

Triangle Chapter News



July 2016

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1. Triangle Events Calendar

July 17 - Ice Cream Social at Reiners'

August 12-13 - AACA National Southeast Fall Meet, New Bern, NC. Two Take-a Part T demos.

August 28 - Summer Picnic at Bozarth-Irby's

September 15 - Dinner Meeting 6 pm at Golden Corral

October 1 - Historic Oak View Park Heritage Day Display and two Take-A-Part T demos.

October 20 - Dinner Meeting 6 pm at Raleigh Golden Corral

November 12 - Chick-Fil-A Car Display, 4621 Capital Boulevard.

November 17 - Dinner Meeting 6 pm at Golden Corral.

November 20 - Triangle Fall Southern Ice Cream Tour.

December 4 - Holiday Party (Tentative)



2. Editor's Notes

Editors: Annie Goldman and Denny Oestreich

If you have trouble printing the newsletter, a PDF copy is on our Web page at:

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

This month, we have included articles on some of the summer car shows our members have attended. There also are several calendar updates; please make note. Especially note the upcoming ice cream social. We welcome your articles and pictures of your AACA vehicle and events you attend. We especially enjoy pictures of your car project progress. The newsletter needs your input to Denny at OestreichD@AOL.com or Annie at anniesss@gmail.com

Best Regards, Annie Goldman and Denny Oestreich

3. President's Random Thoughts

By Riley Reiner

Now with July upon us, I hope you are planning on attending the annual ice cream social at the Reiners'. The club will supply two, three gallon containers of ice cream from the NC State dairy. If you have a flavor suggestion, send me an email or the eight and three year old grandkids will help pick the flavors. The social will be inside the air conditioned garage so weather should not be a problem. We ask you to bring lawn chairs and your choice of a dessert or homemade ice cream. If you have a favorite topping feel free to bring it. Grandchildren are welcome as well as other interested potential members, in-laws or friends. Please mark Sunday afternoon, July 17th from 2:00 until. Parking will be on the front lawn under the trees, in the driveway or along the road. In Wake Forest, up to five cars may be parked on the front lawn as long as three have wheels and tires.

You are encouraged to drive your collector car as this is a club event. The weather will be warm, but we all survived growing up without AC. We will not have a short tour this year after the social unless I hear from you of the interest. Sandra and I enjoy continuing the tradition built by Nancy and John Hartley.



As a small incentive to see what is happening at Garage Biltmore, the 1930 Model A Phaeton is in the process of being brought out of mothballs. I know it has taken 37 years to accomplish this task but I have an eight-year old grandson that wants to get it running. Colin is learning his tools and wrench sizes as well as degreasing parts, installing new parts and cleaning up. I told him he had to learn to clean hands and shoes so grandma would not end his technician career. I know there are a few members who believe the world may be coming to an end with the work on the Phaeton. Please hold your judgment until after the November elections.

(In previous years the Phaeton was used as extra seating and table space at the Ice Cream Social)

Several members of the Take Apart T team have requested a lighter weight club shirt before we go to New Bern on Saturday, August 13th. Marv has looked into a modern, lightweight microfiber shirt with the same markings as our present shirt but in a lighter color. The price is to be determined but may be a little higher due to the better fabric. If you are interested in a shirt, please let me know and give me your size as soon as possible. Marv will only order what is needed because we still have a small stock of dark blue shirts. The club does not need to carry a large inventory. When demonstrations are done, both shirts will be acceptable.

We have been requested to have a car display at a senior living center in North Raleigh on Saturday, August 20 from 9 until 11:30. Breakfast food will be served. This is very informal and there is space behind or beside your car for a canopy sun shelter. The name of the facility is Atria Oakridge. The location is 10810 Sandy Oak Lane, Raleigh 27614. It is off Durant Road on the same side as Wake Med facility. If you think you can help, please let me know but we have plenty of time. The activities director is Amy Ng. Amy and her family attended our church several years ago. Amy contacted Dean who passed the request to me. I visited the facility and discussed a good location.

I know many of you are involved in summer tours such as the Horseless Carriage Club, the Franklin Trek, visiting family and taking in a museum or two. Please mark Sunday afternoon August 28 for a covered dish supper at the home of Andrea and Cecil. Cecil will have his new garage open and his 1938 Lincoln model K roadster available for viewing. More information on the August activities will be coming later.

