



TIRE TRACKS

April 2016

THE ELECTRONIC VERSION



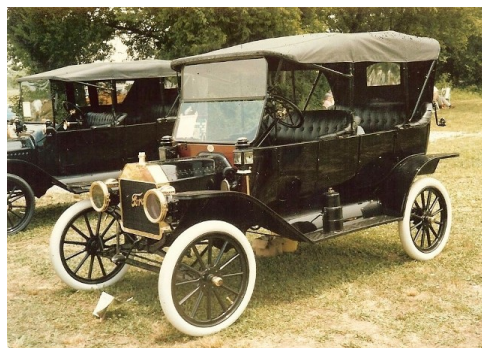
Greetings, Waynesboro—Staunton Region Members & Friends,

On Wednesday afternoon, March 23, while spending some quality time in the garage, I heard a big plane flying overhead. Since it was a beautiful day, I had the garage door open and walked outside to see the Columbine II (Ike's "Air Force One") heading for its new home at Dynamic Aviation in Bridgewater. This is the 1948 Lockheed C-121 Constellation that was the first plane designated as Air Force One. Karl Stoltzfus, founder of Dynamic Aviation, found and purchased this plane in Arizona, and his guys have been working for more than a year to get it air-worthy so it could be flown to Virginia. The remaining restoration will take place in Dayton and it will then it will go on the air show circuit and be shown to the public. If we are lucky, we may get to see the progress on this project when we attend the Dynamic Aviation show in October.

Some of our members have taken on major restoration projects over the years that were much smaller in scale but no less challenging. Here are a couple of examples:



Our late member Willis Clemmer got a Model "T" out of a barn and turned into a trophy winning restoration.



Jim Gregory brought home a real project in 1990 when he bought this 1933 Franklin in Texas. After he completed the restoration, the car won a First Junior at the 75th AACA Anniversary Meet in Louisville in 2010.



We may not want to tackle restoring anything like Air Force One, but we have lots of examples in our Region of members having the vision to see through the rust and with years of work and considerable expense, coming up with beautiful vehicles that will hopefully be preserved to be appreciated by future generations

Stu Allen—Editor

APRIL MEETING: Sunday, April 19, 2 PM, Business Meeting at Thai Staunton Restaurant, 1000 Greenville Ave. Staunton, Program—"All Your Ducks in a Row" - Mary Ann Stripling



TIRE TRACKS

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PRESIDENT'S MESSAGE

It seems that I always start my President's Message in the same old way, so here it is again. We had another great meeting this past Sunday, March 20th at Mrs. Rowe's in Staunton. It was very well attended. Mary Helen Ayers made it back and appears to be doing very well. She said that she would soon be off of her cane and walker. We welcomed first time new members, Jimmy and Sheila Kilbourne, to our meeting. Alfred Meyer arranged another great presentation, this time on "Trends in the Antique Car Hobby", presented by Brian Rhodes (substituting for Bruce Elder), Dick McNinch and yours truly. I hope everyone got something out of this presentation.

Please keep Clarice Allen, Owen Harner and Bruce Elder in your prayers for a speedy recovery. Also, we send our sympathies to Bill and Joyce Jackameit in the recent loss of their daughter. Mary Helen is taking back over her duties as our Sunshine Lady, so please keep her informed of any member's needs, etc.

At the meeting there were more events announced for us to plan for this year. I hope everyone will be getting their vehicles ready for another fun year showing, touring or just plain enjoying their old vehicle. Please keep up with the events in your Tire Tracks and on our Website so you can make long range plans to join in all the Region events. You do not want to miss out on the fun.

As I announced at the meeting, your Board has been discussing ways to have more needed income for the Region. Our dues fall short of covering the Region expenses. So I am asking all members to think of any way that we may generate additional income for our Region. We have already talked about holding meets and/or tours on a National and regional level or possibly holding a flea market or something else.

At our next meeting in April I would like for you to present any ideas so the Board can review them and present our findings to you at the May meeting if possible.

I know this all sounds like a lot of work and it is. It will take a lot of time and effort just like anything else, but it is the final results that we all get to enjoy. We have a great membership with a lot of dedicated people, so I know we can make this happen.

Again, thank you for your support.

Ken Farley



Staunton Motor Company (Buick Dealer circa 1915)

Editor's Note

*On page 3 is the third of our regular Tire Tracks features on **First Cars** but I need your help! We all had a first car and I want to tell your story. Please send me your story and a picture if possible and we'll use it in future issues during 2016. Thanks to Duane for his reminiscing!*

March 20 W-S Meeting at Mrs. Rowes

We had a good turnout at the March meeting in spite of the cold snap that greeted us that day. Everyone ordered from the menu and the service was excellent and the food was good as usual.



