



Triangle Chapter News

Triangle Chapter News Summary

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- The **February** Triangle Chapter meeting is planned for Thursday evening, **February 16**, at the **Golden Corral** in **RALEIGH**.
- Read President Don Aikin's message on page 2.
- Read Dean Tryon's January Meeting Minutes page 3.
- See why Zinc Additives are needed on page 4.
- Help build our amazing Trophy on page 5.
- A classic Imperial finally comes home on page 6.
- Learn how to drive a Model T on page 7.
- Is your car on this month's back cover?



Happy 100th Birthday and Welcome to America! Paul Huckle's 1912 De Dion Bouton. To be seen at Triangle Events this Spring.

Upcoming Events

- Triangle Chapter Meeting. February 16, 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

Prepare to be Amazed!

Dean Tryon will show us a DVD and tell us about the Nethercutt Museum in Sylmar, California. This is a two building museum with one of the finest car collections in the US. Just pulling up the web-site is jaw dropping: <http://nethercuttcollection.org/Home.aspx> (Home Page) and The Collection: <http://nethercuttcollection.org/Museum.aspx>. **Don't miss out!**



Happy 100th to Anne and Dan Russell. The painting is of her Dad's 1912 Franklin with him driving it! Getting ready to show in August.

President's Message

By Don Aikin

Welcome to "winter" in Piedmont NC. Only the calendar tells me it's February.

Our Chili Cook-Off is scheduled for **March 4th** at the Stag Club in Raleigh (same location as last year). The cook-off this year will be hosted by Bob Safrit and Jean Soehnlein. Hopefully, we will have our spring meet trophy components ready for some preliminary assembly by the men. The ladies, I assume, will be doing the memory box painting as in years past.

At our January meeting, a majority of members in attendance voted to move our monthly dinner meeting location back to the rebuilt Golden Corral on Glenwood Avenue. Reservations have been made there through the end of 2012.

The chapter board of directors held its annual meeting on January 29th. We agreed to dates for the **Chili Cook-Off (3/4/12)** and Christmas party (12/6/12). **Our annual Spring Meet** will be the 1st Saturday of **May (5/4/12)** as always. The contract with Oakview has been signed and Eastern Star lined up as the food vendor. A committee consisting of Chet Butcher, Marv Gage, Riley Reiner and Denny Oestreich are working on a chapter Policy & Procedures Manual, in accordance with our By-Law updates approved in December. Thanks to these members for their hard work.

Dottie and I are looking forward to the 2012 Sentimental Tour out of Staunton, VA. Hopefully, we'll have good participation by the Triangle Chapter and some of us can tour up to Staunton together.

See you at the February meeting on Glenwood, Thursday, February 16th.

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

As I write this, some of our members are in Philadelphia dressing for an evening of fun and awards. What they will win, we won't know until they come home, but it is sure to be grand. I'll make sure all the juicy details are in the March newsletter.

This issue has lots of fun items. The trophy is absolutely magnificent. You need to enter a car in the May show just to win one. It's going to take some effort to make, but it will be worth it. Make sure you let Riley know if you can help out.

As for me, I particularly enjoyed the story on page 7. The way Riley describes the T makes it sound more like the horse I've been riding (who dumped me in the mud a couple of weeks ago). In my case, I think I missed the emergency brake! Finally, GM owners should not despair. Fords are not the only cars built tough. Someday, I will tell you the story of "Sherman", my 1973 Buick Century who got his name when he survived a head-on collision **without** a dent or scratch.



Triangle Chapter AACA Calendar

Triangle Chapter 2012 Events

February 16 Dinner Meeting, Golden Corral
6129 GLENWOOD AVE. 6 pm

March 4 Chili Cook Off, Stag Club, Raleigh;
Trophy Assembly & Memory Boxes

May 4 Triangle Car Show, Oakview, Raleigh

NC Region Events

April 14 NC Region Spring Meet. Rockingham County, Shiloh Airport, Stoneville, NC. Registration Deadline APRIL 6. Registration Form on Region website shortly: <http://www.ncregionaaca.com/region/>

AACA National Events

March 15-17 Melbourne, FL - AACA Winter Meet.

April 19-22 Charlotte, NC. Eastern Division
Regional Meet and Charlotte Auto Fair.

<http://www.hnr-aaca.org/AACA-Meet---Charlotte.html>

Concours d'Elegance

February 24-26 Boca Raton. Information:

<http://www.bocaratonconcours.com/bocaratonconcours/>

March 9-11 Amelia Island. Information:

<http://www.ameliaconcours.org/>

Triangle Chapter Meeting Notes by Dean Tryon

Action Items & Upcoming Events:

These items need your response or action if you are interested.

