

Triangle Chapter News



February 2017

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1. Triangle 2017 Events Calendar

- Feb 16** Dinner Meeting 6 pm at Golden Corral, Raleigh
- Feb 18** Triangle Chapter Cruise To Carolina Classic Cars, Zebulon, NC.
- Mar 16** Dinner Meeting 6 pm at Golden Corral, Raleigh
- Apr 1** Chili Cook-off at Joel Hoffman's garage. 1:00 pm
(Directions pending)
- Apr 20** Dinner Meeting 6 pm at Golden Corral, Raleigh
- Apr 22** NC Region Cruise-in to Whirligig Park, Wilson NC
See the Web page:
<http://ncregionaaca.com/region/index.php/2012-02-13-00-21-14/88-news-general/486-2017ncregioncruisein>
- May 6** NC Region Spring Meet. Triangle Town Center Raleigh, NC. Hosted by the Triangle Chapter. Take A-Part-T Demo.
- May 18** Dinner Meeting 6 pm at Golden Corral, Raleigh
- Jun 15** Dinner Meeting 6 pm at Golden Corral, Raleigh
(Note Added Meeting)
- Jun 17** Wake Forest Car Show. Take A-Par-T Demo.

2. Next Triangle Chapter Events

1. **What:** Triangle Chapter monthly meeting.
When: Thursday evening, February 16, 2017.
Where: Golden Corral on Glenwood Avenue
Times: Dinner starts at 6 pm; Meeting will start at 7:00 pm; Program starts at 7:30 pm.
Program Topic: AACA Judging Experiences by Mike Petersen

Join us! Become an AACA national judge. Judging is a hobby within the old car hobby. You will see how easy it is in North Carolina to become an AACA national judge. The presentation will walk you through what happens on show day and the basic roles of the judges. Judging school, Continuing Judges Education, and judging credits will be explained. Find out just who are the mysterious people walking around the show field with clip boards in hand, some wearing yellow shirts. The presentation itself does not get into how to judge vehicles. However, judging questions may be asked after the presentation.

Mike Petersen

2. **What: Triangle Chapter Cruise To Carolina Classic Cars**

When: Saturday, February 18, 2017.

Where: Carolina Classic Cars Zebulon, NC

Times: 11 AM to 1 PP

Activity Plan: We will be viewing the car display of Mr. Mike Leith, founder of Leith Cars. He has a fantastic building that holds his permanent collection, as well as another building full of other beauties. He also has a full size carousel inside the building! Michael Marshburn, Mr. Leith's right-hand-man, will share his knowledge of the cars and other aspects of Mr. Leith's business and the auction.

After our visit, we will go to McLean's Ole Time Cafe less than a mile from the car display. We're hoping the day is beautiful so we can bring out our classics and fill the parking lot with our own display to share. (It's a very large parking lot).

We need a headcount so, if you have not already answered the Evite please contact Annie Goldman at: anniesss@gmail.com or let her know at our next meeting.

3. Editors' Notes

Editors: Annie Goldman and Denny Oestreich

Printing help

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

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

Deadlines:

The monthly newsletter is published a week before each meeting. Our meetings are on the 3rd Thursday each month (We do not meet in July or August, but we still publish). The deadline for article submissions is the 2nd Thursday each month.

Stories and Pictures:

The newsletter includes articles on recent events, displays, and car shows our members have attended or for sale vehicles and items. We welcome your articles and pictures in the AACA newsletter. There are calendar updates; please make note. We especially enjoy pictures of your car projects. Please send or give your pictures and articles to Denny (OestreichD@AOL.com) or Annie at: anniesss@gmail.com.

Corrections:

We make corrections to the online newsletter. If you send corrections to Denny, I will make the changes and update the website copy which you download and reprint. If you want to reprint the newsletter the latest PDF version is on our web page at: <http://www.ncregionaaca.com/triangle/>.

