



February, 2014  
Volume 43, Issue 02

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



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



Each year, a committee of prior recipients of the club's "Most Improved Vehicle Award" select a new winner. The award is presented at the annual Holiday Party. For 2013, the winner was Nathan Helms. Nathan submitted the following article to our newsletter:

At the 2013 Christmas Party, my 1971 Charger was recognized as "The Most Improved Vehicle" for the year. Leading up to my car's selection, there were visits from members of the selection committee, interviews with questions, and a private viewing in the garage, and some stories to tell about the restoration. Thank heavens I offered the condensed version of our story and woes or the committee would still be in our garage!

I found my car in Wasilla on my way to the drag races. The car looked to be in workable shape so I decided this would be a good project to start. I purchased my car right before I graduated high school in 2009. The body appeared to be decent and



Nathan with the Award at the Holiday Party

(Continued on page 4)

# Operation and Care: Starting the Car

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

**340. Preparations for Starting.** – Before starting an automobile engine, the driver should make sure there is plenty of gasoline in the tank and that it is turned on so as to flow freely to the carburetor. The radiator should be filled with clean water, free from lime or other form of matter that will have a tendency to coat the inside of the radiator when the water evaporates, and thus prevent cooling action. Rain water is best. The driver should also be sure that he has plenty of lubricating oil. In starting the engine, the switch on the battery circuit is closed, or, in some cases, where a high-tension magneto is used, the engine may be started on the magneto. It is better, though, in most cases, to use the battery circuit, as the current is always available. The general arrangement of the dash instruments, steering wheel, and control levers is shown in Fig. 533. In this particular case both the spark lever and throttle lever are on the same side of the steering post and are operated by the right hand. The arrangement of the spark and throttle levers on the Ford car, Fig. 534, is such that the spark lever is operated by the left hand and the throttle lever by the right hand.

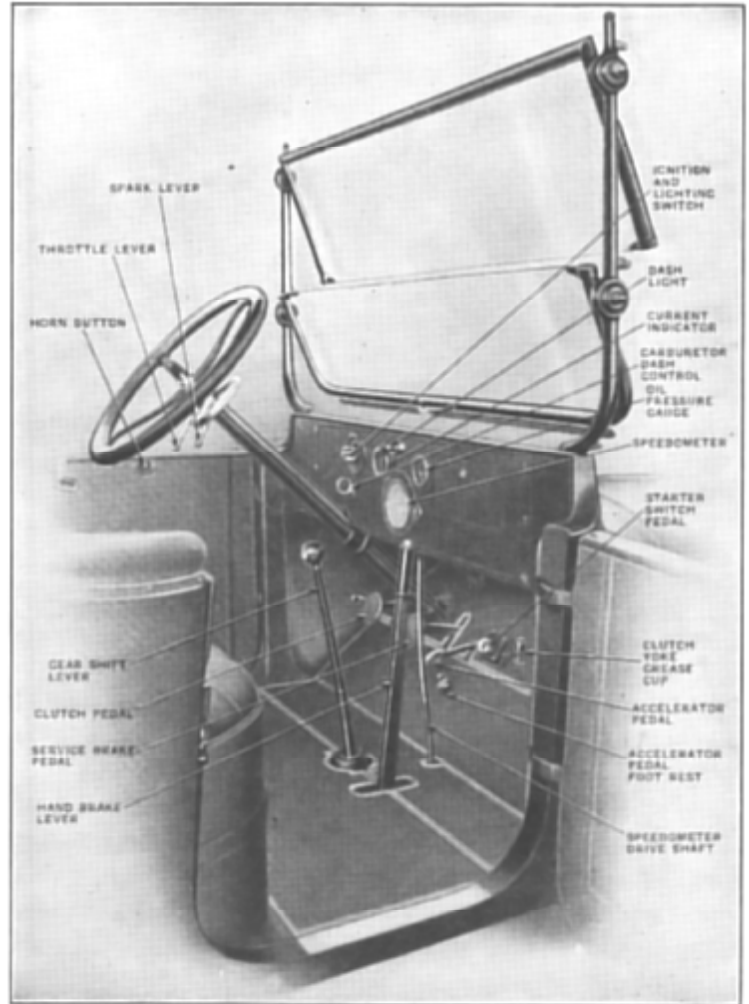


FIG. 533.—Dashboard, steering wheel, and control levers on Dodge car.

