



Triangle Chapter News

JANUARY, 2018

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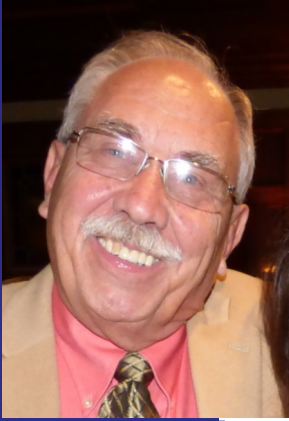
THANK YOU!!

I want to extend a heartfelt THANK YOU to Denny Oestreich for the time, effort, enthusiasm, dedication and creativity as Editor for the Triangle Chapter News. His patience and time has been invaluable and I'm fortunate to have worked with him for the past two years.

Denny will continue on as the webmaster for not only the Chapter website, but also the NC Region website too.



President's Random Thoughts



By Jim Gill

Another year; gone. The holiday season is behind us, the start of a new year just beginning. Next we have the flu season followed by the car show season. Yes, it is hard to believe we will be discussing the upcoming car show season in the next couple of months. But before that we have our NC Region meeting which kicks off on the 20th of January in Burlington followed next month by the AACA national annual meeting held in Philadelphia the second weekend in February. I am pleased to be representing our local chapter at both.

I welcome all the new members as well as our returning members to participate in Chapter meetings, car shows and cruise ins. I hope we can make this New Year as memorable as last. A big hand of applause goes out to Denny for taking the time to put this newsletter together the last few years. Annie will be filling his big shoes with

the task this year. So please give her the articles of interest so that our newsletter legacy continues.

This past year we implemented the "Identify the Tool" and I want to make sure we continue maybe even expanding by adding a special car part. Also, don't be bashful if you have an idea that is of interest to you, you may be surprised how interesting it is to others.

We have not set our social agenda for the year; Dan will be asking for suggestions. Speaking of social agenda for those that missed the Christmas Party our own Warren Daniels' gave us his once in a life time experience visiting with Jay Leno.

Let's start the year with a full house at this month's meeting at the Golden Corral on Glenwood Thursday the 18th.

Triangle Newsletters

Editor: Annie Goldman



For your enjoyment here is the January 2018 edition of the Triangle Chapter newsletter. If you see corrections or additions please let me know. Feel free to share stories, articles and various items about your cars or events with pictures.

What do you want to see in your newsletter?

Have ideas, suggestions, ideas? Let me know and let's work it out to make your newsletter more interesting each month!

December was a month filled with family, friends, celebrations and enjoyment. I don't know about you, but my SS hasn't moved in months and the Burb is filthy from being a daily driver! Have you taken out your classics and enjoyed them?

Triangle Chapter February, 2018 Meeting

By Dan Fuccella

When: Tuesday, January 19, 2018

6pm Dinner; 7pm Program

Where: Golden Corral

6129 Glenwood Rd, Raleigh

What: While sitting at a chapter meeting or on a club tour, have you ever wondered what another member of our chapter did before or now does outside of the club. Follow the success of our recent programs featuring individuals from Triangle Chapter; at our January meeting, fellow members of our chapter will be entertaining and enlightening us with stories from their past and present. Please join us for this informative meeting.



Last Month's Meeting Notes

Our Christmas Party was our last month's meeting. And by meeting, we met up, we talked, we shared adventures and stories.

We talked about our up-coming holiday plans which might have included, family, friends and relaxation! Many "bragged" about their travel plans to warmer climates! We had light hors d'oeuvres then a wonderful buffet followed by delicious cake, pies and cookies!

Warren Daniels relived his wonderful experience at Jay Leno's Garage and met the man himself! I don't know about you, but I sure was jealous!

Then the real fun began! Gifts were selected, opened and enjoyed... some were stolen and brought to another table, to another home and another family! It's amazing seeing who the real "thieves" are in this club—watch out ladies and gentlemen!!

Each month, we have so much to share with each other. That's one of the most important parts of this club—sharing, enjoying each other's company. Yeah, we have some incredible vehicles between us, but it's the people that makes it special.

Here's to many more!

