



Triangle Chapter News

Triangle Chapter News Summary

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- The next Triangle Chapter meeting of 2013 will be Thursday, February 21, at 6pm.
- Read President Denny Oestreich's message, page 2.
- See the Calendar and January Meeting Minutes page 3.
- Visit Celebrity Cars on page 4.
- Bring your fire extinguisher to page 5.
- Read about an extraordinary talent on page 6..
- Trophies and Diamonds can be found on page 7.

From the Funny Farm...



Definitely a "modified" Snow Plow

Upcoming Events

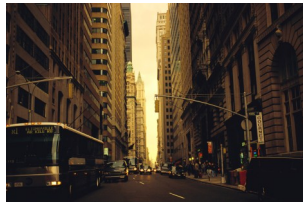
- Triangle Chapter Meeting. February 21, Golden Corral, 6129 Glenwood Ave. RALEIGH.

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

Triangle Chapter Web Site.

Visit: <http://www.ncregionaaca.com/triangle/>

Program



Madison Avenue meets Triangle Antique Auto Club:

Bob Gault will be sharing a DVD featuring old commercials for automobiles.

He has promised not to skip over those with Chevy's in them. Should be fun!



Stick your tongue out and say Ahhhh..

President's Message

By Denny Oestreich

Greetings all -

Several Triangle members displayed cars at the International Auto Expo at the NC Fairgrounds February 16-17. The classic car display was a good complement to the new cars on display. We got to see the early introduction of several vehicles including the 2014 Impala, the new Ford Truck, and the \$375,000 Lexus F Supercar. \$20,000 does not buy as much these days.

Many thanks to the Triangle Board Members for attending the Board Meeting on February 3. We discussed Triangle activities for 2013 and planned a calendar of interesting events. Our first event will be the traditional Work Day and Chili Cook off on March 17 at the Stag Club. Our Annual May 4 Car show planning is coming along well. Please get your car(s) ready. We need them all. We would also like someone to step up as Tour Director to help plan an interesting one day tour this summer. Call or email me.

The NC Region meeting was held on January 18 and 19th in Burlington. Many Triangle Chapter members attended. The Region acknowledged the contributions of Dan Fuccella who served on the board for the past two years and Jean Soehnlein who edited the regional newsletter for the past 13 years. Jean will be retire as editor after the next issue. Thank you, Dan and Jean.

I completed my one-a-month January car project to replace the transmission. As a bonus, I also got the windshield and rear glass installed. My February project is rebuilding the side glass, six windows. How is your one-a-month plan coming?

I look forward to seeing you at the Triangle Chapter Meeting on February 21. Be sure to mark your calendar.

Denny

2013 Triangle Contacts

Triangle Chapter Officers

PresidentDenny Oestreich (919-846-8143)
Vice President Bob Gault (919-329-9196)
Treasurer Fred Harley (919-233-4889)
Ex-OfficioChet Butcher (919-557-6385)

Board of Directors (Class of 2013)

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

Board of Directors (Class of 2014)

..... Floyd Barnes (919-577-0401)
..... Gary Hunter (919-387-7202)
.....Andrea Irby (919 815-1355)

2013 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

Don't be chilly, be CHILI! The Chili Cook Off is around the corner. It is a day where we get together to do many things. First, we bring different types of Chili and Cornbread and there are prizes for the best of each. (The best prize, in my mind, is getting to taste all the varieties). Afterwards, we work on two projects. So yes, it is a "working" lunch, but a fun one. Traditionally, the men work on making pieces or final assembly of our trophies for our May show. It takes many of us to do the work that one man, Leo Calvin, used to do. The women make "Memory Boxes". These are gifts given to women in hospitals who have lost their babies. It gives them something to cherish and take home on a very bleak and awful day. The boxes hold the infant's things from the hospital: a bracelet, a cap, maybe a picture and much more). It can make a huge difference in someone's life. It is a great day of fellowship and fulfillment. Hope to see you there.

Come hungry!



Triangle Chapter AACA Calendar

Local Events:

February 21. Chapter Meeting, 6pm. Golden Corral, Raleigh, NC.

March 17. Chili Cook Off. Stag Club, Raleigh, NC. Good food, good fun and great fellowship.

March 21. Chapter Meeting, 6pm. Golden Corral, Raleigh, NC.

Regional Events:

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

April 27, 2013. NC Region Spring Meet. Hosted by the New River Chapter, **Beulaville, NC** 863-646-8013.

