



May, 2014

Volume 43, Issue 05

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This newsletter is a publication of the Vernon L. Nash Antique Auto Club of Fairbanks, which is the farthest north region of the Antique Automobile Club of America.



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If you have material you would like to contribute, please contact our editor, Rick Larrick, at the club email: vlnaacf@gmail.com



Great Expectations

A Studebaker Story

By John Binder

Sometimes, when given long enough, our daydreams can lead us to expect more than reality is willing to bequeath. We plan, we provide the means, and we give all we can to go to the place our daydreams conjure only to find raw truth at the end of the story. Thus goes the tale of Binders' red bullet nose Studebaker. After shelling out all we could afford and trusting family, in our absence, to care for our beautiful automobile our daydreams of cruising with the Nash Pack grew as the moment of delivery drew nigh. We arranged repairs and maintenance over the phone with a suggested mechanic. We begged for covered storage from immediate family with the financial wherewithal to accommodate and were promised care would be taken. We planned, prepared, and dreamed our car's rebirth into a safe and functional ride to enjoy with the friends we've made in the Vernon Nash club. I am here to

warn you all; to leave your dreams in the hands of others is to invite disastrous realities to slap you in the face like a wet salmon.

After an uncomfortable night flight and a harrowing rental car drive to my brother's home I was giddy with anticipation to fire up our new (old) ride. What I found was a disaster three years in the making. Our car was sitting in a field of bovines; grass as tall as your knee growing around its red door jambs. Cow pies surrounded her making my approach seem like a cowboy ballet as I avoided covering my Nikes in poo. Tree sap and pollen covered her from top to bottom, hardened into sticky cement from years of exposure to the sun. Every piece of rubber, every piece of trim was green with moss and fungus as if the car were attempting a poor imitation of a Chia

(Continued on page 10)

The following article is the fourth of a series excerpted from Chapter XVI of the 1919 second edition Education and Engineering Series book, *The Gasoline Automobile*, written in 1915 by George W. Hobbs and Earl L. Consoliver, and updated for the second edition by Ben G. Elliott and Consoliver. It was published by the Extension Division of the University of Wisconsin through McGraw-Hill, last copyrighted in 1919. The book was found at Hershey this fall, and on-line checks show that this book is in the public domain, digitized in the Hathi Trust Digital Library and also Google-digitized.

Operation and Care: Knowing, washing & caring for the car.

350. Knowing the Car.—One will very soon become accustomed to all of the noises the car makes, and any strange sound, be it ever so slight, will be immediately perceptible.

Much of the satisfaction that an automobile gives depends upon the driver. If he neglects his automobile, if he does not lubricate it, or if he tinkers with it too much, he is bound to receive unsatisfactory service.

No machine can be absolutely automatic. All things must wear in time. The best preventive of wear, and the most certain thing to increase the life of an automobile, is proper lubrication. Remember that a motor car is like any piece of machinery and will not keep in good running condition without a reasonable amount of care. The life of a car can be cut in two by neglect, or doubled by careful use.

One should become thoroughly familiar with all the lubricating points of the car. The chart in Fig. 543 will show where each one is located. The lubrication of the car should be given regular attention. If this is done, there will be no complaint due to the car becoming noisy or from bearings wearing out. Satisfaction would be greatly increased if every one would learn the details of the machine, that is, learn to make the simple examinations and adjustments. One should not depend on some one else to do that which is so simply done and which one can get much satisfaction in doing. One should familiarize himself with every detail of his car and

then he will have great confidence in venturing over any road at any distance from a repair station.

In learning to drive a car, it is better to use the hand throttle for the first few days until the other details of driving have been mastered. Then learn to use the foot accelerator. The foot accelerator is controlled by a spring and is released by removing the foot. This will slow down the car to the point where the hand throttle is set. In using the foot accelerator, keep the hand throttle set at a point where the engine will just pull the car. Then, when the foot is removed from the accelerator, there will be no danger of an accident from the car's not slowing down.

Never allow the engine to race when it is idle. When there is no load on the engine it will vibrate unduly at high speeds, which causes excessive strains and make the engine and car noisy. Racing the engine, when driving, can be avoided by learning to use the foot accelerator in the proper manner in relation to the clutch and gear shifts.

351. The Spring Overhauling.—The greatest trouble with the average motorist is that he has the idea that all the attention a car needs is to keep it full of gasoline, oil, and water. There are many owners, however, who enjoy making their own adjustments and keeping their car always in good condition by giving it frequent attention. After a car has been laid up for some time, the oil is forced out of the bearings and, if run in this condition, considerable damage is liable to result. All old oil should be drained off and the case thoroughly washed out with kerosene. Hot kerosene and oil should be

