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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: vlinaacf@gmail.com



WORKS IN PROGRESS



We gave front page status to this new feature this month—and it's a "twofer" (plus more "shorts" inside): This space is for you to tell the club about your latest project. There may be other club members with similar projects that can share information with you. Having an unusual restoration problem? Trouble locating parts? This is your corner to air your concerns.
- Ed McLaughlin

Ralph Moore's Top



Ralph has been working on building a slightly modified Model A Coupe. He recently completed the new top cloth. It wasn't until 1935 that a few cars from GM started with all steel roofs (Ford 2 years later); early enclosed autos have a center section of cloth over wire and wood framing. Ralph used a kit, but as we all know, there are helpful tips with any kit, and he appreciated those passed on by John McDonald, and now based on his experience, Ralph passes on these:

I recently replaced the wood on my 31 Ford coupe and was asked if there were



Progress picture of Ralph's Model A Top

any tips for other club members doing the same. First thing I did with the new kit was drill all the holes out to the next larger size

Don Oines' Transmission Tales of woe and success!

Don has had problems with his '47 Buick shifter ever since he bought the car:



Well, when I bought the car about 15 years ago, it was a "basket case" – the engine was seized and on taking it apart, it had a broken piston. I rebuilt the engine, but never did anything with the transmission. From the first day I drove it, the car would jump out of gear, and I would have to hold the "three on the tree" shift lever down to keep it from doing so – if I had been of different gender, I guess I could have hung a purse on it to keep it engaged. Over time, the problem got worse (why don't they ever get better?).

Two years ago, with the encouragement of Bill Wright, I pulled the transmission to fix it. The shifter fork was really worn bad, so we started to hunt for a Buick Synchronesh Transmission from a late 40's Roadmaster. Robbie Casey said he had one! I went out to Robbie's armed with a torch to retrieve it and

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(John McDonald recommended this) this made it easier to assemble and gives it a bit of movement for small adjustments when assembling. Fit the header by itself first, careful not to trim the ends too much (ask me how I know).

Pull it back out and then assemble the entire roof on a table just as it would go in the car, this makes sure it will all go together well. The sides go in the car first, followed by the rear cross braces then the header, I found that trimming the rear cross brace closest to the roof opening made the assembly much easier. Then put your roof bows in, pre-drill for the wood screws and do not put them in with a power drill or you will crack them. I then put on the chicken wire with u shaped nails that were more square cornered than round. These will hide under the cloth better. I also pre-drilled the nails as the wood is hard and will tend to split near the edges.

The one thing I forgot to do was put some cloth strips on the bows under the wire, it is supposed to prevent squeaks. I don't think with my modified engine any squeaks will be audible.

I'm sure I left out some small details, but I have a book on it and it can be loaned out to anyone needing it along with my very limited experience.

- Ralph

3rd MIDNIGHT SUN CRUISE-IN



**Fountainhead
Antique Auto Museum**

JUNE 20-21, 2014

Cars on Stamps: Volunteer Firemen – October 4, 1948

The third oldest stamp with a car or truck on it was not until 23 years later – we had lots of wagons, trains, even a few motorcycles, but not another car or truck until 1948 that I can find. That was a year that Congress, instead of doing the usual nothing, got enthused about commemorative stamps – it's members sponsored a new stamp on the average of every other week in 1948 honoring everything from poultry to the Gettysburg Address (except the London "Austerity" Olympics).

The Fireman stamp came out in October. It pictures Peter Stuyvesant, one of the earliest fire vehicles from the Library of Congress files, and a modern era 1948 model fire truck. The stamp commemorates the 300th anniversary of volunteer firefighters. It was a popular stamp and over 56 million were issued.

Pieter Stuyvesant was the first governor of what is now New York. He was a colorful character, but an effective administrator. After a military career, he entered the service of the Dutch West India Company in 1635. By 1643 he was governor of several Caribbean islands, including Curacao. The next year, he attacked the Portuguese island of St. Martin. Successful, he was promoted by the Dutch to be governor of New Netherland in 1646, arriving in New Amsterdam (founded in 1625 at the southern tip of Manhattan, now New York City) in 1647. He found there a colony which was not well organized with eighteen diverse groups of colonists, each speaking a different language. He ruled with a tight fist, imposed tight regulations, and high taxes. He also expanded the Dutch colony, annexing a weaker New Sweden in 1655 (what is now New Jersey, Delaware, and Pennsylvania). But he looked after his citizen subjects well. He saw to



civil infrastructure needs, and is credited with organizing the first volunteer fire department in New Amsterdam in 1648. When the British seized control of Manhattan Island in 1664 setting off the Second Anglo-Dutch War, he also negotiated the provisional Articles of Transfer, which guaranteed New Netherlanders that they "Shall keep and enjoy the liberty of their consciences in religion." When the war ended in 1667 the Dutch ceded New Netherland to the British in exchange for the North Maluku and Suriname. A Third Anglo-Dutch War saw the Dutch again occupy New Amsterdam in 1673, but a year later it became British and was renamed New York. I'm sure that is all far more history than you really wanted to know.