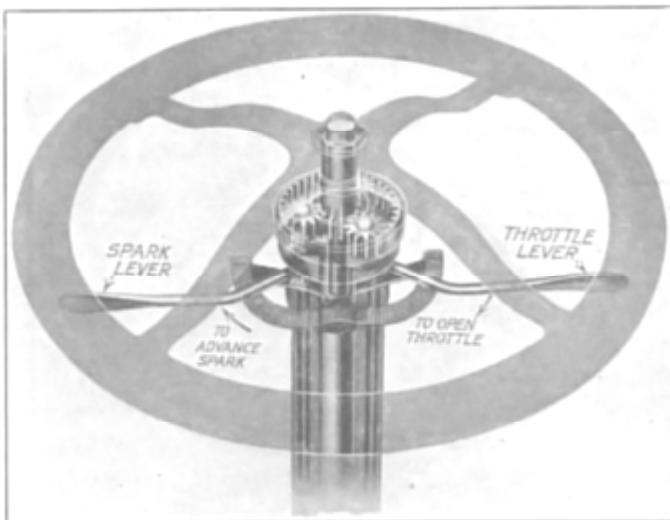


FIG. 534.—Steering wheel on Ford car.

The change speed lever should be in the neutral position. If the lever position shows that the gears are meshed, cranking the engine will start the car in motion. Engines that pick up easily are liable to start suddenly and run away with the car, especially if the gear shift lever is in the first position. This will quite often prevent runaways.

After an engine has been standing for some time, it is quite probable that it will not get gasoline at once, due to the gasoline evaporating or leaking from the carburetor. In order to have sufficient gasoline in the mixing chamber, it is customary to raise the float. This allows the gasoline to overflow into the mixing chamber. This process is commonly called "priming" or "tickling" the carburetor and insures a rich mixture in starting. This may also be accomplished by opening the priming cocks on the cylinders and pouring a few drops of gasoline directly into the cylinders. If there are no priming

(Continued on page 3)



(Continued from page 2)

cocks on the cylinders, a priming spark plug may be used. The spark lever should be *retarded*, and the throttle lever slightly advanced before starting the engine. As soon as the motor starts, the spark lever should be advanced about two-thirds of the distance around the quadrant, and the throttle lever retarded so that the motor will not race.

### 341. Starting the Engine with the Electric Starter.

—When the engine is to be started by cranking with the electric starter, the same preparations should be made that are necessary when cranking by hand. However, in most cases the spark control lever may be set slightly advanced, usually 1/4 to 1/3 up the quadrant, instead of in full retard position as recommended for hand cranking. This is due to the higher cranking speed obtained by using the electric starter. The hand throttle lever should be placed nearly closed, usually about 1 inch from the full closed position on the quadrant. This opens the carburetor throttle sufficiently for starting the engine. Then, with the gear shift in neutral position, the emergency brake released, and the ignition switch turned "On," the starting switch button should be pushed down firmly and quickly by using the right foot. (The starting button is usually mounted in the center of the toe board in front of the gear shift lever.) This will close the circuit between the storage battery and the electric starting motor, and the engine will be cranked rapidly. Hold the starter button down for a few seconds until the engine starts running under its own power. At the moment the engine starts, the starting button should be released, the spark advanced slightly, and the throttle adjusted so that the engine idles quietly.

The time required for starting the engine varies with conditions; however, the engine should start in at least 15 to 20 seconds of cranking. If it does not, the starting switch should be released and the trouble located,

since continued cranking usually will not aid in starting the engine but will discharge the battery very rapidly. The trouble may be due to either improper fuel mixture or poor ignition.

**342. Cranking by Hand.**—In cranking the engine by hand, always set the crank so as to pull up, as in Fig. 535, and be sure that the spark lever is retarded. In this manner, should there be a back-fire, the crank will be pulled



FIG. 535.—Proper method of cranking the engine by hand.

down out of the hand; whereas if one is pushing down on the crank, the back-fire will be very liable to cause injury to the driver's wrist or arm, as he would be unable to get away from it.

*Next Month: "How to Drive", explaining that there is "good form" and "bad form" in driving a car, the same as in doing anything else!*

## TAXING TIMES FOR OUR TREASURER

The Board realized several years ago that we may have some tax liability for raffle car profits, as most of the income was derived from sales of tickets to non-members. When Treasurer, Ron Allen, tried to file the proper tax forms, we found out that some improper filing in past years had caused the club to lose its 501(c)7 tax-exempt status, and the forms he submitted were refused until the issue was resolved. Application was made, and it took the IRS fifteen months to return it to us asking for more information, and giving us 3 weeks to reply (over the Christmas holidays).

Ron did extensive research into the matter, and a special meeting of the Board of Directors was called on December 30th. Ron presented all the information, and the Board decided on a proper path to pursue in resolving the issue and filing for the proper past taxes probably due. Based upon the information presented as to the possible outcomes, Ron was authorized to resolve the matter with the IRS on the Club's behalf.

The IRS granted our extension request, and Ron has the proper papers now filed for the 501(c)7 application. He has also prepared the tax forms which will be due when the application is approved. At the January 9th Membership Meeting, the membership approved the 2014 budget, with moneys in it to cover anticipated past due taxes.