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THE GASOLINE AUTOMOBILE

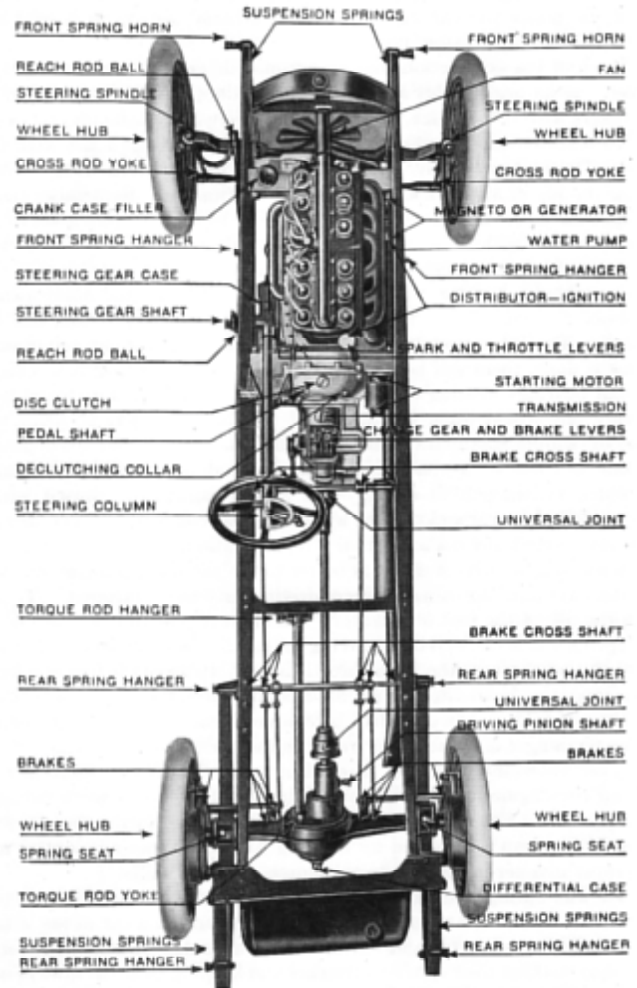


FIG. 543.—Chassis lubricating chart. (The Tide Water Oil Company.)

poured into the cylinders to cut the gummed oil and to remove any rust that may have formed. After draining off the kerosene, the crank case should be filled with oil to the upper test cock. The electric starter must not be used until it has been determined that the engine is free to turn. This can be determined by turning the engine over a few times with the hand crank. The spark plugs are cleaned by washing with gasoline and a brush—never scraped. The spark gap between points is then adjusted to about 1/32 in., or the thickness of a well-worn dime.

Tests for leaks around the valves and spark plugs by squirting oil on the joints and then turning the engine over. If there are any leaks, air bubbles will be seen in the oil.

If the gasoline does not flow to the carburetor, the feed pipe should

(Continued on page 3)

Time between slipping on a peel and smacking the pavement = 1 bananosecond

(Continued from page 2)

be removed and blown out. The screen in the bottom of the carburetor may be clogged and should be cleaned. The gasoline flow can be tested by holding the float down.

In the wet-type multiple-disc clutch, the oil should be drained off and the clutch filled with kerosene. After replacing the plug, the engine should be started. It should be run for a few minutes during the time the clutch should be pushed in and out several times. After the engine is stopped, the kerosene should be drained off and the clutch filled with the proper amount of lubricant. The transmission, differential, and universal joint should also be washed out and repacked. Every point mentioned on the lubrication chart of Fig. 543 should be cleaned, adjusted, and oiled.

The leaves of the springs should be spread apart and a mixture of oil and graphite inserted.

If the tires have been removed for storage, see that a thorough application of soapstone is applied to the inside of the rims to prevent their sticking to the tires.

An easy way to calculate pressure for tires is to multiply the diameter of the tire by 20. For example, the correct pressure for a 3-in. tire is 60 lb. and for a 4-in. tire 80 lb. A tire should be pumped up till it becomes perfectly round when supporting the weight of the car. Of course, the only sure way of getting the correct pressure is by the use of a reliable pressure tire-gauge.

352. Washing the Car.—The car should be washed before the mud has a chance to dry. If a hose is used, the stream should be tempered or, better still, the nozzle should be taken off and a slow stream used. Always use cold water, as warm water will injure the varnish. After washing off the mud, take a sponge well filled with water and dash it gently against the surface. Never rub the surface when washing, as it is sure to scratch the polished surface.

After the mud has been removed, any grease on the finish should be removed by washing with suds of a pure white soap. This should be done with a soft sponge and as little rubbing as possible. After washing with the soap, and rinsing with cold water, the finish should be rubbed dry, and polished with a chamois skin. The car should not be left standing in the bright sunlight, as it will dry too rapidly and be streaked.

A new car should be washed with cold water before it gets dirty. The cold water will help to set the varnish and prevent the accumulation of dust.

353. Care of the Top.—Care should be taken to see that no dust, dirt, mud, or grease is allowed to remain either on the inside or outside of the car top. The outside can usually be cleaned off with a dry stiff brush, or in bad cases with soap and water applied with a sponge. Gasoline, kerosene, or naphtha will cause the rubber in the fabric of the top to disintegrate and finally leak. After the top has been washed it

should be rinsed off with clean water and permitted to dry. The inside of the top may also be cleaned with soapsuds, but it is much better to apply it with a brush than with a sponge. A top should never be put down or covered while wet. It should be thoroughly dry.