National Events:

February 20-23. Winter meet, Lakeland, FL.

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

Concours:

Boca Raton, February 22-24, 2013.

Amelia Island, March 8-10, 2013.

Pinehurst, May 2-5, 2013. Bob Ingram has been named honorary chairperson, Tickets go on sale

February 22. For tickets and more info, visit: <http://pinehurstconcours.com>.

Celebration of Automobiles, Indianapolis, May 11, 2013.

Triangle Chapter Meeting Notes - 1/17/2012 by Dean Tryon

Action Items & Upcoming Events:

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

1. March 17 – Chili Cook-off at the Stag Club (same location as the last several years). Memory box painting will be taught by Les Tryon and Riley will head up the trophy assembly for our May show. More info next month.
2. May 4 – Our annual spring car show at Historic Oak View County Park. Marv Gage is handling the interface with the park. Will be discussed further next month.
- June 22 – The AACA Museum in Hershey has asked us to bring the Take Apart T with a crew. Riley is considering but needs a significant involvement from 9 members.

Information only:

Guests introduced included John Labor (by Mike Petersen), John Gladwin (by Marv Gage) and Stu Allen from Staunton VA (by Dean Tryon).

1. Membership at the end of 2012 was at 100 families, the highest we have been in a very long time. The newest member is Adam & Ann Marie Benjamin and their son Nathan (Jr. member). Fred mentioned that a donation to the AACA Museum (a commemorative brick) inscribed with Don Aikin's name as past president was done in keeping with our recent practice.

2. Denny Oestreich noted that we have lost two key members last month. Leo Calvin and Bob Miller. Leo was the sole maker of our great trophies for many years until his health forced him to retire. Denny passed around several examples of his hardwood workmanship. Bob Miller also died last month. He was a long time member who restored several Ford model T's and a '39 Buick.

3. Christmas Party – Denny Oestreich thanked many people who contributed to the success of the party: Les Tryon and Beth Agayoff for painting the table favors, Dan & Jean Fuccella for arranging the dinner and Judy Edwards for the trivia game. Since our party attendance has been dropping slightly these last few years, Les Tryon developed a survey to get thoughts from members and to offer suggestions. It was passed out at the meeting and 15 members returned them.

4. The meeting topic was a discussion by Mike Miles from **Auto Arts Inc.**, one of our May show sponsors. They painted both Joe Parsons car and Bob Gault's truck with excellent results. They are located at 1035 N. West St, (north of Peace St) in Raleigh. **919-791-0040** or www.autoartsinc.com. They are a small group but have wide ranging restoration capabilities.

Celebrity Car Owners by Rob VanDewoestine

The ownership history of a classic car not only adds interest to the vehicle but can also add considerable value. People who are trying to sell a car are often well aware of this fact and can be tempted to embellish a story for the sake of a sale. Recent contact with a genuine celebrity car brought to mind two previous occurrences of very questionable claims. The first was at a major auction house in Arizona in about 1993 that had a pre-war Packard sedan that was painted olive drab with a white star on the side, a mounted Tommy gun and a corn cob pipe in the front seat.



**General
MacArthur's
Field
Packard
courtesy of:
forums.
VWVortex
.com**

The claim was that it had been the field car for General MacArthur in WW II. There was no documentation other than their claim but the car really did look interesting.

According to an article in Special Interest Automobiles from 1976 (<http://forums.fourtitude.com/showthread.php?5686883-General-MacArthur-s-Packard-Very-Cool.....&p=77372332>), McArthur did have a 1942 Packard field car, but the numbers would have to be checked to make sure that the car offered for sale was actually McArthur's. Curiously there are no pictures of McArthur with his Packard and the auction house did not make use of the Special Interest Autos article to make their ownership case. General Eisenhower also had a Packard field car and pictures do exist of him with the car.

The second instance of claimed celebrity ownership was at a classic car dealer in California in about 1995. They had a very nicely restored 1954 Jaguar with a letter stating that it had been given to Clark Gable by his film studio. There was a letter from 1954 attesting to that fact but the letter

looked like it had been printed that morning. Maybe it was real and maybe not. Gable owned several Jaguars over the years, including a 1954, but once again it would take informed research to verify that the ownership claim is legitimate.

