rick Downs, Jim Belcher Jr and I devouring pancakes while discussing the program to be presented to the members at our upcoming meeting at Mrs. Rowes. And yes, the apes in suits were sitting at surrounding tables.

January 11th was lunch with Dave and Pam Potter at Fancesco's in Bridgewater, followed by a cow path tour to the Verona Antique Mall. We only walked 5 of the 17 or so avenues at the mall and left a small pile of money at the register. Easy come, easy go!!!

Wednesday night the 11th, we had a very subdued Board of Directors meeting at Stu's house with all of the board actually behaving like adults and not trashing our hosts home. New years resolution? Who knows? Maybe we're still recovering from the "SCREECH".

Saturday the 14th at Mrs Rowes 39 members heard a heart rendering and mesmerizing 1 1/2 hour presentation by Jim Belcher Jr. about the sinking of the WWII heavy cruiser USS Indianapolis and the personal story of his family. Many folks stayed well after the presentation to talk to Jim and to give him personal THANKS for the story. When you see Vice President Rick Downs, PLEASE give him thanks for his extreme time and effort for setting up the Jim Belcher presentation. Rick made it happen Saturday,

February 11th is our annual full on let's break the bank fun fest at the Weirs Cave Community Center for the Augusta County Fair Dinner/Auction. The folks running this event actually enjoy the antics of our club and always look forward to seeing us. I have a few tickets left at \$12 PP. At the door is \$15. Contact me if you'd like tickets.

I haven't gotten anything done today. I've been in the Produce Department trying to open this stupid plastic bag.

Jack Drago

Waynesboro-Staunton Region Meeting

January 14, 2023 Mrs. Rowe's in Staunton



Fred Hollen brought his 1956 Dodge Pickup on a cool winter day



Members arrive in anticipation of good food and an interesting program.



Ordering from the menu at Mrs. Rowe's is tough! So many choices.

Program—The USS Indianapolis



Our guest speaker was Mr. James Belcher Jr., son of Chief Petty Officer Radioman James Belcher, a survivor of the sinking of the USS Indianapolis on July 30, 1945. Jim (Jr.) is the only Japanese born child of a USS Indianapolis survivor. His parents met and married during the US occupation of Japan in the early '50's.

Jim is active in the USS Indianapolis Survivors Organization, having served as Reunion Coordinator (2006-2017). The 2023 Reunion will be held this summer In California, home of the last living survivor, Benician Harold Bray.



Jim's talk covered the sinking of the ship and the horrible conditions the survivors experienced during the 4 days before they were discovered and rescued. He told us of the individual stories he has heard from some of the 316 survivors and the work of the Survivors Organization to make certain that this tragic story and these men are not forgotten.

USS Indianapolis—The Story

Courtesy of Wikipedia



“USS *Indianapolis* (CL/CA-35) was a *Portland*-class heavy cruiser of the United States Navy, named for the city of Indianapolis, Indiana. Launched in 1931, it was the flagship for the commander of Scouting Force 1 for eight years, then flagship for Admiral Raymond Spruance in 1943 and 1944 while he commanded the Fifth Fleet in battles across the Central Pacific during World War II. In July 1945, *Indianapolis* completed a top-secret high-speed trip to deliver uranium and other components for "Little Boy", the first nuclear weapon ever used in combat, to the Tinian Naval Base, and subsequently departed for the Philippines on training duty.

At 0015 on 30 July, the ship was torpedoed by the Imperial Japanese Navy submarine *I-58*, and sank in 12 minutes. Of 1,195 crewmen aboard, approximately 300 went down with the ship. The remaining 890

faced exposure, dehydration, saltwater poisoning, and shark attacks while stranded in the open ocean with few lifeboats and almost no food or water.

The Navy only learned of the sinking four days later, when survivors were spotted by the crew of a PV-1 Ventura on routine patrol. A US Navy PBY seaplane crew landed to save those in the water. Only 316 survived.

The sinking of *Indianapolis* resulted in the greatest loss of life at sea from a single ship in the history of the US Navy. On 19 August 2017, a search team financed by Microsoft co-founder Paul Allen located the wreckage in the Philippine Sea lying at a depth of approximately 18,000 ft (5,500 m). On 20 December, 2018, the crew of *Indianapolis* was collectively awarded a Congressional Gold Medal.”

