

Nash's News



**Antique auto news from
 Alaska's largest car club and most
 northern region of AACA**

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This newsletter is a publication of the Vernon L. Nash Antique Auto Club of Fairbanks, which is the most northern 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 address: vlnaacf@gmail.com



ART CARS IN NIPTON, CALIFORNIA Liz Masi brakes for car stuff, and she sent us these photos from their travels this past winter through southern California. We are waiting to see how she re-paints her pink '55 Studebaker President now!

I've started telling everyone about the benefits of eating dried grapes. It's all about raisin awareness.



Sunday • May 5 • 2019

Drop off: 9-11:00 AM • Shop: 1-4:00 PM

Carlson Center

All types of used tools in working order are welcome. For example:

- Automotive & mechanics
- Carpentry & woodworking
- Gardening & hand tools
- Sewing & household

20% of sales go to support the Chena Tool Library.

Unsold items may be picked up at 4 PM. Unclaimed items become the property of the Chena Tool Library.



Food truck on site
11:30 AM-4:30 PM.

Thank you to our generous sponsors!



www.chenatoollibrary.org • chenatoollibrary@gmail.com • 907.455.TOOL

A Table reserved for VLNAACF at Chena Tool Swap Sunday, May 5th

The club has a table reserved in the Carlson lobby during this event to provide information about our club, promote the Carlson Member Car Show, and to sell Raffle Car tickets. If you have something to sell at the Tool Swap or to donate to Tool Library, this would be a good opportunity for a two-fer.

Call Melinda Harris (907-378-6744) for details or talk to Carl Westphal about raffle ticket sales.

FOUR - WHEEL BRAKES

A Statement of Studebaker's Attitude Toward the Use of this Mechanism On Passenger Automobiles

The 1924 model Studebaker cars are equipped with rear-wheel brakes only. Studebaker brakes are sufficiently powerful to lock the rear wheels, which is ample braking power for any emergency. There are no more reliable brakes in use on any automobile.

By reason of the use of four-wheel brakes on European cars, there has been more or less discussion in the United States for some years as to their advantages and disadvantages. Several American cars are now equipped with

four-wheel brakes, and time alone will determine whether the American public will be satisfied with this equipment

Studebaker Decides to Take No Chances

Studebaker research and engineering departments have been studying, experimenting with, and testing four-wheel brake mechanisms for two years, at an expense which has already exceeded \$100,000. Foreign cars have been purchased and tested, numerous drawings have been studied, and experimental models developed.

The net result of these investigation is that we decided to retain our present brakes and take no chances. We have been unable to develop a four-wheel braking mechanism that would be practicable and safe in the hands of the great majority of owners and drivers of Studebaker cars.

We have developed and have had under severals tests for months several experimental cars equipped with four-wheel braking mechanism, designed by Studebaker engineers, which equals we believe, any equipment in use. These brakes and cars are perfectly safe in the hands of our engineers and mechanics. When properly adjusted and lubricated, they operate beautifully, and the temptation to put them into production has been great, but our tests have developed some difficulties and dangers which made us decide to defer action and continue our experiments. We do not say that four-wheel brakes cannot be made satisfactory, but do say that we as yet been unable to develop a satisfactory design.

Additional Cost Would Be a Small Item

Whenever we can develop a four-wheel braking mechanism that *owner drivers* can keep adjusted and lubricated without trouble, we will put it into production. The added manufacturing cost would not exceed \$20 per car, and hence price is no obstacle. Our anxiety is that the mechanism shall be safe, simple, and superior to two-wheel brakes.

No mechanical defect or great outcry for change warrants the abandonment of two-wheel brakes. Most high-grade American cars use them and are adequately braked. Cars skid on wet pavements, of course, if

(Continued on page 9)

POETRY

Throughout this issue are some round cornered boxes with poetry in them. They were written by former club member Carl Jeglum and our Dan Gullickson. Dan says Carl penned most of the poetry when they were both working for the BLM, and he then edited where necessary to get a better rhythm and rhyme.

Man survives grizzly attack with just a .22 pistol. The friend he shot in the knee was not as lucky.

NATIONAL NEWS

Photo and article reprinted with permission

Let's get social!

