



# Triangle Chapter News

## Triangle Chapter Sep-Oct News Summary

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- Triangle monthly meeting October 15, 2009 at Golden Corral. The program this month will be videos of new cars short movies about the new cars of the 50s.
- Read a message from Triangle Chapter President, Chet Butcher, on Page 2.
- The Chick Filet Car display is planned on November 7. See page 3.
- 2010 Dues notice is included in this issue. Return the form with payment to Fred Harley .
- See the Minutes from the September 17 meeting starting on Page 4.
- Cecil Bozarth has written a great story about the restoration of his 1937 Lincoln Zephyr. See the story with pictures and Cecil's impression about driving the swoopy Zephyr. Page 5
- A story and pictures about the Oak Park Heritage Day October 3 is found on page 9.
- Mike Petersen has started a conversation about Take-Apart-T improvements. Page 10
- Dottie Aikin has a story about what you can do when the "car won't start". Page 10.
- See the antique car and driving quiz and research questions on Page 11.
- See this month's back page photos.



**Events Calendar**

- **Monthly meeting October 15**
- **Chick Filet Car Display Nov 7**
- **NC Region Spring Meeting rescheduled to May 8.**
- **More Calendar on Page 3**

## Monthly Meeting October 15, 2009

Triangle monthly dinner meetings are held on the third Thursday each month.

Next Meeting: October 15, 2009  
 Golden Corral on Glenwood Avenue, Raleigh, NC  
 Dinner at 6:00 pm  
 Meeting at 7:00 pm  
 Presentation at 7:30 pm

**Directions: Golden Corral, 6129 Glenwood Avenue**

Golden Corral Restaurant is located on the south side of Glenwood avenue between Pleasant Valley Road and Oak Park Road. It is between Fat Daddy's Restaurant and Boston Market — Directly across from Pleasant Valley Promenade. Golden Corral is 2.4 miles west of from the intersection of I440 Beltline and Glenwood Avenue or 5.5 miles east from the intersection of I-540 and Glenwood Avenue. The Golden Corral telephone is 782-4880.

## President's Message

By Chet Butcher, President Triangle Chapter

October is here and what a busy schedule we have on the calendar of AACA events. This past weekend was Heritage Day at Oak View Historic Park. We had an excellent turn out of club members and their cars. The weather was beautiful and the afternoon quilt auction was a delight. Then our regular monthly meeting is Oct. 15th. Next is the NC Region Fall Meet on Oct 24th. This event is being hosted by the Cape Fear Chapter in Wilmington, NC and promise's to be a great show. Triangle Chapter members should make an effort to attend this event.

Next is the AACA Vintage Tour right here in Fuquay-Varina starting Oct 25 with registration and continuing through the week with the closing banquet on Friday, Oct 30. This will be my first time doing a National Tour. The Brass-Nickel Club, of which I'm a member, is hosting the event. Living here in the host town, I feel like I'm at the center of the universe.

Looking ahead we need to firm up plans for the November car display that we've done at the Chick Filet the past several years.

Also I'm wondering if it's time for the club to get a laptop computer to mate up with the club's projector.

On the way to Raleigh this past Saturday in the "50" Ford I saw a group of vintage cars stopped at an intersection. I thought to myself, wouldn't it be great if all the car clubs in the greater Raleigh area and all the owners of vintage cars joined forces and put on the largest and best show the city has ever seen!

