



October, 2014  
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Information on upcoming events on many pages inside!

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](mailto:vlnaacf@gmail.com)



## Chatanika Roadhouse Run



Club cars parked about the Chatanika Roadhouse on September 13th

On a warm (72 degree) September Saturday, 22 cars cruised from Fairbanks out to the Chatanika Roadhouse. Rochelle had us well organized, and, as usual, owners (and club members) Ronnie and Shirley Franklin were great hosts! Ronnie had his Harley out front when we arrived, and by the time we were ready to leave had pulled his pristine '55 T-Bird out of the garage to park out front.



Ron Franklin on his Harley

Attending were Rochelle Larson, Bub Larson, Ross & Paula Beal, Will &

Theresa Chase, Don Oines, Bear Schmit, John McDonald with Daniel & Alex, Marlen & Tammy Pruett, Jerry Krier, Robbie & Doris Casey with Alea, Al & Ruth Haynes, Paul & Joyce Tekin with Doris, Ron Frey, Rick Larrick, John McCarthy, Hank & Wyan Grant, Greg & Joshua Oslund, Travis Capps and his friend Harry, Scott & Lynn Grundy, and Ed & Laurel McLaughlin. It was great to see Bear out driving his own car instead of just riding along.

Al Haynes won the road poker, collecting a diamond flush at our card stops to take half the pot at \$75. 2nd was John McCarthy with 3 of a kind (aces), and 3rd was Greg Oslund with three 3's (with a Jack High). Marlen Pruett was just out of the money with his three 3s, and won a jigsaw puzzle. A second puzzle went to Rick Larrick, and Laurel got the low prize of a deck of Ford playing cards.



Club cars at our third poker stop at Cleary Summit

# Hilltop Breakfast Run



Part of the cars in the Hilltop Lot 9/6/14

Thirty-seven members left Cars N' Coffee at 10am Saturday, Sept 6th for the cruise out to the Hilltop for brunch. Hosts Doris and Robbie Casey made it a Poker Run and the second card stop was at Bear Schmit's house in Fox to pick him up for the breakfast cruise. Attending were Bear, Scott Grundy, Ross Beal, Cindy & Bret Helms, Laurel & Ed McLaughlin, Charlie Bourque, Dan Domke (with Rocket), Ruth Ann Domke, Ron Allen, Doris &



Group enjoys the good food!

(two pair, 4's high). Puzzle prizes were given to Ross Beal for the first pair of Aces, Ruth Ann Domke for the 2nd pair of Aces, and to Bub Larson, Greg Oslund, and Ed McLaughlin each for almost a flush...

After our somewhat damp summer, the big turn-out was probably due in part to an absolutely beautiful early fall morning.



Group stopped to pick up Bear and helped themselves to a tour of his garage and current hotrod project

Robbie Casey, Greg & Lois Oslund, Don Oines, Ron Frey, Paul Tekin, John McDonald with Daniel & Alex Long, Theresa & Will Chase, Jill & Rick Larrick, Bub Larson and Rochelle Larson.

The Poker hand winners were Bret Helms (two pair, 8's high), Jill Larrick (two pair, 6's high), and Paul Tekin



Bret Helms was the big money winner

## ELECTIONS COMING SOON

The Elections for all Board Positions are coming up soon. Brenda Wilbur is the Elections Committee Chair and is currently soliciting nominees prior to the October Meeting. Those nominees and also anyone nominated from the floor at that membership meeting (October 9th) will be put on the ballot, which will be included in the November Newsletter. Voting will be at the Membership Meeting on November 13th, and the new officers will be inducted at the Annual Meeting / Holiday Party on December 14th. Open positions are:

- President**
- Vice-President**
- Treasurer**
- Secretary**
- Two Directors**

Please call Brenda Wilbur (or Joyce Tekin) to either volunteer to suggest candidates



## “Adventure South”

Book Report by Scott Grundy



I'm certain we were all impressed by the recent conclusion of the Dutch Volvo Club's two phase tour from Argentina to Fairbanks. I was both impressed and envious. Their accomplishment brings to mind what I believe is without a doubt the most epic automotive journey of all time. It was accomplished by three men in a new 1941 Plymouth four door sedan who drove from Detroit, MI to the tip of South America. At the time the Pan American Highway ended in Mexico City! The expedition's mission was to promote the construction of a highway linking all the Americas and was billed the Richardson Pan-American Highway Expedition. It was supported by the Plymouth Motor & Goodyear Tire Companies and had the diplomatic support of the U.S. Government. The trio was dubbed as the “three damn fools” by the press! The Expedition leader was Sullivan C. Richardson who was an advertising agent for the Detroit Times. Sullivan authored a wonderful book in 1942 titled the same as this article.

the established roadway to Mexico City. They chose a route devoid of roads down the west coast of Mexico; presumably to prepare them for their “mission impossible.” They were assured that a stretch south of Mexico City through the mountains was impassible but they made it through. It took a week to navigate a 50 mile stretch (one day they progressed a mere 25 yards)! Virtually no roads existed through Central America. At best they followed bull cart trails of mud and rocks without bridges. Horses, livestock and humans were often utilized to pull them from trouble. Rocks had to be moved or ramped and once a huge bolder larger than the car had to be split by hand. The adventure took nine months and one day to complete. They arrived in Magallanes, Chili with 15,745 miles on their odometer on August 19, 1941! Then they viewed Cape Horn by boat in a gale to achieve their Detroit to Cape Horn slogan.