4. President's Corner

By Jim Gill

It is hard to believe that another month has passed so quickly. No time for boredom. Unfortunately, this morning we all heard the news that one of our own regional leaders had passed away. Mr. Oakes' passing

was such a surprise since I just saw him three weeks ago. I never really had the opportunity to speak directly with him, but listened to his words of encouragement a couple of times. He was a very serious and passionate man concerning the actions of the AACA organization. He will be missed.

Three weeks ago I attended my first Regional Board meeting and heard a number of issues concerning the break up between the AACA Club and AACA Museum. I will report on those issues during our meeting.

The last President's Corner I spoke about how things are in a state of change. This continues all around us. A number of club individuals have been working diligently behind the scenes on the unanswered plans for our Regional Car Show. I have learned a lot, but doubt I will remember everything as this show is very different than our normal local shows. For this reason I am asking you as members to step forward and volunteer to help pull off this major task. We will have a task list available at the meeting. We still are in need of chairmen and subordinates to complete the plans. Please consider signing on the dotted line as I do not want to implement the militaristic volunteer system.

Jim Gill

5. Treasurer's Updates

By Marv Gage

Dues

2017 AACA dues for the Triangle Chapter \$10, the NC Region \$15 and AACA National \$35, a total of \$60 were due by December 31. If you have not paid your dues and would like to have the Club submit your dues to National and NC Region, Marv will bundle the dues and send a club check to each organization. You can send Marv Gage one check for \$60 and he will split up the payments. Contact Marv Gage for questions at mkgage@aol.com or [919-846-4708](tel:919-846-4708).

Club Shirts

Marv Gage has a good supply of Club polo shirts with a Triangle Chapter logo. We have men's gray shirts without pockets in a polyester material. These are good for the Take A-Part-T team, since they are cooler. They are \$25 in medium, large and X-large sizes. We also have the traditional men's Navy Blue cotton and polyester blend with pockets in medium, large and X-large for \$20. We have the same Navy Blue shirts without pockets in large and X-large for \$20. We also have Ladies Navy Blue in Medium and Large for \$20. If you ordered a shirt or would like a shirt please contact Marv Gage at the next dinner meeting or he can be reached at either mkgage@aol.com or [919-846-4708](tel:919-846-4708).

6. Other Car Shows, Events & Cruise-Ins

By Annie Goldman

2017 is a new year! Show off your classic by participating in local and AACA car shows and cruise-ins. Here are some nearby AACA and other car show events we hope you will attend. See the NC Region Web site or your NC Region Newsletter for more details about AACA events: <http://www.ncregionaaca.com/region>

If you know of another show not listed, please email me to add them to the calendar at AnniesSS@gmail.com.

Upcoming AACA Events:

AACA Annual Meeting – February 9-11 – Philadelphia, PA Registration Form. ([Registration Form](#))

AACA Winter Meet – February 23-25 – Ocala, FL – Hosted by North Central Florida Region ([Flyer](#))

Other 2017 Chapter Events and Local Shows:

Feb 18 - Chapter Cruise to Carolina Classic Cars, 1011 W Gannon Ave, Zebulon, NC 27597

Monthly Cruise-Ins - some will not run year round:

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
2nd Saturday of the Month	Old Salem Chapter, Downtown Main St, Kernersville (4-7pm, June-October)
3rd Friday of the Month	Timeless Cruisers, 1318 Mebane Oaks Rd, Mebane
3rd Saturday of the Month	General Greene Chapter Cars n Coffee, UNCG Campus 550 Tate St. Greensboro, NC (behind Weatherspoon Art Museum) (March-November)
3rd Sunday of the Month	Boston Market, 4558-A Capital Blvd, Raleigh (April-October)
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

Want to be included in the Evite sent out for various car shows, etc. and aren't getting it? Send Annie (AnniesSS@gmail.com) an email from the email address you want added with a short note and you'll start receiving the reminders each time they are sent.