Enjoy your activities and return home safely. Looking forward to having a big crowd at the ice cream social on July 17th.
Riley

4. Next Triangle Chapter Events

The next Chapter **event** is the **annual Ice Cream Social** at the Reiners' 3300 Buck Run Trail, Wake Forest, Sunday afternoon, July 17th from 2:00 until whenever. The club will supply two, three gallon containers of ice cream. Bring your lawn chairs and your choice of a dessert or homemade ice cream. If you have a favorite topping feel free to bring it. Grandchildren are welcome as well as other interested potential members, in-laws or friends.

The next Triangle Chapter **meeting** will be on September 15, 2015. It is our custom to take the summer months off because many families are on summer vacation or traveling,

When: Thursday evening September 15, 2016.

Where: Golden Corral on Glenwood Avenue

What: Regular meeting

Times: Dinner starts at 6 pm; Meeting will start at 7:00 pm; Program: Starts at 7:30

Program Topic: To be announced Join us for a sure-to-be informative and entertaining presentation.

5. Other Car Shows, Events & Cruise-Ins

By Annie Goldman

It's been great seeing many of you at the local car shows. Here are some nearby AACA and other car show events you may plan to attend. See the NC Region Web site or your NC Region Newsletter for more details about AACA events: <http://www.ncregionaaca.com/region/index.php/2012-02-13-00-21-14>. If you know of another show not listed, please email me to add them to the calendar at AnniesSS@gmail.com

Upcoming AACA Events:

August 11-13 SE AACA National Fall Meet, New Bern

October 1 New River Chapter Meet, Jacksonville, NC

Other 2016 local Shows:

July 23 Husky Band Benefit Car Show, Heritage High School, 1150 Forestville Rd, Wake Forest

July 23 Mopar Motivators "Cool Rides for Education" Show, 2108 S Main St, Wake, Forest

Aug 20	Atria Oakridge Senior Living Car Display 10810 Sandy Oak Ln, Raleigh Triangle Chapter event. Contact Dean Tryon Email dgtryon2516@gmail.com
Aug 20	Capital City Cruisers, CharGrille, 1155 E Timber Dr, Garner
Sept 3	Fellowship Baptist Church, 515 Southerland St, Durham
Sept 24	Youngsville Fall Festival

Monthly Cruise-Ins:

1st Saturday of the Month	Char-Grille Cruise-in, 4617 Atlantic Ave, Raleigh 4pm
2nd Saturday of the Month	Southland Car Club, Pizza Hut 725 N Brightleaf Blvd, Smithfield 3pm
3rd Friday of the Month	Timeless Cruisers, 1318 Mebane Oaks Rd, Mebane
3rd Saturday of the Month	Boston Market, 4558-A Capital Blvd, Raleigh
4th Saturday of the Month	Cars n Coffee, 950 Gateway Commons, Wake Forest
4th Saturday of the Month	Mopar Motivators, 2108 S Main St, Wake Forest

6. 2016 Grand National Meet, Williamsport, PA

By: Ron Petty

My wife and I attended the 2016 Grand National Meet in Williamsport, PA on June 4th. We entered our 1931 Mod A Coupe in Class 21D. To our amazement when we arrived at the meet site, The Pennsylvania College of Technology, we were overwhelmed at the number of cars and trailers on site. When we went to register we were told it was the largest Grand National Meet in the history of the AACA, 644 Vehicles. The Susquehannock Region did a fantastic job in getting all these vehicles on the field for judging on Saturday morning. The cars were displayed on a beautiful grassy court yard with plenty of trees for shade. We placed 2nd with our 31 coupe, but were very satisfied considering we were competing against some nicely restored 400 point cars. We came home with the memories of competing in the largest Grand National in history of the AACA



Editors' note:

Bob Safrit and Mike Peterson participated in this meet as judges in making this year's Grand National meet a huge success with 650 vehicles at the show - and 550 trailers! The Pennsylvania College of Technology hosted this meet with tours of the facility and town.

