



Triangle Chapter News

FEBRUARY, 2018

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NC Region Business Meeting

The NC Region awarded the Triangle Chapter with an award for hosting the NC Region Spring car show last year. Jim Gill proudly accepted this award on behalf of all of our dedicated Chapter members who worked so hard to host this car show.



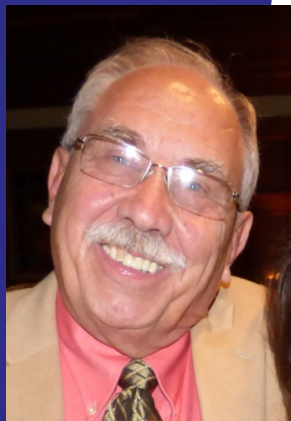
Happy Cans!

At our February 2018 meeting, the Triangle Chapter will collect food donations for those less fortunate. We ask that every member in attendance bring non-perishable food items — and feel free to ask your guests to bring too — to donate. Typically, this is a period when the shelves become low after an active Christmas season. This year has been harsh from a cold weather standpoint, so the homeless have been invited into various shelters; requiring the need for goods. There will be a box at the front of the room. Our Chapter is a wonderful group of people who help in any way. Let's extend our help out to those in need and help fill someone's belly.

Hopefully we can continue to collect each month!



President's Corner



By Jim Gill

OK, I admit, we did not get off on the right foot this year with our cancellation of the January meeting due to winter conditions. So, let's start the New Year with our February meeting by trying to make a big impact. Since our meeting is one day after the Valentine's Day celebration, I am introducing "Happy Cans" day for our meeting. This means each person in attendance bring canned goods to the meeting and we will distribute to charity as our AACA policy allows.

On another "Happy" note, I am finally seeing the light at the end of the tunnel on my '27 T Roadster Pickup restoration. I could not have done it without numerous club members' help. After many trials and conversations with Floyd, I completed the painting only to find out that I did too good of a job. Floyd was adamant to paint all edges first, which I complied, then the remainder surfaces. Little did I know that during assembly any

electrical connection edge had to be deburred of paint to ensure adequate grounding; frustration maximum. Complete a good paint job and then turn around and introduce error to the system.

See you all at our February 15th meeting at the Golden Corral, Glenwood Avenue.



Triangle Newsletters

Editor: Annie Goldman

Welcome to your February, 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? We've had some members submit some great articles and stories lately! What do you have to share?

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

January got us back into the car-spirit with our first Chapter meeting of the year and the NC Region Business meeting.

What do you have planned on your calendar for the near future? Do tell!



Triangle Chapter February 15, 2018 Meeting

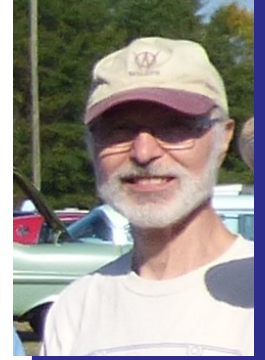
By Dan Fuccella

When: Tuesday, February 15
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 the Triangle Chapter; at our February meeting, fellow members of our chapter will be entertaining and enlightening us with stories from their past and present.

This month, Andrea Irby, Les Tryon, Mike Petersen and Joe Parsons will delight us with their stories! Please join us for this informative meeting.



Last Month's Meeting Notes

By Annie Goldman

Well, thanks to the snow storm, we didn't have a January meeting! I don't know about you, but I was bummed to be stuck in the house for 1 1/2 days! But I was glad to see the snow melt away by Sunday!

Did you go out and enjoy the snow?

The view of our driveway.



Muscle Car Era—You Are There

By Mike Petersen

The cars were big, massive, powerful. 400+ cubic inches was now the norm. The 426 Hemi had just moved to the street after two years as a race-only package. At the Romy Hammes Ford dealership you could put yourself behind the wheel of a Galaxie 500 for \$71.15 down and \$71 per month (for three years). A Plymouth Fury with the 230 hp V8 was on the Freeman-Spicer lot at \$2690, marked down from \$3182.46. This was a good buy, seeing as how the base 2 door sedan was \$1865. A 4 door sedan, automatic transmission, V8 Dodge was available from Brook Motors for \$2495. Of course you could also buy a lawn mower at Sears for \$38.88 and a new suit for \$55.

The big movies in town were “The Silencers” starring Dean Martin and “Boeing Boeing” starring his ex side kick Jerry Lewis. There was still speculation that Dean would flop after the breakup with Lewis. On television you could enjoy “Hazel”, “Peyton Place”, “Daktari”, “Hogan’s Heroes”, “The Smothers Brothers”, and “Death Valley Days”. The Smothers Brothers were too smart to breakup like Martin and Lewis. Ronald Reagan was the host on “Death Valley Days”, but not on the California version as he was stumping in California for governor (the Democrats would have demanded equal time). A friend of mine, whose father ran for Congress, remarked that the governorship of California was the key to moving on into the presidency. What did he know? Nixon lost the presidential election in 1960 and the California gubernatorial in 1962. Surely Nixon would be trying again if he wanted any hope of being on the 1972 ticket. Reagan was already too old for 1972. This was obviously the last we would see of these two politicians.

The Russian Luna 10 was the first to orbit the moon and in February Russia had the first soft landing on the moon. I recalled that back in 1962 my junior high science teacher said that the Russians would be ahead of the U.S. for a while, but then come to a “red

light” and the U.S. would catch up and beat them to be the first with a man on the moon. What do teachers know? Probably as much as my friend with those far out political ideas.

See if you can guess the year. The good songs were “Walk Away, Rene”, “Wipe Out”, “See You in September”, “Soul and Inspiration”. Chrysler stock was selling at \$49.25. It was the first year for zip codes.

The time? April 2, 1966. The place? The third annual “Sports Car Spectacular” at Notre Dame University in South Bend, Indiana. It’s the muscle car era – and YOU are THERE! Come along and let’s look at all of the neat cars on display.

The admission is 75 cents! I am glad I am still in high school and do not have to pay the \$1.25 adult price. The program is 25 cents this year. Last year I paid a buck and the program was free so I guess it all works out. Look at this program! For 2 bits you get a full color front and rear cover, 128 pictures of the cars (interior shots, engines, suspensions, etc.), a color centerfold of the new Toronado, specifications on 44 cars, and in-depth articles on 15 cars. It looks like a pretty good deal.

