

Puddle Jumper

July 2000

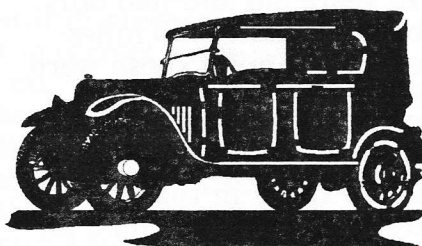
July Meeting

We will have a real quick short meeting at the 4th of July Picnic at Alaskaland on July 4th (imagine that) Since President Paul Camarata will be in Seattle recuperating from his surgery and Vice-President Squeaky Benham will be picnicking in Ft. Yukon either Jerry Krier or Ruth Hill will be running the meeting! When Paul returns from Seattle and is feeling fit he plans to call a meeting before we head off to Wasilla with the Anchorage Group in EARLY August.

Meanwhile we need a couple of volunteers for our July festivities. First of all the Wednesday night run around's or terrioze the tourist night needs a leader. Guy Douglas from the Downtown Association has been in contact with Michelle Roberts and Marty Stevry 456-1984 of the Festival of Fairbanks who runs the Concert in the Park on Wednesday evenings at the Golden Heart Park downtown next to the Visitor's Center. They want to coordinate with us to come on down on

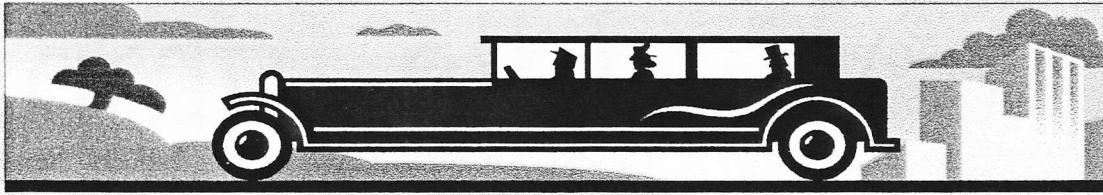
Wednesday's nights and the bands will take their break, they'll close off 1st Ave. and we can have a mini car show! We can do this every Wed. or every other or however we want to plan it. But we need a volunteer to coordinate with Michelle or Marty and to lead us so someone knows what is going on. We can still meet at Alaskaland at 6:30 and go through the park or direct to downtown or over to the RV park first or whatever. Who wants to help promote the club and downtown Fairbanks and a whole lot of tourists and Sourdough's alike!?!?! Please drive forward if you can help!

We also need a leader for the Golden Days Parade. Carl Jeglum will not be in town this year. Jerry Krier had said if Carl couldn't do it, he would. But Paul has not been able to reach Jerry for a go ahead yet, so we place this on the table



too. It requires a meeting or two with the Chamber of Commerce Parade committee and coordinating the cars by years and the honor of collecting \$5 for each car in the parade. Also if there are any other activities the Pioneers or other groups want us involved in, the person will need to get the word out to the others in the group via phone calls or a special notice.

Paul and Sherry Camarata rode down to Paxson on Friday June 16th and met the Anchorage Auto Musers for lunch there. The Auto Musers had 12 vehciles from a Model A to a 60's volkswagon, and some in between. There were about 25 to 30 people. They relaxed over lunch as the road up from Glennallen had about 15 miles of heavy construction. The construction crew and pilot driver and flag lady seemed to be thrown off by all the old cars travelling the highway. They didn't know how to treat them and they guess they thought they were all so fragile that they took extra time with them when all the Anchorage club wanted to do was to get to the other side of the construction and get on with their trip. So they lingered a little longer with us over



lunch and headed up the Denali Highway about 3:00 pm. They'll go right across after spending one night at Gracious House and come out the other end at Cantwell and head back down the Parks Highway to Anchorage. All was going well for the group -- a couple of cracked windshields (from other vehicles barreling down the highway on the other side of the road) and the mid-50's Mercedes covered his lights with stickers and duct tape!! This will probably reach the press and get to you after the Soltice Celebration in Fairbanks on June 21st. We were invited to park our cars along 2nd Ave between Cushman and Noble for the celebration and hopefully we had a lot of fun.

A big THANK-YOU goes out to Bill Chase for organizing the Little El Dorado Gold Camp tour and gold panning. They had granted us 35 tickets and we had 37 there. The two extra they also let in. A great time was had by all who attended and almost everyone got some gold. If you haven't taken the trip in awhile or never have, it's worth it. A thank you note was sent to Jason Kowalchuk and Johnne Binkley on behalf of the club -- It was really a wonderful trip. Thanks again Bill.