The car was stock, but I suspect it was the heavy duty version made for our postal delivery as it had 18 inch wheels instead of the usual 16 inch wheels. Fully loaded they tipped the scale at an incredible 5,630 pounds - way overloaded even with heavy duty springs.

This incredible feat is somehow being recreated by the BBC Television's Boundless Productions. Filming started in January 2014.

An excellent summary of the book with photos and an epilogue with updated information is available on the Plymouth Owners Club website at <http://www.plymouthbulletin.com/adventure01.htm>.

You are also welcome to borrow my cherished copy of the book “Adventure South” signed by the author. It's an incredible story. Go Plymouth!

The trio departed from Detroit, MI in their new 1941 Plymouth a few minutes before midnight on November 18, 1940 and headed southwest. They estimated the journey would take six months but they only made it to central Mexico within this time. The delay was in part due to their choice to not follow

pavement on Goldstream Road. We incorporated both ideas and left Pioneer Park with 12 cars led by Melinda in her 1964 Sunbeam Alpine and Ralph on his classic Indian motorcycle and headed for the Dog.

Melinda led us across the UAF campus to Sheep Creek Road and on to Goldstream Road. The fall color on the birch trees was a perfect Alaska gold and the ribbon of new black asphalt was without fault.

We arrived at the historic Howling Dog Saloon where we enjoyed the Dog's smoke-free atmosphere, hospitality and root beer on tap. The burgers and fries in their restaurant area were worth the money and the trip to the Dog was a change-up from our usual Wednesday night venue.

- John McCarthy



Sept 13, 2014 was Int'l Model A Ford Day AND Int'l Drive Your Studebaker Day. L to R: Rick Larrick's '32 Studebaker, John McDonald's '31 Tudor, Bub Larson's '30 Tudor, Don Oines' '31 Coupe, and John McCarthy's 31 S/W Fordor pose after our annual run to Chatanika Lodge in Fairbanks, Alaska. Photo by John McCarthy



Run-Around, Wednesday, Sept 17th

Photo by Nee Nakprasit

## CLUB GOES TO THE DOG

The weather was warm and sunny for our Wednesday Run-around on September 17th. Several cars were displayed in the parking lot at Pioneer Park where their drivers, passengers and spectators enjoyed the old cars, social time and sunny evening. It was a perfect evening for a late season cruise around

Fairbanks.

Several weeks ago, I received an invitation from club members Melinda Harris and Ralph Glasgow, both of Howling Dog fame, to come to Fox and bring the club to check out the Howling Dog and taste their on-tap root beer. At the Run-around, we were entertaining a drive to Sheep Creek- Goldstream for fall colors and to check out the new



# October, 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7 <b>BOARD</b> MTG—Sam's Sourdough	8	9 <b>MEMBER</b> MTG—Sam's Sourdough	10	11
<b>ACA Eastern Region Meet (HERSHEY!)</b>						
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

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, Oct 7th: Board Mtg.** 6:30 pm Sam's Sourdough Café
- **Thursday, Oct 9th: Membership Meeting** 7:00 pm at Sam's Sourdough Café; dinner before—Nominations of Officers for 2015 and lots of OIS (other important stuff).
- **Sunday, Dec 14th: ANNUAL CLUB HOLIDAY PARTY**, 4:00 pm Social Hour; 5pm Dinner at the Westmark Hotel Gold Room.



Keep up with what's happening on Facebook! If you are not a member of the **Members Only: Antique Auto Club of Fairbanks** page, then e-mail Wilma Vinton to join this special group.

### National AACA Events

- **October 8-11th HERSHEY AACA Eastern Fall Meet**

## Member Advertisements

**Waste Oil?** If anyone needs to get rid of used oil, I, Marlen Pruett can take it! I have a new approved waste oil burner. Marlin Pruett [upisgreat@gmail.com](mailto:upisgreat@gmail.com)



Our dependable driver has had lots of TLC. Great chrome, deluxe trim package, replaced interior, newer tires, V8 with dual exhaust, AT, etc. Very good value at \$9,400. Price goes up next spring. Scott Grundy 907-457-3526.

**WANTED:** Secure, heated vehicle storage and workshop space for rent, lease or purchase in Fairbanks. Melinda Harris 907-389-6744.

## Antique Auto Musers Region (Anchorage) AACA

- **October 8th: AAMA Monthly Meeting**

Overheard at the last club meet: P.T.: "Why is John McDonald wearing that Cub Scout hat?"... Reply quickly came from across the table, C.B.: "Because he was thrown out of the Brownies!"



President's Headlights  
- John McCarthy

position. Everyone's input is important and each member plays a vital part to insure the success of our club. Nominee names will be posted directly after the October membership meeting and voting will take place at our November meeting. Contact our election chairperson Brenda Wilbur or Joyce Tekin with your nominee choices.

At our September meeting, the membership voted to make Sam's Sourdough Restaurant our meeting place for the winter months with the exception of the December/ Christmas meeting/ party at the Westmark Gold Room. Sam's Sourdough should be a comfortable place to roost for the next several meetings.

After the wettest summer on record, September had great weather for cruisin' and actually provided nicer days than all of June, July and August combined. Now, October is upon us and most of our members have put their cars away for the winter. Our old car cruising season has come to an end for another year, but October

is a busy and very important month for our club. Most urgent is the nomination of officers and board members to guide our club through 2015. It is of utmost importance to have our nominees selected by our October membership meeting. Please carefully consider nominating yourself or a fellow club member for an officer or board

Starting in October, the board is planning monthly garage tours. This should be fun and allow us to check out each other's winter projects and stay connected. We will also have some work sessions planned for our raffle car. The most improved vehicle committee needs your input and will meet and select the most improved vehicle for 2014. We also need suggestions for a local charity recipient for our 2014 community donation to a charitable organization. The organization must submit a letter to the club requesting consideration. We will finish up all this business at our December/ Christmas meeting/ party on December 14th.