1. The Board of Directors meeting will be held Sunday January 29th. If you have any suggestions, contact any Board member or Don Aiken directly (556-2302). They will be setting up this year's schedule and events.
2. The Region Annual meeting is this Jan. 20-21 in Burlington. Several members are planning to attend the judging schools, seminars and lunch.
3. Our chapter meetings will be at the **Glenwood Golden Corral thru this year**. See the discussion below.

Information only:

1. We welcomed new member to his first meeting – **Marshall Spader** from Cary. He is the 100th member for the club in 2011!
2. The attendance was nearly 70 people at the Glenwood Golden Corral. This is the largest turnout we've had except for the DMV program several years ago which brought people from all over the state.
3. Membership was at 100 families at the end of 2011, a level we have not reached in a long time. However, it will drop early this year with 3 members not renewing. We're still waiting to hear from several others per **Fred Harley**.
4. Treasury is at \$6400 (up from \$4600 in Jan 2011) per **Fred Harley**. A detailed report will be

available for the Board meeting

5. Meeting location – Don opened the discussion about where to have our meetings this year – Cary or Glenwood Golden Corral. Clearly there is not an ideal location to accommodate the diverse locations of members. Key discussion points included the following:

- a. Positives for Cary – lower price
 - b. Negatives for Cary – heavy traffic for coming from the north or east on I-40 or I-440
 - c. Positives for Glenwood – larger room (seats 64 or about 10-12 more than Cary with more room between tables), brand new facility, they have supported us as sponsors each year for our May show and more food choices.
 - d. Negatives for Glenwood – meal prices slightly higher *The vote was 29-30 for Glenwood vs. 21 for Cary.*
6. **Riley Reiner and Bernie Bogden** are developing a mock up for the May show trophy. Hopefully it will be available for the Board meeting.

7. **George Ashley** (562-8707) reported there is a 1950 Pontiac for sale in Youngsville and **Ted Brooks** (851-0418) had photos and info on a 1957 Corvette with fuel injection for sale in Elon, NC.

8. **Denny Oestreich** made an interesting presentation on antique car radios – their history, common problems, troubleshooting and repairing. Thanks Denny!



ZDDP Additives

By Dean Tryon

At the AACA Region meeting in January, Richard Clark, CEO of ZPlus, LLC made an interesting presentation on the technical aspects of the ZDDP (Zinc DialkylDithioPhosphate – aka, zinc plus phosphorus) additive to engine oils. I will try to summarize the key points from the presentation and from their web-site (www.zddplus.com). The web-site has a huge amount of information and 15 Technical Briefs. "ZDDPlus" is their trademark and the documents were copyrighted in 2008.

Starting in the 1930's, "EP" (extreme pressure) additives were introduced, mainly ZDDP. The phosphorus etches the metal surface and the zinc fills in the etched surface to reduce the friction.

History of Zinc and Phosphates

Zinc and phosphorus have been added to engine oils for 70 years as the best wear reducing additive known. The area of most interest here is the sliding contact between the cam shaft and the lifter.

With stricter emission regulations in the 1990's, catalytic converters, and the EPA mandate for 150,000 mi. catalytic converters, these two chemicals have been drastically reduced or eliminated from modern oils since they are detrimental to catalytic converter life.

With the advent of roller lifters for friction reduction (i.e., improved emissions and fuel economy), the sliding friction at the cam shaft has been greatly reduced. Hence, in modern engines, the removal of zinc and phosphorus has not been a problem.

Engine oil starting with the SJ classification in 1996 was the first reduction step in reducing ZDDP. For older engines, the lack of this lubricant can be an issue for cam shaft and lifter wear.



Other oils:

The use of other engine oils with ZDDP built in has been suggested, but they are not recommended for several reasons. Diesel oils have a much higher level of detergents and are typically higher viscosity than spark ignition engines. High detergent oil has a lower surface tension which can cause higher bearing wear in gas engines.

Racing oils may have ZDDP but are designed for short, high speed operation and not the long term, day after day use that cars are subjected to. Racing oil does not have the same detergent levels to neutralize acids and keep contaminants in suspension.



General notes:

In 1977, SAE published paper #770087 which came to the same conclusions and recommendations.

The recommendation by **ZDDPlus** is to add 4 oz. of ZDDP to each oil change. Since ZDDP is consumed during engine operation, it should be added at each oil change.

Do not use ZDDP in modern cars with catalytic converters.

One question that we did not get to ask was whether use is required in pre-war cars with low severity operation. It certainly is needed in muscle cars and racing cars.

I talked to Denny Manner in Michigan, a retired Buick engine designer/developer/expert and he confirmed the advantages of the zinc additive. Denny is a long time friend and often gives engine talks at Buick Club National meets.