President's Corner

by Paul Camarata

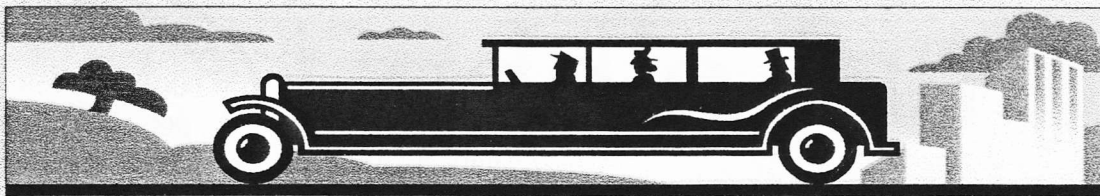
Bill and Joyce Chace

I have three antique cars--a '52 Plymouth, a '51 Buick, and a '28 Buick. The '51 Buick is really my son Klint's. It was a family restoration project--and I am safeguarding it. The first car I owned, a 1952 Plymouth Cranbrook 4 door sedan, was really the first regular car I drove. I worked on farms where I pulled wagons with tractors and trucks. I followed the summer racing circuit with my cousin in the late 50's--early 60's--and drove all sorts of race cars, but my cousin did all the racing--while I did the mechanic and grunt work in the pits. At 18, I decided to head off to college, my Dad and Mom said "take the old family car". It was the first new car Dad ever owned. It was 12 years old and had only been driven 78000 miles--and what miles those were. I grew up camping in a WWII green wall tent, and rock hunting in the deserts. Many times in the fall, winter or Spring we would be seen crunching or sliding along, fording streams, getting stuck or high centered

while getting ever closer to the mother lode of agate or crystal diggings. This was in areas like Quartzite before it became a snowbird capital--Once I remember an old timer helping dad take off the oil pan, put it in the camp fire to hammer forge a puncture closed, and adding 5 different brands of oil to the crankcase because our friends carried a spare quart each. Dad once caused the gas tank to carry 5 gallons less and I learned to differentiate between a squeal from a smashed flywheel housing or the rip of the side mold trim.

With all these memories available who could part with the family reliable. While in college, I and a friend took the back seat out, filled the car to the ceiling with wood for heat, and tore up the headliner and upholstery. He rode home on the fender, holding onto the ship--I still have the hood ornament. Skiing at MT. Shasta in 1965, I found you can drive a car into a snow bank up to the wind visor and only dent in the right fender.

I kept the car and all these years I have been replacing stuff as needed. I courted Joyce in the Plymouth--any gal not too proud to ride in the Plymouth was OK in my book. My son and Daughter grew up in the



Plymouth too-but we had options-now we had other sissy cars we use in bad weather. My other car is a 1928 Buick McLaughlin Standard. While driving down the Alaskan Highway about 18 years ago, we decided to take a short cut across a back country road in upper British Columbia. My wife spotted a flash of her favorite color, blue, through the foliage. We investigated and found this blue was on an old car parked alongside an old log country store. She forced me to stop and look. This old car was not just any old car, looking deeper, we realized it was a Buick-and not just any Buick. It in fact was a McLaughlin. As luck would have it, we found she was for sale at a ridiculously decent price.

According to the owners representative, the car had been in a Museum for the last several years when the elderly previous owner was unable to drive. The transport of the sedan back to Alaska was not going to be a problem. After negotiations over many cups of coffee, the owner, needing little excuse to sell antique wood stoves in Alaska, agreed to transport the car. The following summer the car cleared customs along with 40 antique wood stoves in an enclosed van. The stoves were a hit and

several friends were waiting for their pick of the stoves. When the car arrived Club members assisted me in fixing her up. The first gift was a rim spreader from Yurkovich, a spare from George Clayton, welding from Yingst, gas tank from one of Clains contacts, and original parts from elsewhere. Shortly after delivery we began a series of 15 minute projects that are still in progress. Joyce and I replaced all the seals since she leaked like a sieve from dry storage. (The car-not Joyce). We stretched the top; partially rebuilt the engine; overhauled the fuel and exhaust system; replaced the rear axles, hubs and bearings; and installed gauges after watching her boil during our Golden Days Parade.

One interesting project included swelling the loose wooden spokes so they would not dry out again. This worked for awhile but will need help soon-George get out the turpentine and linseed tank. We have to do it all over again. Work is still in progress: locating the correct three-leg Delco coil, windshield visor and brackets took the most time. She is not in perfect shape but we like her and the Canadians in Dawson and Americans in Eagle do too. Don't they Squeaky? At the last McLaughlin

Buick meet, we were informed that the light blue (Queens Blue) body and fenders with cobalt trim were correct for the McLaughlin Buicks for this year and model. I'd appreciate any information in writing substantiating this. The 1928 Buick Standard was a breakthrough year for Buick. The year leading to the silver anniversary of Buick caused many changes to the automobile industry-not as many as the Tucker in later years, but many new ideas were incorporated. It was the first year for the modern Zerch, dash temp and Fuel gauge, etc.-but let the slightly over advertising brochure tell it. See Bill at the next meeting if you want the brochure specs.

Remember When . . .

Decisions were made going "eeny-meeny-miney-mo."

Mistakes were corrected by simply exclaiming, "do over!"

"Race Issue" meant arguing about who ran the fastest

Money issues were handled by whoever was the banker in Monopoly.

It was magic when dad would 'remove' his thumb.

Scrapes and bruises were kissed and made better.

The worst thing you could catch from the opposite sex was cooties.

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Vice President:
Secretary:
Treasurer:

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July 4, 2000
July 8, 2000
July 22, 2000
August 10, 2000
August 11, 12, 13
August 19, 2000
September 14, 2000
October 12, 2000
November 9, 2000
December 10, 2000

Club Picnic at Alaskaland's Square Dance Gazebo
Tip Top Show & Shine w/Arctic Wheels 3-5 p.m.
Golden Days Parade
Monthly Meeting
Joint Meeting with Anchorage @ Wasilla Transportation Museum
Rick Schikora Wedding
Monthly Meeting
Monthly Meeting
Monthly Meeting
Christmas Party