Notes from your Editor

Many of us “older” members had parents and relatives who served in WW II. Many, like my Dad, never talked about the war. After Dad passed away, I found a diary of his experiences serving on a destroyer in the Pacific during the last year of the war. As I remember, only six of the seventeen destroyers in their battle group survived and returned home. PTSD hadn’t been invented yet but I’m sure many of those returning combat veterans struggled with the memories and chose to not talk about it.

I think it is great that people like Jim Belcher are devoting their lives to preserving these stories. As part of a Navy family, I was aware of the USS Indianapolis story, but Jim’s presentation made it come alive. I’m not sure our grandkids get any exposure to American History, let alone the WW I and WW II experience. That’s a shame since they would gain respect for what our nation has gone through to preserve our freedom.

Jim displayed some of the many books written about the Indianapolis that would be good reading for our young Americans.

Stu Allen

Calendar of AACA Events & Community Car Events

FEB. 8 Wednesday, 7:00 PM Executive Board Meeting at Stu Allen's 265 Stayman Ln. Staunton

9-11 AACA Annual National Convention—Williamsburg, VA

This year's Annual Convention will include a welcome reception on Thursday evening; a vendor display and trade show on Friday and Saturday; a luncheon with "surprise" entertainment hosted by First Lady Denise Tuck on Friday; as well as a pinewood derby competition scheduled for Friday evening. In addition, numerous seminars are planned for Friday and Saturday involving many aspects of car maintenance, repair and history. Judging schools will be conducted on Saturday with classes for beginners and advanced classes along with the Team Captains' School. Saturday evening concludes the convention with a formal awards banquet to recognize the 2022 winners of National Awards for newsletters, websites, club service, judging, touring and car display.

Editor's note: Last year's meeting was moved to Williamsburg and proved to be a much better location than what many of us had experienced in Philadelphia.

**11 Augusta County Fair Benefit Auction—Weyers Cave Community Center
5:00 PM**

**19 Sunday 2:00 PM—Monthly Meeting at Francesco's—101 N. Main Street
in Bridgewater**

MAR. 8 Wednesday, 7:00 PM Executive Board Meeting at Stu Allen's 265 Stayman Ln. Staunton

**19 Sunday 2:00 PM—Monthly Meeting— Sooner BBQ, 2627 Stuarts Draft
Highway, Stuarts Draft.**

APR. 12 Wednesday, 7:00 PM Executive Board Meeting at Stu Allen's 265 Stayman Ln. Staunton

**13-16 Charlotte AutoFair, Charlotte Motor Speedway, 5555 Concord Parkway South,
Concord, NC. Hosted by the Hornets Nest Region**

**15 2023 Spring Nationals, Charlotte Motor Speedway, 5555 Concord Parkway South,
Concord, NC. Hosted by the Hornets Nest Region**

**16 Saturday, 2:00 PM – Monthly Meeting at Duane & Rebecca Perrins', 4177
Spring Hill Road, Staunton. Bring a dish to pass. Drinks, utensils and
paper goods provided. Program: "FIRE"**

*29 Saturday, 9:00 AM – "70 Years of Stars and Cars" Car Show, Eastside Speedway, 134 Al Gore Lane,
Waynesboro. Entry fee is \$20.*

**4/30-5/3 2023 Southeastern Divisional Tour, Oak Ridge, TN. Hosted by the East Tennessee
Region.**

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

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

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Minutes of the January 14, 2023 W-S Region Meeting

The Waynesboro-Staunton Region of the AACA held its January meeting on Saturday the 14th at Mrs. Rowe's Restaurant in Staunton at 2pm.

President Jack Drago opened the meeting by welcoming the 39 members and guest present. He stated the February 19th meeting would be at Francesco's in Bridgewater at 2 pm. The Expo Fair dinner tickets at the Weyers Cave Community Center are \$12 today from him or \$15 at the door. At this time, he adjourned the meeting for the meal.

Afterwards, the program on the USS Indianapolis was presented by James Belcher, Jr. which was very informative about the history and sailors of this ship.

Respectfully submitted,
Robbie Gray Sec.