While things are fresh on your mind, it's a good time to order parts, do repairs and maintenance and begin planning for your 2015 driving season. A little maintenance now will save you some grief on the road later. Thanks to all who participated in the Wednesday Run-arounds, Saturday Cars N' Coffee gatherings and our various cruises, tours, shows and events this past month. Great cars and an enthusiastic membership have made this another rewarding season. I hope to see you at Sam's Sourdough Restaurant at our membership meeting on October 9th, if not before. Be safe and stay healthy.

~ John McCarthy ~

## Sunshine Club

A Sympathy card was sent to Shane & Kim Linse in condolence for the death of their father, and new clubmember, Don Linse. Don had just joined our club in July. He had just obtained a Model A and with the help of some club-members got it running and enjoyed driving it this summer. Don died in an accident while doing pilot car duty on the Haul Road.



*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: [tksplits@yahoo.com](mailto:tksplits@yahoo.com)*

### Birthdays

- 4 - Denise Lundquist
- 5 - David Karpik
- 6 - Tracy Brand
- 14 - Lori Hinchsliff
- 17 - Robbie Casey
- 18 - Mechelle Nash
- 19 - Deborah Rockney
- 21 - LaVonne Gullickson
- 26 - Jim Pasek
- 29 - Gary Bodenstadt



### Anniversaries

- 1 - Patricia & George Cromer
- 5 - Nancy & Ron Allen
- 8 - Connie & Don Ronken
- 11 - Donna & Jerry Krier
- 17 - Melody & Sam Simmons
- 31 - Terry & Eugene Reed



# EDITOR'S LEFT (on) BLINKER



The correct, original Murphy's Law reads "If there are two or more ways to do something, and one of those ways can result in a catastrophe, then someone will do it" The quips a the top of this month's newsletter are all variants and corollaries commonly used of Murphy's Law. Edward A. Murphy was one of the engineers on the USAF Project MX981 in 1949 which tested human acceleration tolerance. In his original experiment 16 sensors were placed on each subject's body. There were two ways each sensor could be glued to the mount. One of the subjects methodically installed all 16 wrong. Murphy was originally quoted by that test subject—Major John Stapp—in a news conference, and from then on the variants multiplied in every profession. Ed McLaughlin's contribution from 5 years ago (see pg 9) to the newsletter started my looking for Murphy's Law corollaries and history.

There ought to be a Murphy's Law about mis-remembering those rule-of-thumb short-cuts we all use. Back at the end of August on the return from the Murphy Dome Hill Climb, my '32 Studebaker died. I was prepared with some misc. spares always in the trunk. First thought was that the coil failed—I installed the spare but still no spark. Second theory was points—and sure enough the points were fried and/or gone. I had spares. We installed them. What I didn't have was the specs on point gap or a feeler gage. Robbie remembered, and I said "oh yeah, that's right!" that the point gap should be about the thickness of a business card. Stan had a business card. We set the points. Still no spark. Well..... That rule of thumb won't work on most 6 volt cars. While it is pretty good on 50's or 60's 12-volt jobs, the earlier Model As, Studes, and other 6-volt jobs have less voltage and therefore the spark doesn't have enough to jump that big a gap—thus no spark in my case. As a rule of thumb, gap on a 6-volt car is about the thickness of the cellophane on a cigarette pack (anybody smoke?). While a 12-volt gap can be the 35 thousandths of a thick business card, a typical 6-volt gap is half of that—specs for mine are .016 to .024. Once my car was hauled back to the garage, I looked up the spec, reset the points, and it fired immediately.

# 2015 RAFFLE CAR

**This is the MGB.**

The real kick of an MGB comes not from having power to burn but from the finesse with which you discipline it. And you get so much to discipline it with. Like rack-and-pinion steering to deliver the quick response you want. Predictable suspension to help you ease the MGB into a turn with dispatch. A 1798 cc. competition-proved engine that can cruise all day at turn-pike speeds. And big, self-adjusting disc brakes that don't quit when they're needed.

So, even if the kick has gone out of your driving life, watch it come back when you drive the MGB. From Britain to you through your nearest MG/Austin Healey dealer—where one good turn deserves another.

**MGB: another action car from the sign of the Octagon.**

**You turn it on.**

**It turns you on.**

*Above ad published prior to 1978 without copyright notice, therefore in the public domain*

The Raffle Car team is coming together. Don Oines has found space in his garage for the car for this winter and Don will also be heading up work parties to finish up any needed work on the car. Ron Allen put together a pretty comprehensive list of items needing work. Ron did this while he had the car stored at his home garage during the late summer. President John McCarthy has arranged for the printing of 3500 raffle tickets, BUT we still need someone to head up Raffle Car Ticket Sales for this car. Don will be asking for help in supplying labor for several work parties this fall and winter, and starting with the Holiday Party, the Raffle Ticket Chair will be coordinating raffle ticket sales events.

The original ad above is for the 1967 MGB, and as you can see from the logo, Austin Healey was looking for a fun-loving clientele to which to market its little sports car—as will we! Picture of our car is on the back page.