Muscle Car Era—You Are There

By Mike Petersen

We can argue all day about what was the first muscle car. However, there is little doubt that the day the first Pontiac GTO heaved itself onto the street and breathed deeply through three carburetors marked the beginning of the light and affordable performance car. Big blocks were free of the shackles of 4000+ pound bodies and small blocks were screaming at 6,000 rpm. It was an era that came on in a rush, flourished for some eight years, and then died out. Fossil remains are sighted at car shows while the streets are now hauntingly silent in the absence of these thunder cars.

What was it like in the beginning of the era? You could buy a Sears sport coat for \$16.95 and shoes for \$5.97. The best men's store in South Bend, Indiana sold Botany 500 suits for \$65. The good movie in town was "Girl Happy" with Elvis Presley. On television you could enjoy "Gomer Pyle", "Rawhide", and "Death Valley Days" (hosted by Ronald Reagan, an old film star who was obviously seeing his last days in front of the public). The Number 1 song was "Mrs. Brown You've Got a Lovely Daughter" by Herman's Hermits. The local television station had a version of "American Bandstand" called "Hoosier Favorite". Boys were required to wear coat and tie while girls were required to wear dresses or skirts to attend that show. Notre Dame was the number 1 football team in its first season under Ara Parseghian (Karen Parseghian was in my high school home room and former 1937 Notre Dame football player John Murphy was a gym teacher at my high school).

The place: the Second Annual Sports Car Spectacular at the University of Notre Dame. The time: April 23, 1965. Everything is as it was then, except you are there.

\$1.25 for admission to a car show! I was relieved that I had purchased my ticket in

advance for \$1. This price was not too high since the 40 page car show program was included. With the extra two bits I could race my scratch built Lotus slot car for a few laps inside the show.

Sports cars were very popular and the Detroit offerings were just beginning to make inroads into the sports car market as well as establishing the new market of the muscle cars. Evidence of this movement were the official cars for the car show committeemen: 5 Oldsmobile 442's and 1 Mustang 2+2. 27 of the 63 cars in competition at the show were domestic makes.

The first car on display was an Indy car – the rear-engine Lotus Ford driven by Jimmy Clark and Dan Gurney. In spite of the publicity and movement towards this new design I felt that the front-engine Indy car had many years left (1964 turned out to be the last year a front-engine car would win the Indy 500).

The next 5 cars were from Ford. There was the Challenger III built by Holman and Moody in Charlotte, North Carolina. This car was based on the Falcon with a 1000 pound weight reduction, 290 hp 260 V8, 4-wheel disc brakes, and a top speed of 155 mph. Next came the Yellowjacket and the Mustang III. The Mustang was a shortened version (92 inch wheelbase) of the production car with a 300 hp V8 and a top speed of 150 mph. It looked like an attempt to build a two-seater. Number 5 car was the Mustang II, a car that was very close to the production model with a 271 hp 289 V8 and 4-speed. The Mustang had been in production for exactly 1 year during which time over 400,000 were sold. Lee Iacocca had moved up to the number 4 position at Ford as the vice president of the car and truck group. Number 6 car was the 289 Comet that was driven 16,247 miles from Cape Horn to Fairbanks. The car made the 40 day trip in stock trim and with no equipment failures.

Show” award. Right next to it was the Corvair Monza SS, unusual considering that the Corsa was the top of the line for Corvair in 1965. Perhaps GM wanted to tie in the production Monza with the show car Monza. Base price for the Corvair was \$2519. For \$3229.90 you could get a full-tilt Corsa with a 180 hp turbo 6. Top performance for this 2540 pound car was 0-60 in 10.9 seconds and the ¼ mile in 18.1 at 79 mph. Top speed was 114 mph at 6000 rpm. This performance level was the best attained by the 164 cubic inch engine and fell far short of what it took to match the true muscle cars.

Number 9 car was the Corvette Gran Sport – a 1900 pound roadster that was initially conceived to have a Hemi engine. Only a few of these were built before GM backed away from racing. The 377 cubic inch aluminum V8 pushed the car from 0 to 100 mph in 9 seconds with the ¼ mile in less than 12 seconds.

Next door was an Automobili Turismo e Sport from Bologna, Italy and the Porsche 904. This was the first fiberglass body for Porsche. It was powered by a 118 cubic inch flat 4 that put out 198 hp at 7200 rpm. There were 4 overhead cams and a 5 speed transmission.