FEBRUARY BIRTHDAYS



- Linda Albrecht**
- Steve Albrecht**
- Peggy Beverly**
- Nancy Bradfield**
- Glenn Brown**
- Shirley Farley**
- Duane Perrin**
- Jeannette Smith**



Overheating

By Fred Trusty
AACA Executive Vice President

Ever since I bought my 1935 Packard 120 it had an intermittent overheating issue but if I keep the car moving and it's no problem. Last year on the day of our local region picnic the temperature was in the low 90's but I decided to drive the Packard anyway. I thought, it's only 25 miles to the clubhouse so what could happen? Why is it that in situations like this what could happen always does? We got caught in stop and go traffic and the car overheated, died, and wouldn't restart. Sitting in a 1935 Packard at the side of the road on a humid 90-degree day is not fun but at least I could say, "my wife is hot." We got to ride home in a new chauffer driven Ford F-450 tow truck. Needless to say we were very late for the picnic, but the good news is there was still food left. Early this summer, I finally found time to start work on the overheating problem. Even after sitting in the garage all those months it fired right up. The first thing I checked was the thermostat. Using my cordless infrared thermometer, I heated a pan of water on the stove to 150 degrees and then put the thermostat in the water and then turned up the heat. Right at 160 degrees it opened. I let the water cool and it closed.

The second thing I did was pull the radiator out and have it pressure and flow tested. It tested fine plus the local shop didn't charge me anything. He said he liked old Packards. Next, I plugged the lower block coolant fitting and filled the block with water through the thermostat neck. Then I opened the block draincock and clean water came out with no rust or debris. Hmm! What to do next? I got on the AACA Forum. One of the posts said to check the coolant distribution tube that runs the length of the block behind the water pump. Off came the water pump and out came the tube. Both were in good shape. By now I'm thinking, "What the heck is going on here?" I called several friends to see if they could think of anything, but they suggested what I had already done. I must have read the cooling section in the Packard shop manual a dozen times. Then I looked at the parts diagram. The thermostat is held in the neck by a sleeve which is basically an open-ended cylinder with a flare on one end which is used to hold the thermostat in the neck. Someone who had worked on the car in the past had put the sleeve in backwards preventing the thermostat from opening. To be sure the sleeve was the problem, on a very hot day I drove the car slowly at a stop and go pace for about 30 minutes. The temperature stayed in the 160-180 degree range. Then I let it sit in the sun idling. After about 15 minutes the temperature started to go past the 180 degree mark but when I drove it the temperature went back down. At some point I might install an electric fan but for the time being I'm just going to drive and enjoy the car.

Battery Prices in the Good Old Days

*Wholesale prices from 1937 catalog
from Continental Products, Inc.
Chicago, IL.*

Have you priced car batteries lately? Be prepared for a sticker shock. It seems like only 8 or 10 years ago a typical 6 or 12 volt battery for our cars was around \$100. I just got a quote for a replacement battery for my 2018 Chevy Equinox—\$237. Ouch! Competition from electric car battery packs using the raw materials?

Stu Allen



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Y-62513	45	For *FORD V8 '33-38 & CHEVROLET '37-38	10 1/2"	7"	8"	4.85	4.75
Y-62511	45	For Cars other than above	10 1/2"	7"	8 3/4"	4.85	4.75
Y-62526	45	For 1938 BUICK, OLDS., PONTIAC...	19 1/2"	4"	8 1/2"	5.36	5.25

*1937-38 FORDS use No. A-520 Vent Cap listed elsewhere on this page.

BEST-BET GUARANTEED TWO YEARS
ON A SERVICE BASIS

Stock Number	No. of Plates	Car and Model	Dimensions			Each	Less 2% or. Net
			Length	Width	Hght.		
Y-62520	45	For CHEVROLET 6 cyl. 1929-36.....	9 1/4"	7"	8 3/4"	5.08	4.98
Y-62522	45	For cars other than Ford V8 and Chev. 6 cyl. . .	9 1/4"	7"	8 3/4"	5.08	4.98
Y-62518	51	For *FORD V8 '33-38 & CHEVROLET '37-38	10 1/2"	7"	8"	6.07	5.95
Y-62524	51	†For all popular cars. . .	10 1/2"	7"	8 3/4"	6.07	5.95

*1937-38 FORDS use No. A-520 Vent Cap listed elsewhere on this page. †Will not fit FORD "V8" 1933-38 or CHEVROLET 1937-38. Order No. Y-62518 for these cars.



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olcarfn@aol.com Dick McIninch



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