GM has an additive they call "EOS" (Engine Oil Supplement) that does the same thing. Denny Manner confirmed what Richard Clark told us: that it is good for old cars with sliding friction at the cam shaft. Denny added though that for casual, low speed use in pre-war cars, it is not super critical as it would be in racing cars (like Richard Clark's stable of Buick GS's). Good insurance though for about \$5/year for our old cars that do not get much driving.

It's That Time of the Year

By Riley (Chip) Reiner

Work is progressing on the 2012 trophies. **Mike Peterson** came up with an idea for the trophy and some historical information to support the concept. **Bernie Bogdon** took Mike's sketches and information and added to the concept with some internet searching.

At the Board of Directors' meeting, Bernie did his magic again and pulled out of his cardboard box, one of the most unique trophies the club has ever attempted to produced. There was no discussion among those present. Mike and Bernie's ideas would be the proto-type trophy for 2012. The trophy is a replica of a billboard in the 1940's or 50' along US Route 66. The pictures do not do the finished product justice but the detail and graphics make it a real eye opener.



Triangle AACA Car Show Trophy Prototype with "Mr. November"- Jim Aldrich's 1931 Lebaron on the billboard.

Don Akin has completed a complete set of CAD drawings for the individual pieces and Bob Gault was the first one in the club to volunteer to do some woodworking. Now is the time to join the project team.

Our target date to do sub-assembly is Sunday, March 4th during the Chili Cook-off. We need folks with table mounted router, drill press, table saw, painting skills, cutting plastic gutter guard, cutting stair tread anti-skid strips, computer graphics and sub-assembly production. What are you willing to do?

We need to get as much done as possible **before March 4th** to help production move along and make our sub-assembly productive.

As in the past, work can be done in your shop and passed along to the next production phase. I will secure the materials, provide leadership and coordination and do anything not covered by other club members. We have had good response from the club in the past **but more help is needed**.

This is a great opportunity to get involved in your club. Call me or email me your intentions. March 4th will be here before you know it. We may not make the final assembly at the Chili Cook-off but we can be well on our way.

Thanks for your consideration.
Riley

Home: 554-1158; Cell: 816-6903;
reiner@earthlink.net

Short Takes and Notices

Cary is having it's first Car Show!
Saturday, March 24, 2012

Looks to be lots of fun. Activities for kids and grown ups alike, artists and more. Information can be found on the Town of Cary web-site: http://www.townofcary.org/Departments/Parks_Recreation_Cultural_Resources/events/holiday/wheelsonacademy.htm

Entry Form below (can be up to day of show) but I would do it early for a \$10.00 discount. <http://www.townofcary.org/Assets/Parks%2c+Recreation+and+Cultural+Resources+Department/Events/Car+Show+-+vehicle+application.pdf>



Fly In– Drive Home!

By Bob Monkovich

This may be a rather frivolous story to some, but I don't think so.

We all have certain cars in mind that we may have been looking for -over our shoulders during the years. We may see representations available now and then but it may be the wrong color, too far away, or even the poor photos of it shown in publications may show such a lousy state that there is no question that that car is in poor shape and not worth of an inquiry.

Then there is E-bay!!!! Good God what were these people thinking when they started selling vehicles on the internet!!

I have been looking over my shoulder for an '81-'83 Imperial for many years since I sold the one I owned back in the '90's. I regretted selling it and since then I wanted to pick one up, or equally, a '90-'93 Imperial.

I'm convinced e-bay has changed some buying habits for the worse in some cases. In my case, I viewed an absolutely gorgeous Sea-Mist Green '81 for sale literally in my back yard in Greenville - on e-bay. It was the same year vintage and color as ours was and at the time of my observation there were zero bids on it.

I never purchase a vehicle without seeing it first, so I contacted its owner. This took a couple of hours. She said I could see the car in Hillsborough that evening, but it would be in poor lighting.

When calling her the next day to view it in daylight, it had already been sold at full price - sight unseen. I was flabbergasted! A dozen years looking for a car of my desires gone in a matter of hours? Does this nonsensical way of business seem stupid to anyone??

Does anyone out there buy a stove, refrigerator, TV, furniture etc. without actually seeing these things first??

Not only that, you must place a down payment just to start to bid! That's like paying a fee to enter a store at the mall for the "privilege" of purchasing something. Why has humanity reached this level of disconnect??

After vowing to never start this insane method again on a "big-ticket" item, I searched dealers this time for Imperials. I found a beauty in Akron, Ohio that looked great in pictures, but I wanted to see it.

To make a long story short, it was worth my airfare to fly into Akron to view the car. The dealer picked me up at the airport with the Imperial so I had a chance to drive it back to the lot which was some 20 or so miles.