Please click this link to view photos from the event and a great video:

<https://pctoday.pct.edu/diligently-restored-dazzlingly-arrayed/>

7. Wake Forest Charity Car Show June 11, 2016

By Annie Goldman

What a beautiful day! Hot... but beautiful! Our Triangle Chapter members were in full force and helped make this show a success. Downtown Wake Forest turned into one of the prettiest "used car lots" I've ever seen with 183 registered vehicles of all types including our own 1917 Take-A-Part T!

The Take-A-Part T team did an amazing two - yes two - shows for the crowds and wowed them with a great time of 7 min 8 seconds on the second run. Even in this heat, we killed it! Fans were very appreciative of our efforts and many came to take pictures with the Ole' '17.

More Pictures from the car show:

<https://plus.google.com/photos/+AnnieG454/albums/6295384070626234401>

Click on this link to see a video created by Mike of Camride from the car show - Can see a video of the Take-A-Part T Demo and find our member's cars and trucks?

<https://www.youtube.com/watch?v=2ydg58qT0dE&feature=youtu.be>



Editor's Note: The annual charity car show supported by the Town and lot of major sponsors. They raised (net) over \$8,000 that was returned to the community non-profit organizations. They pay us of course for doing the "T" demo each year. All thing considered, a good number and next year they will have the 5th annual show on 6/17 (Fathers Day weekend 2017)

8. HCCA Spring Tour – April 29-30

By Sue Harley, Pictures by Jim Aldrich

Several couples from the Triangle Chapter participated in the Horseless Carriage Club Spring Tour this April; Jim and Becky Aldrich; George and Carol Ashley; Fred and Sue Harley; Brian and Trish White

Headquarters for the tour (of 53 cars) was the LaQuinta Inn in Conover, NC, which accommodated us in every way. Friday, our first day, was a busy one. Following an early start, we wended our way to Granite Falls and the Huffman Hosiery Plant. But it wasn't hosiery that we saw, it was a fabulous collection of cars and antiques. Mr. Huffman is said to have the world's largest collection of Lincolns, but there were other interesting vehicles, including many fire engines and two amphibious cars.

Much of the afternoon was spent at Murray's Mill and the Murray & Minges General Store on the banks of Balls Creek. The operation of the mill dates back to 1883. The mill ran continuously until 1967, when it was closed due to bureaucratic red tape and increased taxes. At that time it was the last operating mill in Catawba County. It is a very interesting two story structure, and is on the National Register of Historic Sites.

Next on the agenda was the old Catawba County Courthouse, which is now a history museum. Seeing the old dental and medical equipment on display made us quite glad to have missed out on that era. From there we drove to Sigmon and Virginia Powell's farm for dinner, and to see his impressive automobile collection. Sigmon and Virginia were the hosts and organizers of our tour.

Saturday was spent at a very unusual spot – Hart Square Village, a privately-owned reconstructed historic village composed entirely of log buildings. The village is the pride and joy of Dr. Robert Hart, who in the 1970s purchased 100 acres of land and created lakes as a nature preserve for wood ducks and other fowl. The first building he acquired was the Hunsucker Cabin, which was moved and restored at the village on a whim. That first cabin led to another building, and then another. As Dr. Hart's interest in the history of structures and the history of the county grew, so did his buildings. Dr. Hart himself did most of the reconstruction, including rebuilding the chimneys. The village is now spread over 200 acres, and contains at least 73 structures. These include houses, mills, a working grist mill, a "groundhog kiln," print shop, cotton gin, firehouse, sawyers, and much more. There is even a stockade on the grounds. The village is open to the public on the fourth Saturday in October, when over 300 artisans and docents in period clothing demonstrate and share "the craftsmanship and subsistence of Carolina's pioneers." See the web site at <http://www.hartsquare.com/the-village/>

We had a wonderful two days of history, touring, and eating – thanks to Virginia and Sigmon Powell.





9. Coastal Plains Chapter Meet

By Denny Oestreich

Warren Daniels has been attending many car shows since restoring his 1956 Pontiac Safari. At each show he learns something more about his restoration to prepare the Safari for the next AACA National show and his quest to earn a national Senior Award. The two pictures below are from Washington NC Coastal Plains AACA show June 18th. The show was held right on the dockside in downtown Washington, NC, 30 feet from the water. There were 46 cars at the show. Warren received 1st place in class and was also awarded Best of Show.