By Megan Boyd

Vice President - Social Media



This year at the Annual Meeting, I was appointed to the newly formed role of Vice President of Social Media. I'm excited about this position - it is truly a great time to be in the AACA!

We are all familiar with the word 'social' - especially when it is connected to any AACA members favorite other words - ice cream! Social media, just like our ice cream socials, is created to do the same thing - get people socializing!

I'm sure by now everyone out there (unless you live under the proverbial rock) has heard of Facebook. Facebook is just one of many forms of social media that exist today. Some of the other popular platforms (at the time of this article - they change so fast!) include Instagram, Snapchat, YouTube, Twitter and LinkedIn. It is likely you are personally on one of them...if not all of them!

The AACA's regions and chapters have a great opportunity to take advantage of this FREE marketing. These are great platforms to share information about your club, your members and their cars plus tech tips and tricks just to name a few things. You can also share or repost information from our national club or other regions and chapters.

Often I hear "I don't know how to use Facebook" or "I don't even have a smart phone" - don't worry that's ok. Asking your younger members to create and maintain the social media for your club is a great way to get them involved. It is second nature to the younger generation and it can be a valuable membership tool for your club.

If your club is looking where to start I suggest creating a Facebook page. Add a few photos of club events, club members or better yet club members with their cars! You can also create Facebook Events to advertise your club meetings and shows. This is also a great way to connect with your local community to make them aware of your club and all of the wonderful things you have going on. Once you have your Facebook page created try adding an Instagram account. Instagram is a platform for sharing pictures. We all love pictures!

I look forward to seeing more clubs and regions getting social - I'll be watching for you on the world wide web! In the meantime if you have questions about social media or need help I'm just an email away. Contact me at aacameg@gmail.com.



Members of our Vernon L. Nash club at the Park drive-through last September, which was also hosted by the AAMA.

HEALY ANTIQUE CAR TOUR MAY 2019

- MOTHER'S DAY CAR SHOW
- DRIVE IN TO DENALI PARK

The Antique Auto Musers of Alaska (the Anchorage AACA Club) has invited us to again join them for a special tour into Denali Park and to help the management of Denali Park and the town of Healy celebrate their special relationship.

There is a Car Show as part of Healy's celebrations on Sunday, May 12th. It will be held at The Three Bears mall in Healy from 10am - 4pm. The AAMA will be caravanning up from Anchorage on Saturday so they can have cars cleaned up and be ready for the show on Sunday, and we have been asked to join them.

Sunday evening will be a dinner at The Black Diamond Café on Otto Lake (same place as we dined with them last fall).

Monday morning, May 13th, the Park Road at Denali National Park will be opened up to just antique cars (25 years or older) as registered with the AAMA for the event.

Rooms are scarce, so you should reserve now. Best bet is probably the Totem Inn (907) 683-6500.

If you plan to go, you must call or email Tam Isham of the Anchorage Club. Phone is (907) 688-3671; email is isham@gci.net.



BRAKE LINES:

Back in 1957, I had my first legal car on the road - a 1940 Ford coupe I had purchased for 25 dollars. It had a flathead V8 that was mildly souped - up, with a Clay Smith cam and planed heads. I installed dual carbs and dual exhausts.

It was a nice little car and fairly fast. Of course I didn't pay much attention to the brakes, as long as it would eventually stop. I was happy - far more interested in GO than WHOA!

I noticed one day that my "WHOA" was not working well, spongy brakes and having to pump them several times to actually stop. Back in my yard I looked under the car and saw that my right rear wheel cylinder was leaking fluid from the hard brake line.

I didn't have any spare money to repair and the other three brakes were working fine. Using 17 year old logic, I decided to "FIX" the problem myself by removing the brake line from the wheel cylinder and crimping it by folding it over and mashing it with a pair of vise grip pliers.

After refilling the master cylinder with brake fluid and pumping the pedal, I had some brakes!



The next morning on my way to school, a buddy of mine tried to pass me on the two lane road that was about a mile from the school ground entrance. "Well, I'll fix him!" Up into second gear on the 39 floor shift and away we went. I was nudging him ahead at about 65 mph, when the school entry showed up!

I hit the brake - NOTHING - I tried pumping twice - NOTHING! I yanked on the emergency brake - MERCIFULLY it locked up the rear tires and I just managed to squeeze into the school entry with a red face and squeamish look!