354. Cleaning the Reflectors.—When lamp reflectors become dirty do not wipe them but use a stream of cold water to remove the dust or dirt and permit the reflectors to dry by air only. The reflectors are silver plated.

(Continued on page 8)



Seldovia Harbor

OPPORTUNITIES TO REALLY EXERCISE YOUR VEHICLE IN 2014

June 6 & 7 Joint meet: Our Anchorage counterparts (Antique Auto musers of Alaska (AAMA)) will host the gala event this year at the fabulous Majestic Valley Wilderness Lodge located on the Glenn Highway at MP 114.9. For room reservations: phone 907-746-2930 or email info@majesticvalleylodge.com

June 23 - 25 tour to Wiseman: Those Auto Musers are doing the haul road again and you are invited! AAMA Jim Fredenhagen is leading his Model A group north to Wiseman after attending the Fountainhead Museum Solstice Cruise-In here on June 21 & 22. The Dalton Highway is now about 60% paved to Wiseman. Plus, en-route you'll cross the Arctic Circle! "Clutch" (Jim) & Lorna Lounsbury of our club have property in Wiseman and will lead a tour of historic Wiseman, their placer mining operation & the museum. Act now as housing is very limited in Wiseman, but there's plenty of space to camp.

August 2 thru 8 Adventure Before Dementia Tour to Homer and the quaint village of Seldovia: By popular demand our long-distance tour this year is entirely on paved roadways! While in Anchorage we will participate in the Jay Ofsthun Show & Shine (which is the largest car show in Alaska). We already have a great group of folks signed-up to attend. Please join us for this fun & camaraderie building event!

For questions or details regarding any of the above, contact Scott Grundy at 457-3526 or grundy@mosquitonet.com.



May, 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3
4	5	6 BOARD MTG— <i>Sam's Sourdough</i>	7	8 MEMBER MTG— FOUNTAIN-HEAD MUSEUM	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24 <i>Cars n Coffee</i> 8-10am <i>Pioneer Park Open</i>
25	26 <i>Memorial Day</i>	27	28 <i>1st Weekly Run-Around!</i>	29	30	31 Carlson Show!

Suggestion: Print or cut this page out and tape it to your refrigerator so you don't miss any of our fun times!

Vernon L. Nash Antique Auto Club Region AACA

- **Tuesday, May 6th: Board Mtg.** 6:30 pm Sam's Sourdough Cafe
- **Thursday, May 8th: Membership Meeting** **FOUNTAINHEAD MUSEUM** at 7pm
- **Sat, May 24th** (and every Saturday all summer): **Cars n Coffee** 8-10am Downtown, Sadler's Lot (Dave Karpik)
- **Wed, May 28th: First Run-Around:** Meet at 6:50pm in the Pioneer Park front lot every Wednesday all summer.
- **Friday, May 30th:** Load-in at the **Carlson Center** (John Binder)
- **Sat & Sun May 31 / June 1: Carlson Center Member's Only Show** (John Binder)
- **Fri June 6th/ Sat, June 7th: Joint Meet at Majestic Mountain** (Scott Grundy)
- **Sat, June 7th** (for those whose cars can't make it to the Joint Meet) **Mon-**



- **derosa Run**—leaves at 10am. (Don Oines)
- **Sat, June 14th: Juneteenth Parade** followed by **Slo-Poke Run**, meet at J.P. Jones Center 9:30am (John McCarthy)
- **Fri & Sat June 20-21st: Fountain-head Midnight Sun Cruise-In**, Wedgewood (Rick Larrick)

Antique Auto Musers Region (Anchorage) AACA

- **May 17-20: Shake Down Cruise to Homer** (Jim Fredenhagen)

- **June 6-7th: Joint Meet at Majestic Mountain**
- **June 22-26: Long Distance Model A Tour to Wiseman** (contact Jim Fredenhagen @ 907-243-5214)

National AACA Events

- **May 8-10: AACA Special Meet**, Auburn, IN
- **May 29-31: AACA Eastern Spring Meet**, Buffalo, NY
- **October 8-11th HERSHEY AACA Eastern Fall Meet**

Other Events

- **Sat, May 31st: Crusin' With Santa**, North Pole
- **Sat, June 15th Sourdough Fuel Father's Day Show**



President's Headlights
- John McCarthy

in our vintage iron. Those folks that got an early start in April will now be joined by dozens of others that have waited for puddles to dry, gravel to be swept and pleasant springtime temperatures.

The May 8th membership meeting will, once again, be held at the Fountainhead Museum and will give us the opportunity to admire the beautiful cars of Fountainhead. Thanks go to Tim Cerney for allowing us the opportunity to enjoy the museum. May's meeting will have another special guest speaker and will also discuss the line-up of our outdoor summer meetings and the club's agenda for the summer. May is also the month that we hold our annual members-only

As April is now but a glimpse in our rearview mirrors, it's great to see the progress we made in the sale of our Volkswagen raffle tickets. The Woman's Affair was a great early month's boost of revenue followed by the debut of the raffle VW to the Fairbanks public at the Outdoor Show.