Unfortunately, I can't find anything out about the fire truck. The radiator shell, wheels and fenders make it look like a 1948 Mack –



maybe someone more into fire apparatus than I can correct me... The one pictured above served in Boston.

- Rick Larrick

This is the third in an occasionally appearing series on Cars on Stamps (stamp pictures are of stamps from my collection). The next will get us into an era that some of us remember—1952.

CARLSON CENTER SHOW

Mother Nature seems to be on the right track for a much nicer spring this year than last. Hopefully more sunshine and warmer days will motivate all of us to get our cars ready for the road. Yes, we should be all ready to follow the blacktop to the Carlson Center to participate in our member's only car show on May 30, 31 and June 1.

I anticipate more folks coming to view our autos this year as we have made several changes that could boost attendance. First, we've moved the show dates to the weekend after Memorial Day weekend eliminating competition with the holiday. We are also making an effort to expand advertizing so more people are aware we are here. Charlie Bourque (with the help of John McCarthy) made sandwich board signs to be strategically placed around town the weekend of the show which I'm sure will bring in more people. Through the efforts of Dave Rockney, master track builder, and event chairman Willy Vinton, our valve cover race should pique the interest of even more area residents and club members. If all the valve covers roll as fast and far as Rick Larricks' prototype we're in for a treat. The thing hustles and he says it's still shy of the ten pound weight limit. The Interior Alaska Vintage Power and Steam Club have volunteered to operate some vintage engines at the entrance to the Carlson Center as well as provide a static display inside. Some younger club members (Roy and Bub) will be compiling a group of old tools and car related items for us to try to identify and name. I might have to sneak in a Google search to have a chance to beat the Model A guys. Penny will take care of the "Kid's Corner" for us again with Hot Wheels tracks and pictures of cars for children to decorate. I was going to help her but she wouldn't let me use the barbed wire fence.

I'm still looking out for anyone who wants to do hands-on demonstra-

tions. Hunter could use some instruction on tune ups. "What the #*^% is Dwell? How do I file the points? How come the condenser shocked me?"

At the March members meeting I announced the **Studebaker** marque as the featured class at this years show. I can't claim it wasn't a biased decision but with no other suggestions forthcoming I took the easy way out. Besides, this will be the Studebaker owners only shot at stardom. Two glorious days in the spotlight before fading back into obscurity (keeping spare parts cheap). I look forward to the next show chairperson doing the same thing so if you have strong opinions please come forward and I'll sign you up for next year.

More members are stepping up to help organize the event this spring which can only mean a better show than last year. Tracy Brand will head up the call committee to make sure everyone gets a reminder before the show sneaks up on us. I dropped the ball on the calls last year but Tracy will make sure it doesn't happen again. She may also attempt to update the list of cars you own but be assured, the IRS is not invited to look. Marijo Beard is graciously running the show awards committee this year giving Rick Larrick a break. Marijo, for engraving purposes, its spelled B-I-N...oops, maybe someone else should be in charge of counting the votes. With Willy Vinton securing vendors and door prizes and Wilma Vinton organizing our show registration at the Carlson Center I might get away with a lot fewer gray hairs this year. I know Wilma is busy with our web and facebook pages, plus car show registration but please bring more beans and ham this year. I have my bowl and

A poster for the 2014 Carlson Classic Car Show. The title "2014 CLASSIC CAR SHOW" is at the top in a stylized font. Below it, a collage of various classic cars is shown. A speech bubble says "Win this car!". The dates "MAY 31 - JUNE 1" and location "CARLSON CENTER" are prominently displayed. Ticket information: "Sat. 10am - 5pm & Sun. 11am - 5pm \$5.00 per adult, children 12 and under FREE". Contact info: "More information: (907) 451-7800 or carlson-center.com". Logos for "SMG ALASKA INC." and "ALASKA VINTAGE POWER & STEAM CLUB" are at the bottom.

