

THE ELECTRONIC VERSION



Greetings, Waynesboro—Staunton Members, During March, we start to get the itch to get our old cars back on the road. Hopefully the bad weather is behind us and sunny days will be the norm instead of rare occurrences. Now is the time to get all those routine maintenance items taken care of so when the show and tour seasons crank up starting next month, you'll be ready to roll. Speaking of tours, if you have interest in planning and leading a tour, please contact V.P. Walter Wilson or any of our Board members. This doesn't have to be a complicated tour. We have some already laid out that we have used in past years and they just need to be dusted off and checked out. How about a garage tour where we visit members' places after one of our dinner meetings? I know in my case it was a good excuse to clean up the garage so I could entertain visitors when Tri-County Region visited me in October last year. See you at our next meeting.

Stu Allen

Buick Ad. Circa 1960

RESTORE YOUR BUICK'S

Spring-Fresh-Beauty

Here are four Buick Engineer-Approved cleaning aids which will make your Buick spring cleaning both simple and quick.

Magic-Mirror Cleaner and Glaze—Just rub on, let dry and wipe off, to restore the factory-fresh color and beauty of your Buick's Magic-Mirror finish.

Scratch-Fix Touch-Up Paint—Ideal for touching up small nicks and scratches. Exact matching colors for Buick factory paints. Includes brush applicator for precision work and rubbing compound in cap for feathering out repairs.

Kar-Kleen—An excellent, easy-to-use, all purpose cleaner for fabrics, leather and plastic. Also fine for cleaning whitewall tires.

Fabric Cleaner—A fast-drying solvent-type cleaner which quickly removes grease, oil, lipstick, wax, chewing gum, etc. from interior fabrics.

See your Buick dealer soon about these aids and treat your Buick to a refreshing spring cleaning.

The Rules of Life—Author(s) unknown.

Some may pertain to Old Car People

There is absolutely no substitute for a genuine lack of preparation.

The facts, though interesting, are irrelevant.

Someone who thinks logically is a nice contrast to the real world.

I have seen the truth and it makes no sense.

If you can smile when things go wrong, you have someone in mind to blame.

This is as bad as it can get, but don't count on it.

The trouble with life is, you're halfway through it before you realize it is a do-it-yourself thing.

Quote from Andy Rooney

Computers make it easier to do a lot of things, but most of the things they make it easier to do, don't need to be done!

MARCH MEETING—Sunday, March 17, 2:00 PM Monthly Meeting , O'Neil's Grill, 221 University Boulevard, Harrisonburg.



TIRE TRACKS

The Official Publication of the
Waynesboro-Staunton Region



Volume 49, Issue 3

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

March 2019

MUSINGS FROM THE PRESIDENT

Saturday evening, February 2nd (no nasty weather) 20 W-S Region members congregated at the Weyers Cave Community Center Building for the Augusta Expo Fair Dinner and Silent Auction. With 2 tables full of folks, we had the largest turn out of all the organizations there. An excellent pork loin dinner with all the fixings (plus mac & cheese) and tasty desserts started the nights festivities.

After the meal, the furious bidding by many members was started, and beginning at 7 PM the rewards of that bidding was concluded with many items to add to the junk we've already accumulated at home. Why do we do this you wonder? Because we have a great time together and try and entice our fellow members to SPEND, SPEND, SPEND. Seems to work just fine. Stu and Jim Gregory each tried to outbid the other on some treasure that Stu eventually won. After careful consideration, Jim managed to miss taking home a piano. He decided that it really wouldn't fit in the back seat of his Yugo, nor did he want to tie it to the roof of the car.

While I didn't stay for the live auction, someone reported that Glen Royer was the successful bidder on a giant generator that can power up the Augusta County Government Center. Glen said that one cannot be over prepared.

Sunday, February 17th we dodged a potential snow and ice storm that never developed and 21 W-S Region members met at Sooner's BBQ in Stuarts Draft for our monthly business meeting. Another BBQ pork and fish dinner with all the sides (something about Virginia where it seems that every meal has macaroni and cheese as a side, even breakfast, Yuck) What does a murder in Germany in 1935 have in common with General Robert E. Lee during the Civil War and our own Vice President Walter Wilson III and his wife Allison Graves? If you missed the meeting, then the mystery continues and you won't know the end of the story.

March 17th, St Patrick's day will be our next club meeting at O'Neils in Harrisonburg. Wear your green and be seen!!

Jack

Scenes from Augusta Expo Fair Dinner



Our gang enjoying the silent auction.



Who would buy a chicken at a pork dinner? Ken would!

W-S February 17 Meeting at Sooner BBQ



The Sooner BBQ Pig welcomed us to the meeting.