For the first time the U.S. cars came close to the foreign jobs as to representation: 23 vs. 24 in the show.

Car Number 1. Te Ferrari 275/P – destroyer of the Ford GT40s at LeMans in ‘64 and ‘65. In fact, they were 400 miles ahead of the nearest Ford in the 1965 race and devastated them at Sebring, Targa, Monza, and Nurburgring as well. These exotic machines are powered by 201 cubic inch V12s that produce 360 hp at 7500 rpm. Top speed is 185 mph. The program says that the engine has 98:1 compression, 2 distributors, 3 Weber carburetors (6 Webers are optional). The car weighs 1600 pounds and rides on 205X14 tires. This must be the strange metric designation for tire size. Give me the American 7.75X14 bias ply tire. I will never buy tires like that!

Car Number 2. Here is the Porsche 904. It has a flat 4, 3 overhead cams, and 118 cubic inches. Horsepower is 198 at 7200 rpm. Top speed is 160 mph for this 1540 pound car. It has a box frame to cut production costs and the first-ever fiberglass body for Porsche. The 904GTS has a modified Carrera engine with 148 lb.ft. of torque at 5000 rpm. These are nice, but we will never see real American cars with 4 cylinder engine specifications like this. No way.

Car Number 3. The Ford GT Mark II is the successor to the GT40 (289 cubic inches and 385 hp). This baby has the 427, 450 hp, V8 and 4 speed that will blow those exotic foreign jobs into the LeMans' weeds this year! Phil Hill has already turned a practice lap of 3:30.0 in 1965 at LeMans (race lap record is 3:37.5) so this new car has the potential. It was developed by Ford and turned over to Shelby and Holman-Moody.

Car Number 4. The Mustang GT350. This one comes to the dealer with an aluminum high-rise 4 barrel manifold, tuned exhaust, and front disc brakes. The 289 pumps out 306 hp at 6000 rpm (10:1 compression). The 2800 pound car reaches 60 mph in 5.7 seconds – faster than many of the 400+ cubic inch cars. If one is at least 25 years old these cars can be rented in the form of a Hertz Mustang GT350H.

Car Number 5. The 427 Cobra. This is definitely overkill for a trip to the supermarket. There is 425 hp at 6000 rpm, 10.4:1 compression, Girling disc brakes, and a total weight of 2529 pounds. Shelby American Inc. did an outstanding job on this car. Ken Miles was documented as having run the car from 0 to 100 mph and back to 0 in 13.8 seconds on street tires. "Car and Driver" tested the car and found the quarter mile time was 12.20 at 118 mph. "Motor Trend" magazine clocked it in the quarter at 13.8 – 106 mph. They also found 0 – 75 mph took 8.4 seconds. So ... The braking data is plausible seeing a how there are 580 square inches of disc brakes to haul it down. List price will knock your hat off - \$7495 on the Ford showroom floor. Even with the cast magnesium alloy wheels (7.5X15) I would never pay that for a car. Never.

Car Number 6. The "Goldfinger" car – Aston Martin DB5 with \$30,000 worth of accessories. Everything needed for espionage: bumper guards extend for ramming, twin Browning machine guns, radar

scanner, rotating license plate, ejector seat, tire slashing spinner hubs ala Ben Hur, bullet-proof rear window shield, hot oil/triple spike nail dispenser, and a radio/telephone. In reality these models are rather underpowered British sports cars.

Car Number 7. The real performer is the Aston Martin DB6. Here we have an inline 6, 244 cubic inches, 8.9:1 compression, 5 speed gear box, and 325 hp at 5750 rpm. Top speed for the 3225 pound car is 150 mph. You would need every bit in your getaway from the bank heist required for the \$15,400 list price.

Car Number 8. The Mustang I is billed as the American sports car. It has one of those short windshields like the ones used in sports car racing. The roll bar is incorporated into a tubular space frame and the body is aluminum. Power comes from a German V4, 91 cubic inches with 109 hp at 6500 rpm. It is a mid-engine design using Ford Cardinal running gear (the Cardinal was a small German Ford planned for a 1962 U.S. introduction but was restricted to Europe). The brakes are disc in the front, drums in the rear. Seats are fixed, but the pedals may be adjusted a total of 4 inches and the steering wheel 3 inches. The chassis may also be raised or lowered 1.25 inches. There are 2 radiators, each controlled by an electric fan. The 1544 pound car is aimed primarily at the Triumphs, MGs, and Fiats. Introduced at Watkins Glen in October, 1962 it never reached production.

Car Number 9. The Mustang II looks like the production version. Indeed, many ideas were taken from this car for production. The 289 V8 puts out 271 hp with 10.5:1 compression. Most of the engines at the show will require 105-octane premium gasoline at 35 cents per gallon. This car is white with a blue stripe down the middle. A fellow by the name of Lee Iacocca developed it and was on hand for its debut at Watkins Glen in the fall of 1963. It looks like Iacocca has a brilliant career ahead of him at Ford. By the way, the removable hardtop on this car never made it into production. It is reminiscent of the first Thunderbirds.

Car Number 10. Ah, the factory experimentals. Here is the A/FX Mustang 427 SOHC. Some call it a "funny" car. With 500+ hp, 2500 pounds, it ran in the 10's at 140 mph. For 1966 it was converted to fuel injection and ran B-Altered in the NHRA. Part of the "funny" look is due to the front wheels moved forward

5 inches while the rear wheels moved forward 10 inches. The aluminum gas tank was located in the front of the engine while the battery found a new home in the trunk. The fenders, hood, deck lid, and front bumper were all made from fiberglass. Holman-Moody at Charlotte, North Carolina, built the car. The injectors protrude from the hood. Dick Brannan was the driver and he called it the “Bronco”.

Car Number 11. This was the Ford NASCAR racecar #121 – Dan Gurney. It had the 427, 11.1:1 compression, 410 hp., and weighed 3900 pounds. Fred Lorenzen has one of these. Even with the NASCAR 427 SOHC ban the stock car races are still exciting.

Exhibit Number 12. This exhibit is the double overhead cam 427 Ford V8. It puts out 500 hp at 8600 rpm. Overhead cams are rare in U.S. cars. Pontiac has an OHC inline 6 that makes 165 hp in base trim, 207 hp with a 4 barrel carburetor. The American way is to meet the exotic high winding import engines with cubic inches – and it works.

Exhibit Number 13. The Indianapolis Lotus engine is on display. Let’s move on to the real stuff that we can see in the streets.

