



JULY 2013



TIRE TRACKS THE ELECTRONIC VERSION

Greetings Members and Friends,

Clarice and I had the pleasure this past week of hosting a Boy Scout troop (with our son and grandson) from Rochester NY, that had travelled to the valley to do some back-packing in Shenandoah National Park. After hiking for 6 days (all up hill!) they returned to our place and stayed overnight prior to travelling home. After dinner Saturday night, I took the opportunity to get the 1917 Buick Roadster out and give them each a ride around the neighborhood. I wasn't sure they would care about riding in an old car but was pleasantly surprised by their reactions.

Some of the comments really got me thinking about how we can get young people interested in our hobby. I'd not thought about it but most of these young men (ages 16—21) had never ridden in a car built earlier than the 1990's! They seemed really impressed that a car 96 years old could actually carry them down the road in relative comfort. One of the guys remarked that when I told them I had antique cars, he never imagined that they would actually run.

After the ride they wanted a garage tour so we visited the rest of the cars. They were fascinated by the Corvair since many of them had never seen a rear engine car and couldn't believe the trunk in front. They thought the car looked like some of the full-sized cars of today and I explained that the Corvair was an early effort by GM to build a compact car. Next, they compared the length of the '49 Buick Super to the Suburban parked beside it and exclaimed that it was a really big car. Then we moved on to the '57 Roadmaster that is even bigger and they were amazed at the interior room and the overall size of the car. Seeing these vehicles through their eyes made me realize that we all should make more efforts to expose kids to our treasured cars. Did I convert any of these Scouts into car guys? Probably not, but I think we gave them an appreciation for the hobby and maybe someday down the road, they might get the urge to own an "antique". We need to recognize that in their eyes the antique might be a 1992 Buick Regal that most of us old guys would consider simply a "used car".

When is the last time you took the opportunity to show a young person your car? We all need to look for ways to get young people involved in the hobby and a simple ride in an old car or a short garage tour might be just the thing to spark interest in the next generation of car guys and gals.

Stu Allen-Editor

W-S Region Tour Banners

President Doris Stone has come up with cool Touring Banners to advertise our club and provide some added visibility to our old cars as we tour.



If you are interested in purchasing a banner, send me an email and we'll place an order. Cost will be \$15.00.

Stu Allen—stuscar@aol.com

NEXT MEETING : : Saturday July13, 10AM-2PM. Baldwin Park Car Display and monthly W/S Region meeting. 21 Woodlee Road. Staunton. Bring your lawn chairs and your appetite.



TIRE TRACKS

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PRESIDENT'S MESSAGE

Summer has officially arrived. Have you had your antique vehicle out of the garage and to a cruise-in, tour, meeting, or picnic? We have had many days when the weather was lovely for old car activities.

We had beautiful weather for our June event—a visit to the Stuarts Draft Retirement Community. A total of 17 cars participated. The residents enjoyed looking at our cars and talking to the owners. The club members enjoyed visiting with the residents too and eating ice cream. The residents voted for their favorite cars and three members went home with awards. Susan Gray received first place for her 1980 Shay Roadster (Model A); Robbie Gray second place for his 1929 Model A Huckster; and Bob and Charlotte Kuykendall third place for their 1929 Model A Coupe. If you want to receive an award next year, drive a Model A!!

On Fathers' Day, John and I joined the Tri-County Region for a delightful hour-long drive through some of western and northern Rockingham County's rural areas. We saw many farms, animals, splendid mountain views, and some unrestored cars, buses, and trucks that Tour Director Greg Riddle pointed out in his excellent, detailed tour directions. The tour concluded at the BBQ Ranch where many of us enjoyed pork BBQ sandwiches. Afterwards, we stopped by W-S Region member Joe Yancey's house. Joe has a garage and a room in his house filled with an extensive collection of antiques including thermometers, signs, air pumps, etc., that is as good as it gets. Maybe Joe will invite the club to visit.

We had unusually nice weather for our trip to Washington, D.C. on June 19 to attend the American Motorcyclist Association (AMA) "E-15: Fuel for Thought" rally at the U.S. Capitol. We drove our 1974 Plymouth and were joined by many other antique cars, some older and some newer.

We were parked on the National Mall close to many motorcycles from all over. (I talked to one cyclist from Chicago.) The event began with motorcyclists riding around the Capitol followed by a rally with numerous federal lawmakers speaking about their concerns over E15 fuel. Our own AACA National President Tom Cox spoke to the audience telling them that E-15 is a serious concern for antique car hobbyists too. He also thanked the AMA for organizing the event. Also attending were Past National Presidents Herb Oakes and Earl Beauchamp and current Board Member Wayne Burgess.