That afternoon I installed a new steel brake line. I found out the hard way that if you bend a steel line and crimp it tight - IT CRACKS!

- Paul Tekin



MAY, 2019

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

Sun	Mon	Tue	Wed	Thu	Fri	Sat
<p>Newsletter submission deadline is always the 20th of the month. Send in your Member ads., events, notices, and articles to vlnaacf@gmail.com</p>			1	2	3	4 <i>CarsNCoffee Bentley Mall</i>
5	6	7 <i>Board Meeting Sam's Sourdough</i>	8	9 <i>Membership Meeting: Fountainhead Museum (no meal)</i>	10	11 <i>CarsNCoffee Bentley Mall</i>
12 <i>HEALY CAR SHOW (AAMA)</i>	13 <i>DENALI PARK ROAD DRIVE THROUGH</i>	14	15	16	17	18 <i>CarsNCoffee Bentley Mall</i>
19	20	21	22	23	27	25 <i>CarsNCoffee Bentley Mall</i>
26	27	28	29	30	31 <i>Load - in for CARLSON CAR SHOW</i>	

Vernon L. Nash Antique Auto Club

- **Note:** CarsNCoffee time is 8:00 to 10:00 am each Saturday at Great Harvest Bread at the Bentley Mall.
- **May 7th: Board of Directors Meeting,** Sam's Sourdough, 6:30 pm (dinner before).
- **May 9th: Membership Meeting,** Fountainhead Museum 7:00 pm (no meal).
- **May 18th:** Pack Boxes for **Fairbanks Food Bank;** leave CarsNCoffee at 8:45am
- **June 1st & 2nd: Carlson Center Car Show** (Move-in May 31st.)
- **June 9th: Poker Run to NOAA** 13.5 m Steese Hwy for a picnic and tour (Jeff Creamer, PPR)
- **June 26 - July 4th, 2019: Adventure Before Dementia Tour**
- August 16th & 17th: **Joint Meet, Healy**



at Turnagain Social Club, 6:30pm

- **May 12th & 13th: Healy / Denali Tour** (VLNAACF invited—see page 3)
- **May 18th: Talkeetna Fly In and Car Show:** Show 4pm - 8pm NSI Bldg. at Airport (VLNAACF invited)
- **May 18, 19 & 20: Homer Trip**

National AACA Events

- **May 30 - June 1: AACA Annual Grand National** - Auburn, IN

Antique Auto Mushers

- **April 10th: Membership Meeting,** meet

MAY BIRTHDAYS

- 3 - Vickie Domke
- 5 - George Cromer
- 6 - Angie Oines
- 6 - Nancy Allen
- 6 - Linda Grundy
- 7 - Walt Mingus
- 16 - Preston Smith
- 16 - Lorna Lounsbury
- 20 - John McCarthy
- 22 - Dale Durrwachter
- 25 - Jeff Casey
- 29 - Christol Creamer
- 29 - Greg Oslund



President's Headlights

- Jeff Creamer

Greetings All!

Did everyone enjoy the summer?! As of this writing we are back in the winter mode for the near future, though I am hopeful we may feel warmer again soon. Look at it as a way to get the cars out, find out what went into permanent hibernation over the winter, and get any problems taken care of before the next heat wave.

May will be kicking off a busy season early, with the Anchorage Club rolling north to Healy for a Mother's Day car show and a cruise into the park. They have cordially invited anyone from our club to join them, look for info in this newsletter. Memorial Day will be the "Official" start of the season, but we will continue with Cars & Coffee Saturday mornings and don't forget to join us May 18th for Food Bank volunteer day

At the last meeting a question came up about starting the Wednesday Night Runaround early (as we had very nice weather at the time of the meeting), and though the Park will not open until Memorial Day, any excuse for a cruise is usually a good one. I encourage anyone to take the lead by becoming the official PPR for this activity and kick off the



season, as we do not have one yet!

Speaking of PPR's, (almost) everyone who has led an activity in the past has realized that, after the initial anxiety, it really delivers a sense of accomplishment! I strongly encourage more members to step forward to lead activities, and bask in the praise of your peers! It really isn't complicated, and we could use some new faces and personalities at the front. Think about it, and speak to the board members / officers for ideas on how you can help.

