



Triangle Chapter News

Triangle Chapter News Summary

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Upcoming Events

- **Triangle Chapter Meeting.**
January 17 Golden Corral,
6129 Glenwood Ave.
RALEIGH.

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

UPDATED. Check it out:
Our Club Web Site.

Visit: [http://
www.ncregionaaca.com/
triangle/](http://www.ncregionaaca.com/triangle/)

- The first Triangle Chapter meeting of 2013 will be Thursday, January 17, at 6pm.
- Read President Don Aikin's message on page 2.
- See Dean Tryon's minutes and the Calendar on page 3.
- Enjoy Hilton Head and the Savannah Tour on page 4.
- See the list of Chapter Winners on page 6.
- Learn about a very special member on page 7.
- See the Ghosts of Chick-fil-A Past on the back cover. (courtesy of our very talented **Bob Monkovich**).

Reminder

Dues are due! Dues for 2013 are due to Fred Harley. Fees are \$60 in total (\$35 for National, \$15 for the Region and \$10 for our chapter). You can pay them all together or you can pay for the chapter if you have sent the others in already. Please let Fred or the editor know if you need the form. (fredharley@nc.rr.com or andrea_irby@earthlink.net). It can then be sent to Fred at: 401 Lochside Drive, Cary, 27518.

Tales or is it "Tails" from the Road?



Joe Parsons' 1958 Studebaker Golden Hawk at the Pinehurst Hotel – really? Where did you get that plate, Joe?



Drag racing Gendler style. Barry and Dian letting their 1954 Oldsmobile become a Legend in it's own right on the Ghosts and Legends Tour this fall.

President's Message

By Don Aikin

Since this is my last president's message, I would like to take this opportunity to thank some of the folks who helped me during my presidency.

First, thanks to Chet Butcher for reminding me of the need to update our chapter bylaws and the need to create a policy and procedures manual.

Chet chaired a committee to update our bylaws and Denny Oestreich did an outstanding job of creating our chapter's first Policy and Procedures manual.

I want to thank Marv Gage, who coordinates both our spring meet as well as our display at Heritage Days with Oakview Park.

I also want to thank Dean Tryon for taking meeting minutes at our monthly meetings and distributing them to all members.

Thanks to Joe Parsons for his work getting sponsors for our spring meets.

Thanks, also, to Fred Harley for his continuing role as Secretary/ Treasurer.

Lastly, I want to thank my friend Riley Reiner for his work on our trophies, even in the year he and Sandra were headed to the Middle East. Thanks, Riley, for all of your help with creating our trophies over the last 2 years.

In closing, I want to pay tribute to two members who have passed away on my watch as president – Mike Soehnlein and Bob Miller.

I was fortunate to get to know each of these men during my years with the chapter, especially on the 2008 Sentimental Tour, and my life has been enriched greatly by knowing each of them and they have each contributed to our chapter in their own way.

Thank you for allowing me the honor to serve as your president for the last two years. While it's been stressful at times, overall, it's been a pleasure.

Thanks, Don

2012 Triangle Contacts

Triangle Chapter Officers

PresidentDon Aikin (919-556-2302)
 Vice President Denny Oestreich (919-846-8143)
 Treasurer Fred Harley (919-233-4889)
 Ex-OfficioChet 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

AwardsRiley Reiner (919-554-1158)
 NewsletterAndrea Irby (919-815-1355)
 Region News Correspondent... Riley Reiner (554-1158)
 Youth Coordinator.....Open

Editor's Notes - Andrea Irby

This has been a difficult issue to complete despite wonderful contributions by members. The loss of two chapter members since the November meeting and the loss of my own friend, Isabel Parish, from the Sandhills chapter has made sitting at the computer difficult. I am grateful for waterproof keyboards and the chance to reflect on wonderful lives. Twenty years ago, my grandmother passed in December, making the holidays difficult (especially when she had ALL of her gifts under the tree when most of us were still shopping). My mother used to get upset with me for not calling on the anniversary of her death and I thought, how odd, why would I want to call on that anniversary? I should be calling on her birthday and any other day that allows me to focus on how she LIVED. And so as we begin a new year, I hope the gifts these people gave us will not only be remembered, but inspire us in our own lives. What do we want to do and who do we want to become as we make our own journeys across time? Each of us will answer that in our own way, but my sense is whatever we do, it will involve wonderful cars and even greater friendships. Keep on (antique) Truckin', y'all.

