



# Triangle Chapter News

## Triangle Chapter News Summary

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- The first Triangle Chapter meeting of **2014** will be **Thursday, January 16** at 6pm.
- Read President Denny Oestreich's first message, page 2.
- Take note of the Calendar, page 3.
- View classic boats from Hilton Head on page 4
- See Joel Hoffman's collection and their names, page 5.
- Mike's advice is on page 6.
- We've got the Wedding Car Blues on page 7.
- Amusing sites from Classics at the Capital are on the back cover.

### Milestone Birthdays!



**Bring in the OLD.: Brian and Trish White's 1914 Cadillac turns 100!**

### Upcoming Events

- **Triangle Chapter Meeting, January 16 Golden Corral, 6129 Glenwood Ave. RALEIGH.**

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

### Program



**Rob VanDewoestine** will share his experiences from the St. Michael's Concours in Maryland this past Fall. The Concours took place at the end of September. Rob and Barb took their 1936 Cord. Rob will also include touring highlights and share all that he and Barb took in over the course of the three day



**Bring in the NEW: Jean Soehnlein's Mercedes 190D turns 25! Welcome to the Club!**

**UPDATED. Check it out: Our Club Web Site.**

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



# President's Message

By Denny Oestreich

**Happy New Year!** I hope you and your family had great Holidays. I will be working on my New Year's resolution to "procrastinate less" as soon as I do a few other important things. I hope you will include a resolution to participate in Triangle Chapter activities this year.

Please remember if you haven't already sent your dues please get them to Fred Harley. Fred will be sending an Email reminder to those who have not paid in the next few days.

At the November meeting we discussed members' concerns about the venue and the meeting programs. In that meeting we committed to sending a questionnaire requesting your preferences. You should have received a questionnaire postcard. Please make your preferences known and return it to Fred Harley as soon as possible so we can learn the club members' decision.

Remember you can attend the NC Region Meeting and Tech Sessions on January 17 and 18th. The tech sessions are interesting and if you want to update your judging skills you can also attend a judging school. Ten to twelve Triangle members usually participate and support the NC Region. Riley Reiner will be a candidate for the NC Region Board of Directors. If elected he has promised, "If you like your car, you can keep it". If you attend, Vote for Riley.

One car activity during the winter months has been the Garner Grill 57 Cruise In. I attended the December 16 Cruise-in with about 100 cars, but was not able to make the New Year's Day Cruise-in attended by over 300 cars.

Vice President, Joe Parsons, is planning the meeting programs for 2014. Some of the best programs are topical, interesting to all, and presented by members. Thanks to Dan and Jean Fuccella for the November program. If you have an idea, contact Joe at 919-293-0066.

My car projects in December and January included a tune up and upholstery for my Red 57 Chevy. It was running poorly after its first long drive. During a tune up I found two plug wires reversed and one burned and shorted to the exhaust manifold, the carburetor was misadjusted, and the timing was off. It runs better on eight cylinders. I also found several nuts and bolts that needed tightening. The Upholstery project is complicated with as many setbacks as any

# 2014 Triangle Contacts

## Triangle Chapter Officers

President .....Denny Oestreich (919-846-8143)  
Vice President ..... Joe Parsons (919-293-0066)  
Treasurer ..... Fred Harley (919-233-4889)  
Ex-Officio .....Don Aiken (919-556-2302)

## Board of Directors (Class of 2014)

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

## Board of Directors (Class of 2015)

..... Jack Agayoff (919-846-8570)  
..... Pat Allen (919-556-3652)  
.....Jean Soehnlein (919-847-4832)

## 2014 Committees

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

other part of a restoration. I am re-planning the completion for the first of March.

I hope to see you at the next meeting.

Denny

# Editor's Notes - Andrea Irby

## Greetings from The Pond House!

The move is almost over....almost I say because the living room and dining room didn't make the truck. The good furniture is in storage and with so many car parts/tools making the truck, there was no room for the rest. Sooo, we have a flathead V-12 here, but no sofa. Hmmm.

Grace (pictured below) has moved over and more unpacking is required before bringing Rita home. Cecil has added a shed (and took down a play set) to make room for all of his stuff. (What is it with these car people?! )

Next up will be having everyone over this summer for watermelon. The neighbors are excited- one family even names their cars. **Cool.**



## Triangle Chapter AACA Calendar

### Local Events:

**January 16. Chapter Meeting**, 6pm. Golden Corral, Raleigh, NC.

**April 26. Triangle Chapter Spring Show.** Tell everyone you see with a classic car to JOIN US! Lots of fun.

### Regional Events:

**January 17-18.** NC Annual Regional Meeting. Burlington, [See the Schedule of Events.](#) Questions? Contact Jack Agayoff: 919-846-8570 or [gijack01@gmail.com](mailto:gijack01@gmail.com).