2014 Carlson Show Posters are out. See John Binder to get one to post in your business or wherever you have permission.

spoon ready. Others brought lots of good eats for the show last year and I invite everyone to bring something to fatten me up. The car show is plenty of responsibility and I eat a lot when I'm nervous. Penny and Hunter say I must be nervous all the time judging from my pants size. I still need someone to be in charge of advertizing/media so don't be shy. I know you'd look good on TV or in the Newspaper and your radio voice is superb. I have plenty of show posters to be distributed. Copies will also be available at the next membership meeting. If anyone wants copies of the poster to pass out or wants to volunteer to help leave a message for John at 488-1575 or binder@mosquitonet.com. This is going to be a great start to our driving season. I know I'll see you all there this year. - John Binder

NOTE: A copy of the car registration form was e-mailed along with e-mail copies of this newsletter



April, 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8 BOARD MTG—Sam's Sourdough	9	10 MEMBER MTG—The Bakery Restaurant	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

Vernon L. Nash Antique Auto Club Region AACA

- Tuesday, April 8th: **Board Mtg.** 6:30 pm Sam's Sourdough Cafe
- Thursday, April 10th: **Membership Meeting**, The Bakery. Meeting at 7pm, dinner before (~6pm)
- Friday, May 30th: Move in for the Carlson Show
- Sat & Sun May 31st / June 1st: **Members' Only Show at the Carlson Center**
- June 20th & 21st: **Fountainhead Show at the Fountainhead Auto Museum**

Antique Auto Musers Region (Anchorage) AACA

- June 6th & 7th: **Joint Meet (Anchorage Hosts Fairbanks) at Majestic Valley Resort**



- June 22-26: **Long Distance Model A Tour to Wiseman** (contact Jim Fredenhagen @ 907-243-5214)

National AACA Events

- April 3-5: **AACA Southeastern Spring Meet**, Charlotte, NC.
- May 29-31st: **AACA Eastern Spring Meet**, Buffalo, NY.
- Oct 7-10: **AACA Eastern Fall Meet—HERSHEY**, at Hershey PA.

Member Advertisements

Early spring cleaning!!! I have a used Bendpac 2 post lift (8-10000#) for sale (with installation manual). It is disassembled and stored under cover on my equipment trailer. I was going to install it in my shop but have decided to go with another style lift. I'm asking \$2000, and if you wait until breakup I can deliver. If not you will need several younger people with strong backs. For more info you can call Ken Uzzell at 9073225381.

VALVE COVER RACER NOTE:

Someone asked about wheel diameter at the membership meeting. The rules (see the March Nash's News issue) state that the size limit for wheel diameter is 4".
Willy Vinton

Reservations phone: 907-746-2930
Or
info@majesticvalleylodge.com

WITH WHISKEY



President's Headlights - John McCarthy

Spring, according to the calendar, is officially here. The "Alaskan Tulips" are beginning to bloom as the snow banks start to melt exposing all that "stuff" that accumulates by the roads all winter. One of the things that I noticed in my yard is the sight of my Falcon that has faithfully rested in a snow bank all winter waiting for its spring debut. Time that seems to drag on all winter will now start to accelerate, and before you know it, we will be on the road in our old iron.

We have some really neat things coming on early this year to welcome the season's change. Thanks to Fred and Vonna Husby, we will be selling tickets for our 1968 VW raffle car at the Women's Affair and the Outdoor Show in the Carlson Center. David Karpik stated that May 24th will start the season's first Saturday morning "Cars and Coffee" meeting. Not long after those events, we will be lining up for our club's annual car show scheduled for May 31st and June 1st. John and Penny Binder have been working hard to make this year's show a big success. On June 4th, our driving season will be officially underway with the first scheduled Wednesday run-around.

Ed McLaughlin's "Works in Progress" newsletter column is off to a great start thanks to input from Ralph Moore and Don Oines. The column's debut, in this month's newsletter, has received front page recognition. Although this is his first Works in Progress column, Ed has the distinction of being our "Senior" Column Writer (a very rare dual achievement).

Vice President Bret Helms has lined up a special guest for our April Membership Meeting. For those wanting to know more about vintage and classic auto insurance, be sure to attend our April 10th meeting at the Bakery Restaurant where our guest speaker will be Jeff Campbell representing J. C. Taylor Collector Car Insurance.