Thank you to raffle chair Fred Husby and wife Vonna and the volunteer club members for donating their time and efforts to make our ticket sales a successful venture at these two shows.

I'm really looking forward to May! Winter is finally behind us and we, as old car aficionados, can hit the rod

car show. This year's event is shaping up nicely and I am looking forward to seeing all our cars under the lights of the Carlson Center on May 30th thru June 1st. The car show, as always, should be fun and a great get together. I look forward to seeing you at both events. Hope the Easter Bunny was good to you! - John McCarthy

Member TO-DO LIST:

1. Call John Binder (488-1575) and volunteer to help with the Carlson Show preparations.
2. Register your car for the Carlson Show (form on page 12)
3. Make your reservation at Majestic Valley (907-746-2930); call Scott Grundy to tell him you are going
4. Sign up at the May Meeting or call Rick Larrick (457-4344) to volunteer to help with the Fountainhead Show (your 1st car gets in free)
5. Send in your Registration for the Fountainhead Show (emailed with this NL, also at May Meeting)

Birthdays



- 2 - Terry Smith
- 3 - Vickie Domke
- 5 - Katy Rice
George Cromer
Travis Capps
- 6 - Angie Oines
Nancy Allen
- 16 - Lorna Lounsbury
Preston Smith
- 18 - Terry Whitlegde
- 20 - John McCarthy
- 25 - Jeff Cook
Amy Weaver
- 28 - Jim Hanks
- 29 - Greg Oslund
Christol Creamer

Sunshine Club

April sunshine:
Tracy reports that cards were sent on behalf of the Club to:

Get Well:

- Nancy Allen** - broken ankle
- Jerry Mustard** - broken ankle
- Jill Nash** - head injury from falling
- Sharon Whitlegde** - hip replacement
- Bob Miller** - malignant tumor on lower esophagus

Sympathy:

Bub & Rochelle Larson and John Morgan for the death of a brother-in-law / uncle.

Tracy McLeod is the Sunshine Contact. Please give her a call or send her an e-mail if you know of a club member who could use a little "sunshine". Tracy can be reached at home: 456-7877. or by e-mail: tk_splits@yahoo.com

Member Advertisements

None this month.... Ads are free to VLNAACF Members

Anniversaries



- 15 - Christol & Jeff Creamer
- 19 - Marilyn Naquin & Julio Merced

EDITOR'S LEFT BLINKER



Wow. John Binder either has real interesting experiences, or he is a very good writer (I suspect both) - Thanks, John!

I was thrilled by the article Don Oines sent me about the models Don made as a teenager! Don has been a patient craftsman for a long time.... Thanks, Don!

Thanks also to Scott Grundy for sending me the "Engineers' Conversion Table" of quips that grace the top banners of the pages of this month's newsletter. Now I just need 8 more for next month!

And a third thank-you to Marian Benham, who through John McCarthy sent some Burma Shave jingles in that Hal Hume had circulated .

Last year it seemed that the health fashion was knee replacements (3). This year club members are falling down all over the place with broken ankles (3).... I didn't know that stuff was contagious.

The May meeting is at the Fountainhead Museum, as has become "tradition". Our club owes many thanks to Fountainhead owner Tim Cerney for hosting our May meeting each year, as well as just having such a wonderful museum that enhances our hobby and membership. One way we say "thanks" is in helping host the Midnight Sun Cruise-In every other year. This is the third one, and our club will help host the car show and do the Tour de Fairbanks. Please sign-up to help (Tim even gives club members discounted entry! - free for those who work the show).

And, at the end of the month, is THE CARLSON MEMBER'S ONLY CAR SHOW!. Thanks, John Binder and your team for the great effort and sure success.

2014 RAFFLE CAR



Above left, Fred Husby and Jill Larrick sell raffle tickets as President John McCarthy looks on. On left, Jill and John turn over sales

to Carolyn Mustard for the last shift. Pictures were taken Sunday,

April 6th by Vonna Husby at the Women's' Affair at the Carlson Center, where Vonna Husby shared her Raymond James booth with the car club. At the Show, there were 236 tickets sold.

This past weekend, April 25-26-27, there were 905 tickets were sold by club-members on Friday, Saturday and Sunday



Above: Casey's at the bat for the Outdoor Show this past Weekend as a customer tests the sound of the door slam on the raffle car. Greg Oslund, Fred Husby, and another customer are in the background

at The Outdoor Show at the Carlson Center. This good show ticket sales means that at the two events one third of our tickets were sold, leaving (hopefully) just enough for a sell-out at the Carlson Center Members Car Show.

If you sold your tickets, it is time to return the stubs and cash to Fred Husby or to Rochelle Larson. If you don't think you will sell all your tickets, then unsold ones should be returned to Rochelle before the Carlson Show.