Safe and happy travels, Jeff



SUNSHINE REPORT:

Sunshine Committee Report:

On 3/25/19—sent a sympathy card to Cindy & Bret Helms for the passing of Cindy's father.

- Tracy McLeod

Tracy McLeod is the Sunshine Contact. Please send her an e-mail if you know of a club member who could use a little "sunshine".

e-mail: tksplits@yahoo.com. For a postal mail address contact Tracy or a Board member.

MAY ANNIVERSARIES

- 8 - Anio & Michael Welch
- 15 - Christol & Jeff Creamer
- 19 - Marily Naquin & Julio Merced
- 25 - Carolyn & Jerry Mustard

If you gotta stop,
Like for a cop,
You just lean way over to your right,
And pull that standing lever tight!

- Carl Jeglum / Dan Gullickson

Member Ads

Paying \$1,000 each for 1930-1936 Fairbanks license plates.

Bryce Crumb bttrfly123@att.net

Still for sale: 48/49 Plymouth P15 body \$1,000 OBO. Body and chrome good, Engine not so good. Gene Hansen 457-1492. Cleaning up my yard.

FOR SALE: 1978 Cadillac Eldorado. This gem has 46,253 original miles and is a complete head turner. Rust free body and underbody. Well-loved and has never had a snow flake touch it. Was asking \$17,000. **NOW REDUCED TO \$12,000 o.b.o! - must sell; owner has moved out of State.**

The Arizona beige car was painted at American Sunroof with the Demitasse brown painted on the hood, and the front half of the roof is also painted Demitasse brown.

Contact Cindy or Russ Reason for contact information for the owner of this car. snobounders@gci.net



News anchors always start with "good evening", then go right ahead to tell you why it isn't.

Garage Tour March 30th



MARTSOLF GARAGE

Ray and Elaine Martsolf hosted the club for a tour at their garage on Saturday afternoon, March 30th. All who attended were envious. Ray can spend all winter there and have room to work on *all* of his projects (*at once!*). He and Elaine provided some great chili and nibbles in the main work garage, while his two early 50's Ford pick-ups sat outside. Behind that work garage is a well equipped wood shop where Ray keeps busy with his other hobby and makes craft projects for Elaine to sell at some of the local bazaars. Running the length of the building is "the vault" where Ray and Elaine have their three Ford cars - the '55 T-Bird, the glass top '56 Crown Victoria, and the '66 Mustang.



Photos: Top; "The Vault" as seen from each end. Above; Ray's main service garage. Right; Ray's wood shop.

2019 ADVENTURE BEFORE DEMENTIA TOUR WILL BE A DANDY!

By Scott Grundy

Please don't miss this fun tour to **WHITEHORSE, DAWSON CITY and TOK!**

Full 8.5-day tour: We will depart Fairbanks on Wednesday, June 26 and return after the July 4, Independence Day parade in Tok. We'll participate in two parades (Canada Day & our Independence Day), and experience many other fun and meaningful things in-route and at our destinations!

Shorter 5-day tour: The always helpful John McCarthy has volunteered to lead a group of you "cats" on a tour directly from Fairbanks to the always fun Dawson City! Assuming the group can travel at highway speeds with their vehicles (or trailer slower moving vehicles), John plans to drive from Fairbanks to Dawson City (387 miles) on June 30 and participate in all activities in Dawson City and Tok.

Contact Scott Grundy your Cat Herder (Jr.) for tour details and hotel reservation information at sgrundy55ply@gmail.com or 907-457-3526. Again, please join a version of this dandy tour!



SHIPPING HEAVY ITEMS FREE TO ALASKA!!

By Scott Grundy

Now that I have your attention, it's too good to be true as a general practice – but it can be achieved. Let me explain....

As a reminder, Alaska Air Club 49 members can ship two bags under fifty pounds each free of charge. I purchased a set of rear springs that weighed 64 pounds banded together and for a token fee UPS would deliver them anywhere in the lower 48. But, the cost of shipping directly to AK was outrageous. So, I had the springs delivered to Tucson, AZ where we were visiting. Even then, I reconsidered messing with the heavy parcel and contacted UPS and learned they wanted nearly \$310 to ship the parcel via ground to Fairbanks. That's more than I paid for the springs!