## Corner for Progress (or lack thereof...)

Hi Rick,

Had a few people ask me how progress is coming on the Isetta. I have taken the car apart almost to the last nut and bolt. Now I am in the process of cleaning, refinishing or replacing all these parts. All rubber parts, including tires, were deteriorated and had to be replaced. The wheel cylinders and the master cylinder need rebuilding and all the hydraulic lines will be replaced. I can't do any painting until the weather warms up so this will slow things down. Some health problems this month have slowed my progress on the car, but things are getting better. Ed McLaughlin



1925 Franklin engine (above) still taking time and space in my garage. Well into the second winter, it is slow going—but it is going together! - Rick Larrick



Only a small table for a McSetta

## ANNUAL EVENT PLANNING MEETING TO BE HELD FEBRUARY 18TH

Each year for the last several, the club has started our formal planning for the year's calendar with this meeting. The meeting will be held at the Fountainhead Museum on Tuesday evening, February 18th at 7:00 pm. Call Rochelle at 590-8953 to let her know if you are going to attend so she can order enough pizza!

The purpose of this meeting is to fill the summer calendar with events which will appeal to all our members, and to recruit the PPRs (primary person responsible) to coordinate each event. The PPR usually makes the arrangements and plans the events, takes care of any advance publicity (usually just working with the editor to write an "Ad" or article in the newsletter before the event), and hosts or leads the event. Not terribly hard—and there is lots of help for those areas you are unsure of. Money is budgeted for food for events, and even for any prizes or awards you might plan.

The meeting will start by filling in the known events—the ABDT Tour, Golden Days events, The Joint Meet with the Anchorage Club, The Carlson Show, etc., and then go week by week through the summer to make sure we have a balance of events that will appeal to most all our members. If PPRs are not confirmed at the meeting, then people are appointed to recruit a PPR for each event.



2013 Planning Meeting at the Museum

(Continued from page 1)



The "Before Picture": The car as purchased in 2009

the interior was all there. The glass was good, as well as most of the chrome—so that made life easier later down the road.

The first step was to strip the car of all interior and exterior parts and running gear. A digital camera was used constantly during this time, as well as bagging and tagging to keep track of where everything came from.

The next step was to media blast the shell. I tried using walnut shells but Green Diamond seemed to work best. At this time I found out that my apparently good shape car needed both quarter

skins replaced, passenger floor pan, trunk extensions, and extensive fire wall patch panels. We accomplished the blasting in three twelve hour days under our carport and behind our house.

My dad and I did all of the body work from replacement panels to the painting. The car was painted Polaroid White after considerable debate. The car originally did not come with a vinyl top but after much searching I was able to find the trim.

During the restoration process I decided that I wanted to replace the factory flat hood with a power bulge hood, which took over a year to find. I found the hood in Fort Myers Florida and club member Randy Renfro volunteered to bring it to Fairbanks on one of his trips.

With the assistance of my dad and mom we managed to install the black vinyl top. Since this was the sec-

(Continued on page 5)





*The work in progress in the Helms' garage*

ond time I helped install a vinyl top, the first time on my dad's car, it only took me six hours.

For some engine stats, the car originally came from the factory with a 318 the previous owner had converted it to a 440. With advice and borrowed tools from club member Jim Brand I rebuilt the 440 adding a aluminum intake, roller rockers and a hotter cam. The 727 transmission that came with the car was in good shape, but I converted the column shift to a slapstick on the floor. Currently the car does not have a positrac rear end but one will be installed soon.

In closing, I would like to thank all of you for receiving me into the club and the honor of this award.

Sincerely,

Nathan Helms

## PLANS FOR THE 2014 "ADVENTURE BEFORE DEMENTIA" TOUR TO Homer / Seldovia

**Mark your calendar!**

**Saturday, Aug. 2:** We'll cruise 365 miles to Anchorage via the beautiful Parks Hwy. Stay two nights in the center of town at the Creekwood Inn. Those who wish, may participate in a car show that evening.

**Sunday, Aug. 3:** Participate in, or view, the annual Jay Ofsthun Show & Shine extravaganza in downtown Anchorage. It's Alaska's largest car show!

**Monday, Aug. 4:** Drive 226 miles to Homer, sightsee en-route and check-in at the Best Western Bidarka Inn (for three nights). We'll tour and play on the famous Homer Spit that evening!

**Tuesday, Aug. 5:** Hopefully we'll be able to tour the U.S. Coast Guard buoy tending vessel (Hickory) in the early morning. Then we'll hop on a state ferry or wildlife tour boat to Seldovia without our cars. We'll have three hours to have lunch and tour the boardwalk, harbor, shops, Russian Orthodox Church, etc. in this very quaint village. Or you are free to stay and play in Homer.

**Wednesday, Aug 6:** Free day to sightsee, fish, sail, or? There is much to see and do in beautiful Homer. Plus we may show our cars.

**Thursday, Aug 7:** Cruise 341 miles back north through highly scenic areas and stay overnight at the beautiful Majestic Valley Lodge on the Glenn Hwy. Stop to view the tractor collection en-route. We'll have our traditional "Last Supper" (Banquet) that eve in the Lodge at Majestic Valley.