The Oldsmobile 442, introduced as a 1964 ¾ model, was car number 12. This was a show version of the \$2734.15 F-85 with the 442 option. Typical of the true muscle car, the olds carried a 400 cubic inch V8 with 345 hp, good suspension, and redline tires. Performance was 0-60 in 7.4 seconds and the ¼ mile was 16.9 seconds at 84 mph. The 3640 pound car could reach a top speed of 125 mph and delivered 17 mpg on the highway, 10 mpg in the city. Colonel Shorty Powers (of NASA fame) was on hand in his new role as a representative of Oldsmobile.

The Pontiac GTO, Motor Trend Car of the Year, was represented by the Grand Marque V show car – complete with “tiger arm” seat belts and tiger interior. Here was low-buck performance with a \$3092.90 base price. This sum purchased a 335 hp 389 V8, 0-60 in 7.2, and the ¼ mile in 16.1 at 89 mph. In spite of the light body the car weighed 3700 pounds.

The car for all seasons had to be the Corvette with the 425 hp 396 V8. The engine boasted 11:1 cr and 415 lb.ft of torque at 4000 rpm. 4 wheel disc brakes made their first appearance in 1965 which was also the last year for fuel injection. Base price for a Corvette was \$4106.

The 396 also found its way into the Chevelle, car number 15. This was the Z-16 RPO package in the image of the GTO. This package provided the enthusiast with a 375 hp Mark IV engine, hydraulic cam, 160 mph speedometer, 11:1 cr, 2.5 inch exhaust, and an AM/FM stereo radio – all for \$1501.05. At \$4148.05 this car was not cheap and only 201 were built. Colors were red, white, and black. Most had vinyl roofs. Performance of the 3720 pound car was awesome – 0-60 in 6.6, ¼ mile in 15.2 at 96 mph. Mileage was 13.8 mpg highway, 11 mpg city. Disc brakes and limited slip differential were not offered.

The next eleven cars were all Ferraris including an old one with serial number 004C. A Ferrari club was holding a convention this weekend which explained the strong Ferrari showing. Tucked in next to the Ferraris was a Gerber Special – a very expensive racing car.

A competition version of the Shelby Cobra was car number 29. The 289 V8 version was super expensive with a price of over \$6000. Performance was the best with 0-60 in 5.8 seconds, the ¼ mile in 13.8 seconds, and all with a weight of 2350 pounds. In the 1964 GT Championship Ferrari captured 84.6 points and Cobra got 78.3 points. For serious people a 427 V8 version could be had for \$7495 with 0-60 in 5.3, ¼ mile in 12.3 at 121 mph, and 0-100-0 in 13.8. Of all the cars available on the American showroom floors this car was the fastest. The muscle car era was a scant 2 years old and already the heavy artillery was available. It seemed as though there would be no limit to what would be available in the future.

I was really sold on domestic performance cars at this point and quickly passed by cars 29 – 32 (Porsche 1600 coupe, Arnolt Bristol, Elva Ford, Meister Brauser Scarab). 3 Mercedes 300 SL gullwings really caught my eye, especially the 2 that had placed #1 and #2 in points from the Classic Car Club show competition. Car number 36 was also a Mercedes. This 230 SL was a 2 passenger, 2745 pound car with a 141 cubic inch 6 that produced 170 hp at 5600 rpm. The other end of the Mercedes scale was a Mercedes Benz 600 Pullman Limousine.

A few antique cars were present such as an Auburn Speedster and a 1929 Rolls Royce. Next to the Rolls was a 1934 Cadillac V16 and a Duesenberg SJ (supposedly owned by Al Capone at one time). The 1905 REO was car number 42.

AMC got into the muscle car act with their Rambler Marlin, essentially new panels on a common Rambler Classic chassis. The big difference was in the standard disc brakes and a dual master cylinder, both years ahead of the competition and in production. The hot engine was a 270 hp 327 V8 that gave the Marlin 0-60 in 11.2, the ¼ mile in 18.1 at 76 mph, and 14.8 mpg on the highway. This rather dismal performance, as per the standard of the day, did nothing to enhance sales.

The Plymouth Sport Fury was the Indy 500 pace car for 1965. This 4260 pound was powered by the 365 hp Commando 428 wedge and could be purchased from your friendly dealer for \$4560.30. Top speed was over 120 mph and the huge engine resulted in 0-60 in 8.2 with the ¼ mile in 16.1 at 86 mph. The brakes were excellent, stopping the Fury from 60 mph in 159 feet. Tony Hulman chose it as the pace car because of the fine showing of Plymouth in stock car racing.

