



Triangle Chapter News

Triangle Chapter News Summary

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- The **April** Triangle Chapter meeting is planned for Thursday evening, **April 19**, at the **Golden Corral** in **RALEIGH**.
- See President Don Aikin's message on page 2.
- Relive the 2011 World Race with the Howles on page 4.
- Adventure to PA and the Simeone museum on page 6.
- Revel in glamour and beauty at Amelia Island on page 7.
- Experience the Cape Fear Show on page 9.
- Preparations for our show on page 10.
- Show Registration Form, page 11.
- Star Wars and a cast of birthday characters are on the back.



Only the brave.... Dudley Morrison's 1953 Packard Patrician won People's Choice and 2nd place among Classic 50s cars at the VERY rainy Cary Car Show in mid March. Dudley proves Real people do car shows- Rain and All!

Upcoming Events

- **Triangle Chapter Meeting. April 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/>

Program

"Don't do as I do, do as I say"!

Denny Oestreich will lead a discussion on **Home Shop Safety**. Denny has some pictures and suggested safety checklists to share. He has also invited members to share real incidents that have helped them develop safer work methods. You too can share your experiences and important lessons you learned so that all may benefit from knowledge gained the hard way.



Taking on the big guns...Dan Fuccella's 1950s Willys in an previous adventure with the Battleship North Carolina in Wilmington.

President's Message

By Don Aikin

We have just about a month left before our Spring meet and things are shaping up nicely! All relevant paperwork with Oakview has been handled and the food concession is set up with Eastern Star.

At the April meeting, I'll bring back the sign-up sheet for various duties associated with the May 5th meet. Thanks to all who have volunteered thus far.

We had a good work session at Riley Reiner's in March and completed almost 100 trophies. I'm sure Riley will have a status report later in the newsletter.

For those who didn't attend the March meeting, the chapter voted not to submit a bid to host the 2013 Region Spring Meet.

With the onset of the warm Spring days, it's time to get our cars out and prep them for the upcoming tour and show season. I'll be attending the Region Spring Meet north of Reidsville, NC on April 14th. I'll have a report for next month's column.

Our April meeting is April 19th. The program will be on shop safety practices. Denny Oestreich thought this would be a good program topic after his own recent "misadventure". We're all glad to see Denny back out and about.

Don.

Editor's Notes - by Andrea Irby



On the road again...just can't wait to get on the road again! Whether you have a really old car or a new HPOF vehicle, the weather is begging you to get your four-fendered baby out of the garage and onto the road!

This issue is all about adventures... and even a few misadventures. From the Howles' reliving and recreating the 1908 World Race to Ronald Sieber's accounts of the Amelia Island Concours and the

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

Someone Museum, to shows and events closer to home, there is something for everyone.

Beautiful weather has encouraged me to rescue the 1982 Lebaron Convertible from my mother's house in Pinehurst and get it ready for great drives and our May show. Already, Cecil is stealing it from me and driving it to work "to make sure it is running well" or because "it uses less gas than the truck"

There is so much going on. This issue is big because of all the adventures we have had and are about to have. **MANY, MANY thanks to our contributors.** You make being our newsletter editor more fun than I could have imagined.

Remember our own club adventure is May 5th—our Spring show at Oakview. JUDGES are needed (now that's an adventure), please contact Fred Harley (****). The registration form is on page 11, if you have not sent yours already, If you have, us it to invite friend to show his/her car. Pre-registration saves \$5.00. We have almost 100 gorgeous trophies (page 10) that will need homes.

So, get your kicks on Route 66 or wherever, just have fun. And, don't forget your fire extinguisher— **right, Jim?!!**





Triangle Chapter AACA Calendar

April Chapter Meeting April 19, 6pm. Golden Coral, Raleigh NC.

April 19-21 AACA National Eastern Division Meet and Charlotte Auto Fair. <http://www.hnr-aaca.org/AACA-Meet---Charlotte.html>

April 29 Durham Bulls Car Enthusiast Night. Car Display @ 3:30 (security provided). Flyer posted on Corvette club page: <http://rtp-corvettes.com/?p=1195>

May 5 Triangle Chapter Show, Historic Oakview. Bring your registration form (page 11) to the 4/19 meeting and save a stamp!