Regards, Chet

## How the Triangle Works 2010 Dues and What They Provide

The annual dues for the Triangle Chapter are due on January 1, 2010. The dues for all three AACA organizations are due on January 1, 2010. AACA National \$35.00, the NC Region \$15.00, and the Triangle Chapter \$10.00. The AACA National dues are used to provide members with the National Magazine, sponsor the National Meets, maintain the National collection of vehicles and provide the AACA judging

## Officers

President ..... Chet Butcher (557-6385)  
 Vice President ..... Mike Soehnlein (847-4832)  
 Secretary ..... Fred Harley (233-4889)  
 Ex-Officio ..... Dan Fuccella (349-5911)

## Board of Directors (Class of 2009)

Don Aikin ..... (556-2302)  
 Joel Hoffman .....(303-5635)  
 Gary Hunter ..... (387-7202)

## Board of Directors (Class of 2010)

Joe Daniel ..... (365-7123)  
 Dave Deyton ..... (552-4543)  
 Marilee Sanderson .....(467-9999)

## 2009 Committees

Awards .....Riley Reiner (554-1158)  
 Newsletter .....Denny Oestreich (846-8163)  
 Jean Soehnlein (847-4832)

## Region News

Correspondent.....Riley Reiner (554-1158)  
 Youth Coordinator .....Open

## WEB Links

- National AACA:  
[www.aaca.org](http://www.aaca.org)
- NC Region News online:  
[www.ncregionaaca.com](http://www.ncregionaaca.com)
- Triangle Chapter News online:  
[www.ncregionaaca.com/triangle](http://www.ncregionaaca.com/triangle)

standards and manuals. The NC Region dues are used to pay for the NC Region Newsletter and sponsor two NC Region judged car shows annually. The Triangle Chapter dues pay for our newsletter and pay-defray expenses for insurance and other Chapter expenses.

A dues notice is included in this mailing. You can pay all three dues on one form or you can pay them separately. Please decide how you want to pay, complete the form, and send or give your payment to Fred Harley by January 1, 2010. The mailing address is included on the form.

Thank you.

October 2009						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
November 2009						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					
December 2009						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		
January 2010						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						
February 2010						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28						
March 2010						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

# Calendar of Triangle Events

## Triangle Chapter Events

Oct 15 Dinner Meeting  
Golden Corral 6 pm  
Nov 7 Chick Filet Car Display  
Nov 19 Dinner Meeting  
Golden Corral. 6 pm  
Dec 10 Holiday Party  
Jan 21 Dinner Meeting  
Feb 18 Dinner Meeting  
Mar 18 Dinner Meeting

## NC Region

Oct 24 NC Region Fall Meet  
Cape Fear, Wilmington, NC  
May 8 NC Region Meet at Oak  
View Park. Hosted by  
the Triangle Chapter

## Tours

Oct 26-30 Vintage Tour  
Fuquay-Varina, NC  
Brass Nickel Hosting

## Other NC Chapter Events

Oct 10 Southeastern  
Mt. Olive  
Oct 17 Furnitureland  
Spencer, NC

## AACA National

Oct 7-10 Eastern Fall Meet  
Hershey, PA

# November 7 Chick Filet Display

On November 7, 2009 the Triangle Chapter will have a Car Display at the Chick Filet restaurant located at 4621 Capital Blvd in Raleigh. Same place as last year. This is a car display which brings out over 30 members' vehicles. The display will be from 10 am to 3:30 pm. There is no judging, so bring your vehicle out, even with a little dust on it. Chick Filet usually gives the participants a meal or sandwich. This is an important event for the Triangle Chapter to sign up new members. There are always a lot of spectators. Dress appropriately for November. Rain date is November 14.

# National Vintage Tour October 26-30

The AACA National Vintage Tour is planned on October 26-30. There are 71 participants who are signed up and making final arrangements to participate. I have heard from several Triangle members who are participating in the tour. Judy Edwards and Riley Reiner are Brass Nickel Region hosts organizing the tours and events. Mike Soehnlein is driving the trouble truck and Don Aikin will ride along on Thursday. Several other Triangle members are tour participants. This is an opportunity to spend some time watching a National tour to see if you would like to participate in a future tour. You can still participate in the following ways:

1. There is a need for more volunteers, especially on the weekend of October 24-25 to greet the participants and help them park their cars and trailers. If you can help, please Call Riley Reiner at 554-1158.
2. Come out to see the public display of the tour vehicles on the streets of downtown Fuquay Varina on Wednesday evening, October 28, 2009 from 5 to 8 pm. This event will be in conjunction with the Fuquay centennial costume night activities, so expect to see something special.