Our flock of snowbirds should be arriving back in Fairbanks over the next several weeks. Welcome home, everyone. We are looking forward to the exchange of winter stories and adventures.

Friends and family, participation and camaraderie will bring us together and make 2014 another great year for the club. I look forward to being on the road with you and, as always, appreciate and encourage your support of the VLNAACF.

John McCarthy

Gene Wescott



Above picture of Dr. Gene Wescott from the UAF Geophysical Institute where he was a researcher in Space Physics

An active club member for many years, Gene could be seen with his 1947 MG TD at events as recently as last summer's run-arounds. Gene passed away March 5th.



Above and side: Gene wins a "prize" for competition at the 2007 Joint Meet.



EDITOR'S LEFT (on) BLINKER



HELP WANTED

A list of things you can do to help make your newsletter better:

- Write an article about an upcoming event you are hosting.
- Report on and provide pictures of an event you attend sponsored by our club or any other car related event.
- Write a note or short article, with or without pictures, about your current car project.
- Write an article about car events where you vacation or snowbird.
- Collect and send me some fresh Burma Shave jingles that we haven't yet used in the newsletter.
- Collect and send me some one liner quips for the tops of the newsletter pages.
- Send me Trollella pictures and stories.
- Write an article about a non-car, but car related collection or hobby you have—drink decanters, scale models, post cards, etc.
- Write an article about someone who helped you with your car.
- Write an article about old engines, old aircraft, or something closely related to our hobby.
- Do some research into old copy-right expired (pre 1923) magazines or car books for potential newsletter material.
- Find some neat old ads that relate to cars by brand, in Fairbanks, AK, or somehow relate to our club and our hobby.

The above was just a short list of things that took all of about 5 minutes to pop up and write down. Each of them probably relates to something you are interested in, and the rest of the club would certainly enjoy your sharing.
- Rick Larrick

Summer Schedule of Events

Tuesday, May 6th: Board Meeting, Sam's Sourdough 6:30 pm
Thursday, May 8th: Membership Meeting, Fountainhead Museum 7pm (Dinner before at The Bakery for those who like)
Saturday, May 24th: Cars & Coffee 8-10 am (David Karpik)
Friday, May 30th: Load-in at the Carlson Center (John Binder)
Saturday & Sunday, May 31 & June 1: Carlson Show (John Binder)
Saturday, May 31st: Cars & Coffee 8-10am (David Karpik)
Wednesday, June 4th: Run-Around 6:45 pm Pioneer Park
Friday & Saturday, June 6th & 7th: Joint Meet @ Majestic Valley
Saturday, June 7th: Cars & Coffee 8-10 am (David Karpik)
Saturday, June 7th: Monderosa Run 10 am (Don Oines)
Tuesday, June 10th: Board Meeting, Sam's Sourdough 6:30 pm
Wednesday, June 11th: Run-Around 6:45 pm Pioneer Park
Thursday, June 12th Membership Meeting, The Bakery Restaurant 6:30 pm
Saturday, June 14th: Cars & Coffee 8-10 am (David Karpik)
Saturday, June 14th: Parade Line-up, J.P. Jones Center (John McCarthy)
Saturday, June 14th: Juneteenth Parade 11 am (John McCarthy)
Saturday, June 14th: "SloPoke Run" (Terry Whitledge)
Sunday, June 15th: Sourdough Fuel Show (not a club event)
Wednesday, June 17th Run-Around 6:45 Pioneer Park
Friday, June 20th: Set-up for Fountainhead Show 10 am (Rick Larrick)
Friday, June 20th: Fountainhead Show Registration 5-9pm (Rick Larrick)
Friday, June 20th: Fountainhead Cruise to Salmon Bake (Willy Vinton)
Saturday, June 21st: Cars & Coffee 8-10 am (David Karpik)
Saturday, June 21st: Fountainhead Midnight Sun Cruise-in 10am—3pm (Rick Larrick)
Saturday, June 21st: Tour De Fairbanks from Fountainhead 4pm (Terry Whitledge)
Saturday, June 21st: Fountainhead Midnight Sun Banquet (Willy Vinton)
Wednesday, June 25th: Run-Around 6:45 Pioneer Park
Saturday, June 28th: Cars & Coffee 8-10 am (David Karpik)
Saturday, June 28th: Chena Hot Springs Poker Run & Picnic (Bret & Cindy Helms)
Wednesday, July 2nd: Run-Around 6:45 Pioneer Park
Friday, July 4th: On you own—Parades in Ester and in North Pole
Saturday, July 5th: Cars & Coffee 8-10 am (David Karpik)
Saturday, July 5th: Rally (Willy Vinton)
Tuesday, July 8th: Board Meeting, Sam's Sourdough 6:30 pm
Wednesday, July 9th: Run-Around 6:45 Pioneer Park
Thursday, July 10th: Membership Meeting, The Bakery Restaurant 6:30 pm
Friday, July 11th: Buffalo Center Show (?) Cruise to Delta Junction
Saturday, July 12th: Cars & Coffee 8-10 am (David Karpik)
Saturday, July 12th: Hilltop Brunch Run
Saturday, July 12th: American Tire Show? (not a club event)
Wednesday, July 16th: Golden Days Opening Night Car Show 5pm at Pioneer Park
Saturday, July 19th: Line up for Golden Days Parade at 9am (Wilma Vinton)
Saturday, July 19th: Golden Days Parade
Saturday, July 19th: Club Picnic and Raffle Car Give-Away, 2pm Pioneer Park
Sunday, July 20th: Rib Run to Salchakeet 4pm (Will Chase)
Wednesday, July 23rd: Run-Around 6:45 Pioneer Park
Saturday, July 26th: Cars & Coffee 8-10 am (David Karpik)
Saturday, July 26th: Cruise to Delta Junction for Fair, etc.
Wednesday, July 30th: Run-Around 6:45 Pioneer Park
Saturday, August 2nd: Cars & Coffee 8-10 am (David Karpik)
Saturday, August 2nd—Friday, August 8th: ABDT Long Distance Tour (Scott Grundy)
Wednesday, August 6th: Run-Around 6:45 Pioneer Park
Saturday, August 9th: Cars & Coffee 8-10 am (David Karpik)