May 12, Timeless Cruizers, Efland, NC. www.timelesscruizers.com. See contact info in Dean's minutes below.

May 11-12 All Packard Swap Meet and Car Show. Frederick, MD. Contact Keith Vail: (301)515-1728 or keithrvail@gmail.com.

May 20, JOY (Just Older Youth) Classic and Hot Rod Car Show. Croasdaile Retirement Village, Durham, NC. 12:30--3:30pm No registration fee. Contact: Pat Gaglione: 919-280-8350.

June 14 - AACA Grand National, Shelbyville, TN.

Triangle Chapter Meeting Notes - 3/15/2012 by Dean Tryon

Action Items & Upcoming Events:

These items need your response if you are interested.

1. **Mike Downs** from the **Timeless Cruizers** club was present to both promote their 5/12 show in Efland, NC and to solicit volunteers to judge as he had done in past years. If you can help them with judging, contact Mike (jjaslm@mindspring.com). The show will have 200-300 cars of all types. More info can be found at www.timelesscruizers.com. The money they raise is used for several \$2000 scholarships each year and other charitable activities.

2. **The Sentimental Tour** in early June still has openings. The Aikin's, Fuccella's, Gendler's and Tryon's will be attending. This is for cars 1928 to 1958 only.

3. **Program ideas** – if you have suggestions for future chapter meetings, let Denny Oestreich know (846-8163). The April meeting will be on shop safety and several members have shared experiences we can all learn from. (Bad Chevy; bad, bad, bad Chevy....*editors note*)

4. **May 5 show** - **Don Aikin** passed around a signup sheet for various jobs. Contact Don (556-2302) if you can help in any way. **Joe Parson** developed a poster for the show and distributed copies. It is available electronically if you need a few to post around your towns & neighborhoods.

Information only: The attendance was about 38 people at the Glenwood Golden Corral. One guest was present – **Charles Bass** (a long time former member).

1. Membership is at 92 families per **Fred Harley** and the treasury is at \$4300.

2. The Chili-Cookoff was a huge success with the guys (and Andrea) working on trophies (supervised by **Riley Reiner**) and the gals painting memory boxes with **Les Tryon**. Thanks to **Jean Soehnlein** and **Bob Safrit** for organizing the event.

3. We discussed hosting the 2013 Region Spring Meet (in place of our local show in May), but members voted not to make a bid for 2013, since the Region has another offer.

4. Dean mentioned a big informal car show the first Sat of every month at Brier Creek shopping center that gathers up to 300+ cars of all types. It runs from about 8-9 AM thru noon. For more info, contact **Ray Munsch** at **740-7040**.

5. The presentation by **Mike Petersen** was focused on postcards from the 1950's and for some reason, most all had a 1955 Dodge in them. It was interesting to learn about the variety of postcards, the evolution of formats and materials over the years. Mike has a big collection and in showing us a sample from around the country, gave a glimpse of life in the 50's thru the postcards. Very interesting. Thanks Mike.

World Race 2011: Circumnavigating the Globe

by Janet and Ed Howle



A year ago, on April 12, Ed backed our 1967 VW Beetle, "Stewball" out of the garage for the first leg of the World Race 2011 that would take us more than 14,500 miles across three continents. We were headed for New York City where we join eight other cars and begin the adventure of a lifetime.

The first leg of our journey consisted of a road rally driving 3,000 miles across the U.S. to San Francisco. The second part would start later in June after our car had been shipped across the Pacific ocean to China, where we would continue our journey through Kazakhstan and finally (hopefully) to its conclusion in Paris.

There were three components of the road rally to complete each day: an assigned time to cover a particular distance, a list of questions to answer, and a "hide-and-see-the-globe" event at the end of the day. Since there was no penalty for early arrival, most cars drove as fast as speed limits allowed so that if road construction, weather or car problems interfered, the team had time to spare. This turned out to be a test of the reliability of the cars at high speeds more than anything else. For the list of questions, we could use whatever resources we had and since most of us had cell phones and laptops it became a question of finding the best source for information. We had our own reliable "secret source" and completed these easily. The third component was a "hide-and-see-the-globe" at the end of the rally day, which made drawing an early start time an advantage. These competitive elements were dropped once we left the U.S. Just imagine rummaging through a hotel lobby in China or Russia looking for a hidden object! In the end, everyone agreed with the slogan, "To finish is to win" and in keeping with this, the final scores for the US part were never announced.