**Friday, Aug. 8:** Return to Fairbanks via the highly scenic Glenn and Richardson Highways (321 miles).

Contact Scott Grundy to sign up for this scenic tour and secure your housing at a discount. Scott is traveling so you can try his cell phone at 907-322-9283 or Linda at 9284, but email is best ([grundy@mosquitonet.com](mailto:grundy@mosquitonet.com)).



*Group picture from 2013 Tour*



# February, 2014

| Sun | Mon | Tue                                   | Wed | Thu  | Fri | Sat |
|-----|-----|---------------------------------------|-----|--|-----|-----|
|     |     |                                       |     |  |     | 1   |
| 2   | 3   | 4                                     | 5   | 6  | 7   | 8   |
| 9   | 10  | 11 <b>BOARD MTG—Sam's Sourdough</b>   | 12  | 13 <b>MEMBER MTG—The Bakery Restaurant</b> | 14  | 15  |
| 16  | 17  | 18 <b>PLAN-NING MTG. Fountainhead</b> | 19  | 20   | 21  | 22  |
| 23  | 24  | 25                                    | 26  | 27   | 28  |     |

## Vernon L. Nash Antique Auto Club Region AACA

- Tuesday, February 11th: **Board Mtg.** 6:30 pm Sam's Sourdough Cafe
- Thursday, February 13th: **Membership Meeting**, The Bakery. Meeting at 7pm, dinner before (~6pm)
- Tuesday, February 18th: **2104 Event Planning Meeting**. Call Rochelle if you wish to attend. Pizza provided. 6:30 Fountainhead

## Antique Auto Musers Region (Anchorage) AACA

- February 12th: **Membership Mtg—**Robbie's Clubhouse.
- June 6th & 7th: **JOINT MEET WITH VLNAACF** Majestic Valley Resort
- June 22-26: **Long Distance Model A Tour to Wiseman** (contact Jim Fredenhagen @ 907-243-5214)



## National AACA Events

- February 6-8: **AACA National Annual Meeting**, Philadelphia, PA
- February 14th: **Pre-Registration Deadline for Hershey** spaces...
- February 20-22: **AACA Winter Meet**, Port St. Lucie, Florida

## DUES ARE PAST DUE!

Dues are still \$50 for a single membership and are \$65 with a spouse (or associate). Of these dues, \$35 pays for the AACA Magazine, Antique Automobile, and your AACA dues. .

## Other Events

- February 22, 23rd: **Fur Rendez-vous**, Anchorage (contact AAMA's Kurt Rein @ 907-344-5554 for information)

## 3rd MIDNIGHT SUN CRUISE-IN



## Fountainhead Antique Auto Museum

JUNE 20-21, 2014

January was an unusually busy month for the car club officers and board. Our biggest time consumer was the decisions that had to be made with our corporate status and short notice answers dealing with the IRS. It appears that all is under control; decisions made and deadlines met. We worked on our 2014 budget, gaming permit, regional reports required by AACA, bank signature requirements, insurance, presented dates for the long distance tour, discussed our role and participation in the Fountainhead Midnight Sun Cruise-In, Tour de Fairbanks, Juneteenth celebration, Carlson Car Show, web page and Facebook updates, reviewed raffle car ticket sales and had the items requiring a membership vote approved at the January membership meeting.

February should bring us the hope of spring time with longer daylight hours and the return of the sun. February is also the month that we get together and hold our annual events planning meeting. This is an important meeting. Your participation is requested and is an essential part of putting together our summer events calendar. Please check on the calendar page of this newsletter for time and place information. I look forward to your input. February 8th, Rick Larrick is also honored by an AACA presentation of a 2013 Master Editor Award for our club newsletter. Congratulations to editor Rick and to all the club members that submitted articles to the newsletter

making this award a reality. The success of our club depends directly on your participation and enjoyment of our many activities.

February should be the month to start thinking about those parts that you forgot to order last driving season for your favorite classic, antique or hot rod. Don't procrastinate and lose out on any of our short driving season. We also need all our cars ready for the upcoming Carlson Car Show. We have quite a line-up of club cars that will be newly introduced to the Fairbanks area this year and I hope they'll all be in the show. Also in February, I will be finishing up all the necessary paperwork for our Carlson Center and Pioneer Park events.

The Vernon L. Nash Car Club is about family, friends and fun. Our love of antique cars keeps our club strong. Meeting together, cruising or just sitting around in the garage, an antique car or truck is our common denominator. If you have family members interested in old cars, help spark their interest by bringing them along to our meetings and events. If you have a friend working on his or her car project take an interest and lend a



## President's Headlights - John McCarthy

hand. All projects go better when your automotive passion and knowledge are shared.

If you are off to a slow start for 2014, don't forget to pay your dues. We drop member's from the roles at the March Board Meeting for non-payment. We don't want to leave you behind. Consider writing an article for our newsletter. It's your contribution that makes our newsletter outstanding. I am always willing to help you put an article together. Just ask. Sell some raffle tickets so we can support our activities and keep our out-of-pocket expenses low. Someone out there needs to win our quality 1968 Volkswagen.