Sue Gray helps Allison Graves find a good mechanic.



The Sooner BBQ buffet was enjoyed by all the members.



President Jack conducts the business meeting.



Ken Farley gave us a report on the Philly Meeting.



Robbie Gray eats left-handed these days.



Walter Wilson tells us about "Death of an Assassin".



We caught Allison with the cookies!

Calendar of AACA Events and *Community Car Events*

- MAR.**
- 9** Saturday, 8-3, Saturday, 8:00 AM – 3:00 PM – **Tidewater Region AACA (TRAACA) Annual Swap Meet, Nansemond-Suffolk Academy, 3373 Pruden Boulevard, Suffolk VA.** Check their website for the flyer. <http://www.traaca.com/>
 - 13** Wednesday, 7 PM, Executive Board Meeting at the Grays, 1430 Red Top Orchard Rd., Waynesboro
 - 17** Sunday, 2:00 PM – Monthly Meeting, O’Neil’s Grill, 221 University Boulevard, Harrisonburg.

- APR.**
- 4-7** AACA Southeastern National Spring Meet at the Charlotte AutoFair, Charlotte, NC. Hosted by the Hornet’s Nest Region
 - 10** Wednesday, 7 PM, Executive Board Meeting at the Grays, 1430 Red Top Orchard Rd., Waynesboro
 - 14** Sunday, 2:00 PM – Monthly Meeting & Founder’s Day, Armstrong’s, 358 Lee Highway, Verona.
 - 28** Sunday, Piedmont Car Show, Charlottesville, Details to follow.
 - 4-29-5-1** AACA Southeastern Divisional Tour (up to 1994) in North Carolina. Hosted by the Cape Fear Chapter

- MAY**
- 8** Wednesday, 7 PM, Executive Board Meeting at the Grays, 1430 Red Top Orchard Rd., Waynesboro
 - 11** Saturday, 10:30 AM – 2:30 PM – *4th Annual Private Car Show at “The Barn”, 2165 Churchville Avenue, Staunton. Admission is \$20 per car with all money benefiting the Blue Ridge Area Food Bank.*
 - 16-18** *Mid-Atlantic Pre-War Swap Meet, Comer-Jones VFW Post 621, 218 Veterans Lane, Luray.*
 - 19** Sunday, 2:00 PM – Monthly Meeting, Capital Ale House, 41 Court Square, Harrisonburg
 - 5-30-6-1-** AACA Annual Grand National Meet in Auburn, IN.

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

Piedmont Region Meetings are the 4th Monday
 each month at 7PM. Check their website:
[http://clubs.hemmings.com/piedmontregionaaca/](http://clubs.hemmings.com/piedmontregionaaca/?club=piedmontregionaaca)
 ?club=piedmontregionaaca for location

Advance Planning

The 2019 ODMA Meet will be held Friday-Saturday June 7-8, 2019 in Newport News.

Where They All Began – the Asian Edition—By Scott Grgory

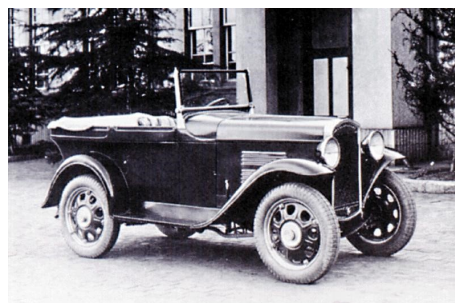
Today we're all familiar with the big market Japanese and Korean car companies, but they had to start somewhere, right? Many of the Asian vehicles have been around for quite a bit longer than one might think. Here's a brief look at the beginnings of the major Asian car companies. Future editions will look at American, European & British cars.

Mitsubishi – 1917 Model A



Mitsubishi was founded in 1870 as the Mitsubishi Shipbuilding Company, a shipping firm that eventually evolved into Mitsubishi Motors. In 1917, Mitsubishi built their first car when they constructed 22 Model As. Only 22 Mitsubishi Model A vehicles were built, with each one powered by a 2765-cc four-cylinder engine. The Model A, which was based on the Fiat Tipo 3, could seat seven and came equipped with a front-mounted, 35-horsepower engine that drove the rear wheels and could reach speeds of 60 mph. Not bad for 1917. Today, Mitsubishi Motors is Japan's 6th largest carmaker and is part of an alliance with Renault and Nissan.

Nissan – 1931 Datsun Type 10



Nissan's started out as the Kaishinsha Motorcar Works, which was founded in 1911 and later changed its name to DAT Motorcar Company in 1925 and finally to Nissan in 1934. The company's products were sold as Datsuns (initially Datsons) until 1986, when Nissan was adopted as the global brand name. Cars were manufactured in limited numbers as early as 1914, but the first Datsun didn't arrive until 1931 with the Type 10. The Type 10 was a clone of the Austin Seven. It was initially equipped with a 495-cc engine but was later upgraded to a displacement of 747-cc, the same as an Austin Seven. Today, Nissan is, along with its alliance partners Renault and Mitsubishi, the world's 3rd largest automobile producer.

