



# Triangle Chapter News

## Triangle Chapter News Summary

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**The Keep Cool Issue.** No need to go outside. Just enjoy reading your newsletter in the comfort of your air conditioned home.

- Read President Don Aikin's message on page 2.
- See all the upcoming events on page 3.
- Be social with ice cream on page 4.
- Travel to the Grand National on page 5.
- Learn about the Historic Preservation of Original Features on page 6.
- View the "Garage Mahal" on page 8.
- Read about power steering hose repair on page 9.
- See items for sale on page 10.
- Get Insured with BKB on page 11 (vendor feature).
- Enjoy the cars from the Ice Cream Social on the back cover.



**The yummiest vehicle on Earth?  
The Kissmobile outside the AACA museum in Hershey, PA.**



**With football around the corner, word has it RGIII (Robert Griffin III) wants turn signals like this for his ride. RGIII is the new Washington Redskins quarterback (and hopeful savior too).**

### Triangle Web Site

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



**Got a Tiger in your Tank? The editor wishes she had this car traveling to LSU this weekend.**

## President's Message

### By Don Aikin

Four Triangle Chapter couples (the Aikins, Fuccellas, Tryons and Gendlers) completed the AACA Sentimental Tour back in June.

The weather was great and the tour venues were super as well. Thanks to the Shenandoah Region for their work in putting on this tour.

With this summer's extreme temps, Dottie and I have been hibernating inside and hoping we keep our AC.

Thanks to Cecil and Andrea for stepping up to host this year's ice cream social. Although we weren't able to attend, all reports I've received are that it was a great success (plus Andrea may get another car to go with that lost owner's manual).

We will be getting out information on our watermelon social later this summer as soon as they are finalized.

The Take-A-Part T team is scheduled to put on two demonstrations on August 18<sup>th</sup> at the Raleigh Classic car show at the convention center in downtown Raleigh. Fortunately, we're going to be doing the demonstrations indoors where we will have the benefit of air conditioning. (Sorry guys, no excuse for bad assembly times due to heat).

I've been contacted by the folks at Yates Mill Pond regarding their annual display on September 15<sup>th</sup> and I'll be getting info out about that event via Dean in the near future.

Keep cool and look forward to those cooler Fall days when we can get back out in our cars.

Don

## Editor's Notes - by Andrea Irby

Where have all the Chrysler's gone? I was beginning to wonder just that after several failed attempts to find parts for my 1982 Lebaron. Cecil and I walked *forever* among the vendors at the Charlotte Auto Fair in the Spring... all Chevy and Ford, no Chrysler items. Then, on our way back to North

## 2012 Triangle Contacts

### Triangle Chapter Officers

President ..... Don Aikin (919-556-2302)  
 Vice President .....Denny Oestreich (919-846-8143)  
 Treasurer .....Fred Harley (919-233-4889)  
 Ex-Officio ..... Chet Butcher (919-557-6385)

### Board of Directors (Class of 2012)

.....Jim Aldrich (919-676-3131)  
 .....Bob Gault (919-329-9196)  
 .....Les Tryon (919-562-4660)

### Board of Directors (Class of 2013)

.....Dan Morton (919-876-3291)  
 ..... Dave Norris (919-741-9473)  
 .....Joe Parsons (919-293-0066)

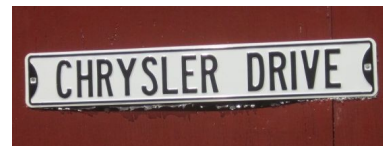
### 2012 committees

Awards .....Riley Reiner (919-554-1158)  
 Newsletter .....Andrea Irby (919-815-1355)  
 Region News Correspondent... Riley Reiner (554-1158)

Carolina from Canada, we stopped at the AACA Museum in Hershey to view the exhibits. NOT A CHRYSLER IN THE HOUSE. There was a picture of Ricardo Montolban on the wall with a big bulky Cordoba, but that doesn't count. You would think I owned a Yugo or something!