Being the frugal (cheap) type, I was again motivated to bring them home as baggage. I considered paying the overweight baggage fee until I learned the overweight fee had increased from \$50 to \$100 dollars. Hey, "free" really appealed to me as did a lighter weight package(s). So, I gleefully split the springs apart, wrapped them in heavy-weight plastic bag material for a more presentable appearance and attached our personal info card. The young female airline attendant checking us in asked no questions until she tried wrestling the awkward package to the baggage conveyor belt. She curiously asked the content and I explained it was a curved golf club; ironically, she accepted my explanation until I smiled and confessed the true identity! She laughed, but obviously was not a golfer!

For two extra parcels, I obviously needed a travel companion; my bride was very accommodating – but I had to do all the heavy lifting. Yes, I'm having fun fussing with old cars!



VNAACF Monthly Membership Meeting April 11th, 2019

President Jeff Creamer brought the meeting to order at 7:03 p.m. There were 43 members present.

Secretary Donna Wojciechowski read the minutes from the April board meeting.

A MOTION WAS MADE BY SCOTT GRUNDY AND SECONDED BY THERESA CHASE TO ACCEPT THE MARCH MEMBERSHIP MEETING MINUTES. PASSED UNANIMOUSLY.

Treasurer's Report - Wilma Vinton gave the treasurer's report. A MOTION WAS MADE BY WALLY OLSEN AND SECONDED BY MIKE LECORCHICK TO ACCEPT THE TREASURER'S REPORT AS PRESENTED. PASSED UNANIMOUSLY.

Membership Report - Rochelle Larson gave us a membership update. We have a total of 211 members. 35 single and 88 joint memberships.

EVENTS/COMMITTEES:

Car Show - Willy Vinton gave us an update. Jeff received the contract for the Carlson Center. Car show posters will be at Larson's to pick up and hang on bulletin boards.

Garage Tours - John McCarthy gave us an update on the last garage tour.

ABDT - Scott Grundy gave us an update. So far 8 cars have signed up.

Raffle Ticket Sales - Carl Westphal gave us an update. Ticket sales at the Woman's Affair was better than at last year's show. The car will be outside at the Outdoor Show. Carl would like 3 people to sell tickets. 2 people inside and 1 outside.

Teddy Bear Car Show - Doris Casey gave an update. We took 500 teddy bears to Fairbanks Memorial Hospital last year.

Fairbanks Food Bank - April 20th is our

weekend to volunteer to fill boxes at the food bank. We will leave cars & coffee at 8:45. At an empty bowl fundraiser there were 200 bowls sold and \$25,000 was raised.

Cars & Coffee - Carl Westphal suggested we change the time back to 8:00-10:00 for the summer.

NOAA Poker Run - The date will be June 9th and we will leave the Great Harvest Bread Co. around 11:00. We will need to RSVP because this is a secure facility. There will be a BBQ.

OPEN FORUM:

Ed McLaughlin read 2 poems to the membership. The first one was The Mirror by John T. West and the second one was My Baby Car by Robert Service.

Melinda Harris handed out flyers for the Chena Tool Library fundraiser. The date is May 5th. Drop off time is 9:00-11:00. Shopping time is 1:00-4:00.

Jeff Creamer had questions about the engine in his boat and was looking for suggestions.

50/50 - The total for the 50/50 was \$149 and the lucky winner was Fred Husby.

May 7th is the next BOD meeting at Sam's Sourdough at 6:30 p.m.

May 9th is the next membership meeting at the Fountainhead Car Museum at 7:00 p.m.

A MOTION WAS MADE BY MIKE LECORCHICK AND SECONDED BY CARL WESTPHAL TO ADJOURN THE MEETING AT 7:49 P.M. PASSED UNANIMOUSLY.

- Submitted by Donna Wojciechowski

When Henry and Annie are out for a spin
We always seem to wear a grin,
There's might few cars on the trail,
That can match for fun over hill and dale.

Note: Henry was Carl's Model A; Annie is Dan's



A wondering child gravely asked mother if condensed milk comes from very short cows.