Triangle Chapter AACA Calendar

Local Events:

January 17. Chapter Meeting, 6pm. Golden Corral, Raleigh, NC.

Regional Events:

January 18-19, 2013 NC Annual Regional Business Meeting. Burlington, NC. [See the Schedule of Events](#). Questions, ask Jack Agayoff: 919-846-8570 or gijack01@gmail.com.

March 9, 2013. Cape Fear Chapter Meet, Wilmington, NC.

National Events:

February 7-9, 2013. National Annual Meeting and Award Ceremony. Lots of fun. Philadelphia, PA. 717-534-1910. [See the Registration, schedule and hotel information](#). Hotel reservations must be received by **January 21, 2013**.

February 20-23. Winter meet, Lakeland, FL. 863-646-8013.

April 4-7, 2013. Southeastern Regional Meet, Hornet's nest region. Charlotte, NC. 704-841-1396.

Concours:

Boca Raton, February 22-24, 2013. **Entry Deadline** is **January 15, 2013**.

Amelia Island, March 8-10, 2013.

Pinehurst, May 2-5, 2013. The **Entrant** link is at the top middle of the page.

Celebration of Automobiles, Indianapolis, May 11, 2013. The **Entrant** Link is at the top of the page.

Triangle Chapter Meeting Notes - 11/15/2012 by Dean Tryon

- Membership is at 99 families with Grady Conners joining at the meeting and the treasury is at \$6,889.
- Fred Harley has both shirts available for \$20 (dark blue with AACA logos) and red AACA license plates for \$5.
- Officers nominated and elected for next year are:
 - President – Denny Oestreich (*pronounced "A-Strike"*)
 - VP – Bob Gault
 - Sec/Treasurer – Fred Harley
 - Region Correspondent – Riley Reiner
 - Board of Directors: Andrea Irby, Floyd Barnes, Gary Hunter.

The vote was unanimous (*the last minute nay by Denny was too late to be accepted!*).
- Don and others reviewed recent events. We had good attendance at Percy Flowers show on 10/20 (about 20 members). Five families participated in the NC Region Tour in Winston Salem on 10-24-27 and the Chick Fil-A display on 11/10 had 18 member cars plus 8 others.
- The status on last months discussion on the newly formed Pinehurst Concours d'Elegance is that we will keep our regular date of our spring show on May 4 since we are unable to change it on the AACA NC Region calendar and it affects only a few members.
- Riley reported on the Brass Nickel tour to Eders in Carthage. The number of display vehicles and buildings has expanded in just the last year. If you have not been lately, put next November (1st Saturday) on your calendar.
- Our members ailing include Bob Miller (at home), Leo and Betty Calvin (both in the hospital at the moment) and Marv Gage with a sprained ankle.
- The meeting topic was an interesting discussion about the AACA touring by Dian Gendler and Les Tryon. They pointed out all the neat people, places, cars and things you experience on a several day tour with old cars. The Sentimental Tour this year was held for 5 days in Staunton VA in June. If you have not done one or more, try it – you'll have fun!

The Hilton Head Concours and Savannah Tour – by Sue Harley

In early November, Fred and I had the honor of showing our 1921 T Centerdoor at the 11th annual Hilton Head Island Concours. The featured (Honored Marque) car of the Concours this year was the Model T, chosen in large measure due to the influence of Nevy Clark, of Savannah fame.

Nevy was also instrumental in selecting the cars for the Concours, seeking to have a representation of T models along with some of the early T predecessors. Ts came to the Concours from around the country as well as from Canada. Nevy put together an amazing array of Fords: the early Fords were the A, C, F, K and N. Among the unusual Model Ts were a 1921 Canopy Express, a Model C Cab Truck (fire engine), several pick-up trucks, a Fruit and Vegetable wagon (pictured above) a T Wrecker, and my favorite – a 1924



Camper (pictured left). Yes, it came as a camper: the back of the cab looked as someone had welded on a large oil barrel that had been modified to hold a mattress. There was also a unit for storage that unfolded on either side of the camper. The “kitchen” was completely outfitted with foodstuffs, pots and pans, and a little kerosene stove top. It was coziness in the extreme.



Several other Triangle Chapter members displayed Ts at the Concours: **Brian and Trish White** brought the 1914 Touring that Brian’s father had restored. **Jim and Becky Aldrich** displayed their 1926 Model T Roadster pickup, which had been restored by **Bob Miller** and accessorized by Becky.