Toyota – 1936 AA



In 1924, Sakichi Toyoda invented the Toyoda Model G Automatic Loom. Toyota automobile production began in 1933 as a division of the Toyoda Automatic Loom Works under the direction of Sakichi's son, Kiichiro Toyoda. Three A1 prototype vehicles were completed in 1935.

They were blessed in a Buddhist ceremony and Kiichiro Toyoda later drove one to his father's grave as his father had provided the startup money for the automotive division. The prototype was subsequently redesigned and presented in 1936 as the Toyota AA. The vehicle was powered by a 3.4-liter six-cylinder engine and 1,404 were built. This was the first home-built car for the Japanese market and its debut at an exhibition in Tokyo helped convince the Japanese government to give the Toyoda Automatic Loom Works permission to build vehicles, paving the way for the founding of Toyota and the construction of its first automobile factories. Today, Toyota competes with Volkswagen and Renault-Nissan for the title of the world's largest car company.

Suzuki – 1955 Suzulight



Michio Suzuki founded the Suzuki Loom Works in 1909. The company's first thirty years focused on the development and production of looms for Japan's booming silk industry. Suzuki later became predominantly a manufacturer of motorized bicycles and motorcycles. By 1954, Suzuki was producing 6,000 motorcycles a month and officially changed its name to the Suzuki Motor Company. In 1955, the company unveiled its first automobile, the 1955 Suzuki Suzulight. The Suzulight was powered by a 360-cc two-cylinder two-stroke engine driving the front wheels. The Suzulight featured front-wheel drive, rack and pinion steering and four-wheel independent suspension, features that were not common on vehicles until much later. Today, Suzuki continues to pursue its unique and independent path as the world's 11th largest automobile producer.

Subaru – 1958 360



Subaru is the automobile manufacturing division of Japanese transportation conglomerate Subaru Corporation, formerly known as Fuji Heavy Industries. Fuji Heavy Industries began in 1915 as an aircraft manufacturing company and later produced most of the aircraft for Japan during World War II. Following the war, the company began producing motor scooters made from spare aircraft parts left over from the war. Eventually, Subaru's first passenger automobile would arrive in 1958. Known as the Subaru 360, this model would prove to be very popular and remained in production until 1971. The 360 was powered by a 356-cc, rear-mounted, two-cylinder engine mated to a three-speed gear box. The 1,000-pound microcar featured monocoque construction, swing axle rear suspension, a fiberglass roof panel and rear-hinged "suicide" doors. The 360 proved to be very popular in the United States until the press ran stories detailing how poorly the car fared in head-on collisions with US cars produced at the time. Today, Subaru enjoys an excellent safety rating on its vehicles, with its popular Forester and Outback models having some of the shortest inventory time at dealerships.

To be continued next issue

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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February 17, 2019 Waynesboro Staunton Region Meeting

Our February meeting was held at
Sooner BBQ in Stuarts Draft. At
2:00 PM we started eating at which
time Nelson Driver gave the
blessing.

President Drago called the meeting
to order at 2:45 PM.

Ken Farley gave a report on the 83rd
Annual Meeting of the Antique
Automobile Club of America held
in Philadelphia, PA.

Ken gave a reimbursement to all of
the attendees present who attended
the Expo-Auction Dinner held on
February 2. A discussion was held
about having improvements at our
display at the Augusta County Fair
this year.

Treasurer Todd Smith gave his
Treasurer's report and it was
accepted.

Robbie Gray said his Secretary's
Report for January was accepted as
printed.

Stu Allen reported he is finishing
up the 2019 Roster and it will be
sent to National by the end of this
month.

Jack Drago reported he still has 2
free AACA memberships available.

Susan Gray reported that Edwin
Brooks in the nursing home
continues to improve, Janet
Meyer's sister had recently passed
and that Susan continues to take
care of Robbie as he improves from
his broken arm surgery.

Jack gave the ODMA report since
Nelson Driver had to leave early.

The ODMA planning meeting will
be held on March 2 in Newport
News where the 2019 event will be
held.

Walter Wilson reported that the
March meeting will be held at
O'Neil's Grill in Harrisonburg, VA.
Our April meeting will be held at
Armstrong's Restaurant in Verona,
VA at which time VDOT will
present a Safety Program.

Walter said our annual Christmas
Party will possibly be held at the
Buck Horn Inn (not officially
approved yet).