The program for the meeting was “Trends in the Antique Car Hobby—What’s Hot-What’s Not”. The first speaker for the 3 person panel was Brian Rhodes from Bruce Elder’s Antique car dealership in Staunton. Brian told us that in his business the biggest challenge is to get the seller and buyer to agree on a realistic price. Some sellers that have paid for an expensive restoration must realize that they will probably never recover that expense when selling the car. When younger people with different tastes reach the age where they have the disposable income to get into the hobby, some segments of the market will go up, some down. His advice was that markets will change for collector cars but “good cars” will hold their value as the population ages.



Member Dick McNinch representing Auto Appraisal Group Inc. told us about his collection and the fact that his collector cars represent nostalgia from earlier days in growing up. He believes that most of us are motivated by memories of cars our families owned or that made a big impression on us when we were younger.



W-S President Ken Farley, who represents International Vehicle Appraisers Network, talked about the changing demand for cars and the fact that today’s young people may not have the same taste for collector cars as most of our members have today. Our challenge is to get younger members involved who will appreciate the original cars that are the focus of AACA.



In the question/answer session that followed, the speakers told us to not be overly influenced by the current auctions on TV that don’t really represent a true picture of collector car values.

What I took away from this panel discussion was what we’ve all heard before: Buy (and keep) good quality cars that you like and don’t worry about what the current market value is.

Stu Allen—Editor

Additions to 2016 Roster

Please add to your 2016 Roster (late or lost renewals)

Embres, Michael and Sharon
100 Amber Lane
Bridgewater, VA 22812
540-828-4569—Home
540-820-5286—Cell

Von Bermuth, Robert and Judy
597 Rockfish Road
Waynesboro, VA 22980
540-946-0023 Home
540-836-8996 Cell
Email: Bob.vB@outlook.com

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

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

MY FIRST CAR(S)

By Duane Perrin

As a teenager growing up during the Happy Days, I had an interest in hot rods. Those were the days of local hot rod clubs, each with their own jackets and cast aluminum name plaques for cars. There were thousands of such clubs in the Midwest. Our town of Albert Lea, Minnesota had at least a half-dozen. Being in a hot rod club and wearing your club jacket to school was the cool thing to do. I couldn't afford a car of my own, but I hung out with some guys who were members of one of the clubs. They had their own garage, only a few blocks from my house. I helped the guys butcher countless Model A's, plus an occasional 32 Ford or some less common make. You could buy a decent Model A for about \$35 - \$50 then, if it didn't run. All that was important is that the body wasn't rusted out. The usual drill was to first remove the original engine, wheels, bumpers and interior. Those parts were just thrown in the trash. Then we would remove a few leaves from the springs, channel the body and/or chop the top to make it lower. I knew how to weld, so I usually did the body modifications. We used a lot of fiberglass too. The new engine was whatever we could get cheap – usually a Chevy V-8, but other makes would also do. The important thing in selecting an engine was that it ran. If it ran it was cleaned up and installed as is - no engine rebuild was necessary. We used whatever transmission came with the engine. One of the guys was the son of a junk yard owner, so we had a pretty good supply of cheap parts and good used tires. I guess the cars were what would now be called rat rods, but that term hadn't been invented yet.

My older brother had totaled two cars before he graduated from High School, so my dad thought it would be better if I didn't have my own car. He bought a 1940 Nash Lafayette in drivable condition for \$50. It was mine to drive to school and to my after-school job as long as I paid for gas and repairs, and shared it with my sister. The Nash was pretty gutless and if you tried to shift fast it got hung up in neutral and you had to get out and put the linkage under the hood back in place, so Dad figured I wouldn't be drag racing with it. So that Nash was kind of like my first car, although it wasn't actually titled in my name. It wasn't much of a car, but it was freedom. On weekends I scoured the back roads with it, looking for a suitable old car for my own hot rod project. I could have easily settled for a Model A, but I wanted some oddball make that would be a little more unique. I also hoped to find a coupe or roadster, but sedans were much more plentiful. I figured my budget was about \$100, which had to include the car, engine, wheels and tires, so suffice it to say my choices were limited. I never found a car to buy while in high school. The Nash had to do.

I went off to college without a car, but I had a good friend Dave who had a 1957 Chevy. He liked old cars too. We would watch the ads in the Minneapolis Tribune for old cars and go to look at them. Most were priced well beyond my means, but I gained a little experience and knowledge about old cars. Often I would look at a car and then make some ridiculously low offer which the seller would inevitably reject, giving me a reason to leave and still save face. Finally, during Final Week of my Freshman year, Dave and I went to look at a 1931 Willys. To put things in perspective, the Willys was 32 years old at the time. That's equivalent to buying a 1984 car now.