Jim claims that he and Becky began cleaning the truck and getting it ready for the show last August! **Joe Parsons** (right) was also at the Concours with his **1958 Studebaker Golden Hawk**.

Joe Parsons (right) was also at the Concours with his 1958 Studebaker Golden Hawk.



Marshall and Brenda Van Winkle (from New Bern) and their two Yorkies showed their “Barn Fresh” ’24 Tudor.

Perhaps as an additional enticement to travel to Hilton Head with our Ts, Nevy (pictured below with the Fire Truck) and Kerstin Clark organized a tour for the participating Ts. Everyone who took a marque car to the Concours signed up for the tour, although not all stayed the entire week. The tour started out with about 30 cars and 55 people.



Billed as the “Early Ford 1903-1927 Tour in Historic Savannah,” the activities began at the Quality Inn on Hilton Head with dinner on Friday, before the Concours. Saturday morning found us waiting in the parking lot for Nevy to lead us on the scheduled tour of Hilton Head Plantation with a stop at Fort Mitchell. Nevy and Kerstin meanwhile were at Fort Mitchell with coffee and donuts, wondering where we all were. We quickly learned that for Nevy’s tour, there was not going to be an official leader, so you’d best pay close attention to that tour book.

Sunday, the day of the Concours, was bright and beautiful. We couldn’t have asked for better weather for displaying both the antique automobiles and our vintage outfits. After a long day on the show field, we rushed to get the Ts in their trailers, so we could unload the trailers in Savannah and get to the hotel before dark. Getting to the hotel, the Inn at Ellis Square, proved to be a significant challenge as we had no map of the area and our system for counting traffic lights didn’t match what was in the directions. But all arrived safely.



Brian and Trish White and their 1914 Model T Touring.

Our hotel was located just a block off the Savannah River, in the historic district of Savannah where there were charming shops, lots of restaurants, and a bustle of activity. The Monday morning private trolley tour of Savannah was a wonderful introduction to Savannah’s history and culture, and gave us a good sense of where we were in relation to the city of Savannah. Many places were very walkable – a real asset at night if you didn’t want to head out in the T. Nevy and Kerstin’s daughter had given us all a “Welcome” gift of pralines made by her company - The Savannah Candy Kitchen. YUM! We were delighted to discover that there was a store just around the corner from the hotel.

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Monday afternoon was spent touring Fort Jackson (Fort #2), followed by a walking tour of the Round House Museum and a delicious dinner at the Savannah History Museum. Those who took the roundhouse tour were treated to a short ride on the revolving track at the round house.

Dressed in our period clothing, we drove out to the local Ford dealership on Tuesday morning to display our cars as part of the celebration of the 100th anniversary of the dealership. It was cool, overcast and windy that morning, but we felt very fortunate as Tropical Storm Sandy passed the Georgia coast and the threatened rain never materialized. Nevy had arranged for our visit to the dealership to be covered by the Savannah Morning News. The editorial page editor rode in our car from the hotel to the dealership, learning more about Model Ts than he probably wanted to know. Nonetheless, he wrote a very nice article about Fred and Model Ts. Fred had also been interviewed at the Concours by the local television station, but unfortunately the segment aired that evening while we were racing to Savannah.



Lunch on Tuesday was at Fish Tales, a funky seafood restaurant on the water, just a short ride from Fort McAllister (Fort #3). It was too late to visit the fort because we were due imminently at the Ford Plantation, Richmond Hill. In the early 1920s, Henry Ford acquired land in the area, which included a magnificent piece of property along the Ogeechee River upon which he built



a beautiful home that he called Richmond Hill. As each car drove around the circle in front of the mansion, a professional photographer took a photo. At the final banquet, Nevy presented us with the picture as a memento of our tour. The old Ford Plantation has been purchased by a private

investor group and is now a gated residential and sporting community. The house is used for community activities and as a guest house for those wishing to purchase a lot in the community.

Wednesday was our red-letter day, aka our red light day. It began with a trip out to Elba Island and a visit to the Liquid Natural Gas (LNG) plant there. We were treated to a talk about natural gas, liquid gas, the Marcellus Shale deposit, how LNG is shipped, and more. But the highlight was the show-and-tell demonstration of liquid natural gas. Volatile stuff when not pressurized or chilled!

Leaving Elba Island we drove out to Tybee Island (Tybee means

“salt”). Being a summer vacation area, the island was quiet, or so we thought. When the traffic light in front of him **turned red**, **Fred decided to go through it anyway**, as no one was around – no one but one of the town’s two policemen. After scolding Fred for “the most flagrant violation of a red light” that the policeman had ever seen, he let us off with a warning. We doubt that the policeman had witnessed many Model Ts at traffic lights or stop signs.

The group parked the cars in the public lot at ocean side, where we enjoyed sandwiches and drinks provided by Nevy and Kerstin out on the pier. It was quite nippy out there, but the view was lovely and the seagulls put on an aerial display in a concerted effort to share our lunches. The chill did put a damper on our post-lunch ice cream stop at The Sugar Shack. Those in the open vehicles settled for coffee, but as the ice cream stop was “expecting us,” the rest of us ate ice cream. In fairness, it had been a nippy 47 degrees when we left the hotel that morning. One woman commented that she didn’t realize that they’d signed up for the “Frostbite Tour.”

It was just a short ride from the Sugar Shack to the Tybee Island Lighthouse, passing Fort Screvens (Fort # 4). You could tour the lighthouse or go on down to Fort Pulaski (Fort # 5). We toured the fort, which was very interesting. The afternoon agenda included a drive through a lovely residential area (where Paula Deen lives) and a brief stop at The Savannah Bee Company, which has its own hive. We visited the queen and admired the plethora of bee-related products for sale.

At 4:30 that afternoon we all met at the Savannah Yacht Club for an early dinner. Amazingly, we were hungry again. We enjoyed an outstanding buffet while watching the sun sink down over the river. Nevy and Kerstin had arranged for us to get back to the hotel before dark, which we did, despite taking a wrong turn (my fault).

Every day was so packed full of activities that we kept having to refer to the tour book to read where we’d been the day before. The next morning (Thursday) we drove past the bustling Port of Savannah (the second busiest container terminal in the US), then through the Savannah National Wildlife Refuge, prior to a visit to the Mighty 8th Air Force Museum. It’s a large, modern museum with interesting exhibits and video re-enactments. But that’s not all. Following the museum and lunch, we drove a few hundred yards to JCB – J C Bamford Excavators Limited. Here we learned about JCB’s construction equipment and its skid steer products.

We arrived back at the parking garage with sufficient time and daylight for the men to get out their tool kits and begin the next round of adjustments and repairs. Some spent more time ON or UNDER their cars than IN them.



Jim Aldrich had been having a bit of trouble with the truck. The first was an issue with the starter, but **Jesse Peiffer** (a friend from the Horseless Carriage Club) had a spare part with him and was able to fix the problem that same evening. The following day Jim had problems with the timer. Sure enough, Jesse had a spare timer, which he installed. Jim says that the truck ran better at the end of the tour than it had at the beginning. Model T's always travel with tools and spare parts, and for good reason.

Thursday evening was the outing to a production of "And the Beat Goes On" at the Savannah Theater, the oldest playhouse in continual use in the United States. The musical review featured songs of the 60s, 70s, and 80s, and was very entertaining... then it came time for audience participation. One of the lovely Go Go dancers walked up "our" aisle, looking for a volunteer. Unfortunately, all of the males on the opposite aisle were middle-schoolers – far too young to have an appreciation for the 1980s.



But there sat Fred, right on the aisle, wearing a red sweater and nametag (most accommodating) slouching in his seat.

He was quickly volunteered, and gamely followed the singer onstage to be outfitted in the appropriate attire for

their rendition of "These Boots were Made for Walking" – a fringed vest, love beads, a flowing brown wig, and headband. Told to "follow me," he did, and he performed perfectly. He marched behind the dancers toward stage left, then led them marching stage right. However, partway across the stage, the dancers stopped – and of course Fred didn't – he couldn't see them behind him. The audience roared with delight. It was all in good fun, and Fred was a great sport. Although he was blinded by the spotlights, he could hear all of the cheering and laughing, particularly from the Girl Scout troop sitting up front. They LOVED him! During the ensuing intermission, he was mobbed by Girls Scouts wanting their pictures taken with "Mr. Fred." He had become an instant celebrity, and received no end of ribbing from our friends about his Groupies.

Friday, our final day, was as jam-packed as the others, beginning with a tour to the Byrd Cookie Company, an old Savannah institution with a great gift shop. Wormsloe Plantation, established by Noble Jones, one of the original colonists, was next on the agenda. Not much remains of the first "plantation," but a brief film on the founding of the colony was very informative. Leaving the property, we followed the old Bluff Road, which was part of the Vanderbilt Cup races in Savannah in 1908-1911, and came across the Crabettes. This charming group of singers/musicians provided a pleasant interlude on our

way to lunch at Tubby's. (Several of the Crabettes were cousins of Nevy.)