## Editor's Notes and comments

By Denny Oestreich

Fall is here. It is time to get out your long sleeve shirts and sweaters again. For antique car owners, October means 6 to 8 more weeks of really important car show activities before we have to consider putting away our cars.

Good luck to all of you who are going to Hershey. We are looking forward to your stories and stories for our newsletter and Web site.

Congratulations to Cecil Bozarth on completing the beautiful restoration of his 1937 Lincoln Zephyr. Thank you Cecil for sharing your article with us.

Be sure to read Dottie Aikin's story about what you do when your antique car won't start.

I was really pleased to see the great turnout of Triangle Members and vehicles at Oak View. We had cars from 1915 to 1963. There was a lot of activity at the event. I enjoyed talking to many visitors and other members. I also enjoyed looking at the tractors on display and talking their members. I know Chet bought a quilt, did anyone else? I bought some bread and butter pickles and a decorated pen to support the 4-H club kids.

The newsletter is better with your contributions. So please consider submitting your story. You can write, a story, record it, or call and tell me. Remember a picture tell stories too.

- NC Region Updates: No Region updates were reported.

### New Business:

- Brass Nickel Region Update: Judy Edwards

Judy reported that the Brass Nickel Region Planning for the AACA Heritage Tour is coming along well. She indicated that 71 Vehicles are signed up for the tour. The Cars will be between 1912 and 1931. There are two Model-Ts and several Model-As as well as many other makes and models. The participants, some coming from as far away as Florida and Wyoming, will arrive on Sunday October 25. Trailer parking will be 1.6 miles away and participants will be shuttled via a bus. Volunteers will be needed on Sunday night to help with parking and registration. On Wednesday evening the City of Fuquay-Varina will ask the participants to display their vehicles on the downtown streets of Fuquay. This is an opportunity for Triangle Chapter members to see all the participant's vehicles on display. This will be part of the Fuquay Varina Centennial celebration.

- Oak Park Heritage Days – Riley Reiner

The Triangle will again display vehicles at the Annual Heritage Day at Wake County's Oak View-Park on October 3. The sign up sheet was passed around to collect names of Triangle volunteers who

*(Continued on page 9)*

## September 17 Meeting Minutes

### **Triangle Chapter Meeting Minutes, Sept 17, 2009**

- Call to order. The September Triangle Chapter monthly meeting of was called to order at 7:04 pm by President Chet Butcher.
- Attendance: There were 44 members present.
- Guests: One guest was present, Steve Fitzpatrick, who is President of the Carolina Mustang Club.
- New members: New members present were Bob and Nancy Brink. Welcome Bob and Nancy.
- Membership Report: Fred Hartley reported that the Triangle Chapter now has 84 families.
- Treasurers Report: Treasurer, Fred Harley reported the treasury is very sound. Two recent bills were paid:
  1. Liability Insurance \$260 .
  2. Newsletter bills for 3 months \$281.13.  
Newsletters are costing 1.12 each for copying and mailing.

## Reminder: A Day at the Farm

Triangle member Peter Uliciansky asked us to announce that an organization which he supports, Diabetes Management Solutions, is holding a "Day at the Farm" Bluegrass Festival on October 24 , 2009. This 2nd Annual event will have 4 bluegrass bands and a clogging group. The event includes hay rides, craft vendors, a car show and a diabetes fair.

Peter writes: "I'm a fellow member of the Triangle Chapter AACA, and I wanted to get your help on spreading the word about a car display next month that benefits Diabetes Management Solutions. It is an organization I volunteer for. I know the date of this display conflicts with the NC Region Show. However, perhaps I could recruit a few members that are not attending the show. Thanks for your help!"

For more details call Peter at: 919-844-7134. You can see the flyer on our Web site, under Other Events. See at [ncregionaaca.com/triangle](http://ncregionaaca.com/triangle).



