



# Triangle Chapter News

## Triangle Chapter News Summary

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### Upcoming Events

- Triangle Chapter Meeting. January 19, Golden Corral, 6129 Glenwood Ave. RALEIGH.

Times: Dinner 6pm.  
Meeting: 7:00 pm.  
Program 7:30pm.

### Triangle Web Site

See the Triangle Web Site at : <http://www.ncregionaaca.com/triangle/>

- The **January 19** Triangle Chapter meeting is planned for Thursday evening, January 19 at the Golden Corral in **RALEIGH**.
- Read President Don Aikin's message and the Editor's notes on page 2.
- Read Dean Tryon's November Meeting Minutes page 3.
- See the cars of the Chick-fil-A display on page 4.
- Relive the Christmas Party on page 5 and find out who got the **Pink Elephant**.
- Enjoy the Henderson Car Show on page 6.
- Read about the importance of Radiator Caps on page 7.
- Are **YOU** on this month's BACK page photos?



The most feared gift at the Christmas party. Did it have the Pink Elephant?

## New Members

**Anthony and Barbara Ariano** are joining Triangle AACA(1936 Hudson; 1986 Corvette); as are **Steve and Teresa Cook** (1938 Ford Deluxe Coupe). Steve's good friend, **Marshall Spader** has also joined since our last meeting. This brings us to 99 families for our chapter. We are closing in on 100! Who is going to bring in the centennial member? Santa will have special goodies for you!



Shake his hand and the Christmas Badger will get you wigglin'! Wiggle Wiggle, Womp; Wiggle, Wiggle Womp.

# President's Message

By Don Aikin

Our final event of the old car calendar for 2011, the Chick-fil-A display, apparently went well. Thanks to Jack Agayoff for coordinating this event. I know the weather was nice. Dottie and I saw a few early arrivals as we passed by on Capital Blvd. on our way to Holden Beach.

By the time you read this, our annual Christmas party will also be history. If past years are any indication, I'm sure everyone will have had a fun evening.

Your officers for 2012, based on the election at our November meeting are:

- President:** Don Aikin
- Vice President:** Denny Oestreich
- Treas./Secretary:** Fred Harley
- Region Correspondent:** Riley Reiner
- New Board Members (Class of 2013):**
  - Dan Morton
  - Dave Norris
  - Joe Parsons

Thanks to those new officers and board members for volunteering to help lead the chapter in 2012. Also, thank you to directors Ted Brooks, Jack Johnson and Bob Monkovich, whose terms expire at the end of 2011, for their service to the chapter over the last 2 years.

Our first meeting in 2012 will be held at the **Golden Corral on Glenwood Avenue** across from the Best Buy shopping center. As part of the business meeting, we will vote on whether to continue there or return to the Golden Corral on Dillard Drive in Cary. I encourage everyone to attend so that this decision will reflect the view of a large percentage of our regular dinner meeting attendees.

Finally, Dottie and I wish everyone a Merry Christmas and a Happy New Year. See you in 2012.

Don

# 2011 Triangle Contacts

## Triangle Chapter Officers

- President ..... Don Aikin (556-2302)
- Vice President ..... Denny Oestreich (846-8143)
- Treasurer ..... Fred Harley (233-4889)
- Ex-Officio ..... Chet Butcher (557-6385)

## Board of Directors (Class of 2012)

- ..... Jim Aldrich (676-3131)
- ..... Bob Gault (329-9196)
- ..... Les Tryon (562-4660)

## Board of Directors (Class of 2013)

- ..... Dan Morton (876-3291)
- ..... Dave Norris (741-9473)
- ..... Joe Parsons (293-0066)

## 2011 Committees

- Awards ..... Riley Reiner (554-1158)
- Newsletter ..... Andrea Irby (815-1355)
- Region News Correspondent... Riley Reiner (554-1158)
- Youth Coordinator..... Open

# Editor's Notes -by Andrea Irby

This year's Christmas party was a first for me and a real joy. The food was excellent, the conversations engaging and the trivia challenging. Best of all, I came home with a two great gifts: the Johnson Automotive Badger and a Ford plaque for Cecil's garage. The badger will going to New Orleans in January for the BCS National Championship. (LSU has a player nicknamed the Honey Badger). It was great learning all of the Ford trivia, but I must say it is now time for us Chevy, Buick, Chrysler and other non-Ford owners to join forces and dominate displays, shows and auto trivia in the year ahead!