There are many stories to tell about our US crossing. We had high winds across much of the 3,000 miles, a tornado took the roof off the airport in St. Louis Missouri. A spring snow storm blanketed South-east Michigan the morning we departed Dearborn. We slogged through



rain, fog, sleet, hail and finally got caught in a snowstorm in the Vail Pass, but we also were treated to the most breath-taking waterfalls and dramatic scenery, especially in the west.

One particular memory that stands out was our visit to the National Automotive Museum in Reno, NV, home to the

1907 Thomas Flyer that was driven by George Schuster who won the World Race in 1908. The museum took the car out of its exalted place and it led us in a parade through Reno (picture right). Since our rally was in celebration of that



famous 1908 race and Jeff Mahl, the great-grandson of George Schuster was part of our group; there was hardly a dry eye when we heard that old engine fire up.

Of course there were other great memories too. Like the evening the waitress spilled a shrimp cocktail down my back in Indianapolis, the day the horse parade led us through Dodge City, and the morning Ed lost his key and with just two minutes before our start time, found it on the running board.

While we all endured various adjustments and breakdowns, The 1916 Studebaker was everyone's favorite car, partly because of the difficulty its drivers had driving this open car in the terrible weather. But its steering failed and then the starter. Finally a failure of the modified lubrication system left the crankshaft bearings high and dry and took the 1916 Studebaker out of the race. The 1929 A Model required an engine change three times and the 1932 Ford V8 rode on a trailer when the rear axle broke after leaving Gateway, Colorado. Stewball's problems were minor by comparison. We did replace the distributor and front wheel bearings in Oakland, CA. All in all, breakdowns are part of long distance rallying and everyone took them in stride, but we hadn't yet hit the rough roads in Asia.

Fast forward to June 3rd and the beginning of the real driving adventure! Most in our group had rallied, or at least crossed the US before, but this would be a first for all of us; languages we didn't speak, road signs we couldn't read, food we couldn't recognize or digest and roads that would rattle and shake every car. Only four cars of the eight cars crossed the Pacific: our '67 VW Beetle (above in China), the 1929 Model A Ford, the 1932 Ford V8, and a 2007 Corvette that could run on seven different types of fuel. It was the only alternative fuel car. (Cars had to be 40 years old or alternative fuel to be included in this World Race).



The idea of actually driving in China was daunting and would prove to be even worse than we could imagine. The first word we used was “creative”; later we would add “chaotic”. Road conditions varied from being the best we drove in Asia to the very worst any of us had ever driven. The China Highway, where completed, is as good as any interstate in the U.S., with signs both in English and Chinese. But streets in the cities have no lane markers and no obvious rules for the right-of-way. Roads are clogged by trucks, cars, bicycles, electric scooters, herds of goats, sheep and horses as well as pedestrians.



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The number of cars and drivers has increased exponentially in the past decade in China, which means there are a lot of inexperienced drivers on the roads. Trucks are often in poor repair, belching smoke, terribly overloaded and straining up every incline. Eventually you learn to drive with a constant state of anxiety, always prepared to use the horn and brake.

The terrain in China is more variable than the U.S. with mountain ranges to below sea-levels in the Gobi desert. We encountered a sandstorm that was worse than dense fog and flooded roads. Our cars took their beating, but survived the obstacles that were thrown at us. For us, food and lodging were our personal challenges and the food in China became a big part of our weight-loss program!

Crossing borders took a particularly big dose of patience. China to Kazakhstan was the worst. It took ten hours and we still had miles to go before our stop in Almaty, Kazakhstan. We finally arrive at 1:30 am. Not a good day. It wasn't just the border, the '32 Ford V8 had to have the alternator replaced and the Corvette had a slow leak in a tire that required a stop on a regular basis.

We had our first “bad fuel” day in Kazakhstan. Normally fuel was readily available, as were octane ratings. While they are most likely not the same as in the US, we did not have problems. We always used the highest ratings we could find. Stewball was very forgiving except the day from Almaty to Balqash. When we stopped for fuel that day, the owner of the station had to start a generator to pump gas and Ed could imagine the slug stirring around in the tank. Sure enough, the engine starting missing and dieseling when Ed turned it off. The only way he could stop the engine was to stall it. It ran without the ignition on. This only lasted until we were able to add better fuel.