National News: From the publication "The Rummage Box", reprinted with permission



### ACA Museum Unveils New Tucker Exhibit Design

The Antique Automobile Club of America (ACA) Museum announced its approved design for the new permanent Tucker collection on November 25, 2013. Well known as the world's largest collection of Tucker automobiles and related items, the ACA Museum relocated to Hershey the well-known grouping from the estate of Museum supporter David Cammack after his passing in April 2013.

"Losing our dear friend David Cammack earlier this year was a very sad occasion," noted Mark Lizewskie, Executive Director of the ACA Museum, "but we are honored to be able properly display his passion for the Tucker automobiles in this very compelling exhibit."

The Cammack collection includes three (3) 1948 Tucker '48 vehicles, the factory Tucker test chassis, thousands of engineering drawings and blueprints, original Tucker parts, several engines as well as many other artifacts and displays. The vehicles include Tucker #1001 - the first 'production' prototype, Tucker #1022, and Tucker #1026 - the only Tucker built with an automatic transmission. A total of 51 Tuckers were built by hand in Chicago, of which 47 are known to still exist. Preston Tucker and his story was detailed in Francis Ford Coppola's 1988 film, "Tucker: The Man and His Dream" and certainly helped bolster the public's intense fascination with the "Car of Tomorrow".

The ACA Museum's future exhibit will be housed permanently in a dedicated 5,200 square foot gallery. Rather than merely displaying the collection in an ordinary fashion, the exhibit will not only showcase the cars themselves, but will chronicle Preston Tucker's life and history before and after the fabled Tucker '48. "We intended from the very start of the design discussion that we would educate our guests about Tucker's process and determination to create something special", stated Lizewskie. "We listened carefully to input David Cammack and his family pro-

(Continued on page 10)



Secretary Grundy reads minutes while others intently listen

### September Membership Meeting Minutes

The Meeting was called to order by President John

McCarthy at 7:05 p.m. Board members John McCarthy, Ron Allen & Scott Grundy were present. Bret Helms, Ed McLaughlin, Scott Culbertson, and Terry Whittedge were absent. Forty members were in attendance. A quorum was attained.

New Members Dan and Sue Schaaf introduced themselves and their 1957 Chevrolet four door sedan. Roy & Brenda Wilbur introduced their grandson, Alden Wilbur the Fifth. John McDonald introduced his guests Alex (13) and Daniel (14) Long. Daniel indicated he had a drivers permit and was therefore superior to his brother!

Secretary, Scott Grundy read the minutes from the August Membership (abbreviated) and the September Board Meetings. Treasurer Ron Allen reported our current financial status as being in good shape. Doris Casey motioned and Don Oines seconded to accept the minutes and treasury reports as read. The vote was unanimous.

Membership status was reported by Rochelle Larson as 225 (43 single and 91 joint). She highlighted upcoming events. An updated membership list was distributed. President McCarthy announced the Saturday morning Cars N Coffee and Wednesday evening Runaround events will continue as long as weather permits, and we plan to tour a member's garage once a month starting in October.

President McCarthy identified the need to establish a:

- 1.) Nomination Committee for the election of 2015 Club Officers and Board Members. Brenda Wilbur volunteered to chair the committee and Joyce Tekin volunteered to assist.
- 2.) Most Improved Vehicle Committee. 2013 recipient Nathan Helms and Vice President Bret Helms will chair the committee which will be composed of as many past award recipients as interested. Vehicle candidates will be solicited from the membership.

President McCarthy stated his appreciation for our recent impromptu hosting of the

(Continued on page 10)



President McCarthy leads our September Meeting in "our" room at Sam's Sourdough Café. When Sam's Sourdough rebuilt in 2011, the club took on a project to replace the many old car advertisements and pictures in the original building with pictures of our club members cars, which have decorated the walls of the back room at the new Sam's since, much to the enjoyment of many visitors and restaurant patrons.



New member, Don Schaaf, is introduced and tells us about his car



Parking lot at Sam's Sourdough for our September 11th Meeting

## Stewart Vacuum Fuel Pump Repair / Restoration

by Rick Larrick

Sometimes maligned and bypassed for a modern electric fuel pump, the Stewart Vacuum Fuel Feed is an elegant and reliable technology to feed the updraft carburetors on our older antique cars. Updraft carburetors take very low fuel pressure. When new, they were fed by gravity feed from the fuel tank or by vacuum fuel pumps to the vacuum fuel feed tank just a few inches in elevation from the carburetor fuel bowl. Bypassing the vacuum fuel feed by installing an electric fuel pump can be very dangerous, in that even with a pressure reducer and/or installing the electric fuel pump at the rear of the car with a restricted fuel line and filter, the pressure from an electric fuel pump will probably far exceed the design of the updraft carburetor. Worse, if you install an electric fuel pump ahead of a vacuum fuel feed tank, there is the possibility that you can overflow the vacuum fuel feed tank and feed raw gasoline under pressure into the intake manifold of the car or spray it out the vacuum fuel feed air vent under pressure and onto a hot engine.

There is really very little that can go wrong with a Stewart vacuum fuel feed. In order of occurrence the most common problems I have seen are a) a dried and leaking cork gasket, b) a leaking fuel feed tank or c) a leaky fuel level float in the upper (inner) chamber. Less common are plugged or failed intake / vent valves. A common malfunction is a bungled prior attempt at repair with improper installation of the cork gasket, sealing the very important vent hole from the lower chamber.