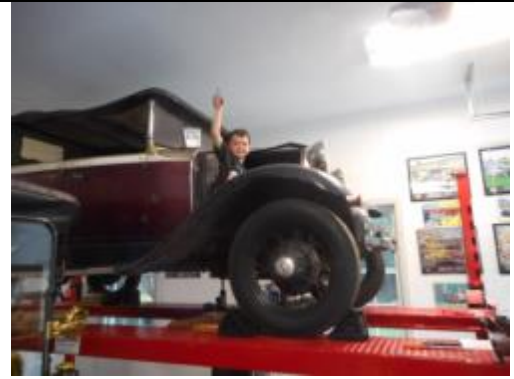
For more pictures of the show here is a link [2016 Coastal Plains Car Show 6/18/2016](#)

10. Member Car Project Updates

Riley Reiner's Project – 1930 Ford Phaeton



After 37 years of storage Riley is taking his 1930 Model A Phaeton out of mothballs and is in the process bringing it back to a running condition. His eight-year old grandson, Colin, is helping to get it running. Colin is learning his tools and wrench sizes as well as degreasing parts, installing



new parts and cleaning up. The current progress is getting the oil pan off to see why there was no oil and then determine what is needed to start the engine. Colin is dropping the pan because the oil turned to "jello". The photo of him up on the lift shows how he got to the front motor mounts to pull the tie wraps off the springs.

Floyd Barnes Project – 1955 Chevrolet Nomad

Floyd is doing a frame off restoration of a 1955 Chevrolet Nomad. He started with a cut up '55 Nomad and has reassembled the vehicle from the bare frame up. He has repaired the sheet metal and painted the body. He is currently installing the drive train before rewiring the entire vehicle.

Jim Gill Project – Ford Model T

Jim has recently brought home a Model T that has been in his family for a long time. It needs significant mechanical and body work to get the car running again. He is doing an off the fame restoration on the Model T. He started by removing the body and assessing the condition of the wood parts on the body. It needs some major wood replacement parts. He has sanded, cleaned and repainted the frame. With help and advice from Fred Harvey and Bob Gault he is on his way. The results look good and the pictures remind us of the Take A-Part T.



11. Member Car Project Updates

By Dean Tryon

Ever have an engine that has not been operated in some time and wonder where to start? Many of us have read various articles about what to do. There are a number of articles published on the subject but I have always thought they were incomplete. The following guidelines have been developed from personal experience with 3 different cars, from common sense and from various articles previously published. The focus is on pre-war cars but most of the information applies to post-war cars also.

The following steps start from the assumption that you have an engine with an unknown history and may be seized. If you know the engine runs, some of these can be deleted.

1. Remove the spark plugs and pour about a teaspoon of oil into each cylinder. Some people like Marvel Mystery oil but there are a variety of additives on the market that should help free up stuck pistons or rings. Let it sit for a few days before attempting to turn the crankshaft. Note the condition of each plug as you remove it and note the cylinder number and whether it is oily, clean or covered with soot and the color of the deposits.
2. See if the engine can be turned over by hand. Be sure to add oil in the spark plug holes before attempting to turn it over so that the cylinder walls are lubricated. If the engine is seized, either soak it longer until it is free or consider a complete disassembly.
3. One method of freeing a "stuck" engine (as described in the Feb. 28, 2002 issue of Old Cars) is to eliminate the gasoline varnish that could be formed around the piston rings and bore. First, add fuel