## My Lincoln-Zephyr Restoration and the Meadow Brook Concours

By: Cecil Bozarth

Not too many people outside of the old car hobby know about the Lincoln-Zephyr, although it was an important car to the Lincoln Motor Company at the time. The Lincoln-Zephyr was introduced in 1936 as

Lincoln's entry into the "medium-priced" market. It featured uni-body construction, a 267 cid V-12 engine that generated 110 horsepower, and streamlined styling. Initially priced in the low to mid \$1000s, it was meant to compete with the Packard 120 and GM's La-Salle. Various models



\* 1937 Lincoln-Zephyr Model HB-720 Coupe \*

were offered throughout the years, with the 1940 Continental being the most famous. After the war, the Lincoln-Zephyr returned, but without the "Zephyr" portion of the name. 1948 marked the last year for all Lincolns with the small "H" series V-12.

My particular car is a 1937 Lincoln-Zephyr 3-window coupe, one of 5,199 made that year. With a factory list price of \$1,165, it was the lowest-priced

Lincoln ever offered. The car was restored to its original hue of Zephyr Garnet, and has

broadcloth wool seats, wool carpet, a factory heater and defroster system, radio, and two-speed rear axle.



I purchased the car from a Virginia collector in 2003, who had pulled it out of a South Dakota barn in the late 1980s. The body had been completely stripped out and given an initial coat of primer, and the floor pan had been replaced, but progress had essentially stopped. For the first few years after purchasing the car, I took time to learn more about the '37 Zephyrs, gather the required parts, and rebuild the major mechanical systems. In September of 2006, I contacted Ed Spagnolo of Color-Ite in Bethany, CT. I had read about Ed in the Lincoln-Zephyr Owners Club magazine, and was impressed with his knowledge and obvious commitment to Lincolns. I also knew he would be someone who would understand and appreciate what I



wanted—a factory correct, concurs-level restoration. I sent Ed an email, outlining my vision for the car. Ed agreed to take on the project, and I planned a trip up to Connecticut to deliver the car.

Now, I grew up in Georgia, and have lived in North Carolina since 1988. Interstate traffic can get busy here, but evidently nothing like the Northeast U.S. So when I looked at a map and saw that I-95 went close to New York City on the way to Connecticut, I didn't think too much about it (those of you from the Northeast can start laughing about now). Suffice it to say, I must have been quite a spectacle -a gray pickup truck from North Carolina towing an old car on an open-bed trailer across the George Washington Bridge at 5:00 pm on a Friday afternoon!

### 2009 Meadow Brook Concours d'Elegance

In early 2009, I was contacted by Terry Boyce, who was putting together a special class at the Meadow Brook Concours d'Elegance for "Swoopy Coupes". Terry had seen my restoration website ([www.mindspring.com/~bozarth](http://www.mindspring.com/~bozarth)) and wanted to know if I would be willing to enter my car in the show. Well, of course I would! So after clearing the dates with Ed at Color-It, I agreed to enter the car.

For those of us more familiar with AACA or marquee meets, a Concours d'Elegance is a little bit different. Although authenticity is important, cars are selected primarily on how well they "represent" a particular class. Think about a dog show with classes for hound dogs, herding dogs, etc., and you get the idea. In 2009 The "Swoopy Coupes" class focused on three-window coupes with streamlined styling. In fact, we were instructed to keep the hoods and trunks closed, the better to show off the lines. The class contained ten cars in all, including a rare 1937 Hupmobile 618G coupe, a 1936 Packard Super Eight, a 1937 Studebaker Dictator, two GM representatives (a 1936 Cadillac and 1936 LaSalle), and a 1941 Willys, all restored to original condition. Ford and Lincoln were well-represented by a massive 1935 Lincoln LeBaron Coupe featuring Lincoln's large V-12, a 1936 Ford coupe, my 1937 Zephyr, and a blue 1941 Zephyr coupe.