How it works: The Stewart unit performs two functions – one as the fuel feed tank or head tank for the carburetor feed, and second as the fuel pump from the main gasoline tank. The outer tank of the Stewart unit performs the first as the feed tank, while the inner or upper tank performs the fuel pump function. Head, or level, in the outer feed tank will be maintained between about halfway up the height of the inner tank and always above the flapper valve as a low level; this narrow range of levels maintains a relatively constant head or feed of fuel to the carburetor. When fuel is flowing to carburetor and the level drops low in the upper chamber, the float drops and actuates the lever system which simultaneously opens the fuel valve from the gasoline tank, closes the vent valve and opens the valve on the

vacuum line from the engine intake manifold or carburetor base. The tank then rapidly fills (the vacuum from the engine far exceeds that needed to suck gasoline from the gas tank), and the float rises closing the vacuum and gasoline valves and reopening the vent valve. It is the closing of

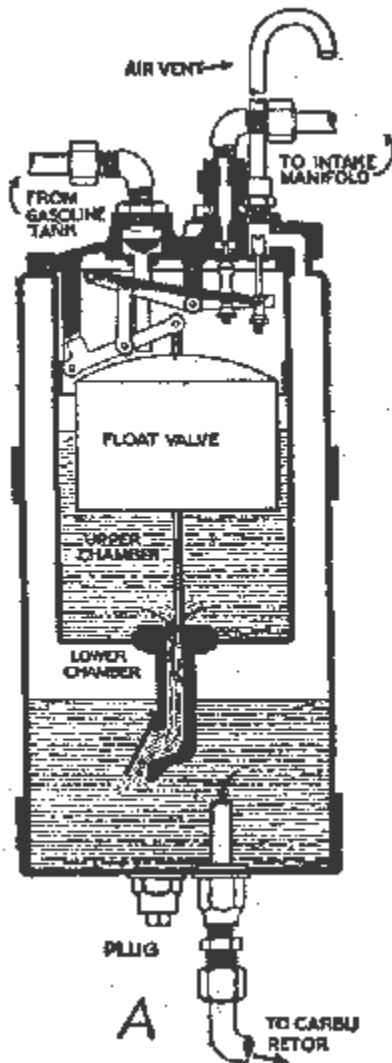


Illustration from *Automobile Repairing Made Easy*, 1917

the vent valve that causes the engine to sometimes fade as the fuel feed refills at idle because the carburetor starves a bit for fuel as it has to pull against this closed atmosphere vent valve – the starving is unnoticed at higher engine speeds. For all to function well, there must always be enough fuel in the lower or outer chamber to cover the cork faced flapper valve at the drain from the upper or inner fuel feed tank, and the vent hole from the outer tank through the gasket to the air vent valve must be open.

To restore your Stewart Vacuum

Fuel Feed:

To remove from the car:

1. Remove the fittings attaching the fuel line coming from the gasoline tank and the one on the vacuum line from the engine. Also remove the fuel line from the vacuum fuel feed tank to the carburetor.

2. Remove the vacuum fuel feed tank from the car – it is probably attached with two straps bolted to an upright plate at the engine or through the firewall of the car.

On the workbench:

2. Remove the 8 screws attaching the cover, and carefully remove the cover along with the inner mechanism including the float.

4. Remove the gasket, and slide the inner (upper) tank out from within the outer or lower tank.

Clean and inspect:

5. Clean the mechanism attached to the cover with carburetor cleaner – the spray version is good. Visually inspect it to make sure there are no broken springs, and that valves open and seat properly – mechanism should almost “snap” to the open and closed positions. Inspect the float to see that it appears intact and has no cracks and does not rattle if shaken. If the float has cracks or rattles, or you suspect a leak, test it in liquid (gasoline is better than water in that gas will seep through a crack that water will not penetrate). Clean the top cover to bare potmetal – this cover was never painted originally, and any paint will only lead to problems like plugged vent valves, etc.

6. Inspect the outer tank. If there was water in the gas in the tank when it was used, then there will be some rust and corrosion. This must be cleaned out with a wire brush or in a media blast cabinet to get back to clean metal. When clean, test for leaks by filling it with gasoline. If it leaks (it probably will) then note or mark where the leaks are and pour out the gasoline to let the tank thoroughly dry. If leaks were detected, then also clean the paint off the outside of the can.

7. Clean the inner tank. Again a fine wire brush, or best a media blast will clean the surface rust and corrosion. This tank will probably not show any evidence of bad corrosion or leaks, but inspect the valve at the bottom to make sure the flapper is free and seats reasonably well.

Repair:

8. Replace any broken or missing springs in the mechanism. I have found the replacements for these tiny springs at Sentry Hardware. If the float leaks, then it must be sealed by soldering it. Make sure to have it very clean and use flux, so that only the minimum of solder is used so that the weight

(Continued on page 9)



## Some days it seems Murphy was an optimist!

of the float is not appreciably changed. Use the same solder / flux as you would to repair a radiator. If the cover or mechanism is beyond repair, the good news is that the covers and mechanism on nearly all Stewart Vacuum Fuel Feed tanks are the same, even though tank diameter and capacity varied by car model.

9. Repair any leaking fittings at the bottom of the outer tank. There should be a plug at the center, and the fuel outlet just off center. Both will have been originally fit with an inner friction washer and then solder. Usually the fuel outlet has an outer depression and a raised drain line so as not to pull grit and /or water into the carburetor; sometimes it had a brass screen which should be cleaned. Resolder the fittings to the tank bottoms if at all loose or if they leak.

