



TIRE TRACKS

June 2017



Greetings, Waynesboro—Staunton Region Members & Friends, Summer activities are almost here There will be lots of opportunities to get those cars out. In addition to our monthly meetings, we will share our cars with senior citizens at Stuarts Draft Retirement Community in June and at Brightview-Baldwin Park in July. The best part of these displays is to see the delight on peoples' faces as they tell us about "the one they used to have that was just like yours". Make sure to mark your calendars for these events.

Stu Allen—Editor

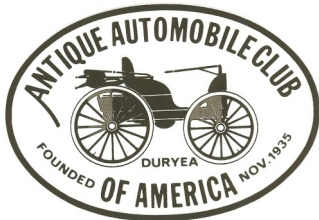


Last year, in spite of threatening weather, 21 cars were on the field at Stuarts Draft Retirement Community for our annual display and ice cream social. The weather was great for the display but some of us got very wet on the way home!



Ken Farley reminds us to sign up for the annual Augusta Expo display (August 4) during the county fair. Sign up with Ken at our June and July meetings. In addition to our cars we need volunteers to park cars and man our membership table. This is a great opportunity to show the public what AACA is all about.

JUNE MEETING -Sunday June 18, 2:00 PM Location [Tinkling Springs Presbyterian Church](#), [30 Tinkling Springs Drive, Fishersville](#) Covered dish potluck – bring a dish to share. Paper products and utensils provided.



TIRE TRACKS

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Waynesboro-Staunton Region



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June 2017

PRESIDENT'S MESSAGE

If you were at our May monthly meeting at the New Ming Restaurant you heard our June meeting would be at Tinkling Spring Presbyterian Church and *that it was a bring-your-own picnic*. There were many requests after the meeting to make this event a Potluck!! **So, it is now a Potluck.** Bring a dish or dessert to share and your own beverage. The club will supply the paper goods.

The speaker at our May meeting, at the New Ming Restaurant, was Bill Krzastek who has owned, owns and restored cars that were used in movies and television shows: A good talk with lots of interesting photos. Many thanks to Bob Kuykendall who arranged for Bill to speak to us.

Get your car ready for the car display at Stuarts Draft retirement Community on Friday, June 23 at 6:00 PM. This is an annual event and a good time with ice cream, cookies and People's Choice Awards.

If you're up early on Saturdays, join the group at Cars and Coffee, 8:00 – 10:00 AM, 3rd Sat. of the month, at Waynesboro Free Methodist Church at 600 Hopeman Parkway in Waynesboro.

Ken Farley is working hard at organizing our Car Show for the Augusta County Fair this year on Friday, August 4. He's gotten better parking for our trailers nearer the show building, better signage and banners to make fair attendees more aware of our location and is seeking better publicity in Augusta County Fair advertising. He's also invited the Skyline Model A Club to participate. Bob Kuykendall is coordinating Model A club participation. Please participate with your car and provide Ken whatever support you can. This is a great opportunity to reach to potential new members and identify ourselves in the community.

In its continuing effort to stimulate membership our National organization is offering second-half of the year memberships for \$18. If you meet a prospective member, who has not been an AACA member before, we still have 3 free national memberships and are offering free local membership if they accept e-mail delivery of *Tire Tracks*.

Welcome to new members Bobby and Heather McLain. Bobby is new to the old car addiction having just purchased a 1952 6-cyl Deluxe 4 Door Desoto. Please introduce yourself to them and welcome them to our group.

See you at Tinkling Spring Presbyterian Church,

Alfred

Cars & Coffee

May 20, 2017—Waynesboro Free Methodist Church.
About 35 cars attended—good weather, donuts and coffee!



Roster Update: Todd Smith (Treasurer) has a new email address—tmjmsmith@gmail.com Please update your roster.

Waynesboro-Staunton Region May 21st Meeting at Ming Garden -Waynesboro



Barry & Rose Linke arrive in their 65 Mustang.



Jim & Scott Gregory drove their 68 Buick LeSabre fresh from the Maryland VMCCA tour.



New members Bobby McLain & Heather Layman brought their 52 DeSoto.



Members enjoy the Ming Garden buffet.



Allison Graves drove her 46 Chevy Pickup.



President Meyer conducted the business meeting.



Guest speaker Bill Krzastek told us about his background and how he became involved in collector cars.



In 2007 Bill purchased the Mannix TV car driven by star Mike Connors in the 68-69 season. The car was a 68 Dodge Dart GTS convertible, modified by George Barris. Bill restored the car to the way it was filmed for TV.



Bill's next TV car was the 1967 Volvo 1800S owned and driven by Roger Moore in the TV series *The Saint*. After he completed extensive restoration it was exhibited at the AACA and Peterson museums and made the cover of *Antique Automobile*.



Bill purchased this Jaguar XK8 in 2008. This car was used in the 2002 Austin Powers movie *Goldmember* after it was modified and given the name "Shaguar. It retains all the special features and is shown around the country by Bill and Sue Krzastek.



Our First Antique Car (Part 2)

Janet and Alfred Meyer

You will recall from the first part of this story last month that I was having intermittent problems with the clutch in Our First Antique Car, a Model A roadster: Sometimes it would release and other times not. Being a newbie I consulted with Model A club members for a diagnosis. None of the responses spoke to the intermittency and the solutions, without taking the clutch apart, were drastic to violent. I decided THE PLAN was to remove the engine and at the same time check the main bearings, rods and oil pan.

Without an engine lift, I rigged a chain fall to a couple of joists in the garage ceiling, made a lifting attachment that covered two spark plug holes and went at it. First however I removed the headlight bar radiator and hood. All went well and the engine came out smoothly. I broke the joint between the flywheel housing and bell housing. As soon as the pieces were apart a short spring bent into a "V"-shape fell onto the floor. The spring was about 5/8 in. in diameter, about 1 1/4 in. long and made of wire about 1/8 in. in diameter. Looking at the clutch face and the flywheel which were both marked, the clutch face much more so than the flywheel, I concluded that at times the bent spring lay between the clutch and the flywheel face without interference and other times it was positioned to jam between the two surfaces. That explained the intermittency of the problem.

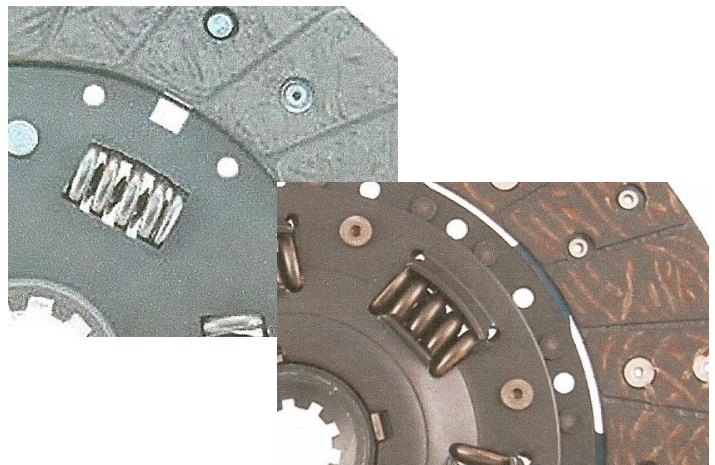
The spring was one of four that were positioned in slots around the periphery of the two discs which comprise an "improved" Model A clutch disc. One of the discs is permanently mounted on the female spline and the other is free to rotate relative to the fixed disc. The original Model A clutch disc was a one piece part.

So now the questions were: 1) Why was a two piece disc better than a one piece part? and, 2) With what should I replace it? I got several explanations of why to use the two piece disc. The two that were offered most frequently were: 1) The arrangement eases the engagement as the clutch is let out as the two discs rotate relative to each other and the springs are compressed soften the engagement , and, 2) It prevents clutch chatter.

I decided to use a two piece disc but how to prevent recurrence of the errant spring? A bit more research taught there was a better two part disc design. On the clutch disc I removed the springs were held in slots in the plane of the disc by nubbins that were part of each disc half. The nubbins extended into the center of the spring, one from each disc half. The nubbins were not very long and did not reach very deeply into the spring, only about one coil. I attributed the spring getting loose to the poor engagement of the tongue design. In other similar designs there are no nubbins the springs are only pressed into place.

The better two part design captures the springs in semi-cylindrical tabs that partially enclose the top and bottom of each spring. Instead of punching out the material to form slots into which the springs fit, this design stamped the slot material into an upper and lower tab that partially enclosed the spring capturing it. At the time both the nubbin style and the captured spring style were available.

The pictures show the two versions of the two part clutch disc. The one on the left has no capture tabs around the springs, while if you look closely, the second picture shows the stamped out slot material partially covering the top and bottom of each spring. I bought the latter type for installation.



The next step before I was to install the new disc and put it all back together, was to check the mains, rods and inspect the oil pan. A bit of plastigage showed all were in great shape with about a mil and a half to two mils clearance uniform across each bearing surface. The oil grooves were nicely done and the oil holes were all clean. The pan was clean and showed no sludge, grit or metal chips. The thrust bearing was good. After installing new crankshaft seals I was ready to get back to the clutch.

Our First Antique Car (Part 2) continued

First I checked the runout of the flywheel mounting flange relative to the edge of the flywheel housing and shimmed it to specification. I also had to make a special tapered shim to seal the flywheel housing gasket to the block around the opening for the camshaft. But, that's a story for another time.

Then using the plastic alignment tool I purchased I installed the clutch disc. To assure everything went together smoothly I had washed the bell and flywheel housings and had run a tap through all the flywheel housing holes to clean them. It all proceeded smoothly and the alignment of housings was good because I could turn all of the 11, or 13, mounting bolts between the housings in with my fingers. I worked around the housings and got within a uniform ½ in. of closing the gap. The bolts now got very tight. A bit of thought brought me to the realization the pilot on the transmission shaft was misaligned with the hole in the pilot bearing because the clutch disc was not centered properly.

What to do? Disassembling the housings and re-centering the disc with the same alignment tool promised no more an accurate alignment than I got the first time. Not a reasonable or good choice.

Then I got an idea. What if I adjusted the throw of the clutch for maximum release reducing the holding force on the disc as much as possible and then shook the engine (not yet bolted to the frame)? Would the disc shift enough to let the pilot seat itself? It was worth a try. I made the adjustment and asked Janet to sit in the car and depress the clutch pedal fully. I shook the engine. Nothing. I shook it two more times becoming frustrated. I shook it one more with sufficient force I thought I'd knock the car off the jack stands! BANG it went home! The air was blue with admonitions. Janet said calm down, cool off. Let's have lunch. We did.

After lunch I finished putting the engine back in, installed the radiator leaving the trim, lightbar and fenders off and tried to start the engine. It worked beautifully. The clutch and shifting worked smoothly with the car still on the jack stands. God was in his heaven and all was right with the world. I was anxious to try it on the road. I quickly lowered the car and called Janet down for a test run around the neighborhood.

Out we went, without floor boards, with me beaming from ear to ear. All went well for the first mile. Then Jezebel began to buck and snort and died. Janet said "It sounds like it's running out of gas". She asked had I checked the gas. No, I hadn't. We ran her dry. But fortunately we stopped across the road from an egg farm. They must have some gas. Well they didn't. The farmer offered to go into town and get some, insisting on money up front. I gave him the only bill I had, a 20. He came back 45 minutes later with two gallons of gas. We poured it in the tank. He walked off telling me the difference between a 20 and two gallons of gas was for his time. Country boy meets city boy and comes out ahead!