The final instance of contact with a celebrity car came just a few months ago. Barbara and I took our Cord to a restoration shop in Indiana for engine compartment work. The shop was not ready for our car, so it went into a storage garage to wait for shop time. There was another Cord in the garage that we had seen many times in pictures but never expected to run across in

real life. The original owner was Amelia Earhart.



This picture of her along with her Lockheed Electra and 1936 Cord was taken on September 20, 1936.

Her last flight was July 2, 1937. The car is described as "yellow" in the picture, but was rather more picturesquely termed "cigarette cream" by the manufacturer.

The second picture is of me with her car some 76 years later. The original color paint can be seen on the back part of the car.



It has been owned by a fellow in Texas for the last 20 years. It is fairly complete but needs a full restoration. The owner planned to sell some commercial real estate to pay for the restoration but that has not yet happened so Amelia's car is still sitting and waiting.

An Engine Fire Can Ruin Your Day By Mike Petersen

An engine fire results in damage any where from minor to catastrophic. Sometimes an engine fire can be unforeseen, as was the case in my experience. A freak fuel pump failure caused the fire and my quick action plus a good measure of luck got the fire out with only about \$7,000 damage.

On that fateful day, I backed my 1966 Dodge 426 Hemi car out of my garage, turned around in my driveway, and saw smoke coming from under the hood. I grabbed my fire extinguisher (I always carry a halon fire extinguisher in the passenger compartment), got out, and ran to the hood. Now there were orange flames along with the smoke. I pulled the pin on the extinguisher, opened the hood, and had the fire out in two blasts from the extinguisher.

The results from an autopsy indicated that the fuel pump had failed and fuel was squirting out of the weep hole in the top of the pump. The alternator and distributor are directly above the fuel pump. The source of the ignition for the fire was the alternator or, unlikely, heat from the exhaust manifold. There was no indication of a fire inside the distributor cap.



Some fuel pumps have a weep hole in the top cover to vent fuel fumes and, when failure occurs, to send fuel to outside the top cover rather than into the engine. Some pumps have a metal fitting in the top cover to which a hose is attached that carries the fumes to a vapor canister. Others have no such provision and upon failure fuel goes directly into the engine (Gee, why is my oil level so high?). The picture above shows the correct style pump for my car with the weep hole in the top.

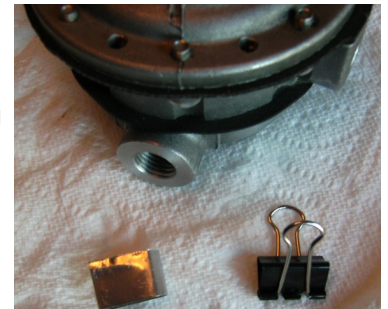
Many years ago I noticed the top cover of my 1955 Dodge V8 fuel pump was covered with fuel and yet the pump still delivered enough fuel to run the engine. I replaced the pump immediately. On the occasion of my engine fire the fuel squirted out of the pump while the pump still delivered enough fuel to

run the engine. Fuel covered the underside of the hood, K frame, and right front of the engine before it ignited and created thousands of dollars of damage. I was lucky I did not get hurt and did not lose the car.

I studied the problem and contemplated my options for the future:

1. Install a new correct pump and hope it never happens again.
2. Install an electric pump back by the fuel tank and ensure it will never happen again.
3. Install a new incorrect pump that does not have the weep hole (this would not be original).
4. Install a new incorrect pump with a fitting for attaching a hose and vapor canister (this would not be original).
5. Modify a new correct pump by filling the weep hole with epoxy or JB Weld (a pump failure would dump fuel into the engine).
6. Modify a new correct pump in such a way that leaking fuel would be directed downward away from the engine but not be a permanent modification.

I decided to modify a new correct pump. My car is a two time AACA Grand National Senior Award recipient so I did not want to install something that does not look original. I made a small "U clip baffle" from metal flashing that fit around the top cover casting weep hole.



This "U clip baffle" was then secured with a clip used for holding papers together (available at most office supply stores). The clips are easily

removed for judging. The pictures provide a better explanation as to what I did.

Mike's article continues on the back cover....

Leo Calvin – An Extraordinary Talent

By Riley Reiner

The Triangle Chapter lost another member on December 14, 2012. For newer members, you may have never met Leo or his wife, Betty, since they have not been active for the past four years or so. Leo was the “father” of our special club made trophies and the idea of putting pictures of cars in our trophies. Leo was a master cabinet maker, restorer, club supporter and friend. I got to know Leo around 1978 when IBM transferred Leo to Raleigh. Leo was always quiet at the meeting except when he wanted to make a suggestion. He would say what he thought and then go silent to listen to the reaction. I liken it to the old Charles Schwab commercials. The one where everyone in the room is talking and one person says, “Well, my broker is Charles Schwab and he says” and the room becomes silent and everyone listens. Leo had that kind of respect from our members.