**Vernon L. Nash Antique Auto Club of Fairbanks
Annual Antique Car Raffle**



**1973 VW Superbeetle
Convertible**

49,000 miles / 1600 cc engine / 4-spd manual transmission

Drawing: July 20th, 2019 at 2:00pm

Pioneer Park Square Dance Pavilion
Need not be present to win

\$5.00 / ticket or 5 for \$20.00

WIN this CAR!

See any car club member for tickets or buy them at Larson's Locksmith, 1249 Noble St., Fairbanks

LESSONS LEARNED:

When I was in junior high, a friend approached me about replacing the rear brake shoes on his shoebox. Being from Minnesota where even if you had never done so, you always give the standard answer: "I can do that!". The replacement went well, and the vehicle had good pedal.

We decided to take her for a test run (in the dark) and headed north of town. The car seemed to stop well and we progressed to a turn at around 70 miles an hour. Much to our surprise, the local farmer's horses were loose and were standing in the road. We would have plowed through them if it weren't for the white one. Clayton slammed the brakes only to have the pedal hit the floor where upon he successfully weaved around all four of them!. After getting back to town and the jitters subsiding some, I realized my error. **ALWAYS REPLACE OR REBUILD THE WHEEL CYLINDERS WHEN REPLACING THE SHOES!**

- Ross Beal



She was goin' down the grade,
Going 40 miles an hour,
When the oogah let out a roar,
That moose t'was on the road,
Now he's flattened as a toad,
Looks like road kill is on the table,
(For our supper, and that's no fable!)

- Carl Jeglum / Dan Gullickson

From the club email:

Rick, I'm a new member and want to inform members that the Peterson Auto Museum in LA has a vault of cars in the basement. There are two tours, one is 30 min and the other is 45 min. The cost of these tours is extra with the 45 min tour is more but worth seeing more unique autos. Maybe this is old news, but wanted to share info.

- R. T. Meiners



Ticket sales were brisk at The Outdoor Show on April 25th - 27th & 28th. On Saturday afternoon they were going at the rate of ten books an hour! Having the car detailed and setting outside on a gorgeous day probably helped a lot, as did the friendly huckstering in the aisle by Dale Durrwatcher!



Photo by Melinda Harris

Mike and Diana Lecorchick helped sell raffle tickets at our first big sales event of the spring - the "A Women's Affair" trade show at the Carlson Center. To encourage folks to brake for a ticket, the booth was armed with a slide show of club activities and posters for the raffle car and for our upcoming Classic Car Show at the Carlson Center. Thanks again this year to Vonna Husby for sharing her Raymond James financial services booth for the sale of club raffle tickets!

This month (and every month for the past six years) thanks to John McCarthy and Scott Grundy for early review and checking of the newsletter before publication. — Rick Larrick, Editor

The Governor's Plate

By Bryce Crumb

Keith Miller died at 94 in Anchorage on March 2, 2019. He was Alaska's pipeline governor.

Keith Miller served as Alaska House of Representatives, Secretary of State of Alaska, Governor, and in the Alaska Senate.

I recently made contact with a merchant in Anchorage who doesn't know license plates from carburetors.

I shared with her about my interest in Alaska license plates. She said she would check around with people she knew. To my great surprise about 2 weeks later she sent me a photo of an Alaska

Governor's license plate a fellow had. The fellow knew Governor Keith Miller in the late 1960's, and Governor Keith Miller had given him one of his Governor's license plates.

She brokered the deal with the third party.

Moral of story, next time you meet someone who doesn't know license plates from carburetors remember, she might just know somebody having automobile items you seek. It all about turning over the right stones, and not walking past them. Happy hunting.

(Continued from page 2)

brakes are suddenly applied before speed is slowed down, especially if the clutch is thrown out when the brakes are applied. Most skidding could be avoided, however, if cars were slowed down and brakes applied gently with clutch engaged.

Four-wheel brakes, perfectly adjusted, eliminate skidding, *but they must be perfectly adjusted, and there is the rub.* Four-wheel brakes permit quicker stopping, possibly in half the length required by two-wheel brakes, but this advantage is of little consequence except to speeders, who after all are in the minority. The operation of motor cars at very high speeds is always dangerous, and most people avoid it.

Owner Responsible for Perfect Adjustment

Men driving cars even at fifty miles per hour or over are not prepared for emergencies, and the application of four-wheel brakes in such cases might result in serious accident if they happened to be out of adjustment and were applied suddenly and fully. Here, indeed, is one of the possibilities of actual danger to the occupants of the car. The burden always rests upon the owner or driver of knowing that his brakes are in perfect adjustment.

The design of four-wheel brakes is complicated. They must function despite the movement of the front wheels in steering, and act on the four wheels in such a manner that brakes are applied first and most effectively to the rear wheels, and then follow precisely to the front wheels. They add about 100 lbs. to the weight of the car, and almost double the number of wearing parts in the brake mechanism. Perfect adjustment demands frequent attention by a *competent mechanic.* The added parts alone create from ten to thirty more places where lubrication, which is often neglected, must be ap-

plied *by hand.* The danger of locking both front wheels when turning a corner must be avoided to permit steering, for cars are only steerable when one or both front wheels are rolling.

Claims are made that the adoption of four-wheel brakes in this country is the outcome of their successful use abroad. A study of European designs, however, shows that practically none of the four-wheel brakes in use in Europe are perfected or have overcome the objections above mentioned. The good roads of Europe permit lower cars with lower centers of gravity, and great speed, but it is a well known fact that most European cars are greatly lacking in the practicability which distinguishes American automobiles.

Studebaker is convinced that the added weight, extra parts, and increased friction resulting from four-wheel brakes have an adverse effect on the performance of the car, making for poor acceleration, reduced hill climbing ability, and increased gasoline consumption. As stated above, Studebaker engineers are continuing their study and experimenting with four-wheel brakes, but we are far from convinced that they would improve our cars. Studebaker two-wheel brakes give all the braking power our cars need, and we consider them more safely equipped as they are than they would be with any of the four-wheel brake mechanisms of present known designs.

THE STUDEBAKER CORPORATION OF AMERICA

South Bend, Indiana,
July 23, 1923

You all must know,
Even in the snow,
The emergency brake,
Could keep you out of the lake.

- Carl Jeglum / Dan Gullickson



EDITOR'S LEFT (on) BLINKER

My 1922 and 1924 Studebakers have two-wheel mechanical brakes and my 1925 Franklin is simpler yet, with only a single service brake on the drive shaft; but my 1932 Studebaker Dictator has four-wheel mechanical brakes. Those on the early cars work great; those on the '32 needed adjustment. What a pain! But it is done, and they work well. I do, however, understand the Studebaker article reprinted in this issue better.

This has certainly been an unusual spring. In March, I had my '32 out to test the brakes, my '22 out to test out the new head and clutch, and I had my '63 Champ out using it as a daily driver, and I have had the '55 Buick out and about since early April. When we usually have below zero temps and snow, we've had 50 degree highs and relatively warm nights. Despite last week's snow, no-one should have any weather excuse for not having their car ready to drive into Denali Park or for the Car Show this year.

I was disappointed in the lack of any technical brake articles, but enjoyed Ross Beal and Paul Tekin's lessons learned stories and Dan Gullickson's poetry sent in response to the special appeal for brake articles that I sent out in March.

I tried to email a larger (higher resolution) copy of the newsletter last month. Several folks did not receive it, only getting the smaller version (2MB). If you want the newsletter in higher resolution, you can always download it at:

<https://fairbanksaaca.org/newsletter/>

That 1994 used car you still drive winters is now an antique. Clean it up and enter it in the Carlson Show!

Now all this talk about master cylinders,
Is a puzzling as a bunch of burrs,
Our cars both lack these refinements,
They just use rods, pins, and levers.

- Carl Jeglum / Dan Gullickson

JOINT MEET COMMITTEE HELP STILL NEEDED

Wilma Vinton would like several people to work with her as a committee to plan the JOINT MEET which is hosted by our club in Healy on August 16th & 17th. At this point it is just the committee to explore activities and hotel accommodations, etc. But sub-committee chairs are also needed. Call Wilma at 388-7766 or email wlvinton@gmail.com.

"Wine aged 17 years" sounds better than "wine from 2001"

2019 Vernon L. Nash Classic Car Show



WIN THIS '73 VW
CONVERTIBLE!

Permit #2437

Carlson Center | June 1-2

Sat 10a-6p | Sun 11a-5p

\$5 adults | kids free!