The Shelby Mustang GT-350, car number 45, was available for \$4547. Weighing in at 200 pounds less than the base 2+2 at 2800 pounds, the 306 hp 289 gave 0-60 times of 7.0, ¼ mile in 15.7 at 91 mph, and a top speed of 125 mph. Mileage was a respectable 17 mpg highway and 14 mpg city.

Two more Indy cars – the Sheraton-Thomas Special (1964 winner for A. J. Foyt) and the STP Special (4-wheel drive Novi). Both were front-engine cars and again proof to me that front-engine Indy cars were to be around for many years.

Three sports cars: Jaguar XK-150, Mk II Austin Healey Sprite, and an Alfa Romeo Sprint Speciale were next. Nice cars.

Car 51, the Mercer Cobra, was designed by former Chrysler stylist Virgil Exner. This car was from the Copper Development

Association and as such demonstrated the use of copper, brass, and bronze in the automotive industry. The body was similar to the American Type 35 Mercer of 1911. It used an A-C frame and Ford-Cobra 289 V8. The body was built in Italy.

Replicars were new and the 810 Cord Sportsman replica was the best I had ever seen. This was the prototype for the 1966 production vehicle. It used the 180 hp Corvair engine and had front wheel drive (just like the original). The body was molded in color from Royalite using a vacuum-form process. The hidden headlights cranked open by hand via dash-mounted cranks. Perhaps what impressed me the most is that this was the only car at the show in which people were allowed to sit (which I did and I operated the hidden headlight mechanism). Company founder and owner Glen Pray told me all about the car.

Glen Pray showed me a piece of sheet metal the thickness of a car fender and a piece of Royalite used in forming the body. A ball bearing had been dropped from a height that resulted in penetration of the steel. The same test on the Royalite resulted in a small dent – no fracture or cracking. Glen then showed me another piece of Royalite that had the same treatment but was repaired with a heat gun. The dent had “popped out” and disappeared. All one needed to do next was to wax the Royalite since the car bodies were molded in color.

Kit cars were rather primitive, but car 53 was like a kit car that came complete and ready to roll from the factory. The Griffith Series 200 had a fiberglass body and a tubular frame. Power came from a 289 V8 with 195 hp standard or 271 hp for \$495 extra. At \$3995 this car was an inexpensive two-seater similar to a hardtop Triumph.

5 more foreign sports cars: Jaguar XKE (258 ci Hemi 6, 265 hp), Triumph Spitfire (70 ci 4, 67 hp), Triumph TR-4 (130 ci 4, 105 hp), Aston Martin DB5 (just like the one in the

“Goldfinger” movie), and a MK I Austin Healey Sprite (67 ci 4, 65 hp). This was quite a range of price and performance. One thing was very clear – the American muscle car was usually cheaper and of higher performance than the foreign offerings. The American cars offered the most for the money when one also considered the extra passenger and luggage capacity.

Car number 59 was the good old engine swap properly executed – the Sunbeam Tiger. Here was what started life as a Sunbeam Alpine and then received a transplanted 164 hp 260 Ford V8 (245 hp was optional). The 2.88 rear end provided 0-60 at 8.9 and the ¼ mile in 16.7 at 85 mph. A 4.55 rear axle was available. For \$3499 this car was price-competitive with other foreign sports cars. Mileage was a pleasant 20 mpg highway and 15 mpg city. For comparison, car number 60 was the regular Sunbeam Alpine.

I walked right past the Honda display. It seemed out of place since this was a car show and Honda would never sell cars in appreciable numbers in the United States nor would any other Japanese company. Who would buy them? It would be a very small niche market.

The best was saved for last. Car number 62 was the NASCAR Hemi Plymouth that terrorized the tracks throughout 1964. New NASCAR rules had effectively eliminated the Chrysler Hemi for 1965 competition (along with the Ford high-riser). In the NASCAR “Big 8” for 1964 the score read Ford-4, Plymouth-2, Dodge-2, GM-0. Perhaps that explains the NASCAR rule changes. I figured the 426 Chrysler Hemi, now looking at USAC for 1965, would be washed up after this season. After all, who in their right mind would put a 426 Hemi in a production passenger car to fulfill the NASCAR rules? Who would buy a rocket sled for everyday use?