In addition, the dealer had it placed on a lift for me to inspect. What service! Not only was I impressed with driving the car but it was overall much better than I expected. Fly in, drive home.



What if dealers acted like e-bay? What if they showed pictures etc. but not the real deal? Much worse, what if they expected a \$500. 00 fee to even start negotiating? Maybe I shouldn't even suggest this!

Folks would not put up with that but since you can do it on a computer -it makes all the difference in the world. Does this create a mental challenge to anyone out there as to which method is better?

Anyway, Shar and I now have two Imperials in our stable and love them both.

Learning To Drive With Two Feet or “Built Ford Tough”

At the January meeting, **George Ashley** announced he had purchased a **1926 Model T Tudor sedan**. The car was brought to his attention by **Marv Gage** who had bought a car at the Chevy dealer in Fuquay-Varina. The Model T was a trade and the dealership was anxious to sell it. Marv gave his approval of the quality of the car and George was pleased with all of the details. The car had won a National First Place award at Hershey in 1970 and must have been stored since that date. The paint had not burned off the exhaust pipe or muffler. Marv helped George trailer it home because the dealership mechanics didn't know how to get it started and were about to jump it with a 12 volt battery! George asked them to just leave well enough alone. The technician's biggest problem was locating the OBDII connection to check engine codes.

Now fast forward a couple of weeks to a work day for George and Riley to get together to “check it out”.



As you can see from the pictures, the car is really nice and is equipped with several original Ford factory accessories. Before starting the car, we discovered that a “new” gas cap had been added to the cowl tank.

The problem was that there was no vent hole to let the gas flow.

George corrected the problem with a small drill bit. I bet the technicians hadn't thought of that being the problem. The coils were adjusted, commentator cleaned, oil checked and fuel added. The engine spun over two times and it fired off but would not stay running. We removed the sediment bowl screen and discovered it was full of rust and dirt from the gas tank. George had thought to purchase a rebuilding kit so the repair went fine. On the second attempt to start the car, the same thing happened again. We decided to remove the carb, take it apart and blow the dirt out of the jets.

The next day the T jumped to life on the first spin. It ran like a top.



George and I were anxious to give it a test drive. George had no experience with a T. His last antique was a '28 Model A with standard gear shift. I drove the car first to help George get familiar with it. The car was running like a top and we headed down the street. Each time I did something with my feet, I asked George to watch. After two trips down the street, it was time for George to get behind the wheel. I went through all of the various instructions. George was ready!

A couple of leaps forward and a couple of stalls later, we were on our way. The grin on his face was great. We went through how to stop, start in low and shift to high. George asked if the strange sounds coming from the transmission were normal. I assured him all was well. After a couple of turns through the neighborhood, George crossed the highway into phase 2 of the neighborhood. We got to the bottom of the hill and he turned around and headed back up the hill. The car began to skip, lurch, buck and then stalled.

We thought we had run out of gas. I quickly volunteered to stay with the car while George walked home to get more fuel. Someone had to guard the car, right? About twenty minutes later, George and Carol arrived in his truck with the gas. Fuel was added and the car started. It wouldn't stay running so we decided to tow the T home. A T cannot be towed unless someone holds the clutch in neutral and can use the brake. The return trip was uneventful. We rolled it down the drive and into the garage. I suggested that George clean the sediment bulb after I left. I explained the procedure on backing out of the garage and left for home.

A couple of days later I heard from George. The stuff in the gas tank had plugged up the filter screen a second time but George managed to clean it. The car started without a problem. It was time for flying solo. After driving a standard car with a clutch, all drivers know to push the clutch pedal to the floor and put the car in reverse. A Model T keeps the clutch in the middle of the peddle travel and is held with the left foot while the right toe presses the center or reverse peddle to make the car backup. George forgot his backing lesson and pushed the clutch to the floor. The T was in low gear with a low gear ratio. The car sprang forward, hit the freezer and pushed it into the sheet rock wall making a hole. George shut it off and got out to inspect the damages. The car with its spring steel bumpers extending a foot in front of the fenders received not a scratch or dent. The car was fine. In the e-mail I received, George said, I now know why the Ford slogan is “*Built Ford Tough*”.

I must add that T driving is fun but unlike everything you were ever taught. A T requires driving with two feet and both hands each doing something different. I predict that George will have Carol out for a ride in the near future. It's a great car and it should show and tour with the best of them. Congratulations George!

**AACA TRIANGLE
CHAPTER**

Andrea Irby
104 Glenview Place
Chapel Hill, NC 27514



February 14, 2012 Issue



Pat Allen's 1946 Plymouth Special Deluxe Coupe



Janet and Ed Howle's 1967 VW Beetle "Stewball" showing the ponies what real horsepower is all about!



Anthony Ariano's 1936 Hudson heading on down the road.