Car Number 14. The MG 1100 at first glance looks like the VW square back. With 67 cubic inches, 8.9:1 compression, and 59 hp at 5500 rpm this 1865 pound car is a true grocery-getter. The price is \$1849 which follows the rule of thumb that states most cars cost about \$1 per pound.

Car Number 15. The MGB is a 2 seater sports car. It features a 109 cubic inch 4 cylinder engine that produces 98 hp at 5400 rpm. The weight is 2030 pounds.

Car Number 16. The Austin Healey 3000 is a real surprise after seeing only Austin Healey Sprites on the street. Here is a big inline 6 at 178 cubic inches that produces 136 hp at 4750 rpm and weighs 2425 pounds. The price is a whopping \$3542 – more than most

full size American cars.

Car Number 17. The Austin Healey Sprite is the other end of the Healey line. At \$1876 the 2 seater is still just as expensive as a base price American sedan, yet has a miniscule 67 cubic inch 4 with 65 hp at 5500 rpm. This is plenty of power for a 1400 pound car. The MG and Triumph also have similar offerings with a small, economical car and an expensive, powerful car.

Car Number 18. The MG Midget looks like the competitor for the Austin Healey Sprite. It is a little more expensive at \$2042 and has a 67 cubic inch engine that produces 59 hp at 5500 rpm for the 1500 pound car.

Car Number 19. The MGB-GT is the heavy hitter for MG. \$2590 purchases a car weighing 2030 pounds with 2+2 seating. The engine is a 109 cubic inch 4 producing 98 hp at 5400 rpm. Wire wheels are optional.

Car Number 20. For serious enthusiasts we have the Mercedes Benz 230 SL. The straight 6 of 141 cubic inches produces 170 hp at 5600 rpm. Weight is 2745 pounds.

Car Number 21. The Jaguar XK-E. It has a 258 cubic inch, dual overhead cam Hemi 6 that produces 265 hp at 5400 rpm. This engine design has been around since 1948. Weight of this car is 2700 pounds.

Car Number 22. The Volvo 1800-S is a refreshing styling change from the old 1940 Ford look alike that most Volvo owners are driving these days. The 4 cylinder engine is small – 108 cubic inches – and produces 108 hp at 5800 rpm. One hp per cubic inch is truly high performance stuff, but 108 hp is not enough to make the 2400 pound car a real screamer.

Car Number 23. The Lotus Elan has a new “frog” chassis that replaces the old “bird cage” design. The monocoque body is fully stressed and is responsible for the low weight of 1485 pounds. The 95 cubic inch 4 cylinder engine produces 105 hp at 5500 rpm. Top speed is

115 mph with 0-40 in 4.0, 0-60 in 7.4, and 0-80 in 13.8. There are disc brakes all the way around and 26 mpg, too.

Car Number 24. Porsche is almost a magic word and the Porsche 911 typifies the mystique. Here is a 6 cylinder, 121 cubic inch engine pumping out 148 hp at 6100 rpm. Total weight is 2376 pounds. This car replaces the Carrera and does a good job with a 130 mph top speed. Surprisingly the Porsche 912 is actually a cheaper version with 4 cylinders, 102 hp at 5800 rpm, and a top speed of only 115 mph. The 912 replaced the 356 that was produced from 1950 to 1965.

Car Number 25. The Triumph TR-4A is the first without the traditional cut-down doors. This one is more like an MG rather than the next styling step up from the TR-3. There is a 130 cubic inch 4 cylinder that produces 105 hp at a low 4750 rpm. This is a long stroke engine and the bronze engine paint is an unmistakable Triumph earmark. The 2240 pound car moves from 0-60 in 10.5 seconds and may be purchased for a mere \$2840.

Car Number 26. The Triumph Spitfire is at the low end like the Austin Healey Sprite. The 70 cubic inch engine produces 67 hp at 6000 rpm. The weight is also low at 1560 pounds.

Car Number 27. The Lotus Cortina is a Ford GT Cortina modified by Lotus. The basic Cortina costs \$1765.49 for 2 doors, \$1884.93 for 4 doors. A wagon is available for \$2102.10 and a GT model for \$2121.58 – all below standard American cars. Lotus put in a lot of work, and the price of \$3419.70 certainly reflects this. The 95 cubic inch engine grinds out 105 hp at 5500 rpm. The only visible changes from the outside, as compared to the GT model, is a blacked-out grille and a color side insert.

Car Number 28. The Sunbeam Tiger is back again with the 260 cubic inch Ford V8. That brings out 164 hp at 4400 rpm plus gobs of torque for the 2730 pound car. This is a modified Sunbeam Alpine. Some Chrysler dealers are handling the Alpine V which is a 100 mph car for \$2468 powered by 100 cubic inches of inline 4. The little Alpine V does 0-60 in 12.8.

Car Number 29. The Datsun 1600 is a “me too” Japanese version of the MG and the Triumph. The 97 cubic inch 4 puts out 96 hp at 6000 rpm via dual carburetors. It weighs 2028 pounds and has 14 inch

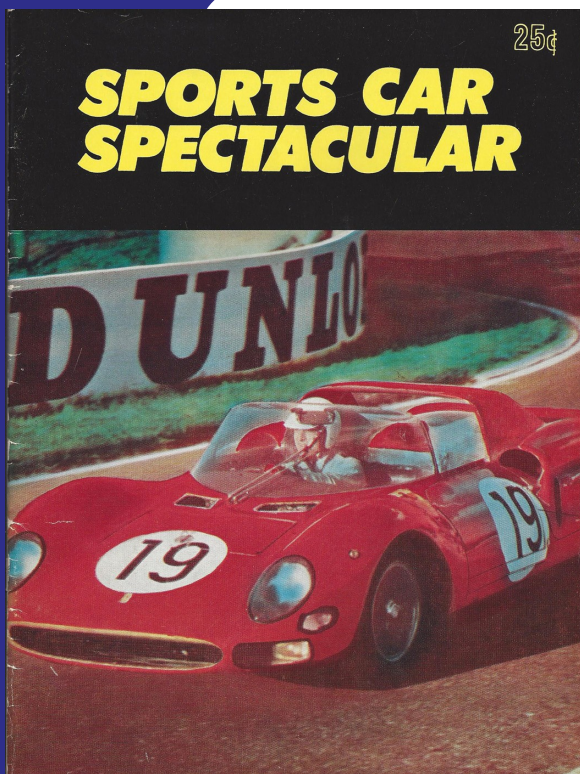
wheels with whitewall tires – a nice touch. Purchase price is \$2530. There are front disc brakes and roll-up windows, but Datsun will have to come up with a new plan if they want to penetrate the performance market. The Japanese car is just another face in the import crowd.

Car Number 30. Now for the exiting cars, the real muscle. The 427 Corvette Sting Ray is quite a performer with a quarter mile time of 12.80 at 112 mph (“Car and Driver”). The car weighs 3160 pounds, sports 4 wheel disc brakes, and displays 425 hp at 5600 rpm. These cars do hold their value well. Even the old ones with the Blue Flame Six have some appeal. Why, just the other day there was a restored 1953 for \$2995 and a restored 1954 for \$1000 advertised in “Motor Trend” and “Road and Track”. Maybe they will be worth a lot more some day.

Car Number 31. The Chevelle 396, the first true muscle car I ever rode in. A friend of a friend has a yellow one with the 4 speed. It is really fast with 360 hp at 5200 rpm. Compression is 10.25:1.

Car Number 32. The Buick Skylark GS with a 401 cubic inch engine, special suspension, 10.25:1 compression, and 325 hp at 4400 rpm. It seems as though all of the manufacturers have serious equipment for the enthusiast. This car is small, too, with a 115 inch wheelbase. There are twin simulated air scoops on the hood, red stripe tires, heavy duty suspension, and a base price of under \$3000.

Car Number 33. One of the most impressive show cars is the Mako Shark II. Built on a production Corvette chassis with a 427 V8 the car is painted to look like a shark – the top is dark blue and the color turns to a light gray at the rocker panels. Sometimes show cars are equipped with features that find their way into production years later. The car has a removable top section rather than the traditional fabric top. This leaves a roll bar effect with the rear roof section. The windshield wipers retract into covered cowl chambers. The entire hood and front fenders swing up and forward for engine access. Shoulder harnesses are provided with inertia locks and warning lights on the dash. The speedometer and fuel gauge are digital. I wonder how long it will be before we see these features on production cars?



1966 New Year's Eve

1966 Programs



Announcing the Hemi 426 Plymouth Belvedere

Now what this country needs is a dragstrip with a couple of good hairpin curves.

The Hemi-powered Plymouth Belvedere: a high-performance 426-cubic-inch hemispherical-head V-8. Dual four-barrel carbs. Dual-breaker distributor. High-lift, high-overlap cam. Special plugs, pistons and double valve springs. Low back pressure dual exhaust

system. Blue Streak Special tires. Wide-rim wheels. Oversize front torsion bars. Sway bar. Added-leaf, high-rate rear springs. Firm-Ride shocks. And every Belvedere Satellite has: Front bucket seats. Center console with glove box. Deep-pile carpeting.

Padded instrument panel. Safety-Rim wheels. 3-speed automatic or 4-on-the-floor stick, optional. Like an iron fist in a velvet glove, the Hemi 426 Plymouth Belvedere.



Plymouth... a great car by Chrysler Corporation.



Top spine tingler in the Comet line: Cyclone GT convertible.

This one will start a glow in any red-blooded American driver. For getaways, there's a new 390 4-barrel V-8 with a high-lift cam. Quite a start. And console-mounted transmission. (The optional 4-speed manual is specially geared for blazing getaways.) Buckets, of course. And heavy-duty, wide-rim wheels. And high-rate front and rear springs, big-diameter stabilizer bar, and HD shocks front and rear. And twin scoop GT hood. Engine dress-up kit, too. Add the optional tach and you're ready to rally. You get the idea: This Comet omits nothing that could add to the sport of driving. It has a special, spirited luxury, too. In the upholstery, trim, carpeting, everywhere. This new Comet Cyclone GT is also available as a hardtop—one of the thirteen bigger new-generation Comets: sedans, hardtops, convertibles, station wagons... all roomier, livelier and more beautiful than ever. The complete lineup includes sporty Caliontes, stylish Capris and rakish Comet 202's, as well as racy Cyclones. Choose your 1966 Comet at your Mercury dealer's now.



Car Number 34. The Pontiac LeMans Sprint is a nice car with a 326 V8. Compression is 10.5:1 for 285 hp at 5000 rpm.

Car Number 35. The Pontiac GTO typifies muscle cars. It is the metaphor for all American performance cars. The base power plant is the 389 with a Carter AFB and 335 hp at 5000 rpm. The cam shaft is 273/289/54 (intake, exhaust, overlap). The tri-power option produces 360 hp at 5200 rpm along with the aid of 10.75:1 compression. Automatic equipped cars use a vacuum linkage whereas the manual transmission versions have a mechanical throttle setup. Tri-power cam shafts are 288/302/63. The standard column mounted, Ford built, 3 speed manual seems out of place and I have never seen one like that. A floor shifter is mandatory to avoid looking like a dork. The available 4 speeds are the Muncie M20 wide ratio or the Muncie M21 close ratio. The automatic is a 2 speed which is almost as dumb as the 3-on-a-tree manual. 0-60 comes on in 7.0 seconds with the quarter mile in 14.05 at 105.1 mph. Rear end ratios are available from 3.08 to 4.33. Limited slip is an option. There are also 2 optional Ram Air packages for dealer installation. The good one trashes the stock cam for a hot 301/313/76 cam – real “lumpy”.

Car Number 36. The Oldsmobile Toronado is full of innovations. For one thing, the car is small for an olds with a 119 inch wheelbase. The 385 hp, 425 cubic inch V8 powers the front wheel drive via a chain connected from the torque converter to the automatic transmission. The car weighs a hefty 4496 pounds. Look – there are no vent windows. This is a styling gimmick that is sure to pass. There is no disc brake option so in its place are finned drums with special wheels containing cooling cutouts. These cutouts allow for a stop from 60 mph to be accomplished in 167 feet. There is a 5200 rpm red line, and the quarter mile is a slow 17.2 at 82 mph. Of course this was not meant to be a light-bodied muscle car and the price is stiff - \$4585 for the standard version and \$4779 for a deluxe trim option with a center arm rest. A loaded version weighing 4800 pounds still could do 0-60 in 9.5 seconds. Full chrome wheels are a nice touch at \$71.09 for the set. I do not recall seeing any of these wheels on Toronados. Top speed is 114 mph at 5000 rpm.