The Formula S Barracuda was more like it for the enthusiast. A 235 hp 273 V8, 4-speed, 3.55 rear axle, solid lifters, dual points, 10.5:1 cr, and Hurst shifter – all were part of this \$3344 car. 0-60 was a very respectable 8 seconds and the ¼ mile was in 16.1 at 87 mph. Even disc brakes were available as a dealer installed option. This car weighed 3170 pounds and rode on Blue Streak tires (quite a contrast to the 2-ply tires on the Z-16 Chevelle).

This brings us back to the front door of Stepan Center on the University of Notre Dame campus and the end of the show. The GTO, Mustang, and Barracuda had the corner on the muscle car market. Barracuda had too much of its Valiant heritage visible in the body which would surely hurt sales. Chevrolet was out of it as the Chevelle was too expensive. It looked as though the future would belong to Ford and Pontiac with the 426 Hemi joining the 427 Ford high-riser in a dusty museum.

1966

VERSION OF A LEGEND

Features Royalex® body that's lighter than aluminum. Tougher than steel. Never rusts, rots, or corrodes. Makes possible outstanding power-to-weight ratio and economical price.



The Cord makes use of the latest innovations in the automotive field. Inside and out. Its practically indestructible, lightweight Royalex body owes its tremendous strength to the fusion of nine layers of thermoplastic material into a “sandwich” containing an expanded core.

Result—the 100 foot-pounds impact that would buckle and split 18-gauge steel hardly dents Royalex. And dents remove easily with heat treatment.

Result—a body that can never rust, rot or corrode. A body that has ideal thermal characteristics...insulates against cold in winter, against heat in summer.

Result—an excellent power-to-weight ratio that enables the 180-hp, turbo-charged engine to take this snappy, economical motor to well over 120 m.p.h.

But Cord innovations don't stop at the exterior. Inside you have the softly smooth elegance of Naugahyde® upholstery...the durability and ease of maintenance of rich Naugahyde. And the relaxing comfort of Koyleon® foam cushioning throughout. And then there's the reassuring safety and comfort of Royals—world's finest tires for fast, sporty motors.

Some car, that Cord.

"I am sure many gentlemen of all generations will appreciate the return of America's Classic Automobile—the Cord, Ahead of its time in the 30's, present new developments, such as Royalex, put this car again ahead of its time in the 60's."

Mr. Glen Pray
President of Cord Automobile Company

CORD AUTOMOBILE COMPANY

Sports Car Spectacular 3

1965 Cord

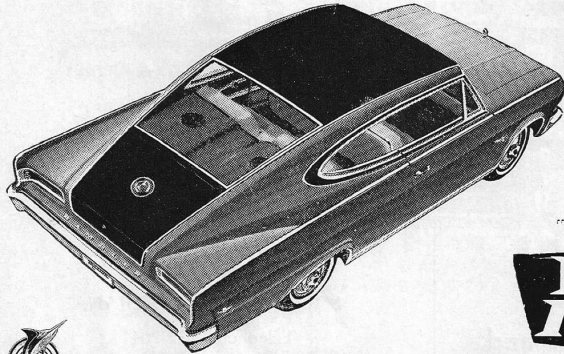


1965 Corvair Monza SS

INTRODUCING EXCITEMENT!

at DON MEDOW'S

IN MISHAWAKA



Marlin

BY RAMBLER

"Where QUALITY Service Never Stops"



315 Lincoln Way West, Mishawaka
Michiana's Largest Volume Rambler Dealer



America's First
Man-Size Fastback!

1965 Marlin



1965 Stepan Center



Olds **442**
New package
of instant action:
Color it cool!

1965 Oldsmobile

4-4-2 Convertible shown. Also available in F-85 V-8 Coupes.

Ready? Go! Color that Rocket action V-8 400-cubic-inches *big* . . . and 345-horses *eager!*
Color the four-barrel carb *neat* . . . the acoustically tuned, chambered twin pipes *sweet!*
Now we're moving with heavy-duty frame, shocks, front and rear stabilizers
(color the curves *flat*) and four heavy-duty coil springs (color the bumps *gone*).
There are three spirited transmissions available: color Jetaway *easy*, the close-ratio
four-on-the-floor *potent*, the three-speed synchromesh *smooth!* And color the price
low (starting lower than any other high-performance car in America
designed for everyday driving!). We've already colored
the tires with a slim red line. Nice job. Now why not
compare it with the original at your Olds Dealer's!

'65 OLDSMOBILE
The Rocket Action Car!

OLDSMOBILE DIVISION • GENERAL MOTORS CORPORATION

By **Tedd Brooks**

A few members may know that the first commercially successful automatic transmission was the GM Hydra-Matic. It was first used in the 1940 Oldsmobile, replacing their short-lived "Safety Transmission" (an automatic-shifting transmission that used a clutch instead of a torque converter). The Hydra-Matic saw use in some tanks in World War II. The GMC bus that Rosa Parks got kicked off has the larger truck/bus version, which GM called the Power-Matic. Every GM car line except Chevrolet and Buick used it. They even built them for use in Lincolns for a few years!

Here's an original marketing brochure touting the features of the transmission:

<http://oldcarbrochures.com/static/NA/Oldsmobile/1940%20Oldsmobile/1940%20Oldsmobile's%20Exclusive%20Hydra-Matic%20Drive/index1.html>

I first delved into Hydra-Matics some years back. Glenn Sanderson (Marilee's late husband) had an original '55 Chevy Cameo pickup with factory V8 and Hydra-Matic. As I was helping her sort through everything, I realized I knew absolutely nothing about these transmissions, or what to do if it wasn't working.

I recently discovered a 5 part series of YouTube videos on the history and function of the Hydra-Matic:

<https://www.youtube.com/watch?v=ygkRuwCpKxU>
<https://www.youtube.com/watch?v=n5feJm9E2EY>
https://www.youtube.com/watch?v=GL6s2DwqH_0
<https://www.youtube.com/watch?v=9B-yuAOpBo4>
<https://www.youtube.com/watch?v=CsIF07qWWGs>

For those who would like to learn more about this early transmission, these videos are a great resource. The presenter starts by summarizing the patents filed prior to the Hydra-Matic's introduction. While today we take these design features for granted, these patents form the foundation of all later automatic transmissions (except CVT).

There are also some very unique aspects to the design not seen in other automatics.

For example – while automatics with "lock up" torque converters did not become available until the 1980s, the unique design of the Hydra-Matic allowed it to achieve the same functionality in 1940! Also, this is a true 4 speed automatic, in an era when we think of automatics all being 2 speed.

Note that Chevy used this transmission in their trucks, but not in their cars. I can only speculate why that was the case. Certainly, the Hydra-Matic is much more complicated and expensive to build than the Powerglide used in the Chevy cars. That's a problem when Chevy was the low-priced car in the GM lineup. There may have also been production capacity issues and/or internal politics coming into play. But, I can understand why they'd want to use the Hydra-Matic instead of the Powerglide in their trucks – it's simply better suited to the demands of truck users.

The amount of time someone may want to spend on this topic will vary. So, they can view each video in the order listed as their time and interest permits.



2018 Dues.... Are Due!

By Marv Gage

AACA membership dues are due by December 31, 2017. If they are not paid by that date you will not be able to sign up for National Shows, Tours or Judging in 2018. I have attached a 2018 Membership Renewal Dues form to the newsletter for your convenience. You can pay National, Region and Chapter dues to the Club and we will send them to the proper organization for you.

Please note the National Dues have increased to \$40 for 2018.

If you have any questions, you can contact me at mkgage@aol.com Or 919.846.4708.

40 Million Fire Extinguishers Recalled

Reprinted from November 2017 AACA Speedster

Just recently a recall was announced involving 40 million fire extinguishers manufactured by Kidde. The recall involves 134 models of Kidde fire extinguishers manufactured between January 1, 1973 and August 15, 2017, including models that were previously recalled in March 2009 and February 2015. Be advised that some of the recalled extinguishers were sold under names other than Kidde (i.e. Fuller Brush, Honeywell, Montgomery Ward, Sears and other names).

<https://inmarmarketaction.com/kidde/>

Be advised that the link above has the list of recalled extinguishers. It also lets you submit your request for a replacement extinguisher after you provide your name, address, the model extinguisher and serial number. It verifies that your extinguisher is being recalled and submits your request for a replacement.