- Fred Husby



3rd MIDNIGHT SUN CRUISE-IN



Fountainhead
Antique Auto Museum

JUNE 20-21, 2014

Registration form sent with the Newsletter or pickup at Larson's or the Fountainhead Museum

National News: From the publication "The Rummage Box":



And the Word "Dealer" Means?

By Eric Marsh
VP Judges Administration

In AACA we're all about originality. We try and help our vehicle owners and our AACA Judging Teams understand that the vehicles should represent how they looked when they left the dealer with factory authorized accessories.

One of the key words is **Dealer**. If I were able to sit at a table with my son, father and grandfather, I might get the following description from each generation:

- My son would describe a dealership on the order of CarMax. Rows of vehicles in the display lot and several on display in the showroom. Multiple sales offices and display stations. The repair shop in the rear would be well lit and small with a computer at each bay. Recalled vehicles would be taken care of here, other work might be outsourced.

- I grew up with dealers that were smaller. They had one or two rows of vehicles in the front lot and a back row for guys like me looking for a college commuter vehicle (cheap). A showroom would have four or five of the new models and have three or four sales offices. The repair shop would be of moderate size and moderate amounts of light fixtures. The primary focus was the annual tune-up and warranty repairs.

- My father would describe the dealer on the street corner. A row of vehicles along the side of a modern, glass faced building. The display area was one or two of the new models and a couple of sales offices. A repair shop, and potentially a body shop, were in the rear with lighting supplemented with steel framed windows. Tune-ups, ser-vices and scheduled maintenance (valve jobs, etc.) were done here.

- Then my grandfather would chime in. Oh, the dealership was perhaps the hardware store over on Baxter Street. You'd walk in and look in the catalogue to order your car. Weeks later that car came in and you picked it up at the train depot. You did your own maintenance and Fred's repair shop helped out when you needed it.

- In all these generations there was a **dealer**, the image of which changed over time. I can only assume the changes will continue.

BORED NOTES FROM BOARD AND MEMBERSHIP MEETINGS IN APRIL

- There were about 45 members in attendance. President McCarthy asked for introduction of guests and new members and Bret Helms introduced our guest speaker for the evening, Jeff Campbell. Robbie Casey introduced his son Jeffry and Jeff's friend Mike and new member Gary Tupper was introduced.
- President McCarthy asked Rick Larrick to read the minutes from the April Board Meeting and March Membership Meetings. Being read, a motion was made by Blue Hinchsliff and seconded by Linda Grundy that they be approved, and they were. Some highlights not otherwise discussed were:
 - Guest Speakers are lined up for May and June and more need to be solicited for later meetings.
 - Meeting places will change for the summer:
 - May Meeting is at the Fountainhead Museum, dinner on your own (The Bakery)
 - June will be a Pot Luck Picnic, probably at Chena Lakes
 - July will be a Pot Luck Picnic, probably at The Lions Shelter at Danby & College
 - August will be at the Salmon Bake
- Treasurer Ron Allen reported current financial balances. Rick Larrick moved and Tracy Brand seconded that the report be approved and it was. Ron also reported that we now have an electronic EFTPS account for payments to the IRS and that he would be proceeding with filing the proper forms and payment for club past due taxes. Ron answered several member questions about the IRS and about our Gaming Permit from the State.
- Membership status was reported by Rochelle Larson as now 205 members (35 single / 85 joint), with several members who had let dues lapse now paying. Rochelle reported one new joint membership: Gary Tupper, who has a '68 Cougar.
- John Binder was off sailing his Studebaker up on the Ferry, but President McCarthy passed around a sign-up sheet to work at the Carlson Show and reported on arrangements. Dates are move-in on May 30th and Show on May 31st and June 1st. Rochelle had a number of handouts for distribution, including sign up forms and registration forms. A car registration form will also be in the May newsletter.
- Rick Larrick reported on the Fountainhead Midnight Sun Cruise-In. The event is June 20th – 21st, with a dinner cruise on Friday evening and the show on Saturday. Board input was solicited on classes for the Peoples' Choice and classes were decided:
 - FEATURED CLASS: Pre-War FORDS (1942 and older)
 - FEATURED CLASS: Hot Rod and/or Modified
 - Muscle Cars
 - Best Vintage (1949 or older)
 - Best Baby Boomer Classic (1950 through 1972)

- Best Millennial Classic (1973 through 1989)

- A letter was received from Sara Stoops of the Anchorage Club asking that we appoint a person responsible for our club's arrangements for the Joint Meet – Scott Grundy volunteered, and Scott presented details of the joint meet to the club membership.
- Scott Grundy also reported on the opportunity to join the Model A group on their trek to Wiseman immediately after the Fountainhead Show. They will visit the town and our member Clutch Lounsbury will be their host in Wiseman. Scott will be participating, and urged other to do likewise, even if without a Model A.
- Scott Grundy gave a brief report on the Long Distance Tour which comes up in August.
- John talked to the group about our open Secretary position as an officer on our board for the remainder of this year, and appealed for volunteers / suggestions for whom he could appoint.
- Our Guest Speaker, Jeff Campbell was introduced by Bret Helms. Jeff gave a very informative presentation on what "declared value" insurance is, how it works in practice, and



Jeff Campbell speaks to the club about J.C. Taylor Declared Value Insurance

specifically how J.C. Taylor insurance has worked in real cases here in Fairbanks. Jeff distributed an informative handout. There were several questions, and a number of testimonials about how good the J. C. Taylor insurance really is.