7. Triangle Chapter Meeting Notes January 19, 2017

By Dean Tryon

Action Items and Upcoming Events: *(details are in the newsletters)*

1. Jan 20-21 – NC Region Meet in Burlington. Details in the last chapter newsletter.
2. The Take Apart T storage building will be moved to Brian Whites business (Carolina Stone Setting) in Morrisville. If you can help, contact Riley (919-554-1158).
3. 4/1 – Chili Cook-off at Joel Hoffman's house in Cary.
4. 5/6 – Our annual spring show will be held at the Triangle Town enter on Capital Blvd near I- 540. It will be in the general area of Barnes and Noble book store. We will have two shows in one – a Region show for members and a local show for others. Riley Reiner and George Ashley are organizing.
5. 7/16 - Ice cream social at the Reiner's
6. 12/3 - Christmas party at the Stag Club.

General discussion:

1. Jim Gill opened the meeting with his official gavel and his story about joining AACA and planning to be in the 80% (not real active members). Times have changed for him and he is happy to get involved.
2. John Gerken introduced guests John Gerken (father and his mother). Jim Gill introduced his friends Dick and Judy from Wisconsin.
3. Jim Gill challenged all members to bring one new guest to a chapter meeting or event each year.
4. Marv Gage reported that membership is at 85 families (typical drop at the beginning of each year). A supply of new Chapter shirts is available including a new gray material for hot weather. (Marv had knee replacement surgery on 1/17 and is home doing well.)
5. Dan Fuccella has programs lined up for Feb (Mike Petersen on AACA judging) and March (Joe Parsons discussing the history of Studebaker).
6. Jean Soehnlein found some interesting chapter history as she down sizes her house. There was a roster with car photos from 2000 and an photo album from 1995.
7. A new group has been set up to organize local tours headed up by Chad Goldman.
8. Several members gave quick update on restoration projects.
9. The chapter has honored our past president Riley Reiner with an AACA commemorative brick at the museum in Hershey PA.
10. The program was a presentation by Rob VanDewoestine on the Art Nouveau (1890-1914) and Art Deco (1920-1920) periods as applied to paintings, sculptures, architecture, houses, buildings, fashion, and transportation (cars in particular). Very interesting.

8. Minutes of the Triangle Chapter Annual Board Meeting, January 15, 2017

By Dan Fuccella

Topics Discussed

- Open Meeting
- Officers
 - VP report:
 - Proposed Meeting Program Schedule
 - January 19, 2017: Rob VanDewoestine - Art Deco Review
 - February 16, 2017: Mike Petersen – AACA Judging Reminiscences
 - March 16, 2017: Joe Parsons – The history of Studebaker
 - Treasurer's report.
- Board of Directors
- Annual Local Triangle Activities
 - Current meeting location: Annie Goldman investigating an alternative location for possible weekend meeting.
 - Regional Show
 - Trophy Design: Riley soliciting suggestions for trophy design. We will not be fabricating trophies from scratch.
 - Trophy Costs: Target costs have been established for the main trophy and dash plaque.
 - Discussed the logistics of the upcoming NC Region meet to be held at the Triangle Town Center. Riley and George Ashely to investigate show site logistics.
 - Parades: Anne to investigate no-fee opportunities for Triangle to participate.
 - Tours: Chad Goldman chair; Chet Butcher, Floyd Barnes to assist in planning the fall tour.
 - Chili Cook-off: Saturday, April 1, 2017 - Joel Hoffman has volunteered his garage.
 - Ice Cream Social: Sunday, July 16, 2017 - Riley has offered his garage
 - Summer Picnic: August 19, 2017 – Jim to check with Andrea Irby. An alternative is to rent a picnic shelter.
 - Christmas Party: Sunday, December 3, 2017 at the Stag Club Jean Soehnlein to chair the event.
 - Charity Shows, Take-A-Par-T Events:
 - Percy Flowers, Oct. 28, 2017
 - Wake Forest show, June 17, 2017
 - Wheels on Academy, Date TBD
 - Oak View Heritage Day October 7th (Display only)
 - Yates Mill (September 16-2017???) (Display only)
 - Drive-in car displays: Cary Rotary: Glenaire and Woodland Terrace. Oak Ridge-Atria, Raleigh.
 - Discussed doing a day tour to several assisted care facilities.
- Annual AACA Activities
 - Regional Board Meeting Tom Cox – AACA Museum. Go to <http://www.aacamuseum.org/> & <http://www.aaca.org/> for points of view on the AACA/Museum rift.
 - NC Region Spring Tour - TBD
 - NC Region Spring Meet, Raleigh - Triangle Chapter
 - NC Region Fall Meet, Spencer - Furnitureland Chapter.
 - National Board Meeting Washington DC - Check out list of sessions
 - National Car Shows List in the AACA Magazine.
- Newsletter: Denny to continue on with Annie's help.
- New Business:
 - Voted to recognize members with 100 or more National Judging Credits. We will provide a certificate noting actual credits awarded as of the time of the award.
 - It was decided to add a June general meeting to the meeting schedule