And then redemption. Mike Petersen took part of an afternoon to give my Lebaron a good looking over; to help me decide how I might show it in the future. He actually had one of the parts I had been searching for and started sending me information about all sorts of other parts. I felt like a REAL classic car owner.

And then came the ice cream social and a visit to P.H. Craig's house. I knew things were different from the moment I saw the sign:



There were Chryslers everywhere. I felt like a kid in a candy store, and eagerly sampled models and vintages I had never seen before.

My 1982 and I are just getting started and I am sure there will be sweet adventures ahead.

# Triangle Chapter AACA Calendar

## Local Events:

**August 17-19. THIS WEEKEND:**

**Carolina Classics at the Capital Show.**

Raleigh Convention Center, Raleigh NC. Great show with demonstrations of the Take-A-Part T.



**Don and Karen Winstead's 1972 - 442 Oldsmobile Convertible was featured last year.**

**September 15. Southeastern NC Chapter AACA** antique car show will be held on the campus of Mount Olive College, 634 Henderson Street, Mount Olive, NC. This car show is also a fundraiser to support the SENC Chapter AACA Scholarship Endowment Fund at Mount Olive College. Contact: President: **David E. Allen** - Email: [ideagraphic@nc.rr.com](mailto:ideagraphic@nc.rr.com) Phone: 252-638-4907.

**September 20. 6:00pm. First meeting** of the year for Triangle AACA Chapter. Golden Corral on Glenwood Avenue in Raleigh.

**September 29 - 6th Annual Historic Speedway Group.** "Celebration of the Automobile Racers Reunion and Car Show". 7am-4pm. Parade laps around the Old Dirt Track in Hillsborough, NC and much more! Contact: Frank Craig at 919-604-2292, email: [historicspeedwaygroup@yahoo.com](mailto:historicspeedwaygroup@yahoo.com) or visit: [www.historicspeedwaygroup.org](http://www.historicspeedwaygroup.org).

## Regional Events:

**August 27-20 Reliability Tour** (1915 and earlier) Richmond, VA. Contact: Morris Cameron, 804-370-7523.

**October 24-27. Ghost and Legends Tour.** Hosted by the Old Salem Chapter. Registration opens August 1-September 5th. To request a registration packet, please send a \$5 Tour Registration fee (make check payable to AACA Old Salem Chapter ) to Ruth Ann Ronchetti, Registration Chairman, 1025 Pine Knolls Rd., Kernersville, NC 27284

## National Events:

**October 9-13. AACA Eastern National Fall Meet: Hershey, PA.** Copy of the brochure can be found here: [http://www.aaca.org/images/meet\\_brochures/Hershey\\_Broch.pdf](http://www.aaca.org/images/meet_brochures/Hershey_Broch.pdf) Chairman, Don Straw.

## Concours:

**October 5-7. Louisville Concours d'Elegance.** Churchill Downs, Louisville, Ky. For information, see: <http://www.sportscardigest.com/louisville-concours-delegance-2012-information/>. Applications still be accepted at: <http://www.kosairchildrens.com/classes-and-entries>

**October 26-November 4. Hilton Head Motoring Festival and Concours d'Elegance** Multiple Events over the week. The concours is November 2-4. <http://www.hhiconcours.com/events/concours-delegance.html> This concours is run by some of the nicest people in the hobby. Hilton Head is a favorite concours of chapter members. This year, the marquee vehicle is the **Ford Model T**. It is worth going even if you don't take a car. Registration is closed for the concours, but still open for Shelby Cobras and Motorcycles. Info: <http://www.hhiconcours.com/events/registration.html>

## Rumor has it.....

Pinehurst is creating a Concours for either 2013 or 2014. Details will be posted once more become available.



# July is National Ice Cream Month and so We Celebrated!

- by Les Tryon

What a wonderful chapter we have! We can take a break from our regular monthly meetings and attend other great events during the summer.