I look forward to seeing you later this month at the board meeting, the membership meeting or the events planning meeting. Happy motoring and keep it under 103.

### Member Advertisements

*'Taint nobody willin' to sell  
nutin' this month, and the rest ur  
too durn proud to run a needin'  
ad....*



The club is coming soon to Facebook -

Look for an email invite to friend the  
**Antique Auto Club of Fairbanks**  
group

### Birthdays



- 6 - Laura Therriault
- Darnell Weaver
- 8- Vonna Husby
- 9- Lupita Miller
- 10- Tony Martin
- 11- Claudia Hall
- 12- Michael Farrell
- Mebble Hansen
- 14- Richard Gresham
- 15- Gene Wescott
- Debra Dussman
- 16- Fred Husby
- 18- John Smith
- 19- Chris Nash
- 27- Shirley Franklin
- 28- Ardis Bourque

### Sunshine Club

A card was sent to Charlie Bourque in sympathy for the death of his mother.

*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)*

### Anniversaries



- 1 - Laurel & Ed McLaughlin
- 2 - Joni & Dick Ellsworth
- 7 - Lisa & Ryan Kingry
- 12 - Marion & Loran Benham
- 12 - Ellie & Dan Tempel



## EDITOR'S LEFT (on) BLINKER



Editor Opinion: From my perspective, the whole purpose and focus of the newsletter is unabashedly promotion: It is to promote future club events and solicit participation. Now, in order to get people to read the calendar, promotional materials, etc. we need to put in some "meat". The most juicy are pictures and reports about those events that club members participated in - thus the need for lots of event pictures and for listing names of participants, as people like to read about themselves. Next juiciest is articles about club members and their projects - people like to read about other people they know. Third is other club news, such as minutes, Prez column, etc. For some, there is a desire for some "scholarly" auto related articles. Finally, it is good to publish some National AACA material, news, and event items.

In the last year, the biggest challenge I found was to get the PPRs of future events to write, or be certain a brief article is written promoting that activity. We wonder why nobody shows up for some events, but if you look back, we didn't promote the activities that nobody showed up for! The events that were promoted and advertised a month or more in advance in the newsletter were always well attended, but those that were not planned and advertised in advance were not. Last year, in my opinion, we did a poorer job than earlier years in event planning - we filled the calendar, but did not line up PPRs and did not do much promotion other than Rochelle's last minute reminder emails (a month or more in advance I often didn't even know who to ask for an article, and in many cases there wasn't yet a PPR). I think our event participation is a self-fulfilling prophesy - if we don't get PPRs early and don't promote, then we don't get participation - if we don't get participation, we schedule fewer events - if we schedule enough fewer, we don't have activities and the club will die, and everybody will say "we didn't do anything; I can go cruise with xyz club". This year, I hope we do better.

## AAMA to Wiseman June 23 & 24 mostly in Model A's

By Scott Grundy

Those Auto Mushers are doing it again and **you** are invited! AAMA Jim Fredenhagen is leading his Model A group north to Wiseman after attending the Fountainhead Museum Solstice Cruise-In here.

Edith our 1955 Plymouth four door driver (named after her first owner) wouldn't allow me to rest until I assured her we'd head north with the AAMA. Some background: Edith's first long distance trip was to Inuvik NWT, Canada in 2008 with the AAMA. She roared up the Dempster Highway and returned with nary a scratch after 2500 miles on mostly gravel and highly scenic roadways. Well, Edith crossed the Arctic Circle en-route up the Dempster and subsequently loved all the local and national publicity she received. She's also wise enough to know that the only other highway that crosses the Arctic Circle in North America is our Dalton Highway (aka, Haulroad). So.....if the Plymouth God is merciful, this June the ol' gal just might make it across the Arctic Circle again to claim her notoriety!

"Clutch" (Jim) & Lorna Lounsbury of our club have property in Wiseman and have been encouraging me to bring a tour to Wiseman to see their placer mine & museum and attend their

tour of historic Wiseman. They often exclaimed, "The area is so beautiful & the road is about 60% paved to Wiseman; plus, the Anchorage group has been here several times and it's time for our group to make it here too!" Well, I worked pretty hard recently trying to put a tour together to Wiseman and beyond in 2014 for our club. I even proposed a tour all the way to Prudhoe Bay in our campers. But in the end I realized it was mostly my selfish desire to keep our girl, Edith, happy that was motivating me. So, as you see elsewhere in this newsletter, I've hopefully developed a really fun, scenic and comfortable tour on all paved roads to Homer & Seldovia this August.

Housing is very limited in Wiseman. If you are interested in attending please contact Jim Fredenhagen at 907-243-5214 or email [takecare@alaska.com](mailto:takecare@alaska.com).

In closing, if you don't have a vehicle that you are comfortable driving on long distance tours that often involve gravel surfaces, I believe you are missing the most fun and fulfilling thing you can do with a vintage vehicle! Restore a rig so it's dependable mechanically, squirt some paint on it and go! You'll get "thumbs up" all the way to and fro. You'll love it; I promise!

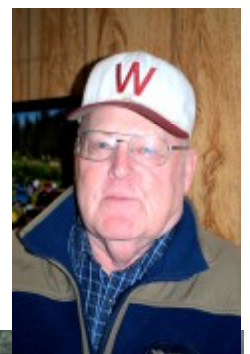
- Scott

## 2014 RAFFLE CAR

The Volkswagen Bug series ran from 1938 until 1980. Price, when new, for a 1968 Bug ranged from \$1700 to \$2100 depending on options. The engine is air-cooled. It has light alloy finned cylinders with cast iron cylinder liners in the 4 cylinder horizontally opposed engine. The Engine displaces 1493 cc (about 91 cu in), and should generate 53 BHP @ 4200 RPM. Bore is 83 mm (3.3 in) and stroke is 69mm (2.7 in). The car weighs in at 791 1/2 kg (1745 lbs) and the car has a steel body welded to a steel platform frame. Light, and with the flat bottom, it just glides over the snow...

**Fred says: "If you are interested in volunteering to assist with the Car Raffle Tickets at the Car Show and/or the Outdoor Show, call me at 479-6924. Thank you."**

Permit # 2437



HER HUSBAND JAKE



# Longing for the "Other One" in my life...

- John Binder

I've been told I should not partake of activities that I cannot afford. Sage advice, unless you are perpetually poor as is the Binder family. I never pretended to be good with money so I generally ignore such advice and dive right in. This was the case when Hunter and I purchased our 1951 Studebakers in the lower forty-eight.

As usual the costs added up to surpass our budget and we were only able to ship one car to Alaska. We debated heatedly as to whose car would come up first and we all know who won that one. So for the last few years I have been saving my shekels hoping to get the opportunity to bring my car home and I am proud to announce I have ferry and plane tickets for the first week in April.

I had to make it happen this year as Penny was beginning to suspect I had no car but had spent the money on a wild weekend in Cancun or Vegas. Hmmm, food for future thought.

While my bullet nose was wasting away in a field on my brothers' farm I was lucky enough to connect with a fellow who serviced classics for the Studebaker Drivers Club, Portland chapter. Bob Earls agreed to look at the car and make a list of what needed to be done to make it a reliable daily driver. After conning my brother into delivering it to Bob's shop I got a phone call..."you know you paid too much for this car," I was told. My heart sank a little as my secret suspicions were confirmed. "I guess I should sell the car now and cut my losses" I whined. Bob assured me I had a good, rust free, solid car. He told me most



*And a line from a movie: "Ma, it's not just a Studebaker, it's a RED Studebaker!"*

first timers end up in the same boat. He suggested I fix the mechanicals and enjoy it as a driver which was my intent from the beginning. He offered to make the car safe to tour with for the outrageous sum of \$45 an hour. I confessed my financial situation and he graciously allowed me to make payments with a fixed total dollar amount to be spent.

Bob pulled, cleaned, and lined the gas tank, rebuilt the fuel pump, carburetor, brakes, and wheel cylinders. He rebuilt the heads and added hardened valve seats for modern fuel. He scoped the engine to check for crud in the cooling system and told me the engine must have been recently rebuilt as everything looked perfect. Bob put in a new radiator and replaced all the rubber components such as hoses, etceteras. He also had to fix the throttle linkage as it was screwed up by the previous owners. By the time he finished, all that was left was the wiring which he suggested I replace. I couldn't afford the harness so the wiring will have to wait for Hunter and I to do it.

Throughout the operation Bob harassed me about the old bias ply tires on the car. I kept telling him I couldn't afford new tires but his opinion

was that it wasn't safe with the ones on the car. When I made my final payment he told me he got tired of my excuses and had replaced the tires himself. I confronted him over the fact the amount of work he had performed and the small amount of money I had paid did not equal out. After a brief silence he said, "I have an affinity for Studebakers." And that was that.

Later I did a bit of web searching on Bob and found, like Willy Vinton, he manages a car museum (Packard I believe) in the Portland area. I guess I hit the jackpot this time. The car is still a 30/30 rig; it looks good from thirty feet away going by at thirty miles an hour, but at least it's safe and we don't owe on it. So hopefully this spring I will be able to prove I really do have a classic car and am not spinning a yarn just to rub elbows with the prestigious members of the VLNAACF. I am sure Penny will be happy to confirm I did not waste our money on a riotous party weekend down south.