Given all these wonderful cars, we were



honored when the judges selected our car as best in class. But really, their selection was a nod to the work of Edsel Ford and his chief stylist, Bob

Gregorie. From the running boards to the wind wings to the split rear window and symmetrical dash, the 1937 Zephyr coupe is an iconic swoopy coupe. As one of the judges told me later, "I wouldn't change a thing."

Why a Lincoln-Zephyr? I guess I started my love affair with older cars when I was about 13 or so. I preferred the pre-war cars, with their dramatic and distinctive styling, had such appeal to me. But finances being what they were, I wasn't able to buy my first car until 1982, a 1966 Mustang GT coupe. It was a "practical" vintage car, with factory disc brakes, air conditioning and power-steering, and one I eventually restored and have to this day. I think it also fostered my love for the coupe body style.

After restoring the Mustang, I started looking for something from the late 1930s. I first learned about Lincoln-Zephyrs when I saw a picture of a 1939 Lincoln-Zephyr convertible coupe, and I fell in love with the flowing lines. In time, I narrowed my focus to the 1937 - 1939 three-window coupes, and when one became available, I took the plunge.

#### Driving impressions:

Before I got behind the wheel of my 1937 Lincoln-Zephyr (with a nervous Ed Spagnolo riding shotgun), I had never driven anything older than a 1965 Mustang. Here are some impressions:

- \* **Interior.**

The Lincoln-Zephyr is a wonderfully comfortable car. I'm 6' 4" and an honest-to-goodness 290 lbs, and I find it as comfortable as any car I've ever had, especially since the Zephyr's console doesn't jam up against my right leg, unlike the di rigueur plastic cup holder-GPS console-psuedo-shifter- thingee found in all new cars. Using the Zephyr's dash knobs and pedals is similar to being a church organist, and I'm sure it is very impressive to someone not in the know.

- \* **Visibility.**

Visibility is much better than I would have thought, given the large B-pillars on the car. Of course, the side mirror should never be used without verification, but the split rear window allows me to see upcoming traffic, and the B-pillar on



(Continued from page 6)

the passenger side is not so thick as to make backing out impossible.

**\* Brakes.**

The 1937 Lincoln-Zephyr came with a Bendix mechanical cable brake system. Except for some minor pulling that could be sorted out with time,



the original cable brakes are actually pretty consistent and predictable. Personally, I like the feel of a mechanical brake over the over-assisted modern one. That said, there's no question that a hydraulic system would be easier to set up, and that the car has more than enough power to "out drive" the brakes.

**\* Drivetrain.**

I love the sound and feel of the HV-12 engine. There's just enough noise to remind you that it's a



sold lifter engine, and the 75 degree engine gives it an unusual, but pleasing, exhaust cadence. The car also pulls quite well, even up very steep hills. Nevertheless, I think those looking to drive these early

Zephyrs should really consider a Columbia two-speed rear axle. My car has the stock 4.44:1 ratio, and around 50 mph or so, the car is looking for another gear. The Columbia drops this down to about 3.30:1. At highway speeds, the Columbia makes my Zephyr feel like a whole other



car.

**\*Lighting.**

My car came out three years before the industry switched over to sealed beam headlights. So how is the stock system? Let's just say the "city beams" will cast a warm, romantic glow on a deer once it is within 50 feet of you. I suspect the country beams will buy you another 70 feet, max. The instrument panel lights, handicapped by the oddly-colored instrument faces and needles on the 1937 Zephyr, provide just enough light to assure the driver that the instruments are still there, but not enough to read them. Long story short: Night time driving cannot be recommended with the bone stock system.

## 1937 Lincoln Zephyr Numbers

- Over 29,997 1937 Lincoln Zephyrs sold.
- Engine: 267.2 -ci , 110 bhp I-Head V12.  
Based on the Ford flathead V-8.
- Wheelbase: 122 in.
- Top speed: 90 miles per hour
- Starting Price \$1295
- Uni-body construction.
- Brakes: Mechanical drum brakes.
- Transmission: Three speed synchromesh.