For more information, visit fairbanksaaca.org or email vlnaacf@gmail.com



Carlson Center Members Only Car Show

Registration Deadline Soon!

The 2019 VLNAACF Carlson Center Car Show is fast approaching. The dates are June 1st and 2nd with set up on May 31st. We will start lining cars up around 3pm on Friday the 31st of May, with the intent to start rolling them in to the Carlson Center at 5 pm. There will only be one award given again this year-- the People's Choice Award. The show runs from 10:00 AM to 6:00 PM on Saturday and 11:00 AM to 5:00 pm on Sunday. Doors will open an hour earlier for you to be able to come in and spruce up your car before the crowds arrive.

It is very much appreciated if there are lots of willing volunteers to help make this event run smoothly. We will need help in the following areas:

Telephone Committee: help notify members of the dates and confirm car registrations.

Pre-Show Work session: May 26th at 11 am at Vinton's house; we will staple all of the voting forms and door prize entries together and pull the pre-registered cars plaques.

On-Site Registration: May 31st from 3pm to 5 pm.

Show Set-up & Cars Move-In on May 31st from 2pm to 8pm.

Car Show Host Table: 2 hour slots starting from Saturday June 1st at 10 am to 6pm and Sunday June 2nd from 11am to 5pm.

Ballot Counters: 2 1/2 hour slots starting on Saturday at 1pm through Sunday at 4:30 pm.

-Marshal for the Valve Cover Races held Saturday and Sunday.

-Vendor Solicitation to bring vendors into the show.

-Door Prize Solicitation and Collecting.

Finally, we have a tradition of providing food for those that are working at the show. Pot Luck donations are welcome. We usually have about 15 people at any given time.

I will have a signup list available at the May Car Club meeting for you to sign up to help out. Again your help is greatly appreciated. If you have any questions or want to get your name in early to help out, please contact me at 388-7766 or email me at wlvinton@gmail.com.

- Wilma Vinton



Carlson Center Car Show

June 1-2 (Cars in on May 31st)

2019 SHOW REGISTRATION

Member Name: _____
Contact Ph# _____ **Email:** _____

Vehicle 1 Year: _____

Vehicle 1 Make: _____

Vehicle 1 Model: _____

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 between 4:00 and 5:30 pm on Friday, May 31st to stage your car in the proper space by model year. Be sure to be by your car at 5:30 to drive it into the Carlson Center. **Don't forget your fire extinguisher!** Cars must not be removed from the Carlson Center until Sunday, June 3rd 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:

1. There is 1/8 or less tank of fuel in the vehicle.
2. You have current liability insurance on the vehicle.
3. You have a working fire extinguisher in or around your vehicle / display.

Signed: _____

Date: _____



CONTACTS:

VLNAAC Website: <http://fairbanksaaca.org>



President	Jeff Creamer	378-9061	jcreamer@gci.net
Vice-President	Mike Lecorchick	322-7525	Mike.lecor@gmail.com
Treasurer	Wilma Vinton	388-7766	vlvinton@gmail.com
Secretary	Donna Wojciechowski	490-6740	culligan@gci.net
Director (past President)			
Director (term expires 2019)	Ralph Moore	347-1675	flatheadv81947@gmail.com
Director (term expires 2019)	Carl Westphal	322-1760	westphal78@hotmail.com
Director (term expires 2020)	Phil Sanders	479-5920	Sanders.phillip@gmail.com
Director (term expires 2020)	Joe Procell	488-5802	No email
Membership Chair	Rochelle Larson	590-8593	rochelle1987@hotmail.com
Merchandise	Rochelle Larson	590-8593	rochelle1987@hotmail.com
Newsletter	Rick Larrick	457-4344	larrickrick@gmail.com
Website	Michael Farrell	328-8434	mrfarrell2@alaska.edu
Sunshine Club	Tracy McLeod	456-7877	tksplits@yahoo.com

NEXT MEETINGS

The Membership Meeting is **Thursday, May 9th - at the FOUNTAINHEAD MUSEUM**. Meeting starts at 7:00 pm.; On your own for dinner - no meal at the meeting site.

The Board Meeting is **Tuesday, May 7th** — at Sam's Sourdough . Meeting starts at 6:30 pm, with dinner before. Board Meetings are open to members.

The Gullicksons with "Annie" in 1977



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