Car Number 37. The Oldsmobile 442 is more to my liking. The weight is only 3613 pounds. A 400 cubic inch, 10.5:1 compression V8, produces 350 hp at

5000 rpm. Five of these vehicles are used by the show car staff during the preparations for this show.

Car Number 38. The Corvair Stinger, aka Yenko Corvair, is alive and well with 10.5:1 compression and 210 hp. The light weight of 2530 pounds compensates somewhat for the small, air-cooled, flat 6. The racing stripe, special wheels, and chrome mirrors look good on the car.

Car Number 39. AUSCA Formula 2 is built by AUSCA Engineering in Lake Forest, Illinois. It is billed as one of the least expensive winners in the country. The 96 cubic inch inline 4 produces 160 hp. This is an Alfa Romeo engine, rear mounted, in the Formula 2 chassis.

Car Number 40. This is a replicar – the Cord Sportsman. It has a 164 cubic inch Corvair engine (180 hp) and drive unit, but it is front wheel drive like the original Cord. The body is vacuum-formed like a giant model car out of a modified acrylonitrile butadiene styrene (ABS) which is only dented by an impact that penetrates 18 gauge steel, quarter inch polyester, and three quarter inch marine grade plywood. Heat applied to the dent will cause the damaged area to “pop” back to its original shape. Since the car is molded in color there is no paint damage. We will surely see cars made of this material in the future.

Car Number 41. The Avanti is alive! Purchased from Studebaker last year by Nate Altman the innovative car lives on. After a 19 month absence from production Altman is looking for a production of 800 to 1000 cars per year. The engine is a Corvette 327 with 300 hp at 5000 rpm. The \$7200 list price includes air, power windows, power brakes (disc front/drum rear), power steering, tilt wheel, radio, heater, whitewall tires, electric wipers, seat belts, padded dash, full instrumentation, windshield washers, choice of 4 speed Borg Warner or 3 speed automatic, and emergency flashers. Items may be deleted with a corresponding reduction in price. The fiberglass body is made by Molded Fiber Glass Company in Ashtabula, Ohio and is 200 pounds lighter than a steel body. The suspension uses front and rear stabilizer bars with rear radius rods to prevent spring wind up. The total weight is 3181 pounds.

Car Number 42. Here we have the garden variety Ford Mustang with the 271 hp 289 V8. The 225hp

Muscle Car Era—You Are There... Continued

version will go from 0-60 in 10.5 seconds and turn the quarter mile in 17.0 at 81 mph with a 3.00 rear and automatic transmission.

Car Number 43. The Fairlane GT-A has a 10.5:1 compression 390 V8. Horsepower is 335 at 4600 rpm. The car weighs 3640 pounds and is fairly typical of a hot offering from any of the American manufacturers.

Exhibit Number 44. The new Chrysler 440 V8 is on display. This just might be the alternative to the 426 Hemi in the 1967 model line up.

Car Number 45. It is King Kong – the 426 Hemi in a Plymouth Belvedere. A hefty 3954 pounds, but capable of blasting down the quarter mile in 13.80 at 104 mph. This car has the 4 speed transmission, Dana rear, dual 4 barrel carburetors, 10.25:1 compression, and 425 hp at 5000 rpm. A fellow could set himself up in one of these for about \$3500.

Exhibit Number 46. At this exhibit we are able to peer inside a Plymouth Fury because this is a full size cut-away just like the drawings in magazines except here is the real thing. Details such as the thickness of the dash padding and cylinder walls in the engine are readily apparent.

Car Number 47. The Plymouth Barracuda Formula S is the Chrysler pony car. For \$258 the Formula S package includes a Commando 273 V8 with 10.5:1 compression, 235 hp at 5200 rpm, solid lifter cam, Carter AFB, and a dual point distributor. The enthusiast may add front disc brakes with 10 inch rear drums. Tires are 6.95X14 Goodyear Blue Streaks on 14X5.5" wide-rim wheels. The Valiant grille detracts from the looks a little and will probably hurt sales. The entire advertising campaign has a family appeal that further reduces the appeal to younger drivers.

Car Number 48. The Comet Cyclone GT is Mercury's hot offering. The base engine is a

200 hp 289, but who wants one of those when a 315 hp 390 or a 427 are available? Inside there are the usual bucket seats, floor mounted gear shift, and console. Underneath is the heavy duty suspension. This is the first year for the convertible - the car that will pace the Indy 500 race.

Car Number 49. The Karman Ghia from Volkswagon is a nice sports car. There is a choice of convertible or hardtop, each with bucket seats, 4 speed, and dual exhaust. These cars are reputed to be quite a departure from the VW bug.

Car Number 50. The Volkswagon 1600 presents a new look for the VW. Some people refer to it as the square bug. Somehow the old style VW just seems more appropriate.

Exhibit Number 51. Shell Oil has a nice display. All cars that leave the Ferrari factory in Maranello, Italy are fueled with Super Shell.

Car Number 52. The Ferrari Super Fast is not super interesting.

Car Number 53. The Meister Brauser Scarab is a nice race car, but something one never sees on the street.

Exhibit Number 54. Somehow a Cessna 150 airplane joined the show. The 4 cylinder engine produces 100 hp at 2750 rpm. Total weight is 1600 pounds.

Car Number 55. The NSU Spider has the Wankel rotary engine. The chrome racing mirror on the front fender looks bolted on as an after thought. Like the Datsun, these types of cars will probably remain oddities.

That completes the show. Some of the prophecies came to pass, others did not. This was the model year for the greatest number of GTOs produced and the last year for the GTO tri-power option. It was the first year for the

426 street Hemi and its greatest model year production numbers. It was the first year without a fuel injected Corvette. The Camaros, Firebirds, Challengers, new Barracudas, new Mustangs – well, they were just around the corner and would usher in changes that would alter the mood of these times.

Of course we all drove Vettes, Hemis, and Chevelle SS cars. NOT! There was a fellow in my high school who always drove a Vette. And there was some old guy (24 years old) in Portage, Indiana with a Hemi Coronet. He was pretty cool, though, as he ditched the Goodyear Blue Streaks, wheels and all, in favor of a set of Mickey Thompson Radars and decent tires. Guys like this fellow were rich. Four of those magnesium M/T wheels cost \$145.

My friends and I, for the most part, drove old cars. I had my '55 Dodge 270 Hemi that was really nice. There was a '58 Austin Healey bug-eye Sprite, a '59 Studebaker Lark with the 289 and rusty front fenders, a '59 Ford Fairlane with a 292, and a very nice '61 Buick Skylark with the 215 aluminum V8, bucket seats, and 4 speed. The '57 Olds with the 3 piece rear window was unusual as was the '30 Model A 4 door sedan (driven to school every day). A '56 Buick was sort of a beater. Most of these cars were worth \$250 to \$500 (although I recall the restored Model A cost \$2200). There were quite a few Renault (pronounced Ree-nalt in those days) Dauphines that were nothing but headaches for the owners. As much as we enjoy them now, there were no street rods that I can recall. That just goes to show how the memory can play tricks on us when we remember the way we wanted it to be rather than the way it really was.

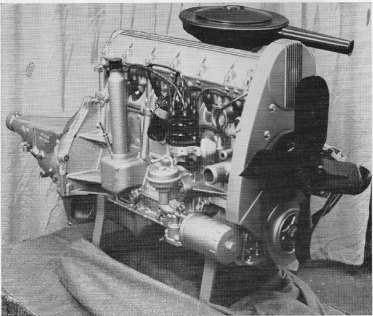
The Smothers Brothers did break up. The U.S. beat the Russians to the moon using computers that would be worthless by today's standards. Jerry and the Pacemakers had their last hit in "Girl on a Swing". The signs of changing times were everywhere around us. The rock bands were getting away from coordinated "uniforms". For me Rock and Roll died the night of my 1966 New Year's Eve party when the band members' clothes did not match and only two wore neck ties – horrors! "Motor Trend" magazine was predicting that smog equipment would cost \$50 per car in 1968. But, hey, they can't do that! Things are just starting to warm up. The street Hemi is heading for 600 cubic inches. The muscle car era will never stop.

The muscle car era is not easy to grasp for one who was not around in the 1960's. High performance and the high performance image was everywhere. More than 1 million Mustangs were sold in less than 24 months. That is an average of 1,370 Mustangs every day for 730 days in a row. I remember my parents and grandparents were interested in high performance cars.

The following are a few production figures for 1966:

| | |
|-------------------------------|------------------|
| Avanti II | 59 |
| Yenko Stinger Corvair | 100 |
| Hertz Mustang GT 350H | 1,001 |
| Shelby Mustang | 1,387 |
| Sunbeam Tiger | 2,165 (estimate) |
| Dodge and Plymouth 426 Hemi | 3,350 |
| Corvette 427 | 5,258 |
| Jaguar XKE | 5,730 (estimate) |
| Buick Skylark GS | 13,816 |
| Oldsmobile 442 | 21,997 |
| Plymouth Barracuda, all types | 38,029 |
| Oldsmobile Toronado | 40,963 |
| Chevelle 396 | 72,272 |
| Pontiac GTO | 96,946 |
| Pontiac LeMans (all types) | 121,740 |
| Mustang (all types) | 607,568 |

Hot six ?



Latest development from General Motors Research

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WELTER PONTIAC, INC.

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966 Sports Car Spectacular 45

Muscle Car Era—You Are There... Continued



That farm boy outfit and the big black hat cropped up everywhere from Le Mans to Riverside. On tortuous racing circuits around the world, Carroll Shelby learned what a car should be . . . power when you need it, handling when you need it. And he proceeded to build America's first true sports car . . . the 289 Cobra. Laurels are not for resting on. Now, here are the new ones . . . the sensational 427 Cobra and the road hungry G.T. 350 from Shelby-American.

**SHELBY
G.T. 350
COBRA**

The Shelby G.T. 350 starts with a Mustang fastback and there the similarity ends. The high performance Ford 289 has been reworked with an aluminum high rise manifold, four barrel carburetion and tuned exhaust headers. The result 306 horses. Completely new front suspension geometry, torque controlled rear axle, the close ratio Borg Warner gear box (high performance automatic optional) front discs and sintered metallic rear linings deliver superior handling characteristics. Then add the rear quarter panel windows, functional hood and rear brake air scoops, tach, competition seat belts and optional fold-down rear seats. You don't have to go from zero to sixty in 5.7 seconds, but it's nice to know you can.

The Cobra is the perfect sports car. Those are strong words but they can be proven. The 7 liter Ford 273 is fitted out with two four-barrel carbs and delivers 425 horsepower. That's right, 425. The result is an acceleration curve that's as close to vertical as you can get. For instance, Ken Miles did zero to a hundred in 13.8 seconds with street tires. The all-new computer-designed frame with independent coil spring suspension is one of the most sophisticated designs on the road today. Anti-dive and anti-squat characteristics are excellent. And as far as braking is concerned . . . well, those massive Girling discs will really haul her down from top speeds. If you need roll up windows for perfection, then forget it.

1966 Sports Car Spectacular

**ROMY HAMMES
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SELL CARS AND TRUCKS"

27



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1966 Sports Car Spectacular

37



Mike Petersen with his
1955 Dodge Custom Royal Lancer
August 1967

By Dean Tryon

Dean has compiled a list of Ethanol-free gas stations in the area - Thanks Dean!