### National Events:

**February 6-8.** National Annual Meeting and Award Ceremony. Lots of fun. Philadelphia, PA. 717-556-7100.

Hotel reservations must be made by **Jan. 20.** [Event registration deadline is January 24.](#)

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

**April 3-5.** Southeastern Regional Meet, Hornet's Nest region. Charlotte, NC. 704-841-1396.

### Concours:

**Boca Raton, February 21-23.** See the [Schedule of Events.](#)

**Amelia Island, March 6-9.** See the [Schedule of Events.](#)

**Pinehurst, May 2-4.** [Entries](#) are still being accepted in some classes. Looking especially for woodies, brass era and pre and post war vehicles.

## Start Getting Ready for APRIL 26!

The Triangle Chapter Show is just a few months away, so use these lovely, cold, rainy winter days to get in the garage and get ready!

Jean Soehnlein sent us this picture and story of her **1969 VW Beetle** which is now 45 years old!!

Jean writes:.....

"The original owner was my mother-in-law. She gave it to Mike when her husband became handicapped and could not get in it. Mike and I planned to restore it in 2010 to show in National events. He rebuilt the engine and that is as far as we got. I don't plan to completely restore it but would still like to have it repainted, new window seals, etc. Right now the engine needs work after sitting for so long. Pennsylvania. When I get the Beetle running and repainted, you will see it at our chapter shows. "



**Triangle Chapter Show circa 2000. Going for a repeat in 2014— Let's hope so!**

**Editor's note:** You can use the postcards we created this summer to recruit new people to our show and our club. If you need more postcards to keep in your car, let me know and I will bring some to the meeting or put them in the mail. Keep them in your car so you can attach to the windshield of any classic car you see. There is a place on the postcard for you to write in the event (any Triangle Event) and your name if you want.

Members, start your engines !!!

## The Classic Boats of Hilton Head by Rob VanDewoestine

An extra dimension is added to a classic car show when classic boats are on display as well. There was no water available on the fairway of the Port Royal Resort, but that did not prevent the exhibit of 30 boats on their trailers.



One very striking example was a combination of boat and tow vehicle. The vehicle (*pictured above*) is a **1955 Jaguar Mark VII with a classic Chris Craft on the trailer**. In fairness, the Jag had received upgrades to the suspension and a Lincoln engine to be up to the task. The wood trim on the side is also not original to the car. Naturally, the custom steel frame on the trailer is painted the same color as the car.

If size and speed count (and they usually do), the clear choice was **Miss America IX (U-19)** (*pictured below*).



The boat was originally powered by two 1200 HP V-12 Packard Liberty engines. With natural aspiration the boat achieved a timed speed of a little over 103 MPH, the first boat to go over 100 MPH. With the addition of superchargers the

horsepower was increased to 1600 and the boat was clocked at 110 MPH in 1932. The forward step and rudder cause the boat to ride on a cushion of air and just its propellers at high speed. It is an armful to steer and generates a great deal of sound for the pilot and mechanic riding just forward of the rear transom. The builder of the boat, Gar Wood, was an inventor who made a considerable amount of money from a hydraulic hoist for dump trucks. He got into boat racing in 1915 with the purchase of Miss Detroit I when its builders went bankrupt. He built a series of boats and eventually took the Harmsworth Trophy from the British. You can read more about his colorful career at this web site. <http://www.missamericaix.com/DetroitFreePressJune201971.htm>

The current owner of Miss America IX purchased the boat in 1970 without engines or fittings. It is currently powered by two big block Chevrolet engines generating 550 HP each. The original Packard engines were confiscated by the US government in 1935 for use in the development of PT boats for WW II. Even though they have much lower HP than the original Packard engines, boat speed is still in the range of 100 MPH since the current engines weigh significantly less than the originals. The boat went through a 2 year restoration in the mid-1990's at the Hacker Boat Company. The current exhaust manifolds were fabricated to give the appearance of the original V-12 engine configuration.

The oldest boat on display was a motor launch named **Sora** built in 1906 (*pictured below*). She spent most of her life on Lake Winnepesaukee in New Hampshire. She is 26 feet long and can carry 6 people in comfort.