10. Repair the tank. The tank would have been assembled with a side solder seam and a soldered bottom. Small holes can be soldered closed. Badly damaged parts will need to be replaced – either salvaged from other tanks or fabricated new. Use the same solder / flux as you would to repair a radiator, making sure parts are very clean and flux is liberally applied so that the solder flows into the seams of the heated tank pieces. When repaired, test the tank for leaks with gasoline. If OK, then dry and then paint the outside of the tank (and the brackets which hold it to the firewall).

### Reassemble:

11. Slide the inner (upper) tank into the outer (lower) tank. No gasket or seal is needed between them. Generally the flapper opening points in a direction away from the outlet fitting to the carburetor, but this is not critical.

12. Place a new gasket on the bottom of the Stewart cover – use no adhesive or sealer. Replacement gaskets can be purchased for \$5 from Restoration Supply ([www.restorationstuff.com](http://www.restorationstuff.com)), or you can make your own. Make sure the air vent hole in the gasket aligns with the vent hole in the cover and that the cover is placed on the outer tank such that the vent hole aligns with the vent hole in the outer tank rim (it will be between a pair of the screw holes). Carefully slide the mechanism into the inner tank such that the rod at the float center fits into the fitting above the flapper valve. You can tell when it is right if the float does not lift when the mechanism is lowered into the inner tank. Take your time with this step – this is the point where miss-assembly either has the mechanism binding OR more likely the vent valve hole / gasket / tank misaligned – if the vent hole is not open, the fuel pump

won't work. Tighten the screws – do final tightening in a criss-cross pattern like tightening a head on a new head gasket.

13. Reinstall in the car, connecting fuel inlet, fuel outlet to the carburetor, and vacuum line from the manifold vacuum to the Stewart Vacuum Fuel Feed unit. Open the plug in the top of the Stewart unit and, using a small funnel and a small gasoline container, fill the Stewart Vacuum Feed to prime it. Usually the pump will not work unless there is enough gasoline in the outer or lower tank to cover the inner tank flapper valve. Close the fill plug.

Fuel piping tips: Often on a old car, the fuel line from the gasoline tank has been replaced. Since the most common diameter copper tubing is 1/4" this was probably used, but is probably incorrect and it should be 5/16". The narrower 1/8" tubing for the fuel to flow through is a significant restriction to the suction on the Stewart Fuel Feed, and could on some cars make the capacity of the Stewart Fuel

Feed insufficient to feed the engine enough gas at high speeds. Make sure there is an accessible fuel filter in this line from the gas tank to the Stewart Fuel Feed. The same comment about pipe diameter from the Stewart Fuel Feed to the carburetor applies – make sure it is at least 5/16" – also make sure there is a fuel shut-off valve in the line from the Stewart Fuel Feed to the carburetor, and make sure you shut off the fuel when the car is not in use (otherwise the gas could evaporate or leak from the carburetor and continue to refill from the tank, eventually draining the Stewart Fuel Feed system and causing it to loose prime). The soldered connections at the bottom of the Stewart Fuel Feed tank were fragile when new, and maybe more so after repair – so make sure that the lines to the carburetor are rigid and make no flex stress on the tank.

Hope this has been helpful in understanding and repairing your Stewart Fuel Feed Tank!



## 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 - Ed McLaughlin*

### **MURPHY'S LAW FOR CAR RESTORERS**

*(Note: This article was shared with us by Ed McLaughlin, and originally reprinted in the newsletter 5 years ago. Ed said he has had notes of these rules for many years, having made them from a publication in the library. The author is unknown, but Ken Painter is a restorer of Maserati in the UK)*

Those of us who have spent many years in restoration work understand only too well that "Murphy's Law" is usually in full operation. "Murphy's Law" is simply that "If anything can go wrong, it will."

Ken Painter of the Maserati Club has stated the case very well and I can do no better than to quote him: "I list below some of the grim facts about restoration work that I have learned the hard way over the years. These gems contain no mechanical secrets, no short cuts to success; on the contrary, they go a long way towards explaining why you will never succeed in completing your restoration as quickly or as economically as you had expected."

1. If anything can go wrong, it will.
2. Interchangeable parts won't.
3. Any wire or tube cut to length will be too short.
4. Availability of a part is inversely proportional to your need for it.
5. Tolerances will accumulate unidirectionally towards maximum difficulty of assembly.
6. After a part has been fully assembled, extra

components will be found on the bench.

7. A dropped tool will land where it can do most damage, or where it will be most inaccessible. Sometimes it will do both. (This is known as the law of selective gravitation.)

8. Components that must not and cannot be assembled incorrectly, will be.

9. Any error that can creep in, will. It will be in the direction that will do most damage.

10. All constants are variable.

11. The most logical way to assemble a part will be the wrong way.

12. Dimensions will always be expressed in the least usable terms.

13. If a part can be installed incorrectly, that is what you will do.

14. An adjustable spanner used to remove a component will either be too tight or too slack to replace the same part, even if you try to replace it immediately.

15. Hermetic seals will leak.

16. After the last 16 screws are removed from a component, you will find that you are dismantling the wrong part.

17. To estimate the time a restoration will take, carefully work out how long you expect the job to take, then triple it. To estimate the cost, carefully work out all known expenditure, then quadruple it. You will still be wrong, but not as wrong as you would have been if you had believed your first estimates.