| City | Co. | Address | Type | Phone | Noted by: |
|---------------|---------------------------|------------------------------|----------|----------|------------------|
| Apex | Crosswinds Boating | 565 Farrington Rd | 87 | 387-7011 | Web site |
| Apex | Shell-Rosemart | 902a US Hwy 64 W | 87 | 462-8332 | Web site |
| Cary | BP-Dolphin's Mart | 5016 Commons Hill Dr | 89 | 461-3780 | Web site |
| Chapel Hill | Citgo-Calvander Food | 108 Dairyland Rd | 87 | 942-8225 | Web site |
| Clayton | Exxon-Han Dee Hugos | 11325 US Hwy 70 | 89 | 553-2420 | Web site |
| Clayton | Howards Mini Mart | 4222 Barber Mill Rd | 92 | 553-8010 | Web site |
| Durham | Pure-Gas | 2727 Guess Rd | 87/89/93 | 479-3230 | Web/Sieber |
| Durham | Family Fare - BP | 4525 Hwy 501 | 87 | 489-5120 | Web site |
| Durham | Family Fare - BP | 2918 Guess rd | 87 | 471-5002 | Web site |
| Durham | Family Fare - Shell | 412 S Lasalle St | 87 | 309-1312 | Web site |
| Durham | Family Fare - BP | 2502 Hwy 501 | 87 | 480-3481 | Web site |
| Durham | Rolling View Marina | 3940 Falls Lake rd | 89 | 596-2194 | Web site |
| Fuquay-Varina | Whitey's Country Store | 4298 Christian Light Rd | 87 | 552-0633 | Web site |
| Fuquay-Varina | Spirit | 459 E. Main St | 89 | 557-0631 | Web site |
| Garner | Coryea Corner Store | 14632 Hwy 50 | 93 | 773-4500 | Web site |
| Garner | Family Food | 1535 Hwy 70 W | 87 | 779-4555 | Web site |
| Garner | Han Dee Hugo's | 3400 Benson Rd | 89 | 662-1825 | Web site/Goldman |
| Mebane | BP | 400 Buckhorn Rd | mid | | VanDewoestine |
| Mebane | BP - Arrowhead | 1121 Mebane Oaks Rd | | | Web site |
| Morrisville | Marathon - Tri. Mini Mart | 10420 Chapel Hill Rd | 90 | 469-1720 | Parsons/Agayoff |
| Raleigh | Ernie Lee | 4009 Mitchell Mill Rd | 93 | 266-2506 | Burgwyn/Web site |
| Raleigh | BP-Bull Market | 6712 Glenwood Ave | 89 | 781-1831 | Web site |
| Raleigh | Community Mart | 10128 Old Stage Rd | 93 | | Web site |
| Raleigh | BP-Family Fare | 2570 Wilmington St | 87 | 832-7882 | Web site |
| Raleigh | Marathon Five Points | 1641 Glenwood Ave | 90 | 755-1025 | Web site |
| Raleigh | Valero - Pauls Grocery | 7301 Poole Rd | 93 | 266-2624 | Web site |
| Raleigh | Resco Mart | 802 Purser Dr | 90 | 772-1944 | Web site |
| Raleigh | Shell-Rosemart | 210 E Six Forks Rd | 89 | 828-0509 | Web site |
| Raleigh | Sunoco - North Ridge | 6515 Falls of Neuss | 93 | 876-2943 | D. Winstead |
| Raleigh | Exxon | 9501 Strickland Rd, near H-D | 93 | 848-1550 | Gage |
| Raleigh | BP - Taylors | 10005 Six Forks | 89 | 847-3069 | Geo Mills |
| Wake Forest | Holding Oil | 534 S. White St | 93 | 556-3604 | Tryon/Web |
| Wendell | Fleet Fuels | 3400 Wendell Blvd | 87/92 | 365-6484 | Web site |
| Zebulon | Resco mart | 406 Shepard School | 87 | 269-0001 | Web site |

See also web: <http://pure-gas.org/>

Triangle Chapter Websites

By Denny Oestreich

Did you know that the Triangle Chapter, NC Region and AACA National have three different websites? This is a short overview that may help you enjoy your AACA membership by exploring the information on these sites. While I will no longer be the Newsletter editor, I will continue to update the Triangle Chapter and NC Region websites. You can help by sending me pictures and stories. It is also helpful if you point out corrections and old information.

Website addresses can be confusing. Addresses contain a unique domain name such as AACA and a suffix such as .org to make a unique address such as "aaca.org" or "facebook.com". After the suffix are usually a lot of internal internet addresses. The three main websites that can help you enjoy your AACA membership are:

<http://www.ncregionaaca.com/triangle/> - For Triangle Chapter activities.

<http://www.ncregionaaca.com/region/> - The NC Region activities.

<http://www.aaca.org/> - The National AACA website

In each of the following paragraphs I will list some things that may be of interest to you. In this article, you may be able to point your cursor over the web addresses in blue and depress the control key and left click your mouse at the same time to open the website addresses. If this does not work on your computer you may have to copy and paste the addresses into the address line of your web browser. I will point out some things you may be interested in exploring.

Triangle Chapter Website -

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

Following is a list of items you may find interesting. The Triangle Chapter Home Page is the first page you see when you go our site. On this page you will find current information about upcoming events and short articles with links to pictures of recent activities.

A link to our latest newsletter.

A notice of our next meeting or scheduled events.

Links to other pages on our website include:

[Triangle Contacts](#) - A list of Chapter Officers, Board members, and contacts.

[Calendar](#) - List of events that the Triangle Chapter has planned for 201

[Newsletters](#) - Link to all of our newsletters on -line.

[Picture Archive](#) - A link to event pictures taken at Chapter and other events.

[Member's Pride](#) - Pictures of Triangle Chapter members' vehicles.

[Join Us](#) - Read about membership. You can refer this to potential new members.

[Watch a Take-a-Part T Demo from 2005](#)

[Ethanol Free Gasoline](#) - A list of area service stations with Ethanol Free Gasoline.

On the left side of the pages are menus with links to other AACA Region and Chapter Websites.

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

The NC Region Home page provides information about upcoming events. Upcoming events are listed first as a reminder for members. The Home page also provides the Main Menu in the upper left corner with links to other pages of information:

[About NC Region](#) includes officers and contacts, past officers, location of Chapters and our association with the NC Transportation Museum.

An [Events List](#) with all AACA National shows and Tours, NC Region Events and Chapter car shows for 2018.

NC Region [Chapter Activities](#) lists the contacts meeting location /times and car show plans for each Chapter.

[Region Awards](#) describes the Region award criteria and lists previous award winners. There is also a listing of all Redbird winners up to 2016.

[Photo Gallery](#) provides pictures taken by various members at NC Region events over the years. There are great Photos taken by various members.

[Publications](#) include the membership application form, Region Reporting Form and the NC Region Policy and Procedure Manual.

[Scholarships](#) provides a description of the scholarships that the NC Region provides and how to apply for a scholarship.

The side menus on the Home page provide links to the other Websites for NC Region Chapters and Other Regions in North Carolina.

On the Right hand side you can see Randy Stone's Judges Corner.

At the Bottom of the Home pages are Links to the Chapter Facebook pages.

National AACA Web Site:
<http://www.aaca.org/>

The National AACA Website is professionally maintained by AACA to provide members with information about National Events and Procedures. This is a large site worth exploring. Important things on this site include:

[Calendar of National Meets](#)

[AACA Judging Guidelines Handbook](#)

[Meet Results](#)

[The Speedster On-line](#)

[List of Regions and Chapters](#)

[Films and Videos](#) available from AACA.

There is a lot of information if you have few minutes to explore. If you have trouble call Denny Oestreich for help. 919-846-8163.

