



Triangle Chapter News

Triangle Chapter News Summary

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- The next Triangle Chapter meeting of 2013 will be Thursday, March 21, at 6pm.
- Read President Denny Oestreich's message, page 2.
- See the Calendar and February Meeting Minutes on page 3.
- Watch out for the Spin on page 4.
- Visit Amelia Island on page 5.
- Be safe on page 6.
- How do you tow your truck? - on page 7.
- A note from Lynda Miller on page 7.
- Who are the lucky charmers on the back cover?

Winners from Amelia Island!



Brian and Trish White bring home an Amelia Award from the Amelia Island Concours D'Elegance with their 1914 Cadillac.

CONGRATULATIONS!

Upcoming Events

- **Triangle Chapter Meeting. March 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

Batteries Plus of Briar Creek will be our program for March. They have a wealth of information to share about batteries, maintenance, safety and more. They are also a sponsor of our May car show. Come and learn something new!



President's Message

By Denny Oestreich

Greetings!

Everyone please join us at the Raleigh Stag Club on Sunday, March 17 for the Triangle chapter workday and Chili Cook-off. There is much work to prepare the trophies for our spring show. Les Tryon will have the Memory Box painting activity ready. Jean Soehnlein reminds us to bring your favorite chili, cornbread or dessert to share. Riley Reiner will have a number of activities to help us prepare the trophies. This is a popular event and we need your help.

The spring car show events have already started. The Raleigh Autofest at the fairgrounds was held March 8-10. The venue was reduced to one building with the car show in Dorton Arena. There were many cars I had not seen before, several with excellent paint jobs.

Our own car show is scheduled for **Saturday, May 4**. We need two things to make our show successful, good weather and cars. Get your cars ready. If you have more than one car, find an extra driver. Invite friends who may be new to showing. We need cars!

Some history: early car shows were sponsored by automobile enthusiasts to spend a day enjoying the artistic and mechanical wonders of the automobile. Polite competition was added to demonstrate pride in the cleanest and best maintained operational antique vehicles. The Triangle Chapter continues to sponsor our car show using judging classes (including HPOF) identified by the AACA guidelines to judge vehicles 25 years and older. Recently, car shows in our area have proliferated to more than one per weekend, sponsored by businesses and charities to bring in customers and secure donations. However, we remain true to our tradition, so bring your antique car to demonstrate your pride and allow others to enjoy your vehicle.

My February "one a month" restoration project to rebuild the six side glass windows with all new window felt, glass and chrome is taking much longer than I anticipated. I have the parts, but I lack focus. Additionally, I am having some paint problems repaired on my other car. More about this later.

I look forward to seeing you at the Triangle Chapter Meeting on March 21.

- 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-Officio Don Aiken (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

As I write, my very first attempt at Chili is sitting on the stove cooking. It smells good so I hope it measures up to the challenge. At least my teenage step-son seems quite curious about it. That's always a good sign!

All the articles in this issue are great, but I can truly relate to Mike Kinsch's "One Wet Day". It is fascinating to see an old car come to the rescue of a much younger and stronger vehicle. Similarly, I had to drive my 31 year old Chrysler LeBaron CONVERTIBLE to our January meeting because my 2001 Volvo was acting up- badly. Needless to say, when a driver makes a classic go out in a snow storm, it gets "retired"!

In our family, we now bid a warm welcome to "Cirie", a 2012 Acura TSX Sport Wagon. Plenty of spunk and power. She's already been on a road trip and climbed a mountain. "Cognito", the convertible, is glad to be back in storage until the April and May shows. Enjoy this issue and get your cars ready!



Triangle Chapter AACA Calendar

Local Events:

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.

May 4. OUR CHAPTER CAR SHOW! Historic Oak View Park, Raleigh, NC. 9am-4pm. See the [Registration Flyer](#).

May 11. Timeless Cruisers Car Show. Efland, NC 8am-4pm Additional info: at www.timelesscruisers.com.

May 18. Wheels on Academy. Cary, NC. See [Information](#) and [Car Application](#).

Regional Events:

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

National Events:

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

Concours:

Pinehurst, May 2-5, 2013. Tickets on sale **now**. Early purchase gets \$10 discount. For tickets and more info, visit: <http://pinehurstconcours.com>.

Celebration of Automobiles, Indianapolis, May 11, 2013.

Triangle Chapter Meeting Notes - 2/21/2012 by Dean Tryon

1. **March 17** – Chili Cook-off at the Stag Club (same location as the last several years). The dinner will be served at 1:30. Memory box painting will be taught by Les Tryon and Riley will head up the trophy assembly for our May show
 2. **May 4** – Our annual spring car show at Historic Oak View County Park. Marv Gage is the show chair. If you would like to help in any way, let Marv know (919-846-4708).
 3. The Board met last month and agreed to the following activities:
 - Ice Cream Social, **August** date TBD at Riley Reiner's house and new "Garage Biltmore".
 - Watermelon Social, **July** date TBD - Andrea Irby and Cecil Bozarth's house in Chapel Hill
 - Heritage Days at Oak View Historic County Park, **October 5**.
 - Chick Fil-A show on Capital, **Nov 16**
 - Holiday Party, Dec 5 (Thursday), same location.
 - Auto Show in Feb 2014, if we can get 8-10 cars, we can have a good AACA display.
 4. **Take Apart T demos planned:**
 - a. April 13, Three Rivers Chapter (tentative)
 - b. May 4 – our spring show
 - c. May 18, Cary Auto Show, "Wheels on Academy"
 - d. August: Classics at The Capital (inside as last year)
 - d. Oct 5 – Heritage Days at Oak View
 - e. Fall – Percy Flowers Show in Garner
 - f. Tours – the Chapter would like to have at least one day tour (or even an overnight). We are looking for someone willing to organize.
- Information only:**
1. Fred Harley reported that membership is at 94.
 2. Several members attended the NC Region meetings January 18-19 including judging schools and seminars. The new Region president is **Jeff Oakes** and VP is **Jack Agayoff**. **Jean Soehnlein** is turning over the Region newsletter to *Dave Allen*.
 3. Requests for "T" demos were turned down at Hershey PA in June, the Chatham Literacy Council and a show on Long Island, NY. The meeting topic was a DVD showing car commercials from the mid-50's to mid-60's. Thanks to **Bob Gault** for bringing it.

Perspective, Spin, and Fact By Ed Spagnolo

Introduction:

After over 40 years in the business, Ed Spagnolo of Color-Ite Restorations in Bethany, CT has literally gotten "under the skin" of all sorts of antique vehicles, ranging from English taxis to full-classic Packards. In 2009 he completed the restoration of Cecil Bozarth's 1937 Lincoln-Zephyr coupe. In this article, Ed shares his views on reputation, hype and spin in the old car hobby.

In the vintage auto world a pecking order has developed that can be grating. It's normal for people to have favorites i.e. Ford vs. Chevy, that's how it has always been and one of the things that makes the hobby fun. A longtime friend from grammar school is all GM, he's lived 70 years and never owned a Ford, I've owned nothing but. Another friend's father owned Franklins when he was a kid so, his perspective puts Franklin on top, and he collects them. This is understandable and, fun. Perspective is one thing, spin and fact something very different. In the forties and fifties, used large luxury cars were relegated to back rows of car lots, often converted into "tow trucks", they had little value though in their day, the **Crème de la crème** of the industry. Exceptional craftsmanship, exquisite coachwork, unique styling, and sometimes special power-plants were the norm.

So, in 1953 when The Classic Car Club of America was formed to recognize these vintage "top of the line" cars, it caused many to realize what masterpieces they were. As a result, countless wonderful vehicles were saved, becoming valuable, some extremely so. A pecking order began to take shape, perspective is probably where it started but, as we see in the news, spin began to influence the "classes" of Classics. At the top are Duesenbergs, some Packards, Isottas, some Mercedes, Pierce Arrows, etc. At the bottom are cars often unfairly disparaged. Some at the top are so fawned over it makes them almost mystical. For people to buy into this is foolish, indeed embarrassing. I can evaluate, through experience, a couple of these vehicles at each end of the scale and do not mean to imply they're the same. However, the one at the top isn't what it's cracked up to be and, the one at the bottom does not deserve the ridicule often received.



**Great Eye Candy:
A winning 1937
Mercedes 540
at
Indianapolis,
May 2010.
Photo:
Andrea Irby**

The **Mercedes-Benz 540K** is at or near the top of the list and deservedly so but it is not the mystical machine many make it out to be. The following may be interesting to some. The car is magnificent, has beautiful styling, fine craftsmanship, relatively high power and good speed. However, the engineering leaves much to be desired. Practicality was not part of the engineering equation starting with the beautiful but ridiculous 100+ pound single unit radiator. Removing the engine or even the propeller shaft requires lifting the body off the frame. Hardware used under the skin is mismatched and very crude.

**Ed
working
with the
chassis of
the 540K
Mercedes.**



The engine is a basic straight eight push-rod unit only made special by the supercharger. The fuel system is unnecessarily complex while many weld joints amateurish, looking like apprentice training. Cracked steel body braces indicate brittle steel unable to withstand stamping. The few small diameter bolts holding seats to the floor are inadequate. For its time, the 540K had a sophisticated suspension carrying an antiquated wood framed body. The delicate body supported by a very substantial frame contributed to the three ton curbs weight of the Cabriolet A. Magnificent, beautiful, desirable sure — but not the mystical perfection one might expect after reading or hearing the glowing stories.



Ed's partner, Augie working on the 540 K Mercedes at Color-Ite Restorations

I've had no experience with a Dusenbergl so I wouldn't know how that "mystical" marque stacks up. The best I've seen is the Lincoln KB. It's hard to imagine better, though there may be.

At or near the bottom of the list is the **Lincoln Continental**, undeservedly so in my opinion. Built in limited numbers with considerable hand work in the modified Lincoln-Zephyr body, it represents one of the ten best automotive designs according to The Museum of Modern Art in 1954. Frank Lloyd Wright called it the most beautiful car ever. Critics call it "Fordish", knocking the "Buggy Spring" suspension and the underpowered V12. Actually, the Ford connection made it possible for this car to have one of the strongest bodies in the industry, a chassis/body



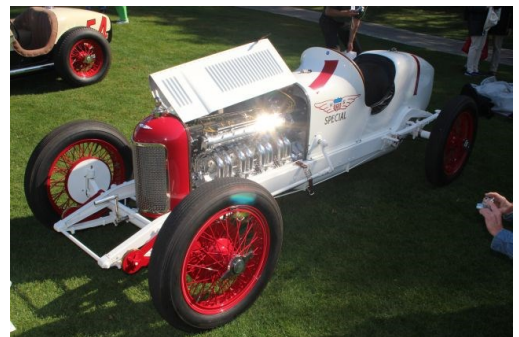
Restoration continues on a 1941 Lincoln Continental

unit construction. In addition to great strength this new concept lightened the car: it's about a ton less than the Mercedes Cabriolet A. The "little" 12, rated at 120 HP, effortlessly moves the car quietly and briskly at highway speeds. Zero to 60 in the 18 second range and a top speed in the 90's was respectable for a luxury car of the period. I have no idea how the big 540K accelerated and read top speed was around 115. The Continental's suspension was a beefier version of the venerable transverse spring system used at Ford for years. The track was wider and, except for 1940 when the Continental was still part of the Zephyr line, frame insulators were used with heavier sway bars. The "Buggy Spring" suspension was bulletproof, years on the racetrack proved it. Again, I don't make the comparison between these vehicles to imply they are equal or even close. The Mercedes is the better car to be sure. My point, the gap is closer than the spin would have you believe. Beware of "spin", history shows it clouds, and even changes facts.

Amelia Island 2013 By Ron Sieber

Part of the feature-laden Amelia experience is partaking in the pre-concours seminars offered, and this year had exceptional presentations. Corvette, Porsche, and the Ford GT40 project all hosted room-filled sessions, seating upwards of 1000 people for each. Notables associated with each regaled attendees with classic and new tales of their adventures with each marque. These were great values for the experience!

It's Great To Be 50! should have been the theme this year, as Corvette Stingray, Lamborghini, and Porsche's evergreen 911 model all celebrated 50th birthdays on the lawn. In addition to the usual collection of class entrants in classic and modern cars, special displays featured Formula Junior racecars from the 1950s and '60s, a selection of Harry Miller open wheelers from the Golden Age of Racing, and



motorcycle marque Ducati.

To add a bit of humor to the mix, a section was set aside for a car theme called *What Were They Thinking?*



Among the group of strange and fantastic automobiles was the 1957 Fascinator (pictured above) a one-off concept car – sort of. Fascinating to look upon.

Two auction houses, Gooding and RM, scheduled events over the weekend, and the sell-through rate and auction amounts bode well for a continuing upward trend in collectible and investment grade automobiles. Both Amelia, as well as Scottsdale in January, set the tone for the year; this looks like another good one for collectors!

Over 22,000 people attended Amelia in 2012, and from the looks of the crowds at this year's event, it was another banner year. Sunny Florida weather, beautiful cars on a golf course fairway, and friends to meet up with: *can it get any better than this?*

Fire Extinguishers - Getting Specific By Mike Petersen

In our last issue, Mike Petersen talked about Engine Fires. Here, he shares specific sites and information about extinguishers.

Here is the source I use for halon fire extinguishers. These extinguishers use recycled Halon 1211.

Halon Marketing, LLC
PO Box 72203
Thorndale, PA 19372
800-343-9763
610-873-7388 fax
halon@halonmarketing.com
www.halonmarketing.com



Some time ago there was concern about Halon 1211 hurting the ozone layer. You can read more at <http://en.wikipedia.org/wiki/Halomethane>.

This article states:

“At high temperatures, halons decompose to release halogen atoms that combine readily with active hydrogen atoms, quenching flame propagation reaction even when adequate fuel, oxygen, and heat remains. The chemical reaction in a flame proceeds as a free radical chain reaction; by sequestering the radicals which propagate the reaction, halons are able to “poison” the fire at much lower concentrations than are required by fire suppressants using the more traditional methods of cooling, oxygen deprivation, or fuel dilution.”

“**Halon 1211** is typically used in hand-held extinguishers, in which a stream of liquid halon is directed at a smaller fire by a user. The stream evaporates under reduced pressure, producing strong local cooling, as well as a high concentration of halon in the immediate vicinity of the fire. In this mode, extinguishment is achieved by cooling and oxygen deprivation at the core of the fire, as well as radical quenching over a larger area. After fire suppression, the halon moves away with the surrounding air, leaving no residue.”

Halon 1211 is bromochlorodifluoromethane which makes it a chlorofluorocarbon (the methane structure is present but bromine, chlorine, and fluorine replace the hydrogen atoms attached to the central carbon atom). The belief is that at high altitudes ultraviolet light reacts with the chlorine and fluorine to destroy the ozone layer.

Production of Halon 1211 has been banned in most countries since January 1, 1994. However, Halon 1211 can be recycled. The manufacture of UL Listed Halon 1211 for fire extinguishers was supposed to cease in October, 2009. Evidently this is still under discussion. The replacement for Halon 1211 is Halotron I which requires a larger volume than Halon 1211 to produce the same fire extinguishing rating.

Here is a sales source for Halotron I fire extinguishers made by KIDDE:

<http://www.globalindustrial.com> Type Kidde 466278 (model number) in the search box. Once the picture comes up, click on it for detailed information.



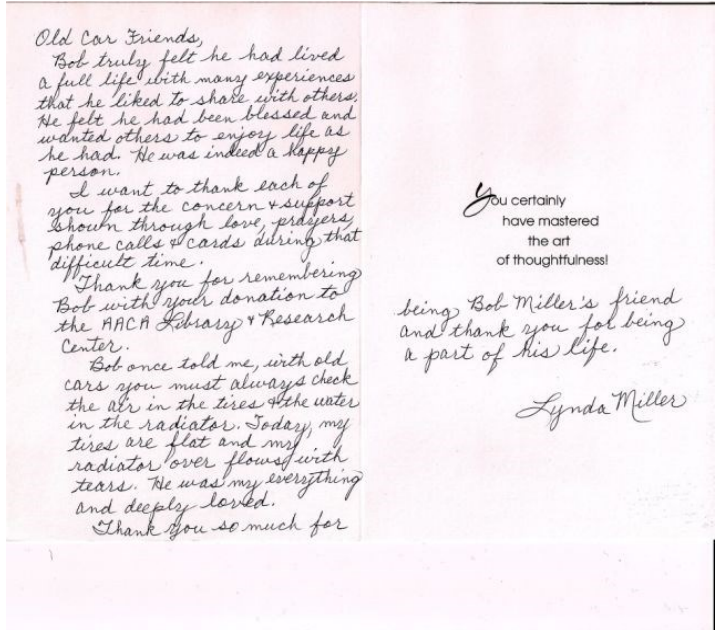
The KIDDE (Halotron I) extinguisher at 10 pounds (contains 5 pounds of Halotron I) is twice as big as the Halon Marketing (Halon 1211) extinguisher at 5 pounds (contains 2.5 pounds of Halon 1211).

Both the KIDDE extinguisher and the Halon Marketing extinguisher are rated for 5-B-C. However, the Halon Marketing web site says their extinguisher is effective for A, B, and C fires.

A Note from Lynda Miller

One Wet Day By Mike Kinsch

One wet day, Helen and I had a truck load of mulch and we were putting the mulch around the trees in our back yard when my F150 got stuck in the mud. Despite attempts to break the truck free using boards and rocking, nothing appeared to help. So there was nothing left to do but use my **1929 Ford, Model A Roadster** to tow the truck out...



The lovely card reads:

Old Car Friends,

Bob truly felt he had lived a full life with many experiences that he liked to share with others. He felt he had been blessed and wanted others to enjoy life as he had. He was indeed a happy person.

I want to thank each of you for the concern and support shown through love, prayers, phone calls and cards during that difficult time.

Thank you for remembering Bob with your donation of the AACA Library and Research Center.

Bob once told me with old cars you must always check the air in the tires and the water in the radiator. Today, my tires are flat and my radiator overflows with tears. He was my everything and deeply loved.

Thank you so much for being Bob Miller's friend and part of his life.

Lynda Miller



EASY PEAZY!



**AACA TRIANGLE
CHAPTER**

Andrea Irby
104 Glenview Place
Chapel Hill, NC 27514



March 16, 2013 Issue



Above left: Tommy Fitzgerald's 1930 LaSalle.

Above Right: Jack Johnson's 1951 Ford.

Right: Joe Ledford's 1951 Chevy Convertible.

Photos by Bob Monkovich.