A couple of special notes for this newsletter: **1) DUES ARE DUE.** The form is attached to the email version of this newsletter. Get to it before Santa puts you on the naughty list! **2) AACA has a Sentimental Tour** in early June for vehicles 1928-1958. The tour is limited to 150 vehicles and will go through the beautiful Shenandoah Valley. **DEAD-LINE TO APPLY is JANUARY 3<sup>rd</sup>.** Dean and Les Tryon are going already. Again, the registration form is attached to the emailed version of the newsletter. Thanks again for all of your submissions.

**Best wishes for Happy Holidays and a Happy and Healthy New Year.**

## Triangle Chapter AACA Calendar

### Triangle Chapter 2012 Events

January 19 Dinner Meeting, Golden Corral **6129 GLENWOOD AVE.** Raleigh at 6 pm

### NC Region Events

January 20-21 Annual Business Meeting Ramada Inn, Burlington NC  
For full agenda and info see:

<http://www.ncregionaaca.com/region/index.php/88-news-general/202-2012-annual-business-meeting>

### AACA National Events

January 28 Cambridge, MD. Bay Country Winter parts meet. 7am-1pm. Contact Ed Nabb at: 410-228-0758; hhnabb@bcctv.net

February 9-11 Annual Meeting and Awards Presentations, Philadelphia, Pennsylvania.



**Congratulations** to **Jim and Becky Aldridge (1931 Chrysler LeBaron)** and **Jack Agayoff (1956 T-Bird)** who will be receiving National Awards for their cars!

## Triangle Chapter Meeting Notes by Dean Tryon

### Action Items & Upcoming Events:

These items need your response or action:

**Dues are due!** Contact Fred Harley (233-4889), [fredharley@nc.rr.com](mailto:fredharley@nc.rr.com). AACA National is \$35, NC Region is \$15 and local Triangle Chapter is \$10 for a total of \$60. You can send one check to Fred and he will take care of all 3 for you. The membership application is available and will be attached to the electronic version of this newsletter.

### Information only:

1. Andrea introduced 2 hopefully new members **Steve and Teresa Cook** (38 Ford Deluxe coupe). Jack Agayoff introduced **Anthony Ariano** (36 Hudson and 86 Corvette). Both plan to join the chapter.
2. The attendance was approximately 48 people at the Cary Golden Corral.
3. The manager of the Golden Corral (Dave) described gift cards available for this and other Golden Corrals. The buyer gets an extra \$5 or more for purchasing.
4. Membership at the time of the meeting was 96 families and the treasury is at \$6,600 per **Fred Harley**.
5. Riley described the Brass Nickel tour in early Nov. to Elders farm in Carthage. It's a place everyone needs to see but it is only open the first weekend of the month to the public. Great collection of steam tractors and other equipment. The Triangle Chapter is invited to all Brass Nickel events.

6. **Jack Agayoff** discussed the problems with ethanol fuels (E-10) in old cars. Two web sites of interest are [www.ppure-gas.org](http://www.ppure-gas.org) (for ethanol free statins) and [www.fueltestkit.com](http://www.fueltestkit.com) (for kits to let you measure ethanol content).

7. At Don Aiken's request, Marv Gage investigated going back to the **Glenwood Ave Golden Corral** due primarily to the traffic problems on the Beltway for anyone coming from the north or east. Their room is larger (seats 65 comfortably vs 48 in Cary), the food variety is larger and the location is where we used to go before they rebuilt it. Cost is \$9.99 plus a drink (optional) vs \$9.99 including a drink in Cary. We will have our January 19 meeting at this location and discuss where we go from here at that meeting. If anyone has other suggestions, please let Don Aiken know. From Don's investigation, this is the only alternative with a private room large enough for our group. We are consistently near the capacity of the Cary location frequently and the chapter continues to grow.

8. The program was a presentation by **Mike Petersen** describing the journey he and **Dan Fuccella** plan to take in 2013. They are completing the National Park (NP) to Park route as it was originally done in 1920. This is a 2-3 month endeavor traveling roughly from Denver to Glacier NP, over to Washington and Mt Rainier NP, down to Crater Lake in OR, Yosemite NP in CA, Zion and Bryce in UT and back up to Colorado. There are other stops planned along the way. Dan will drive his 1950 Jeep. If anyone is interested in joining all or a part of the trip, let Mike know.

## Chick-fil-A Display

By Jack Agayoff

November 12th turned out to be a beautiful, crisp, fall morning followed by a beautiful, warm afternoon for our annual Chick-fil-A display. Our members turned out with 24 cars. Unfortunately, we only had 2 non-club members stop by and the number of spectators was down. I feel this was due to the News & Observer not putting in the notice for the event after I emailed them twice.