By Annie Goldman

Following another round of snow, the NC Region Business Meeting was held in Burlington on January 19-20, 2018. For most of us, it was the first chance to catch up with old friends and meet new ones! 15 Triangle Chapter members were present on Saturday's meeting alone!

While the NC Region Board members conducting their meeting, Region members were treated to coffee, muffins and bagels, sponsored by Classic Wood Products. A display of vintage magazines, a travel game and the wonderful "What Is It?" tool game.



The one of the first presentations of the day was given by Tim Henshaw, Greensboro Fire Marshall on "Auto and Garage Fire Safety":

Garage Fire Statistics:

- 6,600 residential garages fires reported in 2017.
- Garage fires spread faster than any other fires in the home.
- You have up to 1 1/2 minutes to decide to either leave the structure or grab a fire extinguisher.
- 30 people died from these fires.
- Approximately 400 injuries reported.
- \$457 million in property loss.

Recommended Garage Construction:

- Walls & Ceiling Fire Separation
- Use 5/8" thick gypsum on the ceiling
- Use 1/2" thick gypsum on the walls
- Have a fire-rated attic hatch.
- No plastic sheeting, no material and no Foam use on the walls.

Recommended Doors:

- Minimum of 20 minute door.
- Door closer only required when it's a Commercial door.

Fire Detection:

- Have a heat detector/alarm installed.
- Have a carbon monoxide detector/Alarm installed.
- *All new homes built in 2018 will come with CO detectors.

Fire Suppression:

- While a class A, B, C extinguisher will put out a fire, it will ruin everything it touches.
- Having a class B, C extinguisher won't ruin anything, with the exception of a radio or gauge cluster. It will leave condensation behind.

Tim recommends purchasing from any fire extinguisher store, a FE-00 or FE-36 fire extinguisher. It's a more expensive model, but is great when needed.

Tim also recommends:

- Keep compatible products separated on shelves, in metal cabinets.
- Keep cans labeled and identified:
 - Gas
 - Kerosene
 - Mineral Spirits
- Plastic containers are for transportation only, never for storage.
- Use only a metal can with flame arrestor and vapor suppressor for storage.

If a Fire Occurs:

- Remove yourself and others.
- Dial 911, no matter the size of fire.
- Assess the fire and determine if quick action with a fire extinguisher would stop the spread.
 - *If more than one fire is burning, It is too big! Wait for firemen.
- **DON'T EVER GO BACK INSIDE!**



Questions?

Contact Information:

Tim Henshaw, Fire Marshal
Greensboro Fire Department
336-430-6031
Timothy.Henshaw@Greensboro-nc.gov



I then attended a wonderful presentation on the "Splinter, the World's Only Wooden Supercar". Joe Harmon spent the better part of nine years building this amazing vehicle. Some basic specs:

- 3,000 lbs.
- Powered by an LS-7 with between 600-700 HP.
- 6-Speed manual transmission

More details:

<https://www.splintersupercar.com/>

Some questions he's been asked about the car:

Do you have problems with terminte?

You can't eat what you can't catch!

Why is the car made out of wood?

Joe was inspired by the all-wood WWII airplane called the deHavilland Mosquito. If you can make a plane fly, then so can a car.

What if it catches fire?

Every car can catch fire!

The project was started in 2007 and finished October 2015 before the car was shipped to Germany for a car show.



Our final presentation was given by Russ Stellfox, Petty's Garage ad Museum. Russ talked about all of the wonderful projects, cars and events held at Petty's Garage— home to the 2018 NC Region Spring Car Show!

While providing beautiful custom-built cars, they also restore and modify primarily Mustangs and Mopars, but are moving into Corvette and Camaros too. They also are dedicated to helping the community by holding and hosting various car shows and cruise-ins.

For more information, hours of operation: <https://www.pettys-garage.com/>

Lunch time gave us all a chance to catch up again, discuss what we've seen and heard so far and prepare for the Business meeting to close out our day together.

Bill Cox, president of the NC Region, opened up the meeting with the approval of the last meeting's minutes, Lorrie Oaks presented the funds in the treasury, the expenses and incomes and also about the scholarships available. The NC Region had 645 members. If you received your red Bird and five (certifications), contact Randy Stone, chief judge, and you will receive a board for your chips. If you desire, you can also request a board for your region judging chips.

The NC Transportation Museum would like to start displaying members cars in January-February, starting in 2019. An idea to create a theme, from each Chapter, for each 15 vehicle display was requested. What's your idea for a themed car display? I have my idea!

Lastly, awards were presented! At the Spring and Fall NC Region meeting, vehicles are selected for awards they are eligible for and the owners were presented with their NC Region/AACA sign to display with their vehicle.

Bill Cox presented our own Jean Soehnlien with the "Circle of Honor" award for her dedication to the NC Region for over 30 years! Riley Reiner read a beautiful overview of Jean's hard work and accomplishments both to the Triangle Chapter and NC Region since Jean and Mike's (now deceased) first car show with the AACA back in the 1980's. Jean's very emotional acceptance speech brought tears to our eyes and warmed our hearts with her passion and love of this incredible hobby.

We are honored to have you represent the Triangle Chapter!!



For more information on the Circle of Honor: <http://ncregionaaca.com/region/index.php/awards-main-menu/2011-05-30-11-22-25/85-about-us/awards/awards-given-by-nc-region/396-circle-of-honor-award>

NC Region Business Meeting... Cont'd

David Allen, Editor of the NC Region Newsletter, present awards to the representatives of the Chapters who contributed articles for each of the six newsletters published in 2017. I was honored



to not only receive one of these awards, but I also received "Best Chapter Report".



Here's the award presented to Jim Gill on behalf of the NC Region for hosting the 2017 NC Region Spring Meet in Raleigh.



Caption this!

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 National 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

April 7 - AACA Divisional Spring Meet, Charlotte, NC Information here:

http://www.aaca.org/images/meet_brochures/2018_Southeast_Spring_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:

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

April 14 - NC Region Cruise-In, TBA

April 28 - NC Region Spring Meet, General Greene Chapter, Petty's Garage, Level Cross NC

Registration here: <http://ncregionaaca.com/region/images/pdf/2018gengreen.pdf>

May 5 - Triangle Chapter Car Show, Raleigh NC



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Triangle Chapter Website: <http://www.ncregionaaca.com/triangle/>
Facebook: <https://www.facebook.com/AntiqueAutosTriangle/>