Andrea Irby and Cecil Bozarth hosted an ice cream social and all were invited to a lawn party on a not too hot Sunday in Chapel Hill.



Ice cream freezers, toppings, cookies, cakes and other sumptuous desserts appeared. It was difficult to decide which flavor of ice cream was best so some



of us had to go back for another taste just to be sure.

A very large group came from all over to taste the desserts, visit, and view the old cars.

Some people visited in the house, on the porch on a pleasant swing or on the lawn under the trees.

Classic cars filled the front yard while the more modern drivers looked forward from their place on the street to a day when they might be able to park on the grass.



**The '57 Chevys relaxing after a Sunday afternoon drive to Chapel Hill.**

In attendance were Chevy cars and trucks, Mustangs, a T-bird, a Porsche, a Dodge and Chrysler, a Lincoln and the ever adventurous Jeep Willys.

P.H. Craig, who lives a short distance away, made the ice cream social even sweeter by opening up his collection for folks to see.



**Les and P.H. scooting**

P.H.'s collection includes Chryslers, Dodges, Mustangs, a Cadillac, a model T, military vehicles and more. Andrea was quite excited to see so many Chryslers all in one place. Other folks were impressed by the fins on the cars from the 1950s and dagmars on the 1966 Cadillac.



**1957 Chrysler (left)**



**1966 Cadillac (right)**

Everyone shared stories about continued and completed restorations, new acquisitions, and four wheeled babes whose misfortunes had sent them back to the barn for repair.

Many thanks to Andrea and Cecil for such a nice event. It was a great day and we all appreciated it very much.

**Many Thanks to P.H. for a great tour!**







# Tennessee Grand National

## By Jim Aldrich

Coming home with the gold— again! In June, Jim and Becky Aldrich and Mike and Jeri Petersen ventured to Shelbyville, Tennessee for the AACA Grand National.

It was a super show held at the Tennessee Walking Horse show grounds. There were 468 registered vehicles at the meet.

**Jim and Becky Aldrich** won the Senior Grand National award for their 1931 Chrysler and **Mike Peterson** won a Senior Grand National award as well for his 1955 Dodge. The Chrysler was the only car in class 19A going for the 390 point award.



**WINNERS!**  
The Aldrich's 1931 Chrysler (left) and The Peterson's 1955 Dodge (below).

Mike Peterson judged both the Saturday and Sunday meets and also delivered a Continuing Judges Education (CJE) class.



One participant from Alaska , Roger Reitano, towed his trailer with a Cummins diesel pickup 5000 miles, used 1000 gallons of fuel, and drove 10 and 1/2 days to attend the show. How's that for AACA devotion!

**1931 Chevrolet Landau Phaeton Convertible (right) is considered for Repeat Preservation. All the way from ALASKA!**



There were quite a few people wearing vintage clothing (Jim is back in full golf attire and form). There was also a Thomas Flyer (below) owned by Harold Coker on the field.



### In Other Adventures...

From the Gilmore Museum in Kalamazoo, MI.

A 1903 curved dash Oldsmobile, similar to the one worked on by Brian White recently to get it moving for some friends. The museum is a must and so is the car!



## Historic Preservation of Original Features - By Mike Petersen

The AACA HPOF (Historic Preservation of Original Features) Class was established in 1987 "to encourage the saving and display of collector vehicles in their original, as-manufactured condition" (*"Official Judging Guidelines" AACA, Copyright 1966, Revised 2012, page 52*). This is an exhibition class and the vehicles are evaluated rather than point judged as in the competitive classes.

### There were major changes made in HPOF for 2012:

1. Eligibility is for all AACA recognized vehicles **25 years of age** or older (rather than 35 years of age or older prior to 2012).

Prior to 2012, HPOF eligibility was for all AACA recognized vehicles 35 years of age or older. No previous National First Prize winners were accepted. Prior to 2012 some vehicles that were 25 - 34 years of age may have been entered in other classes rather than await attainment of the HPOF 35 year age limit. Vehicles not eligible for HPOF because of their age when they earned a National First Prize may turn in their award badges to AACA and enter HPOF.