Walter Wilson gave a very
interesting presentation at our
meeting today on the book, "Death
of an Assassin".

Jack Drago ended our meeting by
referring to some excess money in
the Treasury. He suggested
possibly we could sponsor an event
for our members. Ken Farley
suggested that since our Region
will be celebrating 70 years in 2020
we could use the money to put on
an Anniversary Party.

The meeting was adjourned at 3:30
PM.

Respectfully submitted,
Shirley Farley for Robbie Gray,
Secretary



MARCH BIRTHDAYS

Kenneth Coiner

Allison Graves

Dolly Harner

Carol Sarginger



The Future of Emissions Testing

Tom Taylor, RockAuto.com

*Reprinted with permission from RockAuto
February Newsletter*

Emissions testing of passenger vehicles will end on December 31, 2019 in Washington state. It ends on April 1st in Ontario. Emissions testing was no longer required in 26 North Carolina counties starting December 1, 2018. British Columbia's "AirCare" passenger vehicle testing ended in 2014. Alaska ended emissions testing in 2012.

There are multiple uplifting stories here. Air quality has improved! Fewer vehicles fail emissions testing! Government programs that have outlived their usefulness are eliminated! Car manufacturers design and build great vehicles! Use the money you no longer have to spend on testing fees to buy your own OBD II scan tool and check for emissions and other trouble codes whenever you want, from the comfort of your own garage!

Since 1996, cars have been required to have OBD II computers with standardized access ports. That probably marked the beginning of the end for government mandated emissions testing. The number of jurisdictions that still require emissions tests will probably continue to drop over the coming years.

Many emissions testing stations gradually stopped using dynamometers and exhaust probes and simply began plugging scan tools into OBD II ports. Why buy and maintain a bunch of expensive tools to test declining numbers of pre-1996 cars? The potential impact of a relatively small number of old cars on air pollution was statistically insignificant. Many states gradually stopped testing pre-OBD II cars.

If there were OBD II trouble codes, the check engine light on the dash should have already informed the driver long before he/she rolled into an emissions testing station. Most drivers learned ignoring a check engine light for too long can increase repair costs or the risk of being stranded. Florida, Kentucky, Michigan and Minnesota actually ended their emissions testing programs in the late '90s, a few years after OBD II was required on new cars.

Some emission control systems of the '70s look a lot like parts clumsily tacked onto engines designed in the '60s. Those days are long gone. Over the years, it has become increasingly hard for parts manufacturers and RockAuto to classify Emissions parts separately from Fuel & Air parts, Ignition parts, Engine parts, Electrical parts or even performance parts. "Emissions" parts like Knock Sensors and Mass Air Flow Sensors help control emissions, but they also help optimize engine performance, fuel economy and durability.

The Variable Valve Timing Sprocket (cam phaser) is definitely an engine part because the valve train will not work without it, but isn't it also an emissions part because it helps eliminate the need for an exhaust gas recirculation (EGR) valve? Catalytic Converters are one of the few remaining distinct emissions parts, but they are also part of the exhaust system. ("Exhaust & Emission" is where to find them at RockAuto.com.)

Emission systems on vehicles built this century frequently are blended with other critical systems that have to work properly or the engine will not run at all. There is less need for emissions testing if a broken "emissions system" means the engine cannot even propel the car to a testing station. It is great news that better engine performance, fuel economy and emissions have frequently become complementary rather than competing vehicle design goals.

*RockAuto is an excellent parts source for all kinds of
modern and vintage cars. Check them out at
RockAuto.com*

HAUGHTON ELEVATOR COMPANY

By Ron Capps



February Mystery Car

Ron, in answer to question in your the aaca newsletter, the car is a model T. Post 1911 (last year for open fronts) and pre 1915. Early lamps and what appears to be a brass windshield and running lights. The Klaxon horn would suggest post '12 because that is start of electrical systems in cars - starters, etc. Of course Henry wouldn't hear of such a thing! That horn is an aftermarket addition.

Message from Prewitt Scripps to Ron Capps

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From Richmond Region:

Folks,

Jerry Dick, who lives in the Northern Neck area, is interested in selling his cars. He has about a dozen Fords, Mercurys and Lincolns ranging from 1936 to 1953. Some of the cars are:

- 1941 Mercury (4 door) - original
- 1952 Mercury Monterey hardtop - project car
- 1953 Mercury Monterey hardtop - restored in 2000
- 1940 Ford Coupe
- 1939 Ford 2 door Deluxe - project
- 1938 Ford 2 door Standard - project

His phone number is 804-529-7389, **please call after 5 pm.** Please let me know if you do contact him.

Thank you,
Joe Guckert

ndjoe79@hotmail.com

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