In any event a good time was had by all - lots of car talk and camaraderie for our last car event of the year.

The people at Chick-fil-A were happy with the event and want to continue it next year. I believe the highlight of the display was the **1906 Orient brought from Chapel Hill by Paul Huckle** (below). When is the last time any of you saw one of these vehicles? This horseless carriage type vehicle even had wooden fenders.



As is often the case, Fords presented the largest contingent of vehicles at the event. Model Ts, Model As, early Ford V-8s, and Mustangs accounted for 10 of the 24 cars. (Maybe I'm a little biased, but it's a good thing we have a lot of Ford car owners among the membership.)



Walter Ezzell's 1939 Ford; Dean Tryon's 1959 Buick



Marvin Gage's Air-Cooled Franklin



Spectators enjoying Ben Johnson's Model T.



## Annual Christmas Party

By Andrea Irby

The Christmas party was held on Thursday, December 8th at St. Michael's Church in Cary. It was a wonderful and festive event with great food and even better friendship. There were roughly 50 members there to enjoy the revelry. The menu offered delicious choices including a festive Christmas salad with red and green apple slices, pecans, blue cheese and cranberries with a champagne vinaigrette dressing; chicken breast with brandy mushroom cream sauce; flank steak with horseradish; steamed broccoli and potatoes and SINFUL hot brownies and sundaes.

Each place setting was adorned with a gift wine glass hand painted by **Les Tryon and Sue Harley**. They were beautiful!



**Gill** made the cards. My picture below does not do either justice. Both the box and the cards were breathtaking. **Fred and Sue Harley** were the lucky winners of the box and cards while **Dan Fucella** successfully stole the rolling tool box for the final time.

But the big question of the evening was where was the **PINK ELEPHANT?!**

The elephant, still wrapped in its original plastic, is an 18 year old tradition of the Christmas party. It is a lawn ornament, but looks like it could be made into a piggy bank. We all honed in on Les as she opened the final and most feared gift of the night. But alas, she was safe and the spoofer was on Dan. Hidden inside that lovely rolling tool box (donated by **Jim and Becky Aldridge**) was a hidden



note with a picture of the elephant

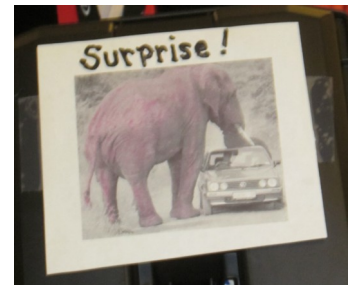
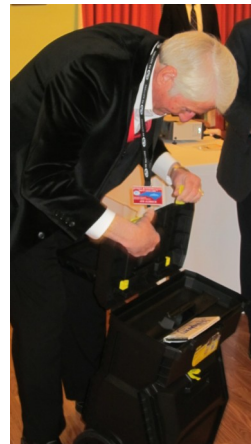


After dinner, **Judy Edwards** served as lead reindeer (aka mistress of ceremonies) for our "Yankee Swap" gift exchange. Answering our trivia question allowed us to take a gift from the table or steal from someone else. Santa must have a Ford model sleigh as all of the questions

were about Ford! **Riley** helped some of us with the answers, but for them most part, everyone prevailed.

The most coveted gifts of the evening were a rolling tool box complete with toting handle and a purple heart wood box with artisan note cards. The box was hand crafted by **Jim Gill and Andi**

note with a picture of the elephant



In the end, a great time was had by all. Be good and may Santa bring you car parts instead of coal and pink elephants:) Merry Christmas!

## Henderson Car Show

By Denny Oestreich

On October 22, 2011 I attended a car show in Henderson, NC. The show was advertised as a combination car show in downtown Henderson. There were actually three car shows; "Show, Shine, Shag & Dine" for collector cars, the "East Coast Drag Times Hall of Fame" show for drag racers and, on a side street, a car show of Corbitt trucks and tractors. The main show was a display of original and modified cars parked up and down



Garret Street for a mile. There was a combination of original, restored, hot rods and rat rods on display. The display included nearly 1000 very nicely restored and modified vehicles. Bob Gault was showing his 1961 Ford 4 wheel drive pickup. What I enjoyed about the display was that I had not seen most of these cars before. The cars came from up and down the east coast. The people displaying their cars easily discussed their vehicles and I got several ideas about how to configure hidden windshield wipers.