*Editors note: A question—and should we look forward to this year's Carlson Show "Special Class" being Studebaker? We have lots in town, right Sam?*

## **BORED NOTES FROM BOARD AND MEMBERSHIP MEETINGS IN JANUARY**

- The Financial Reports submitted by Treasurer Ron Allen were reviewed and approved.
- Wilma Vinton (on behalf of Ron Allen) reviewed our current IRS status relative to 501c7 application and past tax filings: The IRS has been contacted, and they have extended the due date for their requested additional information on our 501c application by two weeks. Application has been made and a sufficient sum to cover any potential past due taxes on raffle income has been allocated in the 2014 budget.
- President John McCarthy introduced the proposed 2014 Budget to the membership. It was read and approved unanimously.
- Rochelle Larson announced the Annual Planning Meeting for Tuesday, February 18<sup>th</sup> at 7pm at the Fountainhead Museum. Pizza will be served to those members attending who have given her advance notice.
- The Long Distance Tour dates of August 2<sup>nd</sup> – 8<sup>th</sup> for the "Adventure Before Dementia" Tour were announced and the agenda for the tour to Anchorage for the car shows and then on to Homer & Seldovia was reviewed.
- President John McCarthy announced that Rick Larrick and the club would be awarded one of the AACA Master Editor Awards at the Annual Banquet in February. He made an appeal for more submissions of club member articles for this year's editions.
- Fountainhead Museum Manager Willy Vinton explained the plans for the Midnight Sun Cruise-in and asked that the club provide the staffing for the car show and that the club sponsor the Tour De Fairbanks. He explained that the fee for Vernon L Nash club members would be reduced to only \$10 per car this year, and that for those members who work to staff the car show, each volunteer would receive gratis two museum day passes valid on any day for the next year as a

special "thank you". He pointed out that non-club member price to enter a car would be \$20. He said he anticipates 60-80 cars from Anchorage, and asked that club members bring as many cars as possible, hoping to have 300 or more locally. The motion was unanimously approved. Dates are June 20-21<sup>st</sup>.

- President John McCarthy reported that we have been invited to participate again this year in Juneteenth, and said we have received a very nice invitation letter from the J.P. Jones Center. Date for the parade will be June 14<sup>th</sup>, and it will be on the Club Event Calendar.

- John Binder reported on preparations for the Carlson Center Show. He made an appeal for a Co-Chair for this year who might be interested in being Chair in 2015. He asked for general suggestions, and also said he is looking for input on the Special Class category for this year (was Trucks last year). Suggestions from the floor were "Micro-Cars" and "Full CCCA Classics"; others are being solicited.

- Fred Husby talked about raffle ticket sales at two major events: the Women's Show (April 5-7) and the Outdoor Show. Ticket sales are already off to a good start. In discussion it was pointed out that we cannot use the Internet for sales promotion and that all printed material must have our gaming license number.

- President McCarthy said we had received a nice thank-you letter from Fairbanks Youth Advocates, who received our \$1000 charity gift for 2013. He had shared with Marylee Bates our newsletter which covered the gift, and she specially asked him to say "thank you" again at the meeting tonight.

- Webmistress Wilma Vinton reported on the webpage progress in updating. She explained how she has added a picture sharing depository to the club google e-mail account, and explained her plans to launch a club Facebook page, again using the club e-mail account as the owner. She made an appeal for 2012 and 2013 pictures to be posted directly to that depository or mailed to the club email.

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



## **A MESSAGE FROM THE VP OF PUBLICATIONS**

**BY WAYNE  
BURGESS**

As we were preparing for publication of this Rumbox, I decided that we needed a little lesson on writing. You see the best writer is the person that grabs your attention at the very beginning of an article and holds it to the end. Noted author, Tom Clancy, died on October 2, 2013. To me, Mr. Clancy was the very best at keeping a reader's interest. His books were legendary, even becoming very famous movies. *The following article was reprinted, with permission, from the Buzzard's Breath touring Region newsletter, Buzzard Droppings:*

## **HOW TO WRITE AN ARTICLE**

By Bob Croslin

They say the thing most people fear more than anything else is public speaking. However, if you've ever sat in an audience and the speaker stumbled or forgot her words, how did you react? Did you think "Yeah, fall on your face, baby?" Hardly. If you're like most people, you found yourself trying to tell the person telepathically "C'mon, you can do it, don't give up!" And, when they suddenly remember their place and continue, didn't you feel a great sigh of relief? Most everyone I know does, because it's our nature to want someone nice to be successful. Writing is just like speaking, except you're putting your thoughts, experiences, dreams, and wishes on paper instead. The really cool thing is that you get a second chance – you can edit it if you please. So, with that in mind, how do you write an article for a club newsletter? Easy.

First, think of a topic. It's easy to do when you're sitting in a circle of friends, isn't it? That's how you have conversation. When you're telling your story, the others are sitting there

*(Continued on page 11)*



(Continued from page 10)

listening to you, then jumping in and helping you by laughing, adding their own experiences, or thanking you for sharing with them. It's because each of us is a unique, vital human being with our own thoughts and experiences to share with others. Instead of telling them aloud, why not write them down? Here's how you begin. Take a pen and paper or open a document on your computer. Think about your subject, then begin writing. DO NOT worry about grammar or spelling, just write and don't stop. If you get ahead of yourself, write a note at the bottom of the page of the thing you don't want to forget, but isn't ready for the sequence yet.