The seller's asking price was \$175. I offered him \$90 and prepared to leave, but to my surprise he countered at \$110. We finally settled on \$104, and at age 19 I had bought my first car.

I had a job in Idaho that summer, so I just had time to get the car home to Albert Lea before leaving. My initial intent was to hot rod it, but while in Idaho one of my co-workers who had a 1922 Essex convinced me that I ought to restore it instead. I worked in my dad's gas station the next summer. Dad helped me rebuild the engine. Dad's station was a weekend drop-off and pick-up place for a chrome plating shop across the street, and in exchange for this service they did all the chrome plating for free. A guy who ran a body shop owed my dad some money, so he fixed a dented fender and painted the car in exchange for the debt. So, within a couple of years I had the car running well and looking fairly decent with very little investment. Then there came graduation, marriage, grad school, raising a family, new jobs and moving several times. With all those other things competing for my time, it took me over 15 more years to completely finish the restoration. I re-did some of the things I hadn't done quite right the first time. I found optional wire wheels and welled fenders at Hershey and converted it to a DeLuxe version. I ruined my wife's sewing machine doing the upholstery myself, but I learned a lot and the upholstery looked good. I didn't own a trailer then. I drove the Willys over 10,000 miles after restoration, including one four-week trip from Virginia to Minnesota and back, with the whole family. This wasn't an organized tour with any club – we just went on our own. It never left us stranded. The car was also used in a movie made in Washington, DC.

I owned the Willys for a total of 22 years. Eventually I sold it in order to buy another antique car, and have "traded up" numerous times since then. I still have a lot of good memories of that old Willys, though. It's a good example of how a young guy with very little money could get into the hobby and have a lot of fun with an old car. Since the car was fully restored, it no doubt is still around someplace, but I have lost track of it. Last I knew it was somewhere in South Carolina.



1940 Nash Lafayette



1931 Willys



1931 Willys in the
DC Movie

Calendar of AACA Events and Community Car Events

APR. 7-10 AACA April Spring Meet, Charlotte, NC. Hosted by Hornets Nest Region.

16 *Saturday—1st Annual Kate Collins Middle School Car Show, 9-3, 1625 Ivy St. Waynesboro. More info. Call Candra Carter (540)649-2020*

17 Sunday, 2 PM, Business Meeting at Thai Staunton Restaurant, 1000 Greenville Ave. Staunton, Program—"All Your Ducks in a Row" - Mary Ann Stripling

24 **Sunday, 9 AM (Judging starts at 11AM) , 42nd Piedmont Region AACA Car Show. Behind Sam's Club, Route 29 North, Charlottesville VA. Application is on the Piedmont website.**

29-30 Friday & Saturday, 63rd Annual Old Dominion Meet to be held at Patrick Henry Community College, Martinsville. Sponsored by [ODMA](#) and hosted by the [Martinsville -Danville Region](#). Host Hotel - Dutch Inn, Collinsville. See website for details.

MAY 5-7 AACA Special Meet, Auburn, Indiana. Hosted by AACA National.

7 *Saturday-The Barn Car Show, 10:30 AM - 2:30 PM, 2165 Churchville Ave., Staunton. Registration-\$20 per vehicle, benefits Blue Ridge Area Food Bank. More information - Jim Rimel at 540-290-2194.*

7 *Saturday-Third Annual Doooms Day Cruise In, 10 AM - 2 PM, Smyrna Presbyterian Church, Doooms. Admission - A non-perishable item for the Food Pantry. More information - Reggie Hiner - 540-943-5853*

14 *Waynesboro Motorsports Show, Willow Oak Plaza, Waynesboro, VA. More information—Mel Redmond—540-949-7075*

15 Sunday, 2 PM, Business Meeting & Picnic at Tinkling Spring Presbyterian Church & Pavilion, Fishersville. Bring a dish or dessert to share. Club will provide plates, cups, utensils, and beverages. Program - "Early American Patriots and the Tinkling Spring Church" by Bob Kuykendall.

28 *Saturday, 9 AM - 1 PM, Wilson Workforce and Rehabilitation Center Foundation Fundraiser at WWRC, Fishersville. 4th Annual Vehicle Display for these clubs: Corvair, Corvette, Model A, Mustang, and Waynesboro-Staunton AACA*

JUNE 3-4 [AACA](#) Annual Grand National, Williamsport, PA. Hosted by [Susquehannock Region](#).