Meeting was adjourned at 4:40pm

Respectfully submitted,

Dan Fuccella

January 15, 2017

9. 2017 NC Region Annual Meeting – Burlington, NC

By Annie Goldman

The NC Region meeting was held Jan 20-21 at the Ramada in Burlington. It was also the day Donald Trump was inaugurated and many members sat and watched the events on the TV in the hotel before the Judging School began.

We started off attending the Judging School, run by Dain King. Dain presented a very in depth Judge's School, covering all of the things you need to know to be a judge on the AACA national show fields. Dain also discussed what it takes to be a Team Captain: the work involved, how to apply, and how to qualify. Herb Oaks, VP AACA Judging, was also there to add some information on judging. Always remember.... if your vehicle is being judged, have documentation!!

Taking the Judge's School is helpful for the car owner, as it gives you a little insight into what the judges are doing while the team of five is at your car going over every square inch! If you are at a National Event and have the time, I highly recommend attending Judge's School.

After a short break, Mike Peterson did a CJE (Continuing Judge's Education) on Chrysler High Performance Engines. Mike was very in-depth, and covered every year showing where things were correct and incorrect for the vehicle and those "unicorns" that may come up on the show field. Again, always ask for documentation from the car owner.

Also in the morning Dain King presented a CJE on early Ford Flathead V-8 engines. The Flathead V-8 was first introduced in 1932 and become very popular because it produced great power for its size. Dain pointed out the changes in the flathead Ford engine from 1932 until 1953. He cautioned that when judging you should know the various changes made to the engine over the years such as, the location of the water pump (heads 1932-36 on the block 1937-38), the number of head bolt studs (21 studs 1932-38, 24 studs in late 38, and 24 bolts from 1948-53), the different carburetors and different air cleaners used.

Saturday morning gave us some thick fog to and from the hotel, but not too bad to impede traffic, which was good, because we were able to hear Eric Marsh talk about the reasons you may need an appraisal (insurance value, selling price, donation value, pre-purchase inspection, diminished value assessment, bankruptcy or divorce settlement) of your vehicle and the types of appraisals he offers. He talked about the current market trends and how technology will affect cars in the future! Did you know that a car that has been in the family for generations is more valuable than a rare car with 3 owners?

Next, Howard Comstock from Classic Wood Parts in Greensboro talked about the wood car parts, from NC ash wood, he offers and creates. He has templates for a NUMBER of classic car parts and can also make a part from the "remains" of an existing part. He covered how Henry Ford got started with his own wood production plant in northern Michigan which had its own power plant, dam, boats, airport, fire department, band (yes, as in music), commissary, hotel, hospital, cafeteria and dining room with tables and chairs made right there at the plant! They also had 32 wood drying kilns. In 1920, they used every scrap of



wood. The waste from the wood was valued at \$11,000 per day. They used that scrap wood to create charcoal, tar, heavy & light oils, creosote, fuel gas, and alcohol.