And "tubby" was what we were all feeling after so many delicious meals. We had the opportunity to walk off a bit of lunch during the stop at Bonaventure Cemetery, the final resting place of many renown Savannahians and our final stop of the tour.

The closing banquet that evening was held at Paula Deen's "Lady and Sons Restaurant," just a short walk from the hotel. It was a delightful ending to a wonderful week of touring and making new friends. Jim summed it up well when he said that anyone contemplating taking a tour should do so. Even if you are concerned about your car, there will surely be someone on the tour with the tour with the knowledge, tools and parts to keep you going.



From the Winners Circle At Hilton Head

Adding on to Sue's great story, here is how our members faired on show day:



Best in Class. Fred and Sue Harley, 1921 Model T Centerdoor



Best in Class
Jim and Becky Aldrich and Bob Miller, 1926 Model T Roadster



Bob would take every opportunity to participate in chapter activities, tours and meetings. If there could be a better rounded individual in our hobby, I cannot imagine that person. Bob encouraged everyone to work to bring their cars out of storage, drive them and share the fun.

The life Bob shared with us was a special gift. Lynda once told me that Bob started on the restoration of the 1925 Fordor because he believed it was the last unrestored Model T available. The Fordor is one of the most difficult body styles of a Model T to restore due to the extent of wood in the body. The restoration was accomplished in his backyard shop in Raleigh with only the machining of the engine block sent to a professional. Bob and Lynda toured many miles in the car without any major problem. The car will remain in the chapter for many years to come. Sandra and I have referred to the car as the "wedding car" since Bob drove both our daughter and son and their spouses from the church to their receptions. The Model T will remind us of Bob for many years to come as a man who wanted to share life. Thank you, Bob.



Palmetto Award
Brian and Trish White 1914 Touring

A Special Member Leaves the Chapter - By Riley Reiner

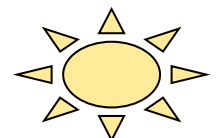
On Thursday, November 29th, Robert (Bob) Miller passed away at his home. Many members would agree that Bob was a real "hands on" restorer, mentor, friend and very talented individual. We all pass our condolences along to Lynda with our feelings of joy in having known Bob. Bob's infectious laugh, joy in sharing his interests in Model T's and his Buick will be long remembered.

The Triangle Chapter paid their respects to Bob at his funeral by driving their antique cars in the funeral procession from the church to the cemetery. Jim Aldrich purchased Bob's 1926 Model T roadster pickup and participated with the 1925 Fordor in leading the funeral procession to the cemetery. It was our personal salute to Bob and our support for Lynda. We believe all of the members in attendance whether driving their antiques or modern cars were expressing the same appreciation for having known Bob and our support of Lynda.



Bob and Lynda Miller in front of their 1939 Buick.

We may have said good-bye to Bob but his club support and Model T knowledge will be shared many times over with new members and seasoned restorers for years to come. The Triangle Chapter has lost a good friend but we are all blessed for having known him.



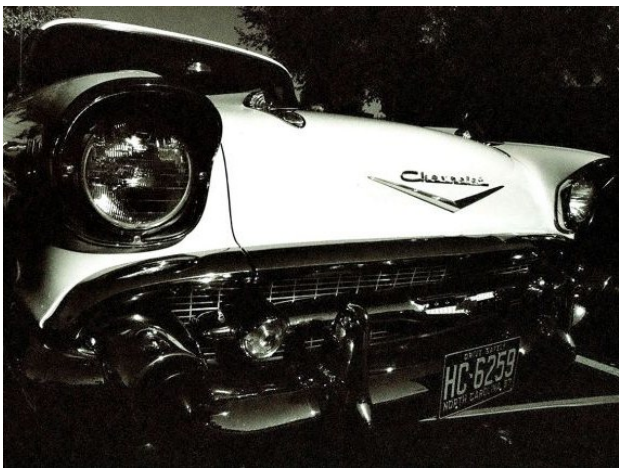
**AACA TRIANGLE
CHAPTER**

Andrea Irby
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December 31, 2012 Issue



Many thanks to Robert Monko-vich for these very creative photos.



Whose cars are these?
Even Scrooge would be perplexed.