All previous HPOF vehicles retain their HPOF status.

**2. A new evaluation form was introduced.** (See "Official Judging Guidelines" AACA, Copyright 1966, Revised 2012, page 48. This form "HPOF-12" has been updated to form "HPOF-06/12" but is still essentially the same.)

The new evaluation form has "check boxes" for the components on the vehicle in the three categories: "INTERIOR", "BODY/EXTERIOR", and "ENGINE/DRIVE TRAIN". The owner checks the boxes for the components that are believed to be not original. The judges then evaluate the components that the owner believes are original. The judges check the "check boxes" for components that are evaluated as not original or are in such poor condition as to not be suitable as a reference for an original component.

There is an "OTHER" component in each of the three categories.

The number of judge's check marks are added for a total. That total is subtracted from 30. This process is similar to judging in a competitive class in which the total deduction points are subtracted from 400. A car with no check marks would have a score of 30 which would be similar to a car in a competitive class with a score of 400.

**Dean and Les Tryon's 1947 Pontiac Wagon in the HPOF class at our May Show.**



*Photo by Robert Monkovich*

Some components are more numerous than others and have two check boxes instead of one. For example, "Doors" have two check boxes and "Lights" have one check box. A component is either original or it is not. There is no graduation scale. An original fender with touch up paint is acceptable. A repainted fender would warrant a check mark.

The HPOF award is earned for a minimum score of 21 (vehicles up through 1931), 23 (vehicles up through 1959), or 24 (1960 and newer).

**3. The "AACA Original" award was introduced** for vehicles evaluated to be at a higher level of originality than the "AACA HPOF" award. This award may be earned at a subsequent AACA national meet after receiving the "AACA HPOF" award. The year of award is now stamped on the HPOF oval badge.

The "AACA Original" award at a subsequent AACA national meet is similar to a National First Junior Award vehicle competing for a National Senior Award in a competitive class at a subsequent AACA national meet. The difference is that the HPOF vehicle which fails to be certified as an "AACA Original" may be considered one more time



## Historic Preservation *(continued)*

### By Mike Petersen

for the “AACA Original” award if approved by the AACA Vice President of Class Judging. If the vehicle is not certified “AACA Original” the second time, it is still eligible for other HPOF awards but not the “AACA Original” award. Bottom line: a vehicle can only be considered twice for the “AACA Original” award. The owner cannot continue to make the vehicle “more original” for an indefinite number of AACA national meets.

The “AACA Original” award is earned for a minimum score of 26 (vehicles up through 1931), 27 (vehicles up through 1959), or 28 (1960 and newer).

#### General Guidelines for HPOF vehicles:

It is permitted to replace components with original components that have a similar patina and still be considered an original component. For example, a dented bumper may be replaced by an original bumper that cosmetically looks like it was on the car since new. It is **not** permissible to replace a bumper with one that has been re-chromed, a reproduction, or one that is in obviously better condition than the other components on the car. I am sure there will be grey areas in interpreting this policy.

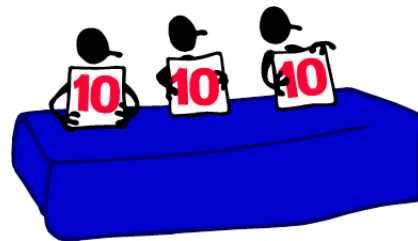


**“Cognito”, a 1982 Chrysler LeBaron Convertible, is looking forward to competing in HPOF at a national meet this year.**

Components carrying air, fluids, or electricity or components that rotate may be replaced without a deduction. The goal is to safely drive and enjoy the HPOF vehicle without a penalty in HPOF judging evaluation—even though these replacement components will often look new. As a few examples, this means one can install new components such as tires, wiring, hoses, radiator, water pump, generator/alternator, radios, lights, fuel system parts, and brake parts with original or reproduction parts and not receive a check mark deduction. There should be no grey areas as to what components can be

replaced without a deduction. When in doubt contact the HPOF Class Chairman before making a change.