Bill Cox provided a seminar on the various Corvette models from 1953 to 1992. Bill pointed out the various model changes and how to identify correct hoods and body treatments per year. Corvettes are very collectable so they are often restored and sometimes incorrect body parts are used. Bill cautioned us to look for correct brakes, wheels, engine covers and exhaust configurations when judging.

After lunch, Regional business was attended too. Minutes were approved from the last meeting January, 2016, checking account balances were recorded, Upcoming Region events (Spring & Fall shows and cruise-in), Membership (approximately 610 members), Property report (hats, patches and banners are available for purchase), Judging (making sure cars are classed correctly so awarded properly), NC Transportation Museum updates (1913 Model T donation, success with the "Thomas the Train" and "Polar Express" events), Newsletter information (submit good articles!) and website information (only one NC Region website run by Denny). Awards were handed out to Region members and new officers were introduced, as other outgoing officers were thanked for their service. Our own Jean Soehnlein received an award for her contribution to the NC Region Newsletter.

Then Tom Cox, Chairman of Merger Committee and will be 2017 President of AACA discussed the AACA Museum and National Headquarters debate. Tom spoke at length and covered lots of information as well as answered questions from members about the situation.

Triangle Chapter members in attendance: Jim Gill, Denny Oestreich, Riley Reiner, Jean Soehnlein, Jim and Becky Aldrich, Jack Agayoff, Floyd Barnes, George Ashley, Grady Connor, Tony Hantjis, Dan Morton, Mike Petersen and Annie Goldman.

10. 1949 Desoto Woody For Sale

By Bernie Bogdon

Pop-the-Clutch, a phrase used many times particularly by antique auto owners. Except it doesn't always have the effect of e.g. of stopping a rolling car. When I moved to Raleigh, I had transported by way of a covered auto trailer a 1952 column stick-shift Plymouth & a 1949 DeSoto. The '49 is a beauty, a Woodie Wagon with Fluid Drive.

Both cars hadn't been driven for some years. The '52 was rolled backwards off the trailer & I popped-the-clutch, it obediently stopped. It was rolled into a mechanic's garage for repair to brakes & sorted other issues. The DeSoto was trailered to our new home & likewise was rolled backwards off the trailer's ramps & I popped-the-clutch, but this time the Woodie kept rolling. The DeSoto like the Plymouth also had some "minor" needs like wheel brakes, parking brake & work on the engine. So in the course of about 2 tenths of a mile it continued to roll backwards with me at the helm with one hand on the steering wheel & one arm slung over the seat for me to look backwards as though I knew what I was doing.

Our street didn't usually have parked cars on the street, a Blessing, & fortunately it ended in 2 cul-de-sacs, & was not straight, but straight enough to see without obstruction. Another Blessing was that it was before school let-out & nobody was out in their car coming from the direction I was heading. The street slopes for most of the 2 tenths of a mile & I figured I must have reached the speed of 20 mph before it finally rolled to a stop. A winch should have been used.

I learned, much later, that notwithstanding the typical H pattern column gear shift configuration of this DeSoto, there was no expectation by the Chrysler Corp that "pop-the-clutch" was a phrase that would have any influence in interrupting the movement of a rolling wagon with Fluid Drive. A Fluid Drive arrangement provides for no mechanical interference for the clutch to engage. Fluid Drive comprises 2 vaned rotors in a sealed casing filled with oil, where one rotor, driven by the engine, moves the oil to drive the other rotor, which in turn

drives the transmission.

Ah, but that was 22 years ago. See the picture, she is a beauty & For Sale. Asking \$37,500. If not interested perhaps you know someone who is.