4 **Historic Fredericksburg Region [AACA](#) 59th Annual Car Show. Hosted by [Historic Fredericksburg Region](#)**

12-17 **[AACA](#) Sentimental Tour, Salisbury, NC. Hosted by [Hornets Nest Region](#).**

19 Sunday, 2 PM, Business Meeting at the [Golden Corral, 51 Apple Tree Lane, Waynesboro](#)—Program - "2015 Glidden Tour Roundtable"

24 Friday, 6 PM, Car Display at Stuarts Draft Retirement Community. Ice Cream Social & People's Choice Award.

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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March 20 Waynesboro-Staunton Region Meeting Minutes

On Sunday, March 20th, 2016, the Waynesboro-Staunton region of the AACA held its meeting at Mrs. Rowe's in Staunton. President Ken Farley opened the meeting and welcomed the 44 members and visitor. He recognized the new members Jimmy and Sheila Kilbourne. Mel Redmond asked the blessing.

After lunch, Mary Helen Ayers gave the sunshine report. She stated that Clarice Allen and Owen Harner were both at home and offered our condolences to the Jackameits on the loss of their daughter.

The secretary's report was approved as printed in Tire Tracks.

Jack Drago gave the treasurer's report which was approved.

Ken had received a e-mail from the AACA President Bob Parish about the possibility of doing a national tour and correspondence from Lars Anderson Vice President of Membership.

Vice President Alfred Meyer gave the activities report which is listed in Tire Tracks and on the website. Alfred asked who would be attending the ODMA meet in April on Friday and Saturday. He also, asked who like to go to Smith Mt. Lake in June for the cruise and lunch.

The committee reports are as follows; ODMA meet will need to know who will be judges and we had six volunteers.

Scott Gregory gave the website report stating the new website would be up and running by May.

Mary Helen Ayers stated she had mailed letters to the AACA members in our area who were not members of the our local region.

Ken stated the club needed to consider events to create club income and the possibility of a national tour.

The 50/50 was \$35 and won by Joyce McIninch.

The program was "Trends in the Antique Car Hobby" presented by Brian Rhodes, Dick McIninch and Ken Farley.

Respectfully submitted,

Robbie Gray, Sec.

Mary Helen is Back!

After recovering rapidly from her injury,

Mary Helen Ayers is back as our Sunshine Reporter. Please notify her of any illness, etc. in our club.
(540) 942-4033



APRIL BIRTHDAYS

Nancy Coiner

Anna Craun

Tom Kempton

Bob Kuykendall

Robbie Kuykendall

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Janet Meyer

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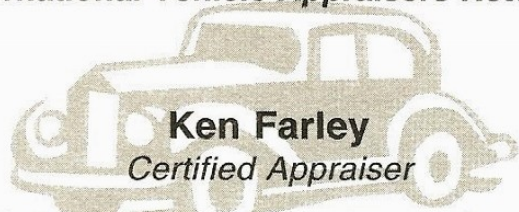
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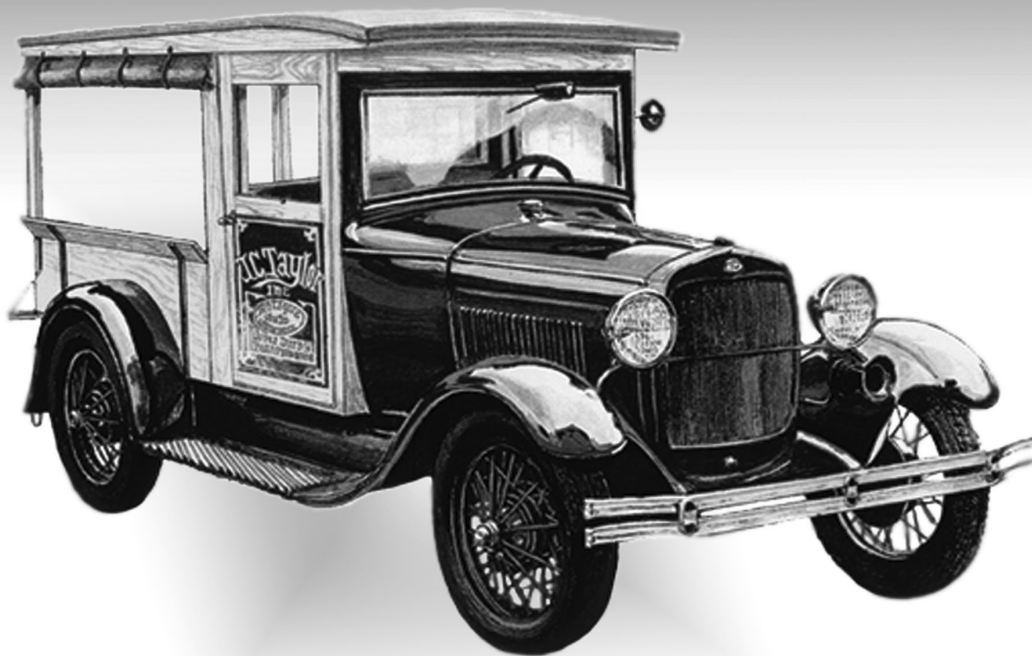
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