Leo is best remembered for his beautiful trophies. He didn't like coming up with the ideas, but give him a lead and he would create wonderful proto-types. I cannot remember the first year he made our trophies but it was in the mid-eighties and lasted until 2006. I tried to find some examples of his early work but they are packed away. His final trophy was a solid hardwood flat bed truck with the car's picture being carried on the flat bed as an advertising sign. The color was added by the different types of wood with clear varnish. It was a true work of craftsmanship, if not a work of art. The chapter relieved Leo of trophy making the following year because he could no longer stand on the concrete floor of the garage for long hours. If you have assisted in any trophy building since 2007, you know the amount of work required make eighty plus units but Leo did every trophy by himself at his request. Most years, Leo would begin the process in July and complete the task in early April.

During the years of making trophies, I volunteered several times every year only to be told that I had too much to do and he was happy

to get into the shop and create. The last year, 2006, he allowed me to help with the final varnish. I worked as carefully as possible knowing the attention to detail he demonstrated. The next day, I returned to be told that 74 of the 80 units did not get final approval. I could not find 98% of the problems so he would hold each one up to the light and turn it to reveal the infractions. Those of you with National First Prize Winners and Grand National Winners should be thankful that Leo was never a National Judge.

The first year that the club made trophies, Leo sat under the tent watching the process of putting pictures into the trophies. I remember asking what he thought of the trophy committee's creation. He acknowledged that it was good to have so many members involved in the process, but asked about the missing hardwood. Over the next several years he made supportive comments about our improved units. I truly believe he was turning over trophy making knowing that the chapter would continue a tradition he started.

Leo has not been in attendance in the last few years at our Oak View show due to declining health. His daughter and son-in-law Judy and Danny Moon have displayed his 1939 Plymouth Woody which was his joy in restoring as his last car. It is beautiful and I hope Judy and Danny will continue membership and showing his Plymouth even if it is only once a year. I made a promise to Leo in 2005 when I purchased my truck and trailer. Leo asked me if I was willing to take his 1931 Model A Tudor to his son and his family in Reading, PA. I said I would, and made good on the promise in September of 2012. Sandra, Colin our grandson, and I made the long trip to Reading and back in two days including a stop in Strasburg to ride the steam train with Colin. This picture of Leo is the last picture I have of him.



I am writing this article as I did with Bob Miller to remember both members who gave so much to the club and the hobby. I hope Leo has found a cabinet shop in heaven.

An Open Invitation To Trophy Making From Riley Reiner

This is an open invitation to all club members to assist with trophy building. We are going to reuse the



remaining trophies from last year. We will salute the 100th Anniversary of the Lincoln Highway. It is no US 30 and runs from Pennsylvania to California. We are only building fifty units or fewer. I hope to have enough materials gathered by the Chili Cook-off on March 17 so that the men can work on trophies while the women work on memory boxes.

We could use hardwood for the bases and any type is fine. The wood can be rough cut or finished but must be at least $\frac{3}{4}$ x6x12. We also need: fifty or more white shirt hangers from the laundry, someone willing to print the graphics (the pictures have been located) and someone to be my assistant on the project (no experience required). If you are willing to help, please contact me ASAP. My e-mail is rreiner@earthlink.net, home phone is (919) 554-1158 or cell at (919) 816-6903.

We now have a target date, an idea and a reduced number to create. Uncle Sam may not want you but I do!

The Diamonds Restaurant By Mike Petersen

The Diamonds Restaurant was a popular landmark and restaurant along Route 66 in Villa Ridge, Missouri for decades. It was built in 1927 – the first year for Route 66 signage along the newly established Route 66 (November 11, 1926).

The first Diamonds Restaurant was built in the shape of a baseball diamond – hence the name. This was billed as the world's largest roadside restaurant. In 1948, it burned to the ground with a

blaze so intense that Route 66 was temporarily closed.

The restaurant was rebuilt in an art deco style on the original site (on what is now old Route 66 west of exit 251 – look for State Route 100 at exit 251). I remember stopping there in 1959 and 1964. In 1967, the original site was bypassed by the new interstate and the restaurant was moved in total, including the vintage sign, to exit 251 on the north side of Interstate 44. I drove by it in 1970 and 1977.

I stopped by the “new” (1967) location in 1993 and the restaurant was closed. At some time in the past it had become the “Tri County Truck Stop and Restaurant”. In 2007 the structure was gone and replaced by a Travelodge which is still there.

In 1998, I recall seeing a restaurant and motel complex in the Villa Ridge area on the south side of Interstate 44 called “The Diamonds”. The last time I drove on Interstate 44, the “Diamonds” signage was gone. I believe this was the Diamonds Restaurant and Gardenway Motel complex.

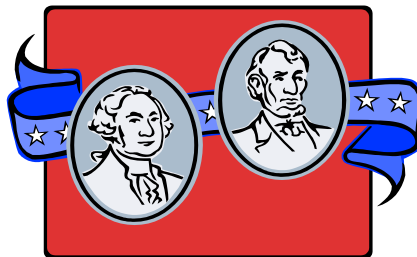
In 2007, there was a “Diamonds Restaurant and Gardenway Motel” complex a mile or so away from the 1967 “Diamonds Restaurant” location. The “Diamonds Restaurant and Gardenway Motel” location was on the south side of Interstate 44 and to the east of the 1967 site on State Route 100 (take exit 251 and head east or exit 253 and head west). The Gardenway Motel has been there since it was established in 1945. I do not know if it is still open. The Diamonds Restaurant that was located across the street from the motel is now closed



The Diamond Restaurant in it's glory days and as depicted on our 2012 trophies.

AACA TRIANGLE CHAPTER

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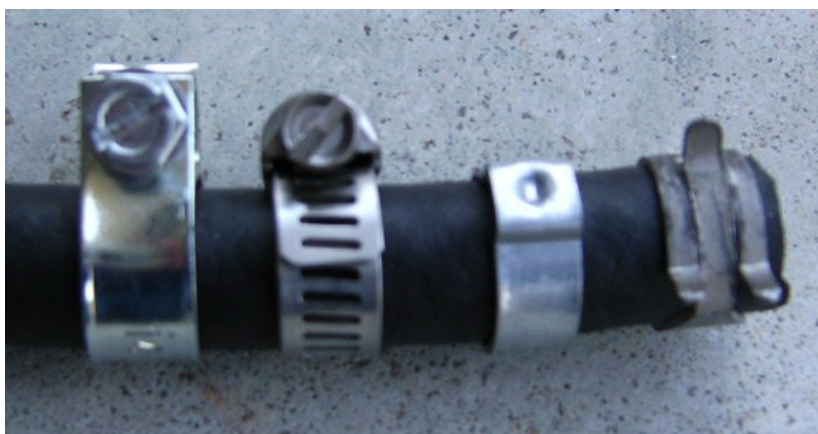


February 16, 2013 Issue



An Engine Fire Can Ruin your Day. Continued from page 5.

I also decided to replace the fuel filter clamps with fuel injection fuel line clamps. These clamps are designed to handle 60 psi and have rolled edges so they do not cut into the hose. They are available at most auto parts stores. One can easily replace these with original clamps for judging purposes. I felt this was an additional precaution for possible future fuel leaks. The picture left shows the various clamps that one may use – the



fuel injection clamp, a standard worm drive clamp that cuts into the hose (not recommended and also obviously incorrect for most cars), a keystone clamp that is installed with a tool that squeezes the clamp, and a clamp that has a set amount of pressure and moves with hose expansion/contraction (commonly used with fuel hoses and vacuum hoses). The corbin clamp (a wire ring with ends that are compressed with a special pair of pliers) is not shown in the picture but is common for fuel hoses, vacuum hoses, and coolant hoses. As a final note, I made a change to my fire extinguishers. My fire extinguishers had a

plastic tie that held the pin in place and was designed to break when one pulls the pin. This plastic tie cost me about 2 or 3 seconds in putting out the fire. I removed these plastic ties from my fire extinguisher pins and replaced them with a plastic disk in which I drilled a hole for the pin. The pin can now be pulled without taking time to break a plastic tie and the disk keeps the pin from falling out.

I have not found anyone who has ever had a fuel pump problem like this. My fuel pump was eight years old with 3,000 miles of service. A failure such as this was unforeseen and may never happen again. I hope this article helps others make a decision about their fuel pumps, clamps, and fire extinguishers.