If you do not want to submit your request online, you can contact Kidde via telephone to find out if a fire extinguisher is included in the recall or to get a replacement.

Contact Kidde at 855-271-0773 between 8:30 a.m. and 5 p.m. EST Monday-Friday (excluding holidays), or between 9 a.m. and 3 p.m. during the weekend to determine whether your extinguishers are affected.

Looking for a night out that involves other car enthusiasts, but you don't want to detail your classic:

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

1st Saturday of the Month	Char-Grill Cruise-in, 4617 Atlantic Ave, Raleigh 4pm
1st Saturday of the Month	Siler City Cruise in, AutoZone/Sonic 1509 E 11th St, Siler City (5-8pm Apr-Oct)
1st Saturday of the Month	MoJo's Grill, 2648 Timber Dr, Garner, 4-9pm (Apr-Oct)
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)

Upcoming Car Shows & Events

See the NC Region Web site or you 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:

February 8-10, 2018 - AACA Annual Meeting, Philadelphia, PA Registration here:

http://www.aaca.org/images/meet_brochures/2018_Annual_Meeting_Registration.pdf

March 22-24— AACA National Winter National Meet, Mobile AL Information here:

http://www.aaca.org/images/meet_brochures/2018_Winter_Meet_Brochure.pdf

See all of the AACA National and Chapter Events and Tours here:

http://www.aaca.org/Calendar/aaca_calendar.html

Other 2017-18 AACA Chapter & Regional Events and Local Shows:

January 19-20 - NC Region Meeting, Burlington

March 3 - Cape Fear Chapter 46th Annual Show, Independence Mall, 3500 Oleander Dr, Wilmington



Officers

President - Jim Gill 919.363.2616 jagpye@bellsouth.net
Vice President - Dan Fuccella 919.349.5911 dan@ati-engineers.com
Treasurer - Marv Gage 919.846.4708 mkgage@aol.com
Region News Reporter - Annie Goldman 919.986.0782 AnniesSS@gmail.com
Ex-Officio – Riley Reiner 919.554.1158 reiner@earthlink.net

Committee Chair

Awards - Jim Gill 919.363.2616 jagpye@bellsouth.net
Newsletter Editor - Annie Goldman 919.986.0782 AnniesSS@gmail.com
Webmaster - Denny Oestreich 919.846.8163 OestreichD@aol.com
Youth Coordinator - Dan Fuccella 919.349.5911 dan@ati-engineers.com
Car Show Committee – Riley Reiner 919.554.1158 reiner@earthlink.net

Board of Directors

2017-2018 Henry Burgwyn 919.847.0885 HHB14192@aol.com
Fred Harley 919.233.4889 fredharley@nc.rr.com
Jean Soehnlein 919.847.4832 moosemail@bellsouth.net

2018-2019 Glenn Andrews 919.624.2135 glenandrews5@gmail.com
John Gerkin 919.426.6869 john_gerken@us.ibm.com
Bob Simpson 919.550.4959 bobsimpson69camaro@yahoo.com

AACA National Website: www.AACA.org

NC Region Website: <http://ncregionaaca.com/region/>

Triangle Chapter Website: <http://www.ncregionaaca.com/triangle/>

Facebook: <https://www.facebook.com/AntiqueAutosTriangle/>



2018 MEMBERSHIP RENEWAL DUES

Antique Automobile Club of America
North Carolina Region
Triangle Chapter AACA

First Name _____ Last Name _____

Address _____

City _____ State _____ Zip Code _____

Spouses Name: _____ Home Phone No. _____

Email Address _____ Cell Phone No. _____

Cars Owned (Year / Model) _____

NATIONAL AACA: ANNUAL DUES \$40 Required for membership in Region and Chapter Groups
My National number is _____
____ I have paid my 2018 dues directly to AACA National in Hershey

NORTH CAROLINA REGION AACA: Annual dues \$15
____ I have paid my 2018 dues directly to the NC Region

TRIANGLE CHAPTER: AACA ANNUAL DUES \$10

Make Checks payable to: TRIANGLE CHAPTER AACA

Note: The above dues can be combined on a single check and the Club will forward your payment to National and or Region.

Mail to: Marv Gage
209 Trotters Ridge Drive
Raleigh, NC 27614
Phone 919-846-4708
Email: mkgage@aol.com

Applicants Signature

Date