Thanks, Bernie Bogdon (919) 850-0739



11. Adventures in Automotive Diagnostics

Editors Notes: We have all purchased a new collector car only to find after you get it home that something about the car did not meet our expectations. Then you have two choices; live with it or go on a campaign to fix the problems. If there were easy fix problems the previous owner would have probably fixed them. You convince yourself it should not take too long to fix a simple problem. But what if the problem is not simple. Here is Ted's story. Denny

By Ted brooks

In the 1990s and 2000s we had a number of employee-only online newsgroups available at work. While most had specific purposes, probably the most popular was a catch-all one where you could discuss most anything. It became a popular place to ask for advice on various topics, including car problems. I began diagnosing these problems and responding with the fixes. A little later, another "car guy" named Carl started responding as well. We got so well known for our diagnostics – and our sense of humor – that people started calling us "Click

and Clack” (after the “Car Talk” show on NPR).

Carl retired in 2010, shortly before I bought my '57 Chevy. At the time, he was starting to have a maddening random stalling problem on his daily driver Oldsmobile. It took him several months to find the problem – a loose blob of solder bouncing around inside the engine control module, which randomly shorted out the circuit board. I congratulated him, and then proceeded to share the misadventures of the first several months of owning my '57. The following is the response I sent to his email.

Since writing that email to Carl, I've shared it with a few people under the title “Adventures in automotive diagnostics”. I wasn't laughing while this was going on, but I did laugh after reading what I wrote. So, if you laugh too, I won't be offended. Here is what I wrote to Carl.

“I enjoyed your sleuthing on your weird stalling problem with your Olds. In a similar vein and for your possible amusement - consider the following scenario:

1957 Chevrolet Bel Air, equipped with a 283 V8, 4 barrel carburetor, power steering, power brakes, and a number of other desirable options. The vehicle has an extremely straight, solid, rust-free body (*very* hard to find), but a number of mechanical issues – high idle, slightly rough running, hard brake pedal, etc. Wait out the seller, and agree on a price that reflects those issues and current economic conditions. Then, address the mechanical issues.

Discover the following (sorted by category, then chronologically):

1. Front (rubber) brake hoses were installed backwards, with curve facing outwards instead of inwards. Tires have scuffed through the first layer of reinforcement mesh, and working on the second. Order replacement hoses.
2. Original front brake hose fittings are round where they pass through mounting brackets. All replacement hose fittings are hexagonal, and won't fit through mounting bracket hole. File hex until round.
3. When damaged brake hoses were installed, one of the steel lines they attach to was kinked, nearly flat and in danger of failing. Order reproduction steel line kit.
4. Reproduction steel line kit almost – but doesn't quite – fit. Tweak carefully.
5. Power brake booster works – sort of – after the engine runs for about 30 seconds, but has almost no power brake assist on initial startup. Booster and vacuum reserve tank hold vacuum (no leaks). Hoses are replaced anyway for good measure. Problem (naturally) is unchanged.
6. Discover power brake check valve is barely passing any vacuum, which is essential for power brake assist. NOS valves are very difficult to find. Order reproduction valve from the only vendor who offers it.
7. Install reproduction check valve. Brake assist is worse than ever. Discover the reproduction valve passes even less vacuum than defective original check valve.
8. Take original check valve and rip the guts out with a needle nosed pliers. Brake assist is dramatically improved, but there is obviously no vacuum reserve when the engine is off. (This becomes important during the carburetor road test described later.)
9. Discover the Bendix Treadle-Vac power brake booster used on 1957 Chevrolet is almost identical to that used on 1956 Mercury. Find a still-in-the box NOS '56 Merc check valve on eBay. Take a chance and buy it. Check valve works as designed and fits perfectly.
10. Brakes are better, but rear brakes are getting hot. Pull drum and discover strange wear pattern on shoes. Drum is a nearly-new GM drum – but incorrect diameter. Turn and install correct used drums.

11. Carburetor is an aftermarket Edelbrock with cheapo chromed air cleaner mounted on original 4 bbl intake manifold. Steel fuel line was cut, incorrectly sized rubber hoses installed, and the plastic fuel filter fittings are bent to near breaking – an engine fire waiting to happen. Do a temporary fuel line fix until correct carburetor and fuel line can be installed.

12. Buy a correct Rochester 7009846 (early '57 production) 4 bbl carburetor off eBay, a correct 4 bbl air cleaner, and a reproduction steel fuel line.