We found Kazakhstan to be a country of contrasts. There are no GPS maps for Kazakhstan, you don't need them, as there aren't many roads. The capital city of Astana is as modern as any western city, with good roads leading in and out (for a few miles), upscale hotels and good restaurants. The countryside, however, is another story.

We entered Russia just west of the Ural Mountains near Kurgan and *for the first time*, “Stewball” had a problem. Somehow, his right headlight was broken, most likely from a rock from one of the gravel roads. In Russia, driving with headlights day and night is required and a missing headlight can produce a stiff fine. Unlike China, highway police are everywhere and they can pull you over with a simple wave of their billy-club. This happened frequently to our group of unusual cars, by my count, an average of 4 times a day. Generally the stop was just to satisfy their curiosity. We never paid a fine or bribe, thanks to Tatiana, our Russia guide.

Finding a replacement for our headlight in Russia was a big problem since in the 1960s, Russia was still the USSR and cars were not imported from Western countries. Tatiana again stepped in and Goggled Vintage VW clubs in Russia. Sure enough, they do exist. There was one in Moscow and another antique car club in Kazan. Kazan was closer and it turned out they had a replacement light stamped “Made in the USSR.” They wouldn't take payment for the light or labor and it all came with a tour of their restoration garage, followed by tea and sweets. Car guys (and gals) are the same world over. OK, the high beam only lasted two days, but the low beam made it all the way back to our garage in NC.

Europe seemed so quick and easy after our many days in Asia. Roads were consistently good and often we could even read the road signs. We were met in Vilnius, Lithuania by rally friends from Germany, then on to Poland, the Czech Republic, Switzerland and finally France. Stewball proved to be the most reliable car on the race. We were the only car that didn't even change a tire! Paris would not be our last stop in Europe. We still had to drive the cars to Amsterdam for shipping back to the US. Stewball arrived safely in Savannah, Georgia and Ed drove him



back and into our garage, thus completing our circumnavigation. I think all of us that completed the trip would agree with the slogan from the Great Race: “Pour atteindre la fin, c'est de gagner” - **To finish is to win!**

Simeone Museum: *Stutz Demo Day* Feb. 25, 2012 by Ronald Sieber

The cold flurries and blustery winds didn't prevent about 250 enthusiasts representing several car clubs from attending Dr. Fred Simeone's *Demonstration Day* on Saturday, February 25, in Philadelphia, PA. Featured on this occasion were four racing Stutzes from his collection:

- a 1916 Stutz Bearcat;
- a 1927 Stutz Black Hawk;
- a 1928 Stutz Black Hawk Speedster;
- and a 1929 Stutz Supercharged Le Mans.

Dr. Simeone circulated among the group and spoke at length about their racing history and contribution to the sport. In addition to Dr. Simeone's talk, Evin Ide, curator at the Lars Anderson Auto Museum in Brookline, Massachusetts, discussed technical aspects of the cars.



**1928
Stutz
LeMans**

After this, the group went outside to witness Dr. Simeone and an assistant drive two of his charges. All of the cars in the collection are maintained in ready-to-run condition; each has a race history, and some even have original patina adorning them!



1913 Bearcat at speed.

True to their reputation, the Stutzes fired right up and ran strong. The appreciative crowd munched on hot dogs and reveled at the sight of antique iron showing off their stuff.

After this we strolled throughout the exhibits of racing cars in the 100,000 square foot building, which is located close to the Phila-



delphia Airport. As on this day, the permanent collection also hosted (above) a visiting exhibit of British racing cars from the 1920s-1940s.

Dr. Simeone's vision is to present original race-winning cars in their environment, and the static dioramas serve to augment the beauty of a wide range of racecars in his collection. In addition, he regularly exercises his steeds in a series of theme-oriented *Demonstration Days* (below) throughout the year.



The schedule regarding these and other events can be found at the Museum's web site: www.simeonemuseum.org. All in all, it was a great day for Stutz enthusiasts at the Simeone Foundation Museum!