#### A few words about judging ...



All AACA vehicle classes change over time. It is important to attend an AACA national judging school each year (the school is open to everyone – not just judges), attend Continuing Judges Education (CJE) classes (open only to AACA national judges), and ask questions to keep informed about these changes.

CJE courses are typically offered after judge’s breakfast at AACA national meets (excluding the AACA Grand National meets), AACA Annual Membership Meeting (usually held in Philadelphia, PA in February), and the North Carolina Annual Membership meeting (usually held in Burlington, NC in January). Not all CJE courses are offered at all of these venues.

The changes for 2012 are significant as they bring objectivity to the HPOF evaluation process and introduce the “AACA Original” award to recognize vehicles that have an exceptional number of components that are essentially “as delivered” from the factory with minimal wear.



#### **HPOF – Always in Fashion.**

The HPOF Tee shirt is available on the AACA website: <http://catalog.aaca.org/index.php?cPath=35> Get one so you can be original too!

## Denny Oestreich's New Garage aka... Merry Oestreich's "Garage Mahal" - by Riley Reiner

New garages signal a time of celebration in the club. Creating a new work space or leaving a rental unit, marks a significant achievement in any antique car owners life. I was privileged to have a tour of Denny's new garage in his backyard in Raleigh.

Denny worked with his contractors to create a 2+ car garage in a space slightly smaller than 24'X24'. The size was dictated by the city and his subdivision.



He has one bay offset to provide easy access around the corner of his back porch. The long bay was built with a 12' ceiling so as to add a lift at some future time. The storage in any garage is critical to keeping the workspace open for cars.



Denny did a great job of building storage cabinets and open racks overhead to store freshly painted doors, fenders and other bulky items.

On the left side of the garage is a set of steps that lead up to a loft. Given the 12' high ceiling, great lighting and a landing in the middle, it is an easy climb to the loft.



At the landing heading to the loft, you get your first inkling of Merry's name for the garage. The stairs are unfinished pine, but the landing is light oak flooring.

As you reach the loft, the entire room is floored in oak hardwood, finished sheetrock walls and a ceiling with a large built-in radio repair work bench the length of the entire wall.



The lighting is bright and Denny's comfort is maintained with a small heat pump unit through the back wall. The center of the room has a large area rug to give it a finished look.

A closet on the front wall is intended to be a half bath at a future date. Denny's upgrades make the garage a professional radio repair facility as well.

"Garage Mahal" is one way to describe Denny's project, but I prefer to think in terms of a long term investment in the antique car hobby and a pleasant "dog house" if the need arises.

Denny's sister saw pictures of the outside and asked him where the cross was on the roof. She thought it looked like an old country church. The garage turned out very well and will keep the restoration projects on track at the Oestreich's home.

Denny, here is a hint from someone who has experience: finish the half bath as soon as possible to keep you out of trouble when you get grease and dirt in the house half bath or grease on the floor from coming directly into the house. (the editor agrees this is sound advice)



Great job! Are you taking orders for duplicates? I'm sure club members would oblige.





## 1972 Buick Power Steering Pump Hose Repair – by Don Mayton

In June I attended the AACA Sentimental Tour that took place in Virginia. The tour was outstanding. I took my **1936 Buick Roadmaster** and met one of my goals of not having to open my tool box!

Another car on the tour, an original **1954 Olds 88 Sedan** (owned by *Dian and Barry Gendler of the Triangle Chapter*) lost its high pressure power steering hose the very first day of the tour. The local AACA members hosting the tour immediately went to work and by the second day, the 1954 Olds was back on the road touring with the rest of the cars. Great job!

Thinking about this incident, I decided I needed to add power steering hoses to my check list of things to review prior to making future tours. I concluded that six of my cars have power steering and realized I had never performed a pre-check on the hoses. I thought, like the '54 Olds, they were probably all original hoses.