- oil and acetone to each bore (with the plugs removed). Then add very hot water to the radiator, let it sit overnight and repeat as necessary each day. The hot water will tend to expand the block, allow the acetone to dissolve the gasoline varnish and hopefully unstick the pistons.
4. Drain the oil and oil filter. Check the oil that has been drained for signs of water, metal particles (with a magnet for steel particles and visually for non-magnetic content), or other contaminants. Run a new quart of oil thru the engine and allow it to drain also. Before you reinstall the oil drain plug, install a new gasket on the plug. Then install fresh oil and a new oil filter (if used). You might see if you can buy an oil drain plug with an integral magnet – will trap metal particles before they do damage and can help diagnose a problem each time you change the oil.
 5. Remove the oil pan and look for signs of metal chips that would obviously indicate a serious problem. Clean out the pan and check the oil pump. If you have an oil pressure gage, “T” in a known good pressure gage when the engine is running (later) and verify it is accurate.
 6. Remove and inspect the battery and battery cables. Install a new battery or check the specific gravity of the battery removed. Check the specific gravity before adding water or you will be reading the specific gravity of the water you just added. If it has been sitting long, it is unlikely that the battery will be usable again. It might take a charge briefly but not hold it for long. If the battery takes a charge and registers 6 or 12 V but it does not crank, watch the battery voltage during cranking. A 12 V battery for example, will normally drop to about 8-9 V during cranking, a much lower reading indicates a defective battery or a starter motor that is drawing too much current. Keep the water level covering the battery plates. You can also check the voltage drop across the battery cables – should be on the order of just 0.1V.
 7. Inspect all wiring for frayed or bare spots and corroded terminals. Don’t assume that a stranded wire that looks OK is OK. A stranded wire might only be attached with one strand and it will show continuity but will not handle any significant current. (I’ve had that happen on the starter-generator.)
 8. Drain the fuel tank and all fuel lines from the fuel tank to the pump to the carburetor. Check condition of the fuel filter, look for dirt, rust, water or other contaminants. If it has a metal filter, you might cut it open (yes destroy it) to ascertain what might have been in the fuel the last time the car ran. Install new fuel lines if they appear rusty. If they are rubber, replace them for sure. Make sure your rubber fuel line is designed and marked for gasoline. There is hose available that looks the same but will deteriorate in gasoline resulting in a contaminated carburetor or worse, a major fuel leak.
 9. Flush the fuel lines from the tank to the pump and to the carburetor. Install a new fuel filter regardless of what it looks like. I like the clear plastic types so you can see contamination collecting but don’t install it near anything hot (muffler, tail pipe, exhaust pipe). OBSERVE PROPER SAFETY GUIDELINES.
 10. Some older carburetors have a screen or a filter inside the fuel inlet fitting to the carburetor. These are very coarse filters and should have a better filter installed upstream.
 11. Remove the fuel tank after it has been drained and if you can see the inside walls, check for indications of rust or contaminants. If it is bad, you might consider having one of the professional fuel tank places clean it and coat the inside. Some people use a home-brew of lye and heat to clean it but be careful about safety considerations and do it outside. After it is clean, consider adding a sealant/coating to the inside that is available from several automotive places. Use the type that is tolerant of the alcohol that is in some of the current fuels. Check the fuel pick-up tube for leaks and that it extends down close, but not touching, the bottom of the tank. If your tank has a drain plug, remove it to be sure it is OK. Newer cars have a “filter” on the end of the pickup tube, which actually is a water separator.
 12. While the fuel tank is off, it is a good idea to check the operation of the fuel level sender (unless you have an old car that uses a stick). Check for proper motion, travel of the float arm, condition of the float and you can electrically check it out with a couple of jumper wires. Be sure to ground it when it is in your hand or it will not work obviously and be sure there are no gasoline fumes present.
 13. Check condition of the fuel pump. Replace the fuel pump diaphragm (if equipped). If you are using an electric pump in front of the standard mechanical pump, be aware that potentially, fuel can be pumped thru a defective diaphragm into the crankcase – not good! While it is apart, check the condition of the 2 check valves.
 14. Remove the carburetor from the engine and remove the top casting (commonly called the air horn). Check the condition of the float and look for signs of contamination. Be sure the float needle and

seat are OK and seal otherwise you might have a flooded engine when you start it up – another NOT GOOD situation. Check the carburetor accelerator pump (if equipped) while you are at it. It should have a slight drag as you move it up and down in the bore. These typically shrink when dry and may or may not swell when back in gasoline. Rebuild kits have new ones.