Editor's note: Jim Aldrich has a new Stutz that he has been working on and is taking to Indianapolis in May (and hopefully our show too).

Amelia Island Concours 2012

By Ronald Sieber

The Concours at Amelia Island capped a phenomenal week of tours, seminars, parties, and a record auction of Porsche racing cars from the Matt Drendel collection. So when clouds crowded out the sun on the 18th fairway of the golf club at the Ritz Carlton, it was a welcome cooling-off from a hot and exciting week.

Bill Warner is the driving force behind the concours, an event that began as an idea in 1996. Starting back then with 125 cars on the lawn and 2,000 attendees, Amelia has grown phenomenally; 2011 saw 314 cars on the grass, along with over 15,000 enthusiasts through the gate. Although not the biggest concours, nor the flashiest, Amelia is considered by many to be No. 2 or 3 on the list because it is a class act bar none, with net proceeds benefitting local charities.

Across the lawn and arrayed around the pond were several themed displays of cars and motorcycles. There



was a collection of 13 **Ferrari GTOs** and variations; only 37 were made of the famous 250, so thirteen together (pictured left) was significant. At the

opposite end of the lawn and spread across the hummocks was an assortment of racing Porsches: an RS60, a 906, a 907, a 908, a 917K, a 935, and a 962. Simply breathtaking.



**A
Ferrari
Engine**

In between these two displays were a hodgepodge of American, French, British, and other European racing steeds; fully one third of the over three hundred cars on display at Amelia were racing examples!

Mercedes brought a collection of lightweight 300SL racecars (below) to show off. Precursors to the later Gullwings and roadsters that were close by, these racecars from 1952



set the stage for Mercedes dominance in long-distance events before they pulled out of racing in 1955 following their disastrous crash at LeMans.

The **motorcycles** on the lawn were all HRGs and Vincents (pictured right), awesome to look at and scary to ride. These bikes were deadly fast and earned a high seat in the pantheon of significant British motorcycles. It was truly a special treat to see over a dozen of these at Amelia.



Antiques and Classics of all types dominated the lawn and fairway; it was quite an overwhelming show. A few examples among them stood out from the rest.



Edsel Ford's Model 40 Speedster, a special prototype built in 1934 and hidden in a shed from his domineering father. It is truly a phenomenal body design, and was Edsel's daily driver while he was head of Lincoln.

Tom Mix's Auburn sported tooled leather on the rear fender, and interior refinements such as a holstered pistol and a branded leather accelerator pedal. This convertible shouted *Western Style*. (see picture top of next page).



Tom Mix's Auburn

A slew of customized 1930s-era American autos were displayed alongside prototypes and magazine cover cars. (1936 Ford Roadster below).



Amelia is truly a great way to shake off the winter blues; there is something for every lover of antique and classic cars, with a few surprises mixed in as well. This year's week of activities and concours was no exception!



Denny Oestreich FINALLY get's his due: Don Aikin awards Denny his AACA Certificate of Excellence for publishing this newsletter. The new editor thinks he should get a halo too, for being an angel and helping her out in her time of need!

Mystery Vehicle



Can you help identify this vehicle?

Peter Schambs is trying to precisely identify his grandmother's vehicle. The year on the photograph says 1924. She was just 20 years old when her father gave it to her as a birthday gift. Peter needs help with the make and also wants to know if the spotlights and wheels were "stock" or were 1920's "bling" for the time? If you can help Peter out, please email or call him: pschambs@aol.com or (919) 696-4949

Joy! Classic and Hot Rod Car Show



**Sunday, May 20
1:00pm-3:00pm**

Croasdaile Retirement Village, Hillondale Road, Durham, NC. Refreshments, People's Choice Award, Parade around the village. All for the enjoyment of the residents and the car owners. No registration fee!

Cars start arriving at 12:30pm. Show begins at 1:00pm. Parade at 2:30pm. Awards immediately following.