## You will never find a lost article until you replace it

Dutch Volvo Panama to Fairbanks Rally Group and that our Board had agreed to confirm the number of participating cars and send their president a pin for each car. Robbie Casey moved and Brenda Wilbur seconded we send a club pin to each participant. Scott Grundy amended to include a maximum expenditure of \$300 to be in compliance with our Bylaws. There were no dissenters.

President McCarthy indicated that Ron Allen had provided a detailed written outline of work accomplished and the repairs needed for our 1967 MGB 2015 raffle car. Member Don Oines has offered to store the vehicle this winter. The Board agreed to purchase a car cover that will be given to Don after we raffle off the car. As no one volunteered to chair the raffle car committee, a chair will be pursued.

President McCarthy led a discussion of options where to hold our membership meeting in October. Brenda Wilbur motioned and Will Chase seconded that we meet at Sourdough Sam's Café for our membership meetings this winter. Passed.

Details were provided by Paul and Joyce Tekin regarding our Holiday Party. It will be held at the Westmark Hotel on December 14, 2014, starting with a social hour at 4:00 p.m. Members decided to provide a sheet cake for dessert to reduce our cost. Joyce Tekin will handle the arrangements. Rick Larrick motioned and

Bub Larson seconded we have the Arctic Strings Orchestra entertain us once again at a donation of \$300. The motion passed unanimously. New members, Dan & Sue Schaaf also offered to provide music they have available at our party.

President McCarthy acknowledged that Ruth Ann Domke was moving to Indiana and thanked her for her years of service. John encouraged us to drive our old cars to her going away party Sunday afternoon at her church. John also commended Nancy Allen for her arranging our membership meeting at the Salmon Bake at a reasonable price. The group applauded both.

### Announcements:

- President McCarthy acknowledged the upcoming birthdays and anniversaries.

- Details regarding Bub Larson's STOLEN 18' dual axle black & white Goerdzen flatbed hauler were provided.

- Marilee Merced indicated they stopped at the A&W Drive In Wednesday evening and found they were closing for repairs. But when they were recognized by the staff as car club members they were allowed in because "the manager would have wanted it that way." (We're loved!)

The 50/50 drawing for \$60.50 was won by a happy Will Chase! At 8:06 p.m. John Binder moved and Jill Larrick seconded we adjourn.

Respectfully submitted,  
Scott Grundy, VLNAACF Secretary

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vided us, and we were quite pleased to learn that it mirrored our vision. The end result needed to be something that would complement our stunning displays that are already throughout the Museum. Being a permanent display, we knew the Cammack Tucker Gallery had to be fantastic right from the start. Once the Tuckers are in, they're in!"

The job of transforming ideas and concepts into reality was given to Museum volunteer Jim Booth of Jim Booth Designs. Lizewskie was proud to say, "We are extremely lucky to have Jim as one of our many dedicated volunteers. We sat down with him and explained what we wanted, and what he delivered to us far exceeded our goals! ". He added, "Jim's proposal was easily approved by the design committee and the entire Museum Board. Not only will it be visually stimulating, but fully interactive and very educational".

Mr. Booth commented, "I am excited to be a part of the AACA Museum's team and design the new Tucker Exhibit. It was something I didn't have to think twice about, as it combined both my love for museums and my interest in antique automobiles. Exploring Mr. Cammack's amazing Tucker Automobile collection reveals the passion and dedication he had for the Tucker, much like the passion and dedication Preston Tucker himself had for the car he created."

Bringing Booth's design to fruition won't be inexpensive. "Obviously to build this gallery properly it will take a great deal of capital", stated Lizewskie. "We will be kicking off a capital campaign using traditional methods as well as web-based crowdfunding programs. We intend to not only reach out to individuals but also corporate sponsors. Even though much of the construction can be performed in-house, some of the materials used will still be costly". An example given was the architectural glass that will allow visitors to walk above the Tucker factory test chassis within the Engine and Chassis Platform of the exhibit. Lizewskie noted, "The glass portion alone could cost \$70,000. The Platform is the centerpiece of the Gallery, and will be the most expensive aspect of the design".

While the Cammack Gallery will still be used for rotating exhibits until late April, construction of various components will be created off-site during the early stages. After April, the Gallery will be closed for construction until the Grand

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**The selection committee would like names of potential winners of the VLNAAC Most Improved Vehicle award for 2014. Please look at the criteria and give your suggestions to the committee at the next monthly meeting—Nathan**

### **VLNAAC Most Improved Vehicle for 2014 : Winner Selection Guide**

Objective: Recognize VLNAACF members for outstanding hands-on car restoration work.

Minimum Requirements for consideration of judging: Car must be a classic or antique as permitted by the AACA for membership, become finished or nearly finished sometime during 2014, and have a significant amount of hands-on work done by the owner. Modifications from the original design for uniqueness or high performance are not part of the judging criteria and should neither add nor deduct scoring points. Four Judging Criteria with approximate equal scoring weight:

- Total improvement to the vehicle from the time of owner's start of restoration work to completion in 2014
- Amount of hands-on work performed by the owner
- Quality of work done
- Reason for owner's interest in the car, associated story, history, etc

Judging committee is all past award winners. Contact last year's winner and Committee Chair, Nathan Helms directly, or through his dad, Bret—or else let any prior winner or any member of the board know of your interest in being considered.



*Nathan Helms with the award last year*

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Opening in late 2014. Lizewskie commented, "We are targeting the AACA Fall Meet in October for our Grand Opening. The opening reception will be a spectacular addition to an already festive week!" Following cues from Preston Tucker himself,

the three Tucker 48s will not be displayed until the opening of the gallery. "We want to keep everyone in suspense until the big day!"