U.S. Representative Bill Posey (R-Fla.) had the following to say: "There are three things you need to know about E15: It's bad. It's bad. It's bad. We all know what it can do to cars.... to bikes....to racecars....to motorboats..... to lawnmowers. It's not good for anything." And Rep. Tim Griffin (R-Ark.) said, "E15 is a disaster in the making." After lunch in the Dirksen Senate Office Building, many of the cyclists visited their congressional delegations' offices to ask for support for legislation that calls for independent research into the effects of E15 fuel on motorcycles and ATVs. I'm sure you will hear more about E15 in the future. It was an interesting and eventful day, and we are glad we attended.

Our club has another old car activity coming up on Saturday, July 13, from 10 a.m. to 2 p.m. We will be displaying our cars at Baldwin Park in Staunton. Come join the fun.



Photos courtesy of the Stones



Time to Stop E15 Ethanol

By Herb Oakes, AACA
Director of Legislation

Published in AACA Spring Rummage Box

A lot has changed in recent years regarding government mandates that renewable fuel be blended into gasoline. That's not good news for owners of vintage or high-performance vehicles because ethanol increases water formation, which can corrode metals. Ethanol can also dissolve plastics and rubber. Both types of reactions damage engines and fuel systems, and intensify over a period of time when the vehicle is not used. Many pre-2001 cars and parts were not constructed with materials that resist ethanol's chemical properties. Higher concentrations of ethanol may also burn hotter, placing current high-performance specialty parts at risk. More than 90 percent of all gasoline in the U.S. now contains up to 10% ethanol (E10). In fact, the amount of ethanol to be blended is increasing every year and the only way to meet the current mandate is to use 15% ethanol (E15). Soon it will be E20 and E30 unless the man-dates are changed. The E15 formulation is even worse, as it damages marine engines and lawn and garden equipment in addition to historic vehicles. Frankly, ethanol is not a good solution to anything as it creates more pollution, lowers horsepower, and reduces fuel economy. It points out the failure of government to properly do its research before making this stuff available. In fact, most automakers have not certified their vehicles to E15, and they will void new-car warranties if there is E15 damage. The life span of a vehicle and equipment can be dramatically reduced with the wrong fuel, and vintage car owners could be confronted with breakdowns because of it. Anti-corrosion additives are available for each purchase of gasoline, but they are not only expensive, burdensome and require consumer education, they may not work well, either. They increase the chance of vapor lock, which is a huge problem when old cars are run on gas with ethanol.

While there is no mandate that motorists put E10 in their collector vehicles, off-road vehicles, motorcycles or small engines, unblended gasoline is disappearing from the marketplace. You may not even be aware of it since some states like California don't require an E10 gas-pump label. There is at least one website that lists by state and city gas stations that sell unblended ethanol-free gasoline: pure-gas.org. I'll note that this is a volunteer effort and the station where I buy my ethanol-free gas is not on the list. If you find a station that is not listed, provide the website contact with the name and address.

There are new bills in congress that may bring us relief. I am asking AACA members to get involved and support those bills. If we each contact elected officials about our concerns, I believe it will get some attention. Also, pay attention to what Colby Martin has to say in the adjoining article. The SEMA Action Network (SAN) is uniting automobile enthusiasts, keeping them informed on this and related topics free of charge.

Their website (semaSAN.com) lists the bills that are moving through congress and ways that you can contact your elected rep-resentatives to ask for their help.

With AACA's 60,000-plus members, I believe we can be a driving force in this important issue. GET THE CORN OUT OF GASOLINE.

Burning Food for Fuel: The Case Against Ethanol

By Colby Martin
SEMA Action Network

On a steady diet of corn, a staggering number of vintage vehicles in the U.S. are now suffering from clogged arteries. The culprit? Ethanol. The issue is straightfoward. Countries around the world are supplementing their gasoline with biofuels, primarily ethanol. In the U.S., ethanol is distilled from corn, but cellulosic ethanol can also be distilled from switchgrass, sugarcane, wood chips and other agricultural by-products. Supplementing the petroleum-based fuel supply in this manner may be a well-intentioned effort to reduce oil dependency, but it is not cost-effective and results in severe consequences to your collector vehicle's engine.

Most new vehicles are constructed with materials that resist ethanol's potentially harmful properties when small concentrations of the biofuel are used, such as 10 per-cent ethanol by volume (E10). However, that is not the case with older cars and current high-performance specialty parts. Condensation created by this gasoline can damage engines and result in corrosion, rust, clogging and deterioration of fuel system components.

The U.S. Congress enacted the "Renewable Fuel Standard (RFS)" in 2005 and set ambitious mandates for the amount of ethanol to be blended into gasoline each year, going from nine billion gallons in 2008 to 36 billion gallons by 2022. In order to meet the ever-growing FRS biofuel mandate, the U.S. Environmental Protection Agency recently permitted the sale of 15% ethanol (E15) in gasoline. In the process, the EPA acknowledged that E15 poses a risk to older cars and therefore made it illegal to fuel pre-2001 vehicles. However, the agency is only requiring a gasoline pump warning label to alert motorists that E15 could potentially cause equipment failure in older vehicles.

Continued on page 3

Continued from page 2

The EPA's decision has spawned a huge battle across America. A coalition of unlikely partners have come together to fight E15. They include organizations like SEMA Action Network (SAN), which represents collector cars and their owners, along with the boating industry, lawn equipment manufacturers and the oil industry. It also includes the food industry (corn prices are increasing) and environmentalists (the land, transportation and energy costs to produce ethanol undermine the benefits).

The battle's outcome is still unknown. The EPA's decision is being challenged before the U.S. Supreme Court. In congress, lawmakers are considering legislation to ban E15 and also reduce the RFS mandates, the driving force behind E15. Both HR 875 in the U.S. House of Representatives and S. 344 in the U.S. Senate are supported by SAN. A time-frame for resolving the debate is unclear but the issue has become very contentious. While it is now legal to sell E15 in America, there are only a handful of stations currently marketing the product. The infrastructure for most stations has not yet been certified for the fuel. More importantly, most automakers have not certified their vehicles for E15. Therefore, they may void the warranty for any E15-related damage. This year, states like Florida, Maine, Oregon and West Virginia have taken the lead in dealing with the ethanol issue. In fact, in Florida there is legislation to repeal the requirement that all gasoline offered for sale in the state contain a percentage of ethanol. As this article went to print, the bill had been approved by the Florida House of Representatives by an overwhelming 77-39 vote and sent to the senate for consideration. Currently, Florida requires that all gasoline sold by a supplier, importer, blender or wholesaler contain 9-10 percent ethanol, or other alternative fuel, by volume.

Thankfully, there are many lawmakers who support the automotive pastime. We know that some lawmakers are big fans of collector cars, vehicle exhibitions and auto racing. In congress, many of these representatives and senators have joined the Congressional Automotive Performance and Motor Sports caucus. Likewise, state lawmakers have joined the companion State Automotive Enthusiast Leadership Caucus.

Lawmakers count on voters to help guide many decisions, and it certainly helps when they simultaneously hear from many with the same feelings on a topic at the same time. In short, our only hope to continue advancing our automotive freedoms is to unite our voices. You, your friends, family and colleagues can join the good fight by enlisting in the SEMA SAN at semaSAN.com/Join without fee or obligation. SEMA SAN members respond to timely e-mail updates on bills like these as they move through the legislature.

For auto enthusiasts in the U.S., the message to lawmakers and regulators has been clear: "Hit the brakes on E15." On behalf of the entire SEMA SAN, we look forward to counting you among our growing force fighting the good fight for our vehicles.

Ignited We Stand!

Editor's note: Colby Martin is director of SEMA Action Network. For more information, go to semaSAN.com or contact Colby directly:

1575 S. Valley Vista Dr., Diamond Bar, CA 91765

Direct: 909-978-6721 • ColbyM@sema.org

BALDWIN PARK CAR DISPLAY

It's time for our annual Car Display at Baldwin Park (Brightview). The Model A Club will be joining us again this year. Join us for a relaxing time in a beautiful setting (and a free lunch). The residents look forward to our visit each year.

Saturday, July 13, 2013 10 AM—2PM.

SCENES FROM 2012



2013 Calendar of Events

<u>JULY</u>	13	Saturday, 10AM-2PM. Baldwin Park Car Display and monthly W/S Region meeting. 21 Woodlee Road. Staunton.
	14-19	AACA Vintage Tour (pre-1932 vehicles) Frederick, MD - Sugar Loaf Mtn. Region
	25-27	AACA Central Fall Meet, Grand Forks, ND—North Dakota Region
<u>AUG.</u>	14	Weds. W/S Board Meeting 7:00 pm
	18	Sunday, 1:30 PM, Annual Picnic Meeting with Tri-County Region at Grand Caverns Park, Grottoes. Bring a dish to share and a lawn chair or two. Fried chicken, drinks, ice, plates, cups, & utensils provided.
	18-21	AACA Southeastern Divisional Tour, Flat Rock, NC - Great Smoky Mtns. Region
<u>SEPT</u>	8-13	Glidden Tour (pre-1943 vehicles), Chattanooga, TN - AACA
	11	Weds. W/S Board Meeting 7:00 pm
	15	Sunday, 1:30 PM, Annual Auction & Steak Fry at Coyner Springs Park, Waynesboro.
	19-21	AACA Southeastern Fall Meet, Cleveland, TN - Cherokee Valley Region
	21	Saturday, 10 AM, Staunton Mall 3rd Annual Car Show to benefit Blue Ridge Area Foodbank. Admission - Donate a non-perishable food item (canned goods are popular). Info - (540) 885-0315)

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

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



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Tire Tracks

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8883 Fox Hill Drive
Port Republic, VA 24471-2134
(540)-289-5520

Vice President: Jack Drago
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From the Editor's Desk

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

Stuart Allen

265 Stayman Lane

Staunton, VA 24401

Phone: 540-886-8056 (Home)

540-290-0329 (Cell)

email: stuscar@aol.com

Notes from June 14, 2013 **W/S Region Meeting**

The Waynesboro/Staunton Region of the AACA instead of a meeting held a car show for the residents of the Stuarts Draft Retirement Community in Stuarts Draft on Friday evening June 14th from 6 to 8 pm. There were 17 cars present with many members and guests. In addition, ice cream was served and all enjoyed the show.

The next meeting will be at Baldwin Park in July. Check the Tire Tracks or the web site for times and dates.

Respectfully submitted

Robbie Gray, Sec.



SDRC Resident checks the T-Bird



"My Dad had one like this"



Winners– Bob Kuykendall, Susan & Robbie Gray

Thank You Note from Stuarts Draft Retirement Community

Dear Jack (Drago),
Please offer our thanks to everyone who participated in the car show last Friday. It was an amazing time for everyone who attended. The folks are still talking about it. These kinds of activities mean so much to our residents! We were able to bring several people up from the Meadows, folks who have dementia, and they just couldn't believe how many cars were there. One of the gentlemen said it was the best thing he had ever been able to be at in a long time. That made my heart happy!! So, thanks to all of you and may God bless you for being so kind to us!
Sincerely,
Karen Moore

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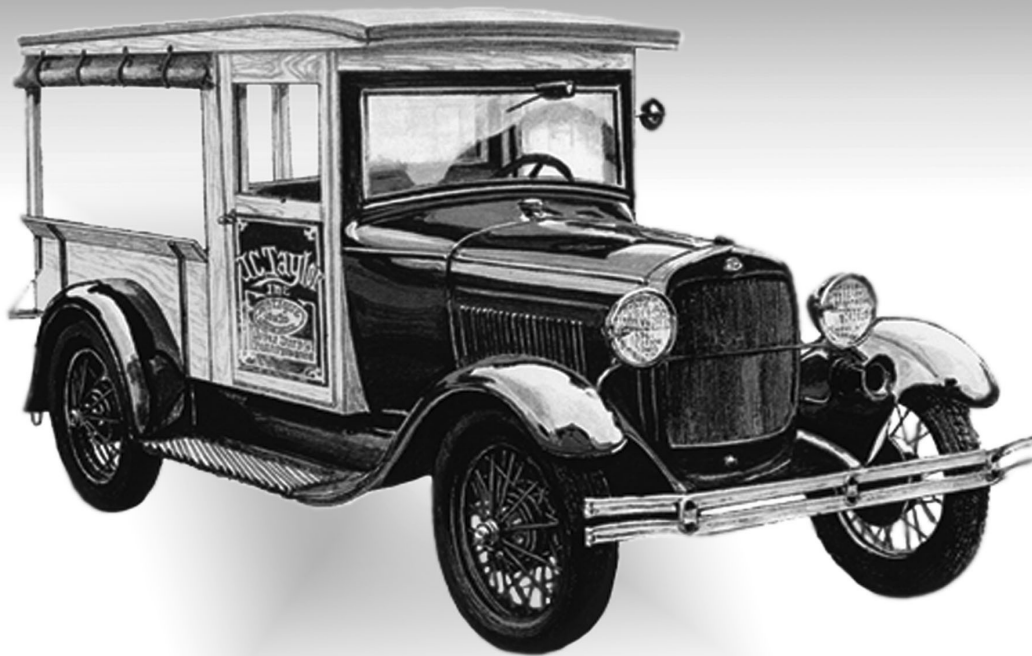
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