Then, while sitting in my lawn chair at our local AACA annual car show, Mike, one of our members walked up to me and pointed out I had a puddle of oil under my car. I had driven an all original **1972 Buick Riviera** (above) to this show.



I told him the puddle was probably from another car that had been parked there as this car had no leaks. Later, I thought about the '54 Olds and decided maybe I had better go look.

I raised the hood on the '72 and sure enough, the top of the hose at the power steering pump was wet with fluid. I did make it home without the hose totally rupturing.

Once the '72 was in the garage I immediately raised the hood. A raised hood is my reminder that a repair must be made immediately. A few days later I ordered a set of hoses from NAPA. The repair

seemed simple enough as viewed from above. Everything could be reached and it was clear where the pressure hose and the return hose were located.

The metal tubing on the pressure hose goes through the middle of the nuts of the pressure hose. One end has a 5/8" required wrench the other, an 11/16" required wrench. Although these nuts are accessible, the only type of wrench that will fit are open end wrenches.



Though the nut at the pump was accessible, it took all my strength to break it free. The nut on the steering gear box was another story. Although it looked easy to get to, I discovered that in order to apply my full strength, I would need a very long wrench to break the nut free. Using my crow bar I could not find a way to anchor it and put pressure on the wrench. The next day I went shopping at the local hardware looking for a tool that I could use to break the nut loose. After looking at many options I decided my best bet was a "crow foot"



socket. This tool (see photo left ) looks like a wrench but you use a ratchet extension so you can rotate the "crow foot". I had never used this type of tool. The local hardware had two sets available for the

same price but different brands. However, after reading the small print I learned that both sets came from the same source: daa? The price was only \$18 and since both came from a foreign Country, I was not enthused. I did a little more shopping at another hardware store and Sears and I found prices ranging from \$18, \$50, and the highest was \$70, all made in foreign countries.

Finally, after stopping in NAPA, I found a set in its own case, again foreign, and again \$18. However, with all the previous sets the wrench part only touched on the nut in two places. The NAPA brand touched on the nut like a good wrench on four sides. I purchased the NAPA set with a life time

## 1972 Power Steering Hose Repair *continued....*

warranty. You can see, to get to the nut on the power steering gear box I had to add a swivel, a long extension onto the ratchet. Yes, I did need a little help from the crow bar to get the nut loose, but the "crow foot" tool made the work possible and a lot easier.



No leaks when I got done. Thanks Mike, for spotting the oil under my car. And, thanks to the Gendler's and their '54 Olds for making me think twice and take a second look.

### For Sale

#### 1938 CHEVROLET MASTER DELUXE 2 DOOR SEDAN



This is a true turnkey and cruise street rod. The body is steel and it has fiberglass rear fenders. The chromed front and rear bumpers, as well as the front grill, shine. The interior is nice and clean. The same cloth materials were used through-

out the car, including the trunk. The car is comfortable to drive, making you want to actually take it out and enjoy it instead of just polishing it in the garage. It has ice cold vintage air (heat too) which is a must in the hot summer months. It has Classic gauges in a billet dash with everything running on a 12 volt system. The motor is new in November 2011: 350c.i. 290hp performance GM crate engine with a 600cfm adjustable Holley carburetor, steel headers and cherry bomb mufflers. Also new in 2011— Petronix ignition, custom aluminum radiator, one wire chrome alternator, electronic fuel pump, water pump, starter, battery, Edelbrock high performance intake manifold, master brake cylinder and booster. It has front disc brakes and drums on the rear. The motor is mated with a 350 turbo 3 speed automatic transmission with a shift kit. Up front, it has manual rack and pinion steering and the

suspension is coil over springs. The rear end is a 10 bolt Chevy with 2:73 gears with new parallel leaf springs. Wheels are aluminum with 215/R70 tires. The car sits just right and is a pleasure to drive. Asking \$33,000 Contact: **Rick Gossin: 919-645-8319.**

### PARTS

**Walter Ezzell's** is helping his 85 year old dad sell some of his cars parts that he has collected over the years. He would like to hear from you if you are looking for parts for your antique cars. It would be more rewarding for him to help fellow club members than to sell them on EBay. If interested, drop him an email and let him know what car you have and he'll work on it. Contact info: [ezzellsjcase@aol.com](mailto:ezzellsjcase@aol.com).