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Saturday, August 9th: Cruise to the Knotty Shop
Tuesday, August 12th: Board Meeting, Sam's Sourdough 6:30 pm
Wednesday, August 13th: Run-Around 6:45 Pioneer Park
Thursday, August 14th: Membership Meeting at The Salmon Bake 7pm
Saturday, August 16th: Cars & Coffee 8-10 am (David Karpik)
Sunday, August 17th: Monderosa Run
Wednesday, August 20th: Run-Around 6:45 Pioneer Park
Saturday, August 23rd: Cars & Coffee 8-10 am (David Karpik)
Saturday, August 23rd: Murphy Dome Run (Rick Larrick)
Wednesday, August 27th: Last Run-Around into Pioneer Park*
Saturday, September 6th: Cars & Coffee 8-10 am (David Karpik)
Saturday, September 6th: Hilltop Brunch Run
Tuesday, September 9th: Board Meeting, Sam's Sourdough 6:30 pm
Thursday, September 11th: Membership Meeting at The Bakery 7pm
Saturday, September 13th: Cars & Coffee 8-10 am (David Karpik)
Saturday, September 13th: Chatanika Run (to Chatanika Lodge)

*Run-arounds will continue "unofficially" leaving from the Pioneer Park parking lot at 7pm until the weather puts an end to it.

Please check monthly newsletters, Facebook, and especially the Events Calendar on the club Webpage for updates and changes.

BORED NOTES FROM BOARD AND MEMBERSHIP MEETINGS IN MARCH

- There were 38 members at the March 13th Membership meeting. New members John Coates and Richard Bellows talked about their cars, and Richard introduced his wife Donna.

- President McCarthy asked Rick Larrick to read the minutes from the February Membership Meeting and this week's March Board Meeting. Willy Vinton moved that they be approved and Theresa Chase seconded. The motion passed.

- President McCarthy reported current financial balances being strong, and gave a report.

- Membership status was reported by Rochelle Larson as now 202 members (34 single memberships and 84 joint). It was announced that those who were not paid have now been dropped from our membership rolls.

- Rochelle reported on the Events Planning Meeting. It was a well-attended meeting with lots of participation. She reported that most weekends are filled with events. Rochelle distributed a list of all events, and reported that they were on all the club calendar which is accessible

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2014 RAFFLE CAR

The first ticket sales event is weekend after next! (Spring is coming fast.) I still have openings for people to help sell tickets at the Women's Affair on Friday evening, April 4th, on Saturday, April 5th from 10am to 5pm, and on Sunday, April 5th from 11am to 5pm. I would like to have two people for each time slot, and right now many of the 2 hour time slots only have one person signed up. Please call me if you can help.