- Fred Husby reported on selling tickets at the Women's Show: a total of 236 tickets were sold out of the Raymond James booth which was shared with our club, with the dollar amount of the sales being \$1025. Many tickets were sold as singles. It seems that a VW is a hit with the ladies, most remembering their driving experiences with them fondly. Fred specifically thanked Scott Grundy, John McCarthy, Bob Miller, Rochelle Larson, Wilma Vinton, Jill Larrick and Carolyn Mustard for

(Continued on page 8)

(Continued from page 3)

The silver becomes scratched when the reflector is wiped, even with very soft material. If reflectors become dull after long service, they should be polished by using chamois with a light application of red rouge or crocus. The chamois should be very soft and free from wrinkles. If a wad of cotton or waste (about the size of an egg) is placed within the chamois, a smooth surface for wiping can be obtained. Red rouge or crocus is used by jewelers for cleaning watch-cases. When properly placed on chamois, it will not scratch the reflector. Moisten the chamois with alcohol, then apply the rouge or crocus to the chamois and wipe the reflector with a continuous rotary motion, but do not press too hard. The polishing marks will be very noticeable if other than a rotary motion is used. The efficiency of old reflectors will be increased if they are replated. This should be done by a lamp manufacturer or a reliable silver-plater.

Editors note: We may revisit this book in some future issue. The author, Ben G. Elliott, was a professor at the University of Wisconsin, Madison, for many years. He did groundbreaking research on the automobile engine in its early years. Ben Elliott passed away in 1993 at the age of 104.

Antique Model Antique Autos

- Don Oines

Editor note: In my column last month, one of the items I asked for was articles about auto related collections. I knew Don had a large collection of Franklin Mint Autos, but was pleasantly surprised when he sent me this for the newsletter!

The several pictures are antique models of antique cars. I built them as a teenager (pre-girls) during or after WW2. Due to the war effort



Stanley Steamer



Model T Touring

rather new. The upholstery was crafted by pilfering my mother's sewing box. She never complained about me using up all her stick pins, which were cut short for upholstery buttons.

Xacto knives were unheard of, so the pine was cut with my dad's used razor blades... Many sliced fingers!

After completing my military hitch and settling in Anchorage, I flew back to S. Dakota to visit my family and friends and in-laws. I returned via nonscheduled military airline, so I put

and shipping priorities there was no balsa wood available, so the kits were supplied with white pine and heavy paper. The kits were small - about the size of a pencil box, and contained the wood with an outline of some of the parts. In addition to the thin pine, there was heavy paper for the fenders, the seats, and misc., along with piano wire with diagrams as to how to bend it for fender braces. There were precast lights and wheels cast out of pot metal or sometimes plastic. This was pre Revell kits, so plastic was



Maxwell Runabout

(Continued from page 7)

helping at the weekend show. Fred passed around a signup sheet for the Outdoor Show, which is April 25, 26 & 27th. Plans are to have the car at the Outdoor Show.

- President McCarthy announced the Board proclamation to present a Thank You Plaque to Vonna Husby and Raymond James for sharing her booth with us to sell raffle tickets at the Women's Affair Show.
- Vice President Bret Helms read the Birthday List and the Anniversary List. Birthday Boy Don Oines shared a story about growing old...
- Laurel McLaughlin appointed herself Sergeant at Arms for the club, and immediately collected \$1 fines from those not wearing their club name-tag. At all events, club nametags and/or name identified red club jackets should be worn, and those who forget are subject to a \$1 fine. The \$1 fine goes into the 50/50 fund for later charity donation.
- Greg Oslund won \$63.50 in the 50/50 drawing. It was pointed out that he could fill the gas tank on his new Crosley several times this summer with his winnings.
- At 7:54 Theresa Chase moved and Blue Hinchliff seconded that the meeting be adjourned, and the meeting ended.

by Rick Larrick, Acting as



Curved Dash Olds

the models in a large open shoe box and held them in my lap - that was a long cold trip in a WW2 C46 (flying coffin)...

The models have survived 60 or 70 years, moving from Anchorage to Kenai, and then to Fairbanks. They are still in fair condition, with only a couple missing parts due to age and dried glue.