# Historic Oak View County Park Heritage Day, October 3, 2009

By Denny Oestreich

Thirteen Triangle Chapter cars were displayed as part of the annual Wake County Heritage Day at the Historic Oak View County Park located off Poole Road in Raleigh on October 3.



Oak View is the venue for the Triangle Chapter's annual spring car show. Oak View asked the Triangle Chapter to display cars at their event in return for using the park for our car show.



The Heritage Day event includes many family activities including a quilt display and auction, 4-H youth animal exhibits, a mule show, a civil war exhibit, canned vegetables and preserves for sale, a blacksmith exhibit, a tractor exhibit, games for the children and the Triangle Chapter car exhibit.

A wide selection of vehicles were signed up and brought by member for the display. Members displaying their vehicles included:



- |                          |                        |
|--------------------------|------------------------|
| Ben Johnson              | 1915 Model T           |
| Riley and Sandra Reiner  | 1915 Model T           |
| Fred Harley              | 1921 Model T           |
| Gary Hunter              | 1930 Model A           |
| Bob Miller               | 1939 Buick             |
| Bob and Nancy Brink      | 1940 Chevrolet         |
| Chet Butcher             | 1950 Ford              |
| Dan Fucella              | 1950 Willys Overland   |
| Mike and Jean Soehnlein  | 1959 Ford F-100 Pickup |
| Barry and Dian Gendler   | 1954 Oldsmobile        |
| Denny Oestreich          | 1957 Chevrolet Bel Air |
| Ron Petty                | 1965 T5 Mustang        |
| Bob and Sharyl Monkovich | 1973 Imperial          |





The spectators were not typical car show enthusiasts. They enjoyed looking at the cars and asked many questions. Did you ever wonder what they are looking at when they stick their head inside a car window?

The weather was perfect for an early fall car show with a little extra heat in the afternoon. All the cars started and ran well. Another sign of fall: Dan Fucella had replaced the surfboard with skis on his Willys Overland.



Several demonstrations were given by Riley Reiner on how to hand crank and use the various accesso-

ries on a Model T. The kids really enjoyed it.



A Take-A-Part T was originally planned for this event, but the Take-A-Part transmission is currently undergoing a rebuild by the "Drive Train and Transmission Subcommittee (DTTS)" Mike Soehnlein, Bob Miller, and Fred Harley." The problem with the transmission is a significant chatter in 1st gear. The problems appears to be too much wear in the transmission case where the pedal levers are supported and some spring failures. Further problem solving will be done and parts will be ordered. Be sure to ask about progress.

*(Continued from page 4)*

would bring their vehicles. 15 members signed up to bring their vehicles.

- Old Business:

#### - Legislative updates: Mike Soehnlein

Mike reported that NC Senate Bill 8.20 has been passed and is now in force designating registration criteria for Antique, Replica, Street Rods, and Custom vehicles. Mike outlined these changes in our September newsletter. The remaining requirement will be to name the members of a review committee which will hear future disputes and interpretation questions about the new law.

Mike also reported that the Raleigh City Council is again preparing to review the vehicle parking rules about the number of vehicles you can park on your lawn. Mike will continue to follow the status of the this proposed legislation and report on status.

#### - New Business

A proposal has been received from Mike Petersen that the Triangle Chapter improve the Take-Apart-T to approve its appearance so it represents a vehicle assembled on the Ford assembly line. There were no comments on the proposal at the meeting. It was requested the letter be published in the newsletter with a request for members' comments for Board consideration. (See the content of Mike's letter on Page 10.) Please read the letter and provide your comments.

An opportunity to arrange a tour to see the Eder Steam Tractor Collection has been identified on October 31 or November 1. A volunteer is requested to organize the tour for the Triangle Chapter. The volunteer would be required to make arrangements with the Eders, collect a list of those interested in going, identify a meeting place, plan lunch stops and lead the tour.

Cecil Bozarth was recognized for having completed the restoration of his 1937 Lincoln Zephyr and was invited to enter the Meadow Brook Concours d'Elegance. At the event the Lincoln Zephyr was selected as Best in Class. Cecil will present his story of the restoration and show at a future meeting.

The meeting was adjourned at 8 pm.



## “Honey, the Car Won’t Start”

By: Dottie Aikin

The weekend before Heritage Day at Oak View Park, Don and I started talking about Heritage Day and what needed to be done to get the 1936 Ford ready for the trip. All week Don talked about how he was looking forward to having hot dogs for lunch. Hot dogs are not served at our house except on 4<sup>th</sup> of July. I was hoping the tating club would be there and I could get some information. Both of us were looking forward to spending a beautiful fall day with our friends from the Triangle Chapter. The members of the Triangle Chapter are what make these outings so much fun.

Don spent one afternoon cleaning up the ‘36 from the Fayetteville Tour and the road spray we had accumulated on that trip. He made sure he had all the spare parts and tools packed and the car was running. Friday evening, I had packed my bag of things to do during the day.

Saturday morning Don went out to top off all the fluids and bring the car out of the garage. I was getting ready to walk out the front door with my stuff to join him when Don came in and said “Honey, the car won’t start, we have a major problem with the ‘36.” We called Jean Soehnlein and told her to not save us a parking place.

We were disappointed about not seeing the members of the chapter. We looked at each other and decided to go modern. It was fun riding the Hay Wagon to the farm from the parking lot. I got the tating information I wanted and Don enjoyed his hot dogs for lunch.

After visiting with our Triangle Chapter friends before, during, and after lunch, we took the pretty wooded path to the parking lot and drove home. The only thing we did not do was to drive the ‘36 to and from Oak View Park. Don enjoys driving the car and I enjoy riding in the car with him.

The members planning an event appreciate being notified when member’s plans change. This allows them to plan the correct number of spaces for the event. In future newsletters the contact person’s home and cell phone numbers for the event could be listed. This way everyone will know who to contact if their plans change.

Bottom line-if your old car doesn’t cooperate, don’t that let that stop you - Go modern and spend time with your fellow Triangle Chapter members.

## Letter From Mike Petersen

By: Mike Petersen

**This is a letter from Mike Petersen with ideas for some improvements to our Take-Apart-T. Please review the letter and share your comments and ideas with a Triangle Chapter officer or board member. See page 2 for officers or board member contacts. The letter follows:**

“June 19, 2009

Dear AACA Triangle Chapter Contacts,

I was discussing the Take-Apart-T and AACA Triangle Chapter Net Worth recently with Joe Parsons.

The Take-Apart-T continues to be an interesting and exciting addition to the old car events. The AACA Triangle Chapter may have sufficient funds to begin a program of upgrading the Take-Apart-t so that it more closely resembles in equipment and aesthetics what was actually constructed on the Ford line. This will enhance the presentation, perhaps encourage more members to participate, and have a package that would be easier to sell if, at a future date, the AACA Triangle Chapter decides to part with the Take-Apart-T.

The following is a suggested list of things that we could do with funding from the club to meet the goal of a vehicle that represents what was assembled on the Ford line. The following items are in no particular order. They may be reordered by priority, cost, and availability of people to make them happen.

1. Provide shop coats for the team. These are available for \$20-25 in various colors. A beige or blue might be best. A Ford patch could be added later.
2. Provide hats for the team. Something of the era that assembly line workers wore would be great.
3. Paint the car. It should look like a new car.
4. Paint the wheels. It should look like a new car.
5. Paint the engine. It should look like a new car.
6. Paint the transmission, front axle, and rear axle. It should look like a new car.
7. Add components that were stock on the basic model such as a tail light, headlights, windshield (I do not know if some of these were equipment).
8. Add a horn that can be activated as the car is driven off – a nice crowd pleasing touch

Sincerely

Mike Peterson”



## Judging Assist Information What is Right and Wrong

Some considerations of what is expected of a vehicle on the AACA show field.