After you've written the thoughts, then you can go back and do your re-write and edit. The important thing is to get it down on paper first. It sounds crazy, but it works. Many professional writers don't even begin with their subject, they just write the first thing that comes to their mind. It's a way of clearing out all the debris in your mind so you can eventually move into writing what you want to..

Years ago, a very successful professional writer told me not to try to write like a professional, but to write exactly as if I were telling my story to a group of friends. Don't try to be who you're not. The reason people will enjoy your article is the same reason they enjoy hearing you tell your story face to face. Don't worry, your old 11th grade English teacher isn't going to be grading this one for sentence structure, but it's still the best way of communication possible. I spent a lot of time in rural central Florida growing up, so you can imagine how my grammar can get at times, but that's a part of who we are. Why not share that with the rest of us?

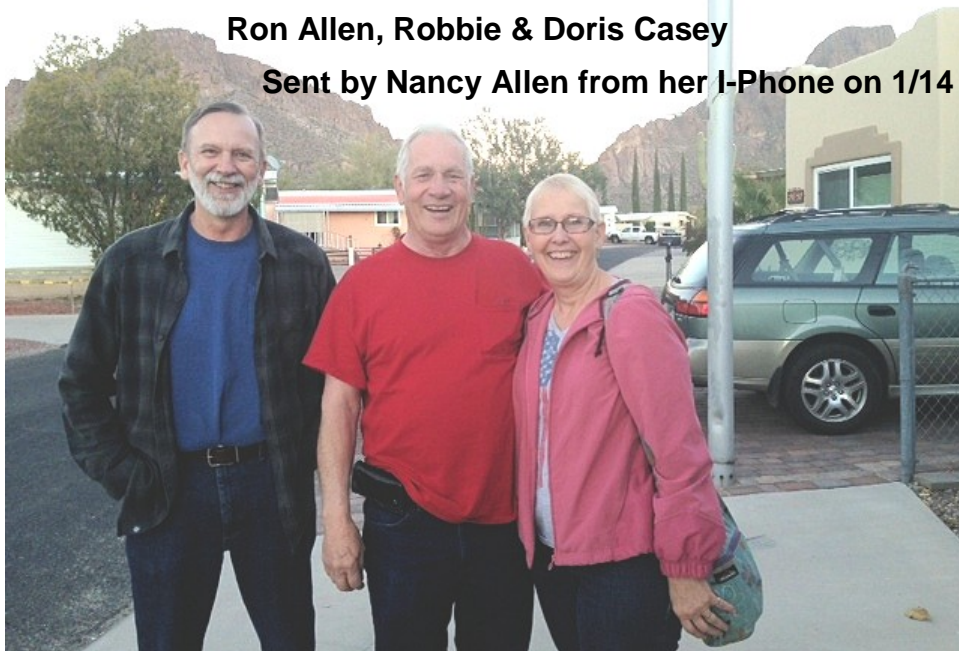
OK, so you don't have a computer, but we do. So, if you'll write your article to us as a letter, then we'll spend a few minutes typing it up.

*Editor Note: Send me some notes and some pictures, and I will help you write it up for the Nash's News—that's why my job is "editor"...*

## Snowbirds in Tucson -

**Ron Allen, Robbie & Doris Casey**

**Sent by Nancy Allen from her I-Phone on 1/14**



Some even flew to that little island state way out there in the Pacific—the one with the discount air-fares from Alaska...

Ron & Nancy Allen

### Other Snow-bird Droppings....

Went to Barrett/Jackson auction. Now am in Calif. - went to Pomona swap meet & this weekend is grand national roadster show where I'll meet up with Rob Casey and see the car show of all car shows!

Eventually I'll end up back in AZ. for the Goodguys Spring Nationals. Also I'm having my '59 El Camino front and rear bumpers re-chromed at Keers in Az I got a quote of \$350 to \$400 which is the best price and turn around time I could find in AZ or Calif. They do all of Hot Rods by Deans plating so they should be good!

See you all in April.

"Bear"



Wilma & "Legs" Vinton

**Ed Note: Due to the lack of Trollella pictures, Snowbird iphone shots were substituted...**



2013 Raffle Car—a 1958 VW Beetle, 54 hp Sedan

## CONTACTS:

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### NEXT MEETINGS

The membership meeting is always the second Tuesday of the month. February's Meeting is February 13th at our usual spot at The Bakery Restaurant on College Road. Meeting starts at 7pm and most folks arrive at 6pm for dinner from the menu before.

Board Meetings are the Tuesday before the Membership Meeting—this month on February 11th— at Sam's Sourdough Restaurant on University. Meeting starts at 6:30pm, with dinner before. Board Meetings are open to members.



2013 Raffle Car—a 1958 VW Beetle, 54 hp Sedan



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