**Contact: Pat Gaglione:
gaglione@nc.rr.com
(919) 280- 8350.**

Website:
www.tarheelbuick.org



Cape Fear Chapter Show By Riley Reiner

The Cape Fear Chapter in Wilmington has traditionally held the first AACA show of the season in North Carolina. Saturday, March 31 was their gathering under a heavy cloud deck and rain showered all day until the last trophy was awarded around 2:30pm. Under such tough conditions, there were 88 cars on the field down from 140 last year. The cars were two-thirds AACA classed cars with one-third in the modified division. While the weather could have been better, a good number of spectators walked the rows and seemed truly interested in the details of the cars on display. I provided a number of cranking demonstrations between showers to entertain the kids but also to keep the engine dry.



Speaking of kids, Jennifer Lancaster, the chapter secretary, organized the youth judging program. She wrote to Haggerty Insurance and they provided the kids with T-shirts, hats, ribbons to award and judging sheets to help them. As the program goes, each kid-judge was given three cars in a particular area to inspect and select the winner.



Jennifer provided guidance and encouragement to the younger ones. At award time, each kid-judge

presented the award winner with a ribbon and a handshake. This was over and above the regular class judging. The experience was great for the kids and Haggerty was very nice to give them hats and T-shirts to take home with them. I think it was a neat idea and the first time I encountered it.



Due to the rain, trophies were awarded about an hour early. The Cape Fear folks had a closed trailer set up as the hospitality wagon and during showers came around to the cars offering goodies from a covered basket. It was a nice touch. **Herb Oakes**, the National President, was there as well as **Jeff Oakes** our Region President. While the weather could have been better, I didn't hear one complaint or anyone leaving early because their car might melt.

Bob Lancaster, Cape Fear Chapter President and the hard working chapter members put on a good show and one that will be on our calendar for next year. We also combine it with a visit with our granddaughter, Riley, in Wilmington and her parents.

Fashion Backward?

Thinking of dressing according to the era of your show car for our May Show? Here are a few suggestions for finding items: **Peterson's Consigning Design**, Cary. They sell furniture downstairs but the LOFT has clothes and a modern (60s-80s) vintage section. 521 East Chatham St. 919-968-9998.

Time after Time Vintage, 414 West Franklin St. Chapel Hill. 919- 942-2304. Lots of clothing in a small space. Easy place to pick up accessories. Plus: They have a men's section. Downside: they buy their clothing in lots so there is a lot of "stuff" to look through.

The Plan Comes Together

Thirteen Triangle Chapter members and one visitor from Staunton, VA gathered at Riley's garage in March to complete the assembly of the trophies begun at the Chili Cook-off. The final product is everything we had hoped for and more. Mike Petersen's original idea and Bernie Bogdon's prototype were a great inspiration. All of the sub-assemblies came together and in a couple of hours, 78 units were completed. The remaining 22 units only needed minor work in striping the road and adding a meet plaque.



Thanks to the following members for their afternoon of hard work: **Dan Morton, George Ashley, Fred Harley, Marv Gage, Jim Gill, Don Aikin, Pat Allen, Floyd Barnes, Denny Oestreich, Jim Aldridge, Jack Johnson, Dean Tryon, Riley and our guest, Stu Allen.** Stu and his wife are part of our Hershey Group and were visiting with Dean and Les for the week. Stu is the Tour Director for the AACA Sentimental Tour out of Staunton, Virginia, this June. Dean, Les, Don and Dottie Aikin are planning on attending the tour representing our chapter. The trophies look great but we may have reached the apex of building a complex award.



Please be sure you bring a car to the show and receive an award. All cars will receive an award except the lower cost Driver Participation class. "My car is not a show car" will not be considered a valid excuse! We had 55 cars last year and want a bigger response this year.

Ready for a Real Adventure? Try Judging!

Fred Harley is recruiting judges for our May show. Don't be shy. You'll get lots of help. If the kids at Cape Fear can do it, so can you! **Contact Fred at fredharley@nc.rr.com or 919-233-4889**

"Mike-isms"

What NOT to say to a judge at a car show—excuses Mike Petersen has heard before.....

- "My husband restored this car and he does not make mistakes."
- "I know that this component is correct because it was on the car when I bought it 5 years ago."
- "Here is my documentation (owner hands a box of documents to the team captain). You find it."
- "Everybody knows the component is correct because all of the vehicles sold in Rustwater, Kansas with the 'Limited Edition Spring Special Grand Poobah Package' came this way."
- "I have the factory documentation but I left it at home." (I have not heard anyone say their dog ate the documentation – yet.)