- Non-authentic bodies on chassis will receive a 40 point deduction, except for identical duplication of a complete body as fitted to the chassis of an original vehicle. Also accepted are station wagon and commercial bodies mounted on Model T Chassis.
- Convertible tops must be up for judging.
- Plastic valve caps must receive a 1 point deduction prior to 1951.
- Electric Fuel pumps or supplemental fuel pumps are not accepted after 1946.
- Effective in 2006, a vehicle may retain its previously won awards when ownership changes.
- Judges will accept written factory documentation of authenticity without exception. Factory documentation can include assembly manuals, parts manuals, accessories brochures, assembly manuals or shop manuals.

## September Auto Sudoku: Answers

Below is the September Sudoku puzzle solution. The hidden car that appears twice in the puzzle is the Ace. In 1933 engine manufacturer Continental Motors took over the De Vaux auto company and produced three models, the Ace, the Flyer, and the Beacon.

I	G	F	B	H	A	C	D	E
B	H	D	E	C	G	A	F	I
E	C	A	F	D	I	B	G	H
H	I	C	A	G	B	F	E	D
G	F	E	C	I	D	H	B	A
A	D	B	H	F	E	G	I	C
D	A	I	G	B	C	E	H	F
F	E	G	I	A	H	D	C	B
C	B	H	D	E	F	I	A	G

## Auto Quiz

Here are some interesting questions about driving and antique cars?

1. When there two right turn lanes at a stop light, can you turn right from the left most turn lane?  
Yes \_\_\_\_ No \_\_\_\_
2. What is the proper hand signal for slowing or stopping in a 1915 Ford Model T.?  
Waving \_\_\_\_ Up \_\_\_\_ Down \_\_\_\_ Straight \_\_\_\_  
Left \_\_\_\_ Right \_\_\_\_ Either \_\_\_\_ Neither \_\_\_\_
3. In what year were amber turn signals adopted?  
1952 \_\_\_\_ 1962 \_\_\_\_ 1970 \_\_\_\_ 1975 \_\_\_\_
4. When were the first tire chains used.  
1905 \_\_\_\_ 1915 \_\_\_\_ 1920 \_\_\_\_ 1925 \_\_\_\_
5. Which is the legal hand to hold your cell phone while driving your 31 Chrysler?
6. The year of the first remote control mirror .  
1948 \_\_\_\_ 1953 \_\_\_\_ 1958 \_\_\_\_ 1962 \_\_\_\_
7. The oil pressure and generator indicator light was introduced in what year?  
1948 \_\_\_\_ 1950 \_\_\_\_ 1952 \_\_\_\_ 1953 \_\_\_\_
8. Henry Ford's speed record was 91.37 mph in what year?  
1904 \_\_\_\_ 1908 \_\_\_\_ 1910 \_\_\_\_ 1912 \_\_\_\_
9. If your call stalls along the highway and you must leave it, where should you put the white flag.  
Door handle \_\_\_\_ Antenna \_\_\_\_ Window \_\_\_\_ Any \_\_\_\_
10. The first built in radio was delivered in what year?  
1913 \_\_\_\_ 1923 \_\_\_\_ 1925 \_\_\_\_ 1933 \_\_\_\_
11. What automobile was the first offered for sale to the public?  
Ford \_\_\_\_ Reo \_\_\_\_ Benz \_\_\_\_ Little \_\_\_\_
12. Racing slicks are legal to use on public roads in warm dry weather.  
Yes \_\_\_\_ No \_\_\_\_
13. It is legal to exceed the speed limit to safely pass a slower antique vehicle.  
Yes \_\_\_\_ No \_\_\_\_

## Classified Ads

FOR SALE  
1932 Ford Model B Truck.  
Restored original. \$19,500  
Contact Jack Johnson at:  
919-880-4800  
Email jaxmailbox@bellsouth.



**AACA TRIANGLE CHAPTER**

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