The four cars I built are all pictured above. - Don Oines

CARLSON SHOW

As of this moment Mother Nature is planning fine spring weather for the Carlson Center show and I hope it will bring more of our cars out for the event. Set up is Friday May 30th at 5:30pm with the show on Saturday the 31st 10am to 5pm and Sunday June 1st 11am to 5pm. This year we have the added excitement of the valve cover car race, the mystery tool board, the Interior Alaska Vintage Power and Steam Club, and car puzzles, along with the usual good company and food. So far all the car show details are falling into place but I still have a few key chairperson positions to fill. Someone needs to ramrod our advertizing efforts. It's an important element to a successful show and can make a huge difference in attendance. If you have any connection or experience with the media please step forward and help us expand our audience. I could also use a chairperson for the vehicle load in procedure on Friday. There are lots of volunteers to help line up the cars but no one to assign tasks to the volunteers. The last jobs to be filled are vote tabulators. No one seems to want to count votes. If I do it there could be some shenanigans. This year's classes are Featured Class: Studebakers, Best Antique 1898 to 1930, Best Vintage 1931-1950, Best Classic 1951-1972, Best Modern Classic-1973-1989, Best Hot Rod/Modified, and Best of Show. We might even throw in another surprise class just before the show. Remember to leave only a 1/8th tank of gas in your cars, bring a fire extinguisher and a tool to remove a battery cable once you are parked inside. Feel free to bring a dish to share with members and volunteers. Eating in the members' area is one of my favorite parts of the show.

Now let's give the community a chance to see the beautiful vehicles we maintain in interior Alaska. Let's get those cars we love signed up for the show. There isn't anything cooler than a hundred and twenty years of automotive history lined up under the lights. Seeing row after row of shining examples of preserved and restored automobiles will help inspire others to assume the task of preservation when we are gone. This is our gift to our community. This is our gift to ourselves.

- John Binder



MAY 8th MEETING IS AT THE FOUNTAINHEAD MUSEUM!

WORKS IN PROGRESS

This space is for you to tell the club about your latest project. There may be other club members with similar projects that can share information with you. Having an unusual restoration problem? Trouble locating parts? This is your corner to air your concerns. - Ed McLaughlin

Larrick's 1925 Franklin is back together and waiting for driving season. Two years after disassembling the engine, it runs well and is ready for a run-around. There were lots of challenges with this engine.... Persistence pays off. Many months of idle time were spent hunting valve springs (the ones used in the last rebuild were too weak, which is why the engine would miss at reasonable driving speeds) and then hunting a new #1 engine cylinder.

Many thanks go to Mel Brabham over at Wright Air for properly grinding the valve seats way up inside the cylinder jugs, and then later helping straighten the throttle shaft in the steering column. The Franklin Club is wonderful with their help and advice—the club has nearly full blueprints on Franklin parts, which was a real help. Franklin club members con-

tributed advice, rebuilt the carburetor, supplied a new timing chain, and all the gaskets and felts for the engine.



Club members Bill Fields (also of the Franklin Club) provided support, and Willy Vinton, as always, provided solid

support and advice along the way.

Jill and I will have it out on run-arounds this summer, but for those following, it will not provide the level of mosquito protection as in the past.

- Rick Larrick

1 kilogram of falling figs = 1 FigNewton

(Continued from page 1)

Pet. Even the wipers looked like long green fingers clawing the windshield trying to get inside to destroy the interior. I opened the door and a startled mouse leapt from the seat to freedom. The inside was moist and pungent with the smell of mold. The beautiful door panels were twisted and warped in the agony of battle with the elements - losing and dying to be buried in a covering of mildew. I slid behind the wheel and spotted water squeezing from the carpet. A note taped to the dash suggested I use ether to get her started. The beautiful "California car" I had left in the care of others had become a sopping wet pile, a number three car wasting away into a number five junk heap. How could I show this to my family who had trusted me to return with a functioning cruiser for Wednesday night run arounds. I cried inside.

When the water works subsided I took a careful look at the exterior. "Why is the rear bumper shoved in on the left side?" I asked my nephew. "We had to move the car from the carport to the cow pasture and the battery was dead so we pushed it with the truck. It didn't hurt it too bad." I ran my hand over the once perfect bumper guards now crushed and twisted beyond repair. "Oh," was all I could manage. I took a deep breath and mumbled "It is what it is," and decided to buck up and deal with the situation. I made a call to the mechanic who had left the "ether" note but got an answering machine instead. I grabbed my brother and drove to the mechanic's shop to find the location of my missing parts and an answer to why I needed starting fluid to fire the car. The note on the door said "closed for the Portland swap meet". Great, just great. I stopped at an Auto Zone for starting fluid on the way back to the cow pasture. I had planned one day of driving trials with a visit to the mechanic for a detailed synopsis of work he performed, then a day at the swap meet before driving a few hundred miles to Bellingham to catch the ferry north. The best laid plans of mice and classic owners often go awry.

When I returned to the car I fired the Stude with copious amounts of ether. She sounded as smooth as I had remembered and I pulled it out of the pasture to the carport and out of the rain. Brakes good, clutch smooth, shifted nice, OK, maybe not so bad. "Hey Uncle John, maybe you ought to look at this." Clear liquid drizzled from underneath the car. I lifted the hood to

find gasoline pouring from the carburetor onto the exhaust manifold. Oh crap, (pardon my French). I quickly shut off the car and made a guess at the problem. A couple of deft blows on the carb with a hammer and I was ready to start the car again. Nothing. The switch under the clutch failed to engage the starter. Luckily the Stude has a starter switch on the dash too. The starter engaged but not a cough...oops...forgot the ether. The car started again and I let it idle for a few minutes. No fuel leaks, it must have been a stuck float. OK, things are looking up. Pack the car, tomorrow the Portland swap meet, leave early afternoon on to Bellingham and the ferry home.