Walter also needs your help identifying the year and model of (Plymouth) car that this steering wheel will fit. It is New Old Stock but hard for him to sell when he is not sure what it fits.



Walter can be reached at the email above or **919-779-6270.**





## BKB CLASSIC INSURANCE

### Sponsor Feature

Imagine that you have just completed a life long dream of owning a vintage antique car. You have spent countless hours of blood, sweat, and tears restoring this classic vehicle to better than showroom condition. It's beautiful and you can't wait to share it with your friends, family, and the viewing public. So, you contact your insurance agent, add it to your insurance policy with full coverage, go down to your local Department of Motor Vehicles, register it, put the tag on your baby, fire it up, and pull out of your driveway with a feeling of absolute bliss.

While you are waiting at a stop light, a young driver, texting on their cell phone, plows into your treasure, and in one brief moment of time destroys years of your hard work.



Luckily, you sustain no injuries, but your car is beyond repair. While you mourn your loss, you contact the other driver's insurance company and they send out an adjuster whose

final offer is far less than your vehicle was worth. You contact your own insurance company, who will not provide any additional coverage or payments. You have lost thousands of dollars due to the recklessness of another with no hope of further recovery. You think to yourself, "What could I have done differently?"

The answer is simple and inexpensive. In most cases, for less than you paid for just liability coverage for six months, you could have had agreed value coverage for a full year, and while your baby would still be gone, you would have the funds available to find another to fill that void. You may ask, "Where can I get this kind of affordable coverage?" It's very simple.

You contact **BKB Classics in Raleigh, NC**, and they will help you protect that investment. **BKB Classic Insurance** is fully owned and operated by

**Kaye Brady and her husband Bill.** They are local insurance agents specializing in providing agreed value coverage for vintage and classic vehicles of all kinds including T-Buckets, Street Rods, Rat Rods, Shelby Cobras, Sand Rails, and even Race Cars. Some of the newer cars ( *i.e. special interest cars / cars of a collectable criteria such as a 2008 Cobra Super Snake or an Anniversary Corvette*) can also be covered under the collector policies as well.

They have several products that can be suited to your needs, and will work with you to determine which one fits you best. There are special savings for those with multiple cars. They offer discounts for active duty military. Kaye and Bill have over 11 years of combined experience in the classic car insurance industry, initially working for another agency until deciding to open their own business. They have a true passion for vintage vehicles and attend many car shows, cruise-ins, and car club meetings to provide information to owners and aficionados about the coverage they provide. Many of their clients with their previous agency decided to follow them to their new agency due to the products they offer, but more importantly for their accessibility and unsurpassed client service. Getting a quote is quick and easy. Simply provide the year, make, model and value you would like the vehicles insured for along with your current liability coverage limits.

Kaye is happy to help and answer any questions you may have. Her phone number is **919-278-6595** and her email is [kbrady@bkbinsuranceagency.com](mailto:kbrady@bkbinsuranceagency.com).

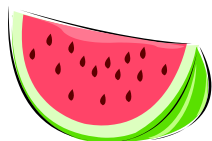
### New Addition to the Family



**Got it insured? Welcome the Aldrich's Model T Ford Roadster pickup. Recently acquired from Bob Miller.**

**AACA TRIANGLE  
CHAPTER**

Andrea Irby  
104 Glenview Place  
Chapel Hill, NC 27514



August 14, 2012 Issue



**Tom Roos' 1973 Porsche 911T**



**Pony Corral- Cecil's '66 and Riley's '69**



**Dave Norris' 1951 Chevy Truck**



**A young foreign upstart storms the field.**