At the center of main street was a display of 50 drag race cars including early Chevrolets, Studebakers, Dodges and Fords. The drag racers use this venue for a reunion each year. They bring their retired drag cars out for display and occasionally start the cars for the delight of the crowd. Many of these cars were marked for their class with stories detailing when they reached their maximum speed of around 100 mph in the quarter mile. One drag car advertised fuel mileage of 880 ft per gallon!

Off on one side street was the Corbitt reunion truck and tractor show. There were 12 Corbitt Trucks and 2 Tractors on display. The Corbitt trucks were all manufactured in Henderson between 1912 and 1953. The Corbitt club also had a historic display at the event.



The Corbitt manufacturing enterprise was the idea of Richard Corbitt who started out as a buggy manufacturing company in 1899. From 1907-1913 Mr. Corbitt manufactured automobiles. Corbitt was not competitive with other automobile manufacturers of the time so he changed his manufacturing to trucks and buses. In the 1920s, Corbitt became the largest truck manufacturer in the south. In 1933, Corbitt became an important supplier to the military and exported many trucks. Corbitt also manufactured tractors in the 1950s. The company ended in 1952 when Mr. Corbitt retired and there was no one to continue operation.

Be sure to look for a Corbitt truck at the future truck displays. There is also some good information about Corbitt on the Web. Does anyone know where I can see a Corbitt car?

## Little Things Mean A Lot

### By Mike Petersen

If your goal is to earn an award in AACA competitive class judging then you must pay attention to the little details. There are many details such as valve stem caps, batteries, and radiator caps that are worth several points and are easy to correct if your vehicle has incorrect components.

This article will address a common problem that I have seen for years in AACA judging regarding radiator caps on cars from the 1950s to present. In 2011 the radiator cap is now worth 5 points. Prior to 2011 it was worth 3 points. 5 points is a lot to lose for something that is easy to correct for most cars.

In AACA judging there are 3 reasons a vehicle will receive the maximum deduction for a component:

1. The component should be there but is missing.
2. The component is there but is incorrect for the vehicle.
3. The component no longer serves the purpose for which it was intended.

There is a 10 point spread for Junior awards and a 5 point spread for Grand National awards. An incorrect radiator cap will result in the maximum deduction of 5 points.

Prior to the late 1960's radiator caps usually had large "ears" to facilitate ease of opening the cap to check the coolant level. In the late 1960's and early 1970's coolant recovery systems were developed. The coolant recovery system involves a plastic reservoir to collect the radiator overflow. The coolant level can be checked by looking at the level in the coolant recovery reservoir or with a dipstick. With such a system one does not need to open



the radiator cap to check the coolant level. In order to discourage people from opening the radiator cap the caps were made with small "ears" or, in some cases, no "ears".

One big advantage of the coolant recovery system is that the radiator is completely full which reduces the surface area of coolant exposed to the air for oxidation. When the radiator gets hot the overflow goes into the coolant recovery reservoir. As the radiator cools coolant is drawn back into the radiator from the coolant recovery reservoir.



The coolant recovery system requires the radiator cap to have a double seal so that air is not drawn into the radiator from the radiator neck. Since the bottom of the radiator cap is completely covered by coolant one will often see these caps made from stainless steel and may be stamped with the word "STAINLESS".

It is easy to determine the type of radiator cap that your vehicle requires. The old style (large "ears") is used on radiators that have an overflow hose or tube that dumps the overflow to the ground. The new style (small "ears" or no "ears") is used on radiators that have an overflow hose or tube that routes the overflow to a coolant recovery reservoir.

Both types of these radiator caps are readily available and will physically fit on both systems. However, the old style does not have the double seal required for proper functioning of a coolant recovery system. Some people use the new style for driving and put on the old style for show – an easy change to make on the show field.



One of the problems is that some of the new style radiator caps are marketed as being correct for the cars that use the old style. The new style works fine on the older systems but is incorrect and will result in a 5 point deduction on a system that does not involve a coolant recovery reservoir.

Five points is a lot to lose for a component that is readily available and easily changed on the show field.

As always, at the AACA national meet it is also a good idea to have the vehicle manufacturer's factory literature (such as a shop manual) that shows the style of radiator cap for your vehicle. Vehicle manufacturer's factory literature is accepted without question in the AACA.

**AACA TRIANGLE  
CHAPTER**

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**Pat and Marci White**



**Jim Gill**



**Jean Soehnlein and Les Tryon**



**Rob and Barbara VanDewoestine**