The AACA Museum encourages the public to monitor progress through its website, [http://www.aacamuseum.org/exhibitions/Cammack Tucker Collection.aspx](http://www.aacamuseum.org/exhibitions/Cammack_Tucker_Collection.aspx) and social media pages.

## What happened to summer?

By John Binder

Somehow Penny and I didn't get to participate in all the events the club planned this summer. We missed all the Wednesday night runarounds because I get off work so late. We missed the joint meet, dementia tour, Hilltop, and, (sniff) the Salcha rib run. We even missed "International Drive Your Studebaker" day (an almost sinful faux pas). We did make a couple of cars and coffees, the Carlson Center and Fountainhead shows, a Mondo run, and the Knotty Shop run my son hosted but this is way too few events. It's unacceptable! Next summer things are going to have to be sacrificed to make room for our car hobby. I propose that Penny cut the length and frequency of my weekly honey do list and postpone the remainder until a week past next winter. I can reschedule mowing the yard to once a summer and stretch the time between trash runs. I don't think Penny will mind using a machete to get to her car. Besides, there should be plenty of animal trails through the yard leading to the trash pile. I also think I can escape work a few hours early on Wednesdays using the fake legs sticking from under the vehicle trick. I got the idea from listening to Charlie Bourque's theory of government employment. If his premise is correct, government supervisors won't investigate to see if I am under a vehicle if they have to get out of their office chairs. Simply disable the wheels on a few chairs and I'm home free. I just hope I remember to remove the fake legs when I'm done. Penny hinted I sell the boat, ATVs, and all my fishing and hunting gear. That will free up a few weekends I'm sure. Anyone need a 50hp outboard or a five weight fly rod? If we skip next year's garden, pass on blueberry season, give away the dog, donate the bicycles, forget our new exercise program, postpone remodeling the kitchen and skip cleaning the rain gutters we'll be able to squeeze in more club events. We're even contemplating quitting work altogether and living off of Hunter. We'd never miss a tour or run-around again. So as the leaves change color and the cold creeps south we'll hunker down and plan for next summer. We should make most of the events on the VLNAACF calendar, that is, if I complete needed repairs to Earl (the '51 Studebaker Champion).



Rochelle Larson has the above items for sale to members at Larson's Locksmith. Drop buy and pickup a club item for yourself or a gift for the "better half" (remember the Holidays), or call Rochelle for her to put the item aside for you for the next meeting. Available are the following items:

1. **Club Magnetic Signs** for your car \$16 per pair (and \$8 each for more)
2. **Club Lapel Pin** for your sport coat or jacket \$2 each
3. **Red Ball Cap** \$8 each
4. **Club Lined Jacket** (embossed with your name)  
\$41 each for M, L, or XL; \$44 each for 2XL or \$27 for 3XL
5. **Solid Red T- Shirt**  
\$12 each for M, L, or XL; \$14 each for 2XL or \$16 each for 3XL
6. **Red Ring T-Shirt**  
\$20 each for M, L, or XL; \$22 each for 2XL or #24 each for 3XL
7. **Blue Ring T-Shirt**  
\$20 each for M, L, or XL; \$22 each for 2XL or #24 each for 3XL

## CONTACTS:

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

President	John McCarthy	452-8805	<a href="mailto:gt500@acsalaska.net">gt500@acsalaska.net</a>
Vice-President	Bret Helms	460-1912	<a href="mailto:helmsbret@gmail.com">helmsbret@gmail.com</a>
Treasurer	Ron Allen	488-3965	<a href="mailto:ronandnancy@gci.net">ronandnancy@gci.net</a>
Secretary	Scott Grundy	457-4326	<a href="mailto:grundy@mosquitonet.com">grundy@mosquitonet.com</a>
Director	Scott Culbertson	451-7911	<a href="mailto:sdculbertson@gci.net">sdculbertson@gci.net</a>
Director	Ed McLaughlin	452-5234	<a href="mailto:mcbug@gci.net">mcbug@gci.net</a>
Director	Terry Whitedge	479-6814	<a href="mailto:whitedge@gci.net">whitedge@gci.net</a>
Membership Chair	Rochelle Larson	590-8593	<a href="mailto:rochelle1987@hotmail.com">rochelle1987@hotmail.com</a>
Merchandise	Rochelle Larson	590-8593	<a href="mailto:rochelle1987@hotmail.com">rochelle1987@hotmail.com</a>
Newsletter	Rick Larrick	457-4344	<a href="mailto:crlarrick@alaska.net">crlarrick@alaska.net</a>
Website	Wilma Vinton	456-2261	<a href="mailto:wlvinton@gci.net">wlvinton@gci.net</a>
Sunshine Club	Tracy McLeod	456-7877	<a href="mailto:tkplits@yahoo.com">tkplits@yahoo.com</a>

### NEXT MEETINGS

The membership meeting is always the second Thursday of the month. The October Meeting is Oct. 9th at **Sam's Sourdough Café**, on University, near College Rd. All the winter meetings (except December) will be held at Sam's Sourdough Restaurant, in the back room with the car pictures. Meeting is at 7pm. Come in early (6pm) for dinner with us!

Board Meetings are the Tuesday before the Membership Meeting—this month on October 7th — also at **Sam's Sourdough**. Meeting starts at 6:30pm, with dinner before. Board Meetings are open to members.



Vernon L Nash Antique Auto Club  
P.O. Box 71253  
Fairbanks, AK 99707