We drove around a bit and even though I was a bit crestfallen the smooth operation was more than enough to soothe my injured ego.

The clutch worked well for the next 20 years and has served Jezebel's new owner well for about 10 years. The whole process was a great learning experience and perhaps and returned the fun of working on a car I had given up as engine compartments became jammed and complicated.

Janet & Alfred Meyer

2017 Display at Expo—Aug. 4, 2017

Last year we had 34 cars & trucks on display. Let's grow our numbers this year. Sign up with Ken Farley by July 14. This is a great chance to show our community about AACA.



Our old friend Jim Cross presented these touring tips at the Piedmont Region Meeting in May. They are particularly appropriate as we are in the prime touring season. *Reprinted with Jim's permission*

TOURING BASICS

Preparation is the Best Insurance

As the climate begins to warm in northern latitudes, taking your collector car on a drive, trip, or group tour is one way to combat the daily drumbeat of today's fake news. I will skip over the steps needed to wake your baby from its winter slumber and concentrate on a few tips to ensure that your touring adventure is a pleasant one. Nothing can ruin the pleasure of such excursions for me more than an unexpected breakdown away from home. Even worse are those instances when you don't have what is needed to make emergency repairs. Following are suggestions for supplies to help deal with the unwanted emergency. Use this list as a guide and build your own list specifically designed for your car. Also, the extent of supplies carried with you can vary depending upon the duration of the trip.

Safety – A fully-charged cell phone and charger, fully-charged fire extinguisher, flares and collapsible safety markers are essential. Towing coverage, like that provided by AAA membership or similar, helps when the problem is beyond easy roadside repair. A good first aid kit with up-to-date contents including such items as waterproof adhesive tape, band aids, antibiotic ointment, gauze pads, eye wash, scissors, tweezers, cotton swabs, and treatment for burns, insect bites, and poison ivy is handy to have if you are injured making repairs.

Parts – Unless your car is relatively new or very common, the odds that a parts store will have what you need are slim. Therefore, one set of belts, one set of radiator hoses, operable carburetor, fuel pump, generator, voltage regulator, thermostat, water pump, associated gaskets where applicable, coil, points, condenser, rotor and distributor cap. A selection of light bulbs and fuses, particularly for cars with 6-volt systems, is also suggested.

Fluids – A quart of engine oil, a gallon of properly prepared system coolant, a quart of ATF, a pint of brake fluid, a pint of power steering fluid, radiator stop leak, and appropriate funnels. A collapsible container and funnel for gas should you misjudge

what's in the tank – today's gas sellers often don't have a gas can to sell, let alone have one to loan as in days long ago.

Tires – The tires on the ground must be in good condition. Tire manufacturers typically recommend that a tire older than 6 years not be used for sustained driving. Make sure that the spare is also road-worthy and filled with air and that no wheel nuts are frozen. A wheel chock and a good jack (most jacks supplied by the car manufacturer don't fulfill my definition of good) make the best of the unfortunate flat tire.

Tools – A basic set of tools *keyed to the fasteners on your car* (you don't need a full set of each) including combination box and open-end wrenches, flare-nut wrenches, sockets, ratchet and extensions, various pliers, vise grips, channel-lock pliers, hammers, a careful selection of screw drivers, a spark plug socket, and a lug nut socket. Also include feeler gauges, a sharp knife and jumper cables. There may be other tools specifically needed for your car so carefully select the tools needed to ease emergency repairs.

Supplies – Duct tape, electrical tape, mechanics wire, gasket cement, gasket material (so you can cut your own, heater hose, vacuum hose, hose clamps (a selection of applicable sizes), cotter keys, two-part fast-setting epoxy paste, shop rags, paper towels, rubber gloves, and waterless hand soap.

Emergency Lights – A good flashlight with fresh batteries and extra batteries. The new battery-powered LED trouble lights of the wand and/or head-mounted variety are a plus when repairs must be made in the dark.

Cleaning – For extended trips your favorite cleaning and polishing supplies. Sometimes, quick-detailer and polishing clothes are all that is required. However, other times it is necessary to do a bit more cleaning when that unwanted rain is encountered.

Calendar of AACA Events and *Community Car Events*

- JUNE** 4-9 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, [600 Hopeman Prkwy.](#)*
- 18** **Sunday, 2 PM, Meeting.** Location [Tinkling Springs Presbyterian Church, 30 Tinkling Springs Drive, Fishersville](#) Covered dish potluck – bring a dish to share.
- 23** **Friday, 6 PM – Annual W-S Region AACA Car Display at the [Stuarts Draft Retirement Community](#), off of [Patton Farm Rd.](#) (Rt. 634). Use the north entrance and park in front of the dining hall. Ice cream social and a People's Choice Award.**
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- JULY** *No Board meeting in July.*
- 8** **Saturday, 10 AM – 2 PM, [Brightview-Baldwin Park](#) Vehicle Display, [21 Woodlee Rd.](#), Staunton. Lunch (provided) and Meeting at 1:15 PM (approx.).**
- 15 *Saturday, Cars & Coffee, 8 AM – 10 AM, Waynesboro Free Methodist Church Parking lot, [600 Hopeman Prkwy.](#)*
-
- AUG.** **4** **Friday, 4 PM – 9 PM, W-S Region Vehicle Display at the [Augusta County Fair](#) at Expo in Fishersville. Registration deadline July 14th. More information TBA.**
- 9** **Wednesday, 7 PM, Executive Board Meeting at the Grays**
- 17-19 **AACA Central Fall Meet, Bettendorf, IA, Hosted by [Mississippi Valley Region](#).**
- 19 *Saturday, Cars & Coffee, 8 AM – 10 AM, Waynesboro Free Methodist Church Parking lot, [600 Hopeman Prkwy.](#)*
- 20** **Sunday, 1:30 PM, Meeting & Annual Picnic with Tri-County Region AACA, Shelter #2, [Grand Caverns Park](#), Grottoes. Bring a dish to share and a lawn chair. Fried chicken, drinks, ice, and dinnerware provided.**

*Bill Holmes, the President of the Bull Run Region, AACA has recently been diagnosed with ALS and his health is failing. He is offering his 1941 Buick for sale for \$36,000 or any reasonable offer. The NADA Antique and Classic Car Blue Book average retail for this car is \$41,200.
Bill Winter—BRR Newsletter Editor*



Car For Sale: My 1941 Buick Super, model 51C, four door convertible sedan. It is a rare car, number 109 out of 500 made in 1941. I have reduced the price to \$36,000. Any reasonable offer will be considered. It's all original. The first owner had it for 20 years, then after two owners in the next 10 years, it went into a private collection in New York from 1972 until I bought it in 2008. I've only done preservation work on it except for restoring the chrome plated top mechanism and a new canvas top from Hill Jenkins in North Carolina. I have rebuilt the power train and a lot of other mechanical devices on the car. The car runs great. Many extra parts and original literature are included. Please spread the word to anyone you think might be interested. I need to sell it while my health is still up to it. Call me at 703-403-4097 or e-mail me wholmes2@cox.net if interested or if you have a lead. Thanks, Bill Holmes.

Tire Tracks

The official monthly publication of the
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Antique Automobile Club of America

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May 21 Waynesboro-Staunton Region Meeting

The Waynesboro-Staunton Region
of the AACA held its May 21st
2017 meeting at the Ming Garden
Restaurant in Waynesboro at 2 pm.
President Alfred Meyer opened the
meeting welcoming the members
and guests. He recognized the two
new members Bobby McLain and
Heather Layman.

Mary Helen Ayers gave the
sunshine report that Marilou
Redmond is in Royal Care.

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

Alfred read the treasurer's report
and it was approved as read.

The Vice President Walter Wilson
stated the next meeting would be a
picnic at Tinkling Springs
Presbyterian Church. It is to be a
pot luck meal with the members
bringing a dish to share and your
drink. The paper products will be
supplied by the club. He then
reported that on Friday June 23rd at
6 pm there will be the annual
Stuarts Draft Retirement
Community Car Display and Ice
Cream Social.

Ken Farley gave a report on the
planning for the Augusta County
Fair at Expo which will be on
Friday August 4th from 4 to 9 pm.

The 50/50 of \$39 was won by Ken
Farley.

The meeting was adjourned.

Bob Kuykendall introduced the
speaker Bill Krzastek who talked
about his restoration of TV and
movies cars. He started with the
1969 Dart driven by Mike Connors
in the TV series Mannix.

Next, was the 1964 Volvo driven
by Simon Templar (Roger Moore)
in The Saint, and last, was the
Jaguar XB8 Shaguar in the Austin
Powers movie starring Tom Cruise.

Respectfully submitted

Robbie Gray, Sec.

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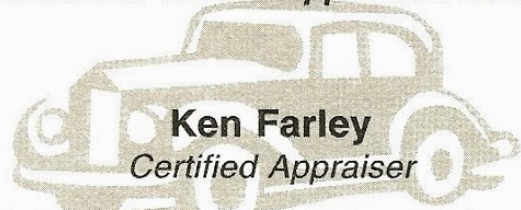
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**Piedmont Region Meetings are the
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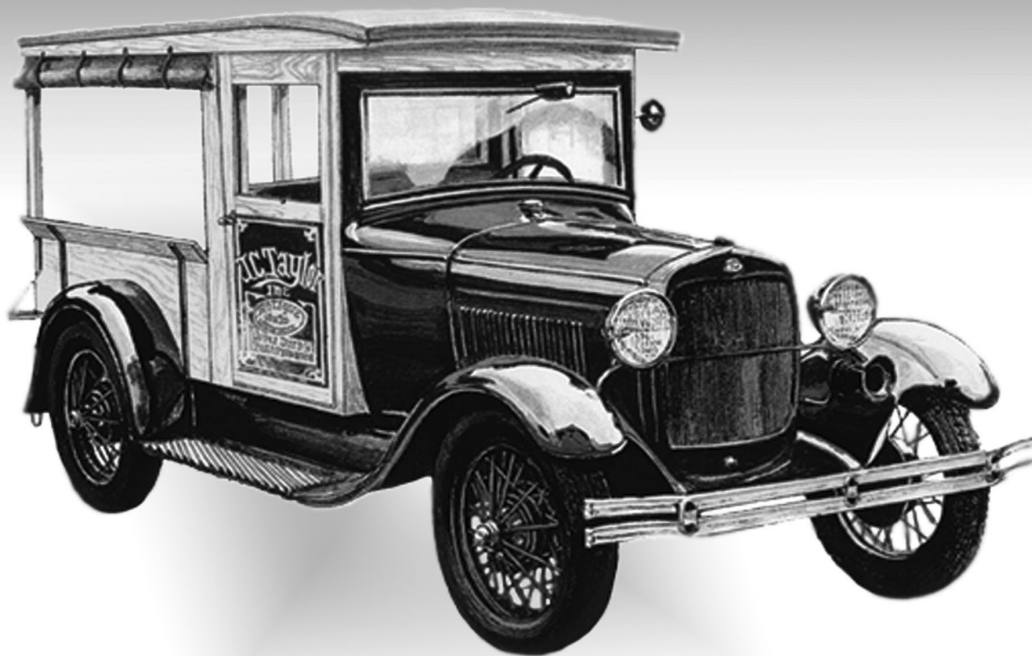
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Dates vary - Check their website**

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