**The Junior** (*next page*) was a model built by the Riva Society GB of Italy from 1967-72. It was built to be a tender for larger boats or for use in water skiing. This boat is powered by a 1971 Chevrolet V-8 turning out 190 HP and giving the boat a top speed of 45 MPH.

Restoration of this boat was greatly aided by the fact that the company is still in business and had a supply of replacement parts, particularly the cushions.



**The Riva Junior at Hilton Head Concours November 2013.**

The center steering wheel is a unique feature along with the extended cushion covering the engine. It is obviously meant for sun bathing. A number of celebrities owned this model of boat, including Bridget Bardot. Those of you interested in further "technical" details of Miss Bardot's Riva Junior can follow this link.

<http://www.moderndesign.org/2012/03/classic-riva.html>

**What's in a Name? Plenty!  
By Joel Hoffman**

*Editor's note: To build on the article from last month, Joel Hoffman sends us some great names and cars with a request to help name two of them.*

My collection includes:

- 1901 Oldsmobile 5/8 scale replica - **"The Rollsmobile"**
- 1926 Model T Ford Depot Hack - **"The Taxi Cab"**



**Is she taking a picture or hailing "The Taxi Cab"? Either way, great car.**

- 1944 Ford GPW 1/4 ton truck, better known as a US Army Jeep (Very authentic. Yes. It does have some bullet and shrapnel holes) -



**"General Patton"**

- 1966 Innocenti Mini Cooper, Italian built competition rally car - **"The Tin Can"**



**Perfect name for more modern mini's. This one is the real deal.**

- 1996 Ford F-150, extended cab, 4wd - **"Carship Enterprise"**

My cars *without* names are:

**2002 Lexus ES300** - I got this when my Mother, age 91, quit driving. I'm thinking of calling it "Grandma", but other suggestions would be appreciated.

**1982 Ferrari 308 GTSi** - I'm NOT going to call it "Enzo" or "Dino". A name from "Magnum PI" might, or might not, sit well with me, but this is too obvious. Does anyone have some other suggestions?

**Ferrari looking pretty and looking for a name.**

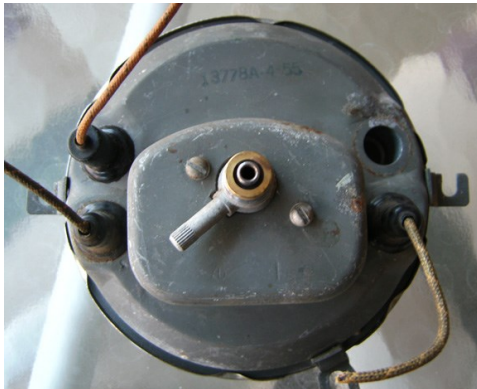


## Stress Free Speedometer Oiler Installation By Mike Petersen

Some speedometer heads, like the ones used for my 1955 Dodge, have a wick oiler contained in a cylindrical holder that threads into the back of the speedometer head. Service is rather simple:

- Unscrew the oiler (the holder has a knurled as well as a slotted end and is easily removed with nimble fingers)
- Remove the wick (it pulls right out of the holder)
- Oil the wick (light oil is probably best)
- Insert the wick back into the holder
- Screw the oiler holder back into the speedometer head finger tight

The biggest challenge is in putting the oiler holder back in place. It is difficult to lie on your back and get your hand up through the maze of wires and cables to access the oiler holder. If it does not thread in and you drop it then the oiler holder will likely find its way into the “black hole” of the dash board.



This happened to me twice. The first time I dropped the holder I heard a metallic “ping” as it went into the “black hole”. After a futile search I got a spare from another speedometer. I then put a cloth among the wires under the speedometer to catch the holder if I dropped it again.

On my second attempt with my spare I dropped it again. I did not hear the “ping” but my cloth did not have the holder when I pulled the cloth out.

I figured the holder had joined its buddy in the “black hole”.

I got a second (and last) spare from another speedometer. This time I tied a long length of dental floss on the holder so that if I dropped it again I could just pull it out of the “black hole” with the dental floss. This time it threaded in perfectly. I left the floss tied to the holder and tucked the rest along the edge of the dash board for the next time I needed to remove the oiler.

These oilers are “out of sight, out of mind”. I have found that with the 1955 Dodge the speedometer needle will start swinging back and forth when the head needs oil. The first time this happened to me the speedometer cable broke after a few swings of the needle. Thinking the problem was the cable, I replaced the speedometer cable and was able to drive about 60 feet before the needle swung again and the new speedometer cable broke.

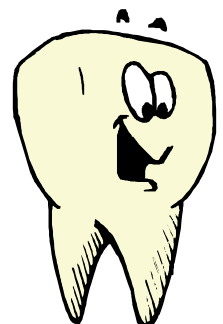
I removed the speedometer and found that the head was frozen. Examination of the oiler revealed the wick was dry. I was able to loosen the mechanism by applying WD40 and working the mechanism back and forth with the end of the broken speedometer cable. I oiled the wick, reinstalled it, and life was good.

The second time the needle started to swing (on a different speedometer) I was able to fix it before the speedometer cable broke and without removing the speedometer. I sprayed some WD40 into the speedometer oiler hole, oiled the wick (it was dry as were my two spare wicks), and life again was good.

### Epilogue:

I renewed my search for the missing oiler holders and found one in the shroud covering the steering column and the other behind the accelerator pedal. I was lucky – the dash board “black hole” had not claimed them.

Tying dental floss or a piece of string onto a part or tool is an inexpensive way to save time in retrieval operations.





## The Wedding Car Blues by Bob Monkovich

On November 2, 2013, "Jacqueline," my 1963 Chrysler Imperial, escorted Peter Uliciansky and Jenn Reginelli from their wedding to the reception hall.



**"Jacqueline" parked outside the church,  
waiting for duty.**

"Escorted" is an amusing word as Jacqueline broke down and only got them halfway to the Cardinal Club from the church. We had a back up car follow us -good thing. The newlyweds boarded the new car and didn't lose any time. S m o o t h ! Best part was that they were safe.

Jenn's gown was gorgeous and she was beaming! They made for a great looking couple. We wish them well.



Meanwhile I spent my time calling several rollback outfits in heavy traffic at the intersection of Millbrook and Leesville Roads trying to find one with less than a 2 hour wait. As nice as it was to be in the fresh air with a suit on in the middle of a road, I really didn't want to be there in the dark. No cops were in sight.

It was an electrical problem so I had no car lights or flashers but I put a couple of bright green night vision work lights in the rear window with an orange flag hanging from the trunk. I was a boy

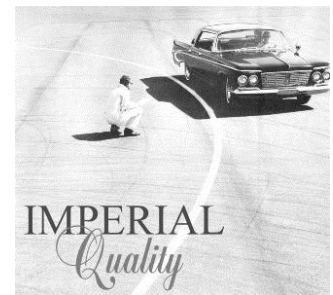
scout! My training came in handy! Some sweet pretty young thing came by in a "toaster-oven" car to wish to let me know what the 'F' 'Y' word was for holding her up in traffic. Apparently, she didn't realize stalled cars could do this. Others shook heads in sympathy and or just looked at the car. Interesting.

After I got a hold of a towing outfit to take me to the south of Garner [with only a 20-30 min. wait], a couple of car buffs came by and helped me push the car across the road to a county park entrance. There, it was out of every up tight gal's way.

The flatbed came and we got it on the ramp with a winch and I made it home just as darkness came. The attendant helped me roll it off the bed at the garage entrance so it was easy to get it in. I can work on it at my own pace. Nice of him to take the extra time.

Any of you not owning Chryslers are truly missing the experience of a lifetime.

*(after reading this, the editor is convinced the Imperial is her LeBaron's older sister).*



## For Sale/Wanted

**1956 Dodge Custom Royal** (according to stamped numbers), (that would be a Hemi) professionally rebuilt, what I call a short block (coated with cosmoline). Only the block and pistons, etc. Acquired and stored in my garage years ago. Will sell or trade for other Mopar items from the 50-60s.

**Wanted:** Willys jeep parts from Military 1941 through about 1962, including GP, GPW, M38 (M38 A1): some civilian jeep parts those years and later will interchange.

**Contact:** PH Craig: 919 967 4155 Chapel Hill NC.  
[phc@nc.rr.com](mailto:phc@nc.rr.com).

**AACA TRIANGLE  
CHAPTER**

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January 10, 2014 Issue



**Left: Special Instructions.**

**Right: Schoolbus' license plate and holder. Schoolbus is a Porsche himself.**



**Left: The Geico Gecko tries to take Ugly Betty for a ride.**

**Right: Men praying to the muscle car god. Looks like the car's privacy was violated.**