13. Order carburetor rebuild kit from NAPA. Everything fits except air horn gasket – it's not cut to allow the floats to rise all the way up. I'm concerned whether this could prevent the needle and seat from closing and cause serious flooding.

14. Order different carburetor kit from Advance Auto. Get it home, and discover parts missing. Return and order another one.

15. Reassemble carburetor, and discover accelerator pump return spring is missing. It may have gotten mixed up with the rebuild kit previously returned. It isn't available new or on eBay. Find a friend with a spare spring.

16. Install carburetor and reproduction steel fuel line. Fuel line is too short. Order a reproduction line from another vendor.

17. Finish carburetor installation. Engine runs well, but choke won't open fully. Determine that hot air is not flowing up choke hot air tube, probably due to a clogged passage in choke thermostat spring cavity. This wasn't disassembled, because the choke plate must be removed to do so, and the shop manual emphatically states choke plate screws must be replaced when removed. The screws are no longer manufactured, and NOS ones are very difficult to find.

18. Discover NOS choke screws on eBay. Do a "buy it now". Post Office loses package.

19. eBay seller has another pair of screws. Pay extra to have them shipped UPS.

20. Remove the 2 choke screws from carburetor. The head of one strips completely. Drill out screw, destroying choke shaft.

21. Buy a parts carburetor off eBay to get the choke shaft. Post Office loses package.

22. Buy another parts carburetor off eBay.

23. Disassemble, clean clogged passage and reassemble choke. Take for a test drive. Everything's fine until heavy throttle is applied and the secondary's kick in – then the accelerator sticks in the open position. Not a good thing. Especially since I can't shut off the ignition - no power brake check valve means no power brakes or power steering.

24. Remember that when carburetor was purchased, the secondary lockout tab had been bent out of the way, disabling the lockout. This was corrected during rebuild. Discover that a slight closing of choke under heavy throttle (because minimal vacuum is applied to choke vacuum break mechanism) can cause the lockout tab to jam the secondary throttle linkage in the open position. Fixing the choke allowed this problem to surface (secondaries were previously locked out because choke wasn't opening fully). Bend lockout tab out of the way, disabling the lockout. Problem resolved.

25. Engine doesn't run as smoothly as it should. Discover spark plug wires that like to pop out of distributor cap. Replace wires.

26. Pull spark plugs. They are Splitfire plugs, and gapped way too narrow. The correct AC 44 plugs are no longer made. Replace with properly gapped Autolite plugs.

27. Distributor vacuum advance doesn't work, and points show metal transfer, indicating defective condenser. Pull distributor. Original vacuum advance uses a steel line instead of rubber hose, and is no longer made. NOS Delco advances are expensive. Buy an old-stock non-Delco advance with a steel line fitting off eBay. Install new advance, points, condenser, rotor, and distributor cap.

28. Reinstall distributor. Car runs terrible.

29. Go to Advance Auto and buy rebuilt distributor (amazingly inexpensive). Date code indicates distributor is from 1974. Car runs much better, but not correctly. Quick tests indicate an anemic distributor advance curve, typical of emissions-tuned distributors of the mid 1970s.

30. Remember that it was very difficult to get the original distributor's rotor to line up with distributor cap terminals after replacing vacuum advance. Go to NAPA and buy a 1960s style vacuum advance with rubber hose fitting. Pull rebuilt distributor and reinstall original distributor with new advance. Rotor lines up correctly now. Car runs almost perfectly, but still a bit rough idling in Drive.

31. Discover loose bolts at rear of of intake manifold. This could allow air to be sucked in where it's not supposed to be, messing up air/fuel mixture in rear cylinders.

I wonder if the "Plymouth Troubleshooting Contests" of the '60s and '70s were this complicated...

I finally traced the stumble to a vacuum hose that looked and felt OK, but was still leaking, and needing to advance the timing past factory specs to compensate for a non-stock cam. (I have since replaced the cam with a stock grind cam)."