The next event should be easy to recruit ticket-sellers—it is the Outdoor Show and we will have the car INSIDE the show at our booth on the floor. Again we will need at least two people for each time slot for the evening of Friday, April 25th and again for



Fred Husby
479-6924



Saturday April 26th from 10am to 5pm and Sunday, April 27th from 11am to 5pm. This event was our biggest ticket sales event of the season last year, and we need a repeat!

Sunshine Club

Early in the month, a card was sent to Terry Whittedge to hurry up and get his broken ankle healed.

A card was sent to the family of Gene Wescott. A long time member (since early 80's or before), Gene was a very active member for many years.

A card was also sent to member Beccy Monsma after her cancer surgery.

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

Red meat is not bad for you. Fuzzy green meat is bad for you.

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through the club website. Some events still need a PPR (primary person responsible), and volunteers should sign up with Rochelle.

•**Raffle Car:** Fred Husby reported on arrangements for selling tickets at the Women's Affair, on April 4, 5 and 6th. We are sharing Booth 89. Fred passed around signup sheets for time slots for all three days, and had a pretty good signup response. We will also have a show spot inside for car and ticket selling at the Outdoor Show, which is April 25, 26 & 27th. He will have sign-up sheets for that show at upcoming membership meetings. The flyer was distributed with the newsletter, and another version will be published soon.

•**Willy Vinton and Rick Larrick** reported on the Fountainhead Midnight Sun Cruise-In. The event is June 20th – 21st, with a dinner cruise on Friday evening and the show on Saturday. Rick will get volunteers to sign up at the May membership meeting. Willy reported on progress in getting a feature personality for the show.

•**John Binder** reported on the Carlson Show. Dates are move-in on May 30th and Show on May 31st and June 1st.

- John distributed some posters to members and will have more at the next meeting.

- He reported a good response with lots of interest in the Valve Cover Races which Willy Vinton is chairing.

- Tracy Brand has agreed to chair the call committee before the show this year.

- John made a special appeal for help with the Vendor Committee.

- Roy Wilbur, with help from Bub Larson are putting together an I.D. This Tool board for a contest at the car show and John will be soliciting a special prize for the winner.

- Studebaker will be the featured marque at the show with a special people's choice award.

- The Old Engine Club has asked to participate and will be given a space inside, and we will see if we can get them permission to do demonstrations outside.

- John passed out sign-up sheets for help with the show, and had a good response. There will be additional opportunities to sign up at upcoming meetings.

•**John McCarthy** reported on the Long Distance Tour, having corresponded with the organizer, Scott Grundy, by email. The tour is August 2nd – 8th. Chairperson Grundy will be back in town in a few days

and will have more details and email to all.

•**Scott Grundy** also passed along via John the need for a club person to head up our participation in the Joint Meet on June 6th & 7th at Majestic Valley. Anchorage is the host club and we are their guests. The person would need to coordinate our arrangements and our drive down on Friday. It is also not too early to get a chairperson and start preparing for 2015 when we are the host club.

•**John McCarthy** reported on Juneteenth. He will know more next week after their monthly preparations meeting. The parade will be June 14th, lining up at 9:30 and parading at 11:00 am from the J.P. Jones Center.

•**President McCarthy** reported on a letter received by the IRS. The IRS has approved our application for 501c7 status, and has approved it retroactively from the date it lapsed. Treasurer Allen should now be able to properly file all forms.

•**Willy Vinton** made a presentation on a neat gadget he found while at the Amelia Island Show last week. It was a wireless turn signal called Elights made by Jim Davis at the Egypt Garage in New York. Willy had one mounted with magnets to use on the Museum cars when he takes them out on the road (Willy said hand signals are difficult for his short arms out the left window when driving a right hand drive car...) and brought his Elight arrangement to show the club.

•**Wilma Vinton** talked about the website. She is investigating a particular software program and has now resolved all issues with the hosting company at AACA. Plans are to completely re-design and launch a new website. She pointed out that this will be a several month long project. There was also discussion about the new Facebook page, which is seeing increased use.

•**Willy Vinton** reported on the Valve Cover Race arrangements. He is going to open up participation to the general public at the Carlson Show, and plans working with the Daily News-Miner on an article and advance publicity. Willy also said he has the "Official" digital scale now in his shop at the Museum if anyone wants to *precisely* weigh their racer with the *official* scale.

•**Blue Hinchsliff** announced that his daughter was getting married at his house on July 5th, and he is requesting help from club members in their antique cars to shuttle wedding guests from parking over by the fairgrounