



TIRE TRACKS

April 2017

THE ELECTRONIC VERSION



Greetings, Waynesboro—Staunton Region Members & Friends, Our activities calendar is full of opportunities to get your car(s) on the road. Don't forget to register for the ODMA Meet in Virginia Beach—registrations are due by April 8. The registration form was included in the March Tire Tracks. On page 6 of this issue you'll find the registration form for the Annual Piedmont Show held behind Sam's Club, Rt. 29 in Charlottesville. It's always a good show and we usually have a caravan from our region that attends the show. Plan on joining us at these events.

Stu Allen—Editor



OBSERVATIONS FROM A CHIEF JUDGE

By Chuck Crane—Executive Vice President

Reflecting on the AACA Central Division Fall Meet held in Galveston, Texas in October 2016, a few thoughts are appropriate for our members who may be first timers entering a national meet. Most of those owners were rather confused about what each category represented and said we're not judges so we didn't know what to put down. Very simply, go into Class Judging if you can look at your car and honestly say "If I was buying this car from a dealership as a new vehicle, I would accept it". You're looking at it as a judge would, but you don't have to worry about authenticity since it just came from the factory. After all, our AACA definition of the 400 point vehicle is that it must be restored to the level when it was delivered from the factory to the dealer and that includes proper tires. Would you take delivery of a vehicle with a run in the back quarter panel? If you look at it like a great used car with a few flaws, it probably belongs in Driver Participation Class (DPC). which is a certification class but not point judged. If it looks like Grandpa's 1952 Chevy with 12,000 original miles which never sat outside in the rain, it is probably appropriate for HPOF. Please take the time to take a good hard look at your vehicle before you register so you and your pride and joy may receive the right award at the close of the meet. You'll be glad you did. We had a great 1991 Imperial registered in DPC at Galveston which I felt could compete in class judging, which the owner agreed to. He was overjoyed with his First Junior award at it's first ever showing.

From Winter 2017 AACA Rummage Box

Do you receive both the electronic edition of Tire Tracks as well as a hard copy? We did an analysis of costs for printing and mailing Tire Tracks. It costs \$1.52 / issue (or \$18.24 / year) at current rates. 23 members currently receive both hard copies and the electronic edition. Some members need both and we certainly respect those needs. However, if you don't need the hard copy, please let your editor know and we'll save some money for the Region.

Stu Allen—Editor

APRIL MEETING -Sunday April 23, 2 PM, Meeting & Founders Day. at Mrs. Rowe's Restaurant, 74 Rowe Rd., Staunton. Order from menu. Program: Guest Speaker – Jimmy Kilbourne



TIRE TRACKS

The Official Publication of the
Waynesboro-Staunton Region



Volume 47, Issue 4 Visit our NEW website—<http://waynesboro-stauntonregion.aaca.com/>

April 2017

PRESIDENT'S MESSAGE

Vice President Walter Wilson hit the ball out of the park with the speaker, Gary Powers, Jr, he arranged for our March meeting at Panos restaurant. Gary did a great job of explaining the reality of his dad's surveillance mission over the USSR, the realities of the cold war and the embellishments of the story in the recent Hollywood movie. The irony of the mission was part of his flight was to check on the construction progress of a new anti-aircraft missile site at the USSR border: His father learned the site was no longer in construction- *it had become operational and launched a new high altitude capability missile that brought his father's plane down.*

Walter has got some other neat ideas ahead- if you've got an idea for a speaker or tour please alert him.

If you attended the Augusta County Fair Car Show last year you know it was a great event! Because it was a success, orchestrated by the talented Bob Ridle, we've been invited to do it again this year. Ken Farley will chair the event this year. Ken has plans to add to the show to make it even better. As I pointed out in my report on the AACA Annual Meeting last month the two best avenues to attracting new members have become: 1) Car Shows, and 2) a Social Media presence. Therefore we need to help and support Ken's developing plans in any way we can. If he asks for your help, pitch in.

Regarding the other best method for attracting new members, social media, Bob Ridle and Scott Gregory have us covered. They have already added a Facebook link for our website. Way to go, guys. Thank you!

Once again this year, as another way of stimulating new membership, the national AACA has sent us four special free membership applications for car folks who have not previously been AACA members. If you know of a car enthusiast who is a potential member encourage him to join us, the first year can be for free.

The big event this month is the ODMA meet in Virginia Beach. It's an easy drive to a superb location. If you haven't made your plans to attend yet, get organized.

Walter has arranged our next members meeting to be convened at Mrs. Rowe's. He has another interesting speaker on tap.

See you at Mrs. Rowe's,

Alfred



Todd Smith brought his '29 Buick to Panos



Gary Powers Jr. speaks at the March 19 meeting.

See more pictures on our website

ADVENTURES IN AUTOMOTIVE DIAGNOSTICS

One of the benefits of being your editor is that I get to see newsletters from other Regions and Chapters. Here is an article I found to be very entertaining and I thought I should share it with you. Published with permission from Triangle Chapter (North Carolina) and the author.

Stu Allen

Editors Notes: We have all purchased a new collector car only to find after you get it home that something about the car did not meet our expectations. Then you have two choices; live with it or go on a campaign to fix the problems. If there were easy fix problems the previous owner would have probably fixed them. You convince yourself it should not take too long to fix a simple problem. But what if the problem is not simple. Here is Ted Brook's story.

Denny Oestreich—Editor Triangle Chapter News

In the 1990s and 2000s we had a number of employee-only online newsgroups available at work. While most had specific purposes, probably the most popular was a catch-all one where you could discuss most anything. It became a popular place to ask for advice on various topics, including car problems. I began diagnosing these problems and responding with the fixes. A little later, another "car guy" named Carl started responding as well. We got so well known for our diagnostics – and our sense of humor – that people started calling us "Click and Clack" (after the "Car Talk" show on NPR). Carl retired in 2010, shortly before I bought my '57 Chevy. At the time, he was starting to have a maddening random stalling problem on his daily driver Oldsmobile. It took him several months to find the problem – a loose blob of solder bouncing around inside the engine control module, which randomly shorted out the circuit board. I congratulated him, and then proceeded to share the misadventures of the first several months of owning my '57. The following is the response I sent to his email. Since writing that email to Carl, I've shared it with a few people under the title "Adventures in automotive diagnostics". I wasn't laughing while this was going on, but I did laugh after reading what I wrote. So, if you laugh too, I won't be offended. Here is what I wrote to Carl:

"I enjoyed your sleuthing on your weird stalling problem with your Olds. In a similar vein and for your possible amusement - consider the following scenario: 1957 Chevrolet Bel Air, equipped with a 283 V8, 4 barrel carburetor, power steering, power brakes, and a number of other desirable options. The vehicle has an extremely straight, solid, rust-free body (very hard to find), but a number of mechanical issues – high idle, slightly rough running, hard brake pedal, etc.

Wait out the seller, and agree on a price that reflects those issues and current economic conditions. Then, address the mechanical issues. Discover the following (sorted by category, then chronologically):

1. Front (rubber) brake hoses were installed backwards, with curve facing outwards instead of inwards. Tires have scuffed through the first layer of reinforcement mesh, and working on the second. Order replacement hoses.
2. Original front brake hose fittings are round where they pass through mounting brackets. All replacement hose fittings are hexagonal, and won't fit through mounting bracket hole. File hex until round.
3. When damaged brake hoses were installed, one of the steel lines they attach to was kinked, nearly flat and in danger of failing. Order reproduction steel line kit.
4. Reproduction steel line kit almost – but doesn't quite – fit. Tweak carefully.
5. Power brake booster works – sort of – after the engine runs for about 30 seconds, but has almost no power brake assist on initial startup. Booster and vacuum reserve tank hold vacuum (no leaks). Hoses are replaced anyway for good measure. Problem (naturally) is unchanged.
6. Discover power brake check valve is barely passing any vacuum, which is essential for power brake assist. NOS valves are very difficult to find. Order reproduction valve from the only vendor who offers it.
7. Install reproduction check valve. Brake assist is worse than ever. Discover the reproduction valve passes even less vacuum than defective original check valve.
8. Take original check valve and rip the guts out with a needle nosed pliers. Brake assist is dramatically improved, but there is obviously no vacuum reserve when the engine is off. (This becomes important during the carburetor road test described later.)
9. Discover the Bendix Treadle-Vac power brake booster used on 1957 Chevrolet is almost identical to that used on 1956 Mercury. Find a still-in-the box NOS '56 Merc check valve on eBay. Take a chance and buy it. Check valve works as designed and fits perfectly.
10. Brakes are better, but rear brakes are getting hot. Pull drum and discover strange wear pattern on shoes. Drum is a nearly-new GM drum – but incorrect diameter. Turn and install correct used drums.
11. Carburetor is an aftermarket Edelbrock with cheapo chromed air cleaner mounted on original 4 bbl intake manifold. Steel fuel line was cut, incorrectly sized rubber hoses installed, and the plastic fuel filter fittings are bent to near breaking – an engine fire waiting to happen. Do a temporary fuel line fix until correct carburetor and fuel line can be installed.
12. Buy a correct Rochester 7009846 (early '57 production) 4 bbl carburetor off eBay, a correct 4 bbl air cleaner, and a reproduction steel fuel line.

Continued on next page

ADVENTURES IN AUTOMOTIVE DIAGNOSTICS

Continued

13. Order carburetor rebuild kit from NAPA. Everything fits except air horn gasket – it's not cut to allow the floats to rise all the way up. I'm concerned whether this could prevent the needle and seat from closing and cause serious flooding.

14. Order different carburetor kit from Advance Auto. Get it home, and discover parts missing. Return and order another one.

15. Reassemble carburetor, and discover accelerator pump return spring is missing. It may have gotten mixed up with the rebuild kit previously returned. It isn't available new or on eBay. Find a friend with a spare spring.

16. Install carburetor and reproduction steel fuel line. Fuel line is too short. Order a reproduction line from another vendor.

17. Finish carburetor installation. Engine runs well, but choke won't open fully. Determine that hot air is not flowing up choke hot air tube, probably due to a clogged passage in choke thermostat spring cavity. This wasn't disassembled, because the choke plate must be removed to do so, and the shop manual emphatically states choke plate screws must be replaced when removed. The screws are no longer manufactured, and NOS ones are very difficult to find.

18. Discover NOS choke screws on eBay. Do a "buy it now". Post Office loses package.

19. eBay seller has another pair of screws. Pay extra to have them shipped UPS.

20. Remove the 2 choke screws from carburetor. The head of one strips completely. Drill out screw, destroying choke shaft. **21.** Buy a parts carburetor off eBay to get the choke shaft. Post Office loses package.

22. Buy another parts carburetor off eBay.

23. Disassemble, clean clogged passage and reassemble choke. Take for a test drive. Everything's fine until heavy throttle is applied and the secondary's kick in – then the accelerator sticks in the open position. Not a good thing. Especially since I can't shut off the ignition - no power brake check valve means no power brakes or power steering.

24. Remember that when carburetor was purchased, the secondary lockout tab had been bent out of the way, disabling the lockout. This was corrected during rebuild. Discover that a slight closing of choke under heavy throttle (because minimal vacuum is applied to choke vacuum break mechanism) can cause the lockout tab to jam the secondary throttle linkage in the open position. Fixing the choke allowed this problem to surface (secondaries were previously locked out because choke wasn't opening fully). Bend lockout tab out of the way, disabling the lockout. Problem resolved.

25. Engine doesn't run as smoothly as it should. Discover spark plug wires that like to pop out of distributor cap. Replace wires.

26. Pull spark plugs. They are Splitfire plugs, and gapped way too narrow. The correct AC 44 plugs are no longer made. Replace with properly gapped Autolite plugs.

27. Distributor vacuum advance doesn't work, and points show metal transfer, indicating defective condenser. Pull distributor. Original vacuum advance uses a steel line instead of rubber hose, and is no longer made. NOS Delco advances are expensive. Buy an old-stock non-Delco advance with a steel line fitting off eBay. Install new advance, points, condenser, rotor, and distributor cap.

28. Reinstall distributor. Car runs terrible.

29. Go to Advance Auto and buy rebuilt distributor (amazingly inexpensive). Date code indicates distributor is from 1974. Car runs much better, but not correctly.

Quick tests indicate an anemic distributor advance curve, typical of emissions-tuned distributors of the mid 1970s.

30. Remember that it was very difficult to get the original distributor's rotor to line up with distributor cap terminals after replacing vacuum advance. Go to NAPA and buy a 1960s style vacuum advance with rubber hose fitting. Pull rebuilt distributor and reinstall original distributor with new advance. Rotor lines up correctly now. Car runs almost perfectly, but still a bit rough idling in Drive.

31. Discover loose bolts at rear of of intake manifold. This could allow air to be sucked in where it's not supposed to be, messing up air/fuel mixture in rear cylinders. I wonder if the "Plymouth Troubleshooting Contests" of the '60s and '70s were this complicated... I finally traced the stumble to a vacuum hose that looked and felt OK, but was still leaking, and needing to advance the timing past factory specs to compensate for a non-stock cam. (I have since replaced the cam with a stock grind cam)."

Ted Brooks

Our thanks to Ted Brooks and Denny Oestreich for sharing this adventure with us. I'm sure none of us have ever had any similar experiences with our cars???



1957 Chevrolet (file copy)

Calendar of AACA Events and *Community Car Events*

APRIL	6-9 AACA Southeastern Spring Meet & Spring Auto Fair, Charlotte, NC. Hosted by Hornets Nest Region.
12	Wednesday, 7 PM, Executive Board Meeting at the Grays
21-22	64th ODMA Meet, Virginia Beach. Hosted by Tidewater Region. The flyer & registration form are on pages 5 & 6
23	Sunday, 2 PM, Meeting & Founders Day. at Mrs. Rowe's Restaurant, 74 Rowe Rd., Staunton. Order from menu. Program: Guest Speaker – Jimmy Kilbourne
	23-28 AACA Western Divisional Tour, Sonora, CA. Hosted by Mother Lode Region.
30	Sunday, 9 AM – 3 PM, 43rd Piedmont Region AACA Car Show. (see page 5)
MAY	10 Wednesday, 7 PM, Executive Board Meeting at the Grays
	11-13 AACA Central Spring Meet, Auburn, IN.
	20 Saturday, Cars & Coffee, 8 AM – 10 AM, Waynesboro Free Methodist Church Parking lot, <u>600 Hopeman Prkwy.</u>
21	Sunday, 2 PM, Meeting at the New Ming Garden Restaurant, 316 Federal St., Waynesboro. Buffet: \$12.99 Program: Guest Speaker – Bill Krzastek
	26-27 AACA Eastern Spring Meet, Huntington, WV. Hosted by Huntington Region.
JUNE	6-9 AACA Founders Tour, Gettysburg, PA. Hosted by Gettysburg Region.
14	Wednesday, 7 PM, Executive Board Meeting at the Grays
	15-17 AACA Annual Grand National Meet, Independence, MO. Hosted by Kansas City Region
	17 Saturday, Cars & Coffee, 8 AM – 10 AM, Waynesboro Free Methodist Church Parking lot, <u>600 Hopeman Prkwy.</u>
18	Sunday, 2 PM, Meeting. Location-TBD

CARS & TRUCK FOR SALE



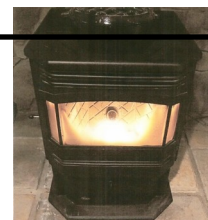
1988 Mazda RX7 = \$2,500

1983 Datsun 280Z = \$1,200

1977 Chevy Step Side Van = \$3,500

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Jack Drago (magnumrt5@verizon.net or 540-337-2120



43rd Piedmont Region AACA Car Show

Sunday, April 30 2017

Behind Sam's Club

Route 29 North, Charlottesville VA

Antique-Classic-Modified-Street Rods
Trucks-Special Interest

Two Best in Show Awards 1. Classes 1-18 2. Classes 19-24

Two Best In Show Trophies 1. Stock 2. Modified



1. Ford Model T and A to 1931	10. Camaro/Firebird/Chevelle 67-92 (stock)	17. Modified Trucks 2X4 & 4X4 1949-2016
2. Ford 1932 to 1941	11. Corvette 1953-2016 (stock)	18. Street Rods 1900-1934
3. Production Cars to 1942	12. Mopar thru 1992 (stock)	19. Street Rods 1935-1942
4. Production Cars 1946-1954	13. British Cars Through 2016 (stock)	20. Modified Cars 1945-1964
5. Production Cars 1955-1957	14. Foreign Cars Through 2016 (stock)	21. Modified Cars 1965-2016
6. Production Cars 1958-1964	15. Trucks thru 1972 (stock)	22. Special Interest Cars thru 2016
7. Production cars 1965-1992	16. Trucks 1973-2016 (stock)	
8. Mustangs (stock) 1964-1992		Car Corral Space Provided - \$15 fee
9. Mustangs (stock) 1993-2016		

Show Cars are on Pavement Event will be held Rain or Shine—No Refunds

All Vehicles must be on the show field by Noon to be eligible for awards. The field will open at 9:00 am. Participant judging for first and second place trophies 11:00 am to 2 pm

Awards will be given at 3:00 pm. Must be present to receive Trophy

Drawings for door prizes will be held for all registered vehicles

Dash Plaques awarded to the first 100 participant voters

Food, Drink and Restrooms Available at Sam's Club & Doubletree Hotel

Information
434 981 4803
Ruckus@embarrqmail.com

No For Sale signs on the Show Field

!!! No Alcohol, or Pets allowed - No music played from Vehicles!!!

Limited Flea Market Spaces Available - \$15 per space.

Trailers cannot be parked on Sam's Lot. Use Brown's or Doubletree lots

**Administrative Use
Only**

Class #

Entry #

Name _____ Phone (H) _____ (W) _____

Address _____ City/State/Zip _____

Club Affiliation _____

Email Address _____

Advance Vehicle Registration until April 17, 2017

Late Vehicle Registration After April 18, 2017

Vehicle @ \$10.00 = _____

Vehicle @ \$15.00 = _____

Make _____ Year _____ Model _____ Class# _____ Total _____

Use a separate form for each vehicle to be registered, copied form acceptable Enclosed _____

Check Car _____ Truck _____ Check Stock _____ Modified _____

Accessible, Operational Fire Extinguisher required inside each show vehicle.

Make Check Payable to:
Piedmont Region AACA

Mail to:
Piedmont Region AACA P.O. Box
6585
Charlottesville, VA 22906

All registrants must sign, and your signature waives your right to any claim by you or other members of your party for damage, loss, or injury against the Piedmont Region AACA, or its individual members and Sam's Club, Doubletree Hotel, and Brown Auto Group as a result of participating in or traveling to or from this event.

Date _____ Signed _____



Dear AACA Region President,

It is our pleasure to invite you and your AACA region's members to the Old Dominion Meet Association's (ODMA's) 64th Annual Meet being held on April 21-22, 2017, at The Founders Inn and Spa in Virginia Beach, VA. The Tidewater Region AACA (TRAACA) is the host for this year's ODMA Meet. There are a number of fun events planned for the meet including an ice cream social on Friday evening, a silent auction, and an awards banquet on Saturday evening.

All events associated with the ODMA meet are being held at The Founders Inn, including free trailer parking on site. The Founders Inn is located on the campus of Regent University, and the facility and grounds are beautiful. The hotel is offering us special discount room rates (\$104/night for a queen bed or \$114/night for two double beds), and the rates are available from Thursday-Monday, April 20-24, so you can come early or stay late and enjoy the local area. The hotel has a restaurant, pub, spa, indoor pool, and fitness facility, and is pet friendly. (It even has its own dog park.) The surrounding area has shopping and restaurants, and, of course, the beach is not far away.

The ODMA Meet is open to all AACA members whether their region belongs to ODMA or not. Classes, awards, and judging guidelines follow AACA rules (although the judging award points cutoffs are lower). ODMA even awards its own grill badges for First Junior, Senior, DPC, and HPOP. Registration forms and more information can be found on the ODMA website: <http://odma.aaca.com/>.

This year's meet features a special AACA Judging School (taught by Dain King, the AACA Judging School Instructor) **and AACA Continuing Judges Education (CJE) seminars** on Friday afternoon. Members will receive AACA judging credits for attending these classes if they judge at an AACA national meet sometime in 2017.

We are producing a souvenir program, free to participants, for this year's meet. Participants can have a photo of their antique vehicle published in the meet program for a reasonable fee by sending a digital photo to Terry & Susan Bond at terryaaca@cox.net. Photos need to be "camera ready" (good resolution JPEG format). Please remember to provide your name(s) and car year, make, and model as you want them to appear in the program. The costs are \$20 for a 1/8 page photo, \$50 for a 1/2 page. Photos must be received no later than Friday, 24 March to be included in the program.

There will be advertising sponsors in the program (\$100 for full page, \$60 for half page, and \$35 for quarter page). AACA regions may submit ads for their club and activities (e.g., swap meets, car shows, etc.) at reduced rates: \$75 for a full page, \$50 for a half page, and \$30 for a quarter page. Ads need to be submitted as high resolution PDF files to Terry & Susan Bond.

We are also holding a Silent Auction of some neat donated gifts including rooms at local hotels. The auction will begin at the Ice Cream Social on Friday evening and conclude at the end of the social hour for the Awards Banquet on Saturday evening. We request each region consider donating a gift basket to the Silent Auction. These baskets can highlight things and food from your area or be special "theme" baskets—be creative. If your region will be donating a gift basket, please let us know in advance and bring it to the Meet Registration table on Friday, 21 April.

We look forward to seeing you (and your antique vehicles!) at this year's ODMA Meet. Remember, it wouldn't be a car show without you!

Marion & Mark McAlpine

2017 ODMA Meet Co-Chairs

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
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email: stuscar@aol.com

E-Mail: stuscar@aol.com

March Waynesboro-Staunton Region Meeting

The Waynesboro-Staunton Region
of the AACA held its March
meeting on Sunday the 19th at
Pano's in Harrisonburg. President
Alfred Meyer opened the meeting
and welcomed the 47 members and
1 guest present. Nelson Driver gave
the blessing. Alfred, then proceeded
with the meeting while the meal
was being served.

Mary Helen Ayers gave the
Sunshine Report that Owen Harner
was at home. It was also reported
that Douglas Dodd, Linda Diffie's
husband had passed away, but no
further information was known.

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

Todd Smith, the Treasurer reported
(quote : "the treasury is good")
and then gave the treasurer's report.
It was approved as presented.

Alfred stated that the auditors'
report was that the books balanced
and were in good shape. The
auditors were Mary Helen Ayers
and Ron Capps.

Vice President Walter Wilson
stated the next meeting would be at
Mrs. Rowe's in Staunton on April
23rd at 2 pm. He was also looking
for programs for future meetings.

Robbie Gray reported on the notice
from SEMA on a bill in Congress
to stop the E-15 . Also, the
Virginia passed a law stopping
localities from taxing antique
vehicles.

Alfred reminded the members about
the ODMA meet.

Ken Farley is now taking the lead
on the Augusta County Fair Car
Show which will be held on Friday
August 4th.

Scott Gregory reported that the
website is now on Facebook. (check
it out)

The 50/50 drawing was won by
Shirley Farley.

The speaker was Gary Powers Jr.,
who gave a most interesting
program on his dad Gary Powers
and the U-2 incident. He provided
us with the facts and pertinent
information on this incident. (For
more information go to
www.coldwar.org.)

Respectfully submitted,

Robbie Gray, Sec.



APRIL BIRTHDAYS

Nancy Coiner

Anna Craun

Tom Kempton

Jimmy Kilbourne

Bob Kuykendall

Robbie Kuykendall

Bernice Lyman

Janet Meyer

Claudette Obenschain

Janice Shanholtzer

Bob von Bernuth

Shirley Wampler

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

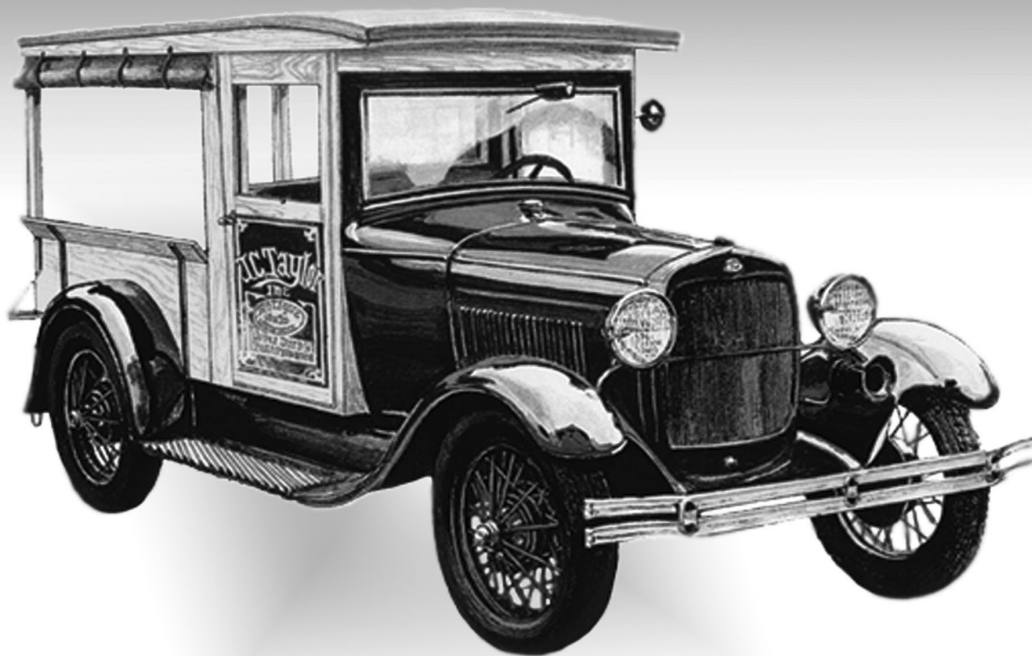
Tri-County Region Meetings
Dates vary - Check their website

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