15. Install a few gal. of fresh fuel to the tank. Don't fill it, you might have to drain it again.
16. Drain the radiator and open the block drain plugs (hopefully they are free) to thoroughly drain the cooling system. Note the appearance of the coolant – Rusty? Clean? Anti-freeze present?
17. Remove the thermostat and check that it operates. You might grab one of your wife's good cooking pots, heat water on the stove and with a good thermometer, see that it opens per spec. (typically it is fully open by 160-190 F). Then again, you might find another container if you are married. You might consider leaving the thermostat out if there is any question on its operation and to assure full flow through the block when flushing the cooling system. Install new gaskets, these can be purchased or are easy to make from material from your local auto parts store.
18. Inspect all cooling system hoses and gaskets including those to the radiator and the heater (this might not apply to cars in the teens – a heater is hard to find). Old hoses can look OK but can collapse when running (on the pump inlet side). A collapsed hose will allow the engine to overheat yet look OK when you observe it at idle or engine off. If hoses are more than 5 years old, replace them as cheap insurance. Note condition of the hose clamps and replace as necessary.
19. Refill the cooling system with water and a rust inhibitor/lubricant for now. Don't waste good anti-freeze at this point until you know the cooling system is clean and secure. Consider using a commercially available cooling system flushing additive and be sure to thoroughly purge it when done.
20. Remove the valve cover and check the valve train components. Are the valve springs all intact? Press down on each spring to see if they all have good return force. A broken or weak spring will not be obvious but can cause a valve not to seat. (Been there, found that also.) Lubricate all parts with oil before you put it back together.
21. Also make sure each valve is free by pushing them down by hand. If they are mechanical lifters, check valve clearances while you are playing with the valves. (Hydraulic valve lifters have no adjustment and but with the engine off, may have a clearance until the engine is running and you have oil pressure.) If you have an engine with valve cages (teens Buicks for example), note that these valve cages can rotate to the point where the intake or exhaust ports are not lined up with the cylinder head and restrict airflow. This will not be obvious unless you remove the manifolds and look.
22. Valve lift can be checked at this point by placing a dial indicator on each valve while the engine is turned by hand. Check for consistency among the valves. A lower reading can indicate a bad camshaft.
23. Inspect the timing gears for gear teeth integrity, clearance and proper lubrication.
24. Remove the distributor cap, check the points for pitting and that they are not welded closed. Install new points, rotor and a new condenser, they are cheap insurance. Check the cap carefully for cracks or signs of arcing from one contact to the next. You might also check that the spark plug wires are connected to the right cylinders. To do this, you have to figure out whether the distributor shaft turns clockwise or counter clockwise and know the firing order.
25. Check the spark plug wires both to the plug and to the coil. Bad wires can arc when wet and cause misfiring. Cracked distributor caps can do the same.
26. If you have a vacuum tank rather than a fuel pump (cars of the teens or early 20's) fill the tank with fuel and open the valve on the bottom to fill the carburetor. If these fail, fuel will not be pulled from the fuel tank to the vacuum tank or fuel may not flow to the carburetor.
27. Now the moment of truth. Time to crank it over and see what happens. First, crank the engine by hand to see that everything is OK. Preferably do this with the spark plugs removed so the oil you added can cover the cylinder walls and it will be easier to crank.
28. Don't forget to put the transmission in Park or Neutral and chock the wheels or it can be an experience you might not want to repeat.
29. After the engine is cranking on its own, check the compression pressure on each cylinder. With all the spark plugs out, install a compression gage in each cylinder (one at a time) and crank for 3-4 revolutions until the pressure stabilizes. All cylinders should be fairly close and typically be 60-100 psi. These nominal values vary with compression ratio, condition of the rings and condition of the

valves so check your engine specs. Low pressures or a high range of pressures indicate new piston rings or valve regrinding is required.

30. Replace the spark plugs, turn on the ignition and proceed to start it as you would normally. You may have to prime the carburetor first or at least crank it a bit to get fuel into the carburetor. Check for carburetor flooding or water, oil or fuel leaks.
31. Listen for any abnormal noise as it first runs and warms up. Noises could be bearings, valve train, water pump, generator, distributor or a whole list of items. Check them out before you run it very long and do irreparable damage. Observe the valve train operation and other external shafts where visible.
32. Observe the radiator top tank to see if water flow is entering the radiator. If, as the engine gets hot, you see foaming in the radiator, the problem could be that the water pump leaks at the inlet (pulling air into the cooling system) or other pump problems.
33. After the car stalls, go back and put more fuel in the tank. Don't rely on old car fuel gages!
34. Good luck!

12. Triangle Chapter Contacts

If you have comments, questions, or ideas for Triangle Chapter activities, please contact us below:

Officers

President - Riley Reiner (919-554-1158)
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The End