The next morning I found two dead mice in the traps I had left on the floorboards. OK, two down how many to go? I packed the car for the trip north then fired it up (ether assisted) for a trip to the fuel depot before hitting the swap meet. By the time I reached the gas station my float problem reappeared. Now what? A call to my brother lined me up with an old timer named Mel who pulled apart the float chamber and found some rust in the bottom of the bowl and some rust obstructing the valve. The carb had obviously been rebuilt so we cleaned out the rust and, even though the tank had been flushed and new lines installed, slapped on a clear inline filter just to make me feel better. By now it's too late to go to the swap meet so I take a deep breath and make a last minute inventory. Fuel? Check. Oil? Check. Lights? Lights? *#\$&! Lights? It's too late to find the problem. My incomplete, minimum knowledge of the six volt positive ground system could only get me into trouble anyway. At home, where time doesn't matter, I can mess with the unknown and maybe learn something and fix something even if I have to go back to redo screw ups. My time is up, only so many hours of daylight left, off I go sans headlights and taillights. Luckily the brake lights still functioned so I had a small percentage of safety. The car hummed along splendidly but I was nervous and ran scenarios through my head to account for all the squeaks and noises I couldn't readily identify. The first hour was spent in



rush hour traffic. Cars were bumper to bumper for about forty miles through Vancouver. The old moss-covered wipers barely did their job as the rain varied from sprinkles to downpours but they were good enough to let me keep to my lane. The Stude did fine with the transmission never shifting into overdrive. I relaxed a little and enjoyed the ride until traffic speed began to pick up. Everything was peachy up to sixty but anything more and the poorly balanced front tires would start that familiar vibration. The car seemed to like the sixty mph range so I stayed there even though it made driving stressful when everyone else was going seventy. I drove on steadily until it was too dark to continue without lights and settled in a Denny's parking lot somewhere south of Seattle. The next morning the car started up without an ether bath and I rolled on into Bellingham with two hours to spare. It was a relief to get the car onto the ferry and strapped down for the voyage.

Five days later, the last two days rough enough to roll you out of your bunk, I sailed into Whittier just as the sun was rising. A shot of ether and the little Studebaker Champion was humming. The weather was cold but gorgeous and with a trip through the Whittier Tunnel I was on my way home. The temperature was around twenty at Whittier but warmed to thirty by the time I reached Wasilla. The mountains didn't bother the '51 at all and the Borg-Warner overdrive transmission worked well in the cold. I even became somewhat used to the various noises the car made and wasn't jumping at every new sound. I averaged more than twenty miles per gallon and had to add half a quart of oil. I rolled into the driveway about four o'clock thankful for the weather, the safe drive, and a wife who lets me pursue my folly.

- John Binder

Carlson Center Car Show

2014 Show REGISTRATION

Member Name: _____

Vehicle 1 Year: _____

Vehicle 1 Make: _____

Vehicle 1 Model: _____



Studebaker is the Featured Class

Vehicle 2 Year: _____

Vehicle 2 Make: _____

Vehicle 2 Model: _____

If there is room (space is limited to 90 cars), will you show a 3rd car? If so,

Vehicle 3 Year: _____

Vehicle 3 Make: _____

Vehicle 3 Model: _____

Please arrive at the back lot of the Carlson Center by 5:30 pm on Friday, May 30th to register your car and spot it in the proper space by "class" and model year. Cars must not be removed from the Carlson Center until Sunday, June 1st after show end at 5 pm and before 6 pm. You must be a paid up member of the Vernon L. Nash Antique Auto Club to put a vehicle in this show.

You will need to sign a form for the Carlson Center *at the time of show registration* for each vehicle stating:

There is less than 1/8 tank of fuel in the vehicle

I have current liability insurance on the vehicle

I have a working fire extinguisher in or around my vehicle / display

Signed: _____

Date: _____

Turn in to John Binder, to Rochelle Larson at Larson's Locksmith, email to vlnaacf@gmail.com or mail to club P.O. Box

CONTACTS:

VLNAAC Website: <http://local.aaca.org/fairbanks/>

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NEXT MEETINGS

The membership meeting is always the second Thursday of the month. The May Meeting is May 8th at **THE FOUNTAINHEAD AUTO MUSEUM** Meeting starts at 7pm. Dinner on your own (The Bakery?) before.

Board Meetings are the Tuesday before the Membership Meeting—this month on May 6th — at Sam's Sourdough Restaurant on University. Meeting starts at 6:30pm, with dinner before. Board Meetings are open to members.



On the way to Fairbanks ...
seen on new member
Mark Crook's trailer!



Vernon L Nash Antique Auto Club
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