12. Repairs!!!

By Annie Goldman

Our daily drivers always need work, maintenance, cleaning, etc. just like our show cars! However, when they are one in the same, it makes for a little extra work! It seems just this past few weeks that everything has decided not to work - or needs work - on my '89 Burb!

It started with the power steering pump leaking. Then the front brakes started squeaking. Then we started to smell antifreeze periodically in the cab of the truck. Well, after watching a few Youtube videos, I learned how to remove and replace the heater core. It's not as easy as in my 1990 Chevy pickup, but it only took a few hours of my time. Then I helped Joel replace the front brake pads and rotors. My!, does the truck stop nicely now - without squeaking!

Two days later, I come home from work, shut the truck off to change my clothes, and head to the Carolina Hurricanes hockey game. It won't start up. A check of my records showed that the same battery has been in since 2004! Not too shabby. However, had I not left the driver's side door open over night while replacing the heater core and drained the battery, I might not have needed to replace it so soon. Live and learn.

Later, Joel was able to replace the power steering pump and it seems to be good as new - again. What will be the next obstacle that comes our way!? I don't want to know! Either way, I will have to give it a really deep cleaning because it sure is dirty!



13. Tool Wizard Contest?

January. The "Tool Wizard of the Month" for January is Dean Tryon. He correctly identified this strange tool as a tire tool for a 21 inch split rim wheel. It was used to remove spit rim tires. We found these instructions for using the tool:



1. First deflate the tire.
2. Second unlock the split rim. There should be either a bolt, or a twist lever holding the two halves together.
3. Install the rim spreader so that the hook connected to the jack is on the right of the locking device, and the two other hooks are equally spread around the rim, turn the crank to pull the free edge of the rim inward toward the center of the rim just enough to clear the other edge and slowly carefully it will compress the rim enough to pry the tire off the rim. Don't compress it any more than necessary to remove the tire.
4. When you install the new tire, use a flap with the inner tube inside the tire so the tube doesn't make contact with the rim. Put in enough air to keep the tube

round and be sure the flap doesn't bind the tube between the flap and the tire. Put the valve in first and then push the tire on the rim.

5. Reverse the rim spreader so the hook with the jack is opposite the split in the rim and the other two hooks are equally spaced on both sides of the split. The tool should make a Y when properly placed. Now slowly turn the handle the other direction to push the rim back into place.

6. Lock the rim and inflate to 35 lbs pressure.

Whatever you do with the tool, do it gently so as not to bend the rim. Also, be very careful not to hurt yourself. What do you think would happen if you just took the tool to Discount Tire and asked them to mount the tire?



February. This month's tool challenge is presented, in turn, by Dean Tryon who provided this tool as the unidentified tool that was made specifically for vehicle maintenance. Can you identify the tool and how it is used? If you have an answer, send an Email to Dean Tryon at dgtryon2516@gmail.com or phone him at 919-441-1271. The first correct answer will be declared Tool Wizard for February.

14. 2017 Triangle Chapter Officers and Contacts

Officers

President - Jim Gill (919-363-2616)

Vice President - Dan Fuccella (919-349-5911)

Treasurer - Marv Gage (919-846.4708)

Region News Reporter - Jean Soehnlein (919-847-4832)

Ex-Officio – Riley Reiner (919-554-1158)

Board of Directors

2016-2017

Chad Goldman (919-665-3180)

Bob Fuhrman (585-519-1543)

Joel Hoffman (919-303-5635)

2017-2018

Henry Burgwyn (919-847-0885)

Annie Goldman (919-986-0782))

Fred Harley (919-233-4889)

Committee Chairs

Awards - Jim Gill (919-363-2616)

Newsletter Editors - Denny Oestreich (919-846-8163) and Annie Goldman (919-986-0782)

Webmaster - Denny Oestreich (919-846-8163)

Youth Coordinator - Dan Fuccella (919-349-5911)

Car Show Committee – Riley Reiner (919-554-1158)

The End