ANTIQUA AUTOMOBILE CLUB OF AMERICA TRIANGLE CHAPTER OF RALEIGH ANTIQUA & CLASSIC CAR SHOW

**At Historic Oak View County Park
SATURDAY MAY 5th, 2012 9am to 4pm**

This show is **FREE TO THE PUBLIC AND OPEN TO ALL OWNERS OF ANTIQUA & CLASSIC CARS / TRUCKS** manufactured prior to 1987. Entry must be 25 years old to participate. (**NO MODIFIED CARS**)
Special Interest Class for Cars 20-24 years-old. Food available on site

photos by Bob Monkovich



PRE-REGISTRATION POSTMARK DEADLINE April 27, 2012 / mail application with registration fees to: Dean Tryon , 2516 Laurelford Lane, Wake Forest, N.C. 27587 (919) 562- 4660 Show day registration 9:00 am to 11:00 am

Name : _____ Phone : (_____) _____

Street Address: _____

City: _____ State : _____ Zip _____

Make: _____ Year: _____ Body Style: _____ AACA Class: _____ Color: _____

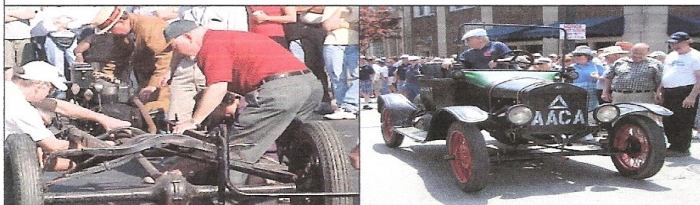
Make: _____ Year: _____ Body Style _____ AACA Class _____ Color: _____

Preregistration Fee per car \$ 15.00 Day of Show : \$ 20.00

Registration Fee Driver's Class (dash plaque and photo only) \$ 10.00

Make checks payable to : Triangle Chapter—AACA. **Approved Fire Extinguisher Required.** If none, the car will not be judged
I understand and agree that Wake County Parks and the AACA Triangle Chapter will not be held responsible for any liability that may occur during the show. Signature _____

TWO TAKE -A-PART Model T Demos at 11:30 am and 2:30 pm.....see a Model T assembled and driven off the show field



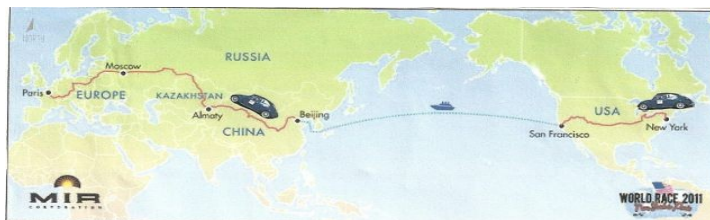
DIRECTIONS TO SHOW
Take I-440 loop and take exit 15 at Poole Rd. Go east one block and turn left on Carya Dr.follow the signs to show.
Trailer space will be available.
Historic Oak View County Park is at 4028 Carya Dr.

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Powder Coat USA ,Inc.</p> | <p>Auto Arts ,Inc
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Johnson Lexus
Mc Nair Performance, Inc
Storage Central</p> | <p>Auto Interiors & Tops Inc.
Capital Ford
Carolina Classics at the Capital
Crossroads Infinity ,Inc.
Golden Corral Glenwood Ave.
Leith Auto Park, Cary
NC Classic Restorations
Tech Shop RDU</p> |
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**AACA TRIANGLE
CHAPTER**

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Where in the WORLD are you going this summer?!!

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Happy Birthday to The Elder Jedi Knights of the Triangle AACA. Paul Huckle's 1912 De Dion Button as Obi Wan Kanobi (left) and Dan and Anne Russel's 1912 Franklin as Qui Gon Jinn.

Editor's note: Bad Chevy would be here celebrating his 50th, but he was banished to the outer rim given his offenses.



Happy 75th to "Princess Rita". Cecil Bozarth's 1937 Lincoln Zephyr. She moves faster than most modern cars in her home town of Chapel Hill.



Happy 25th to Rick Gossin's "Darth Vader", a 1987 Buick Grand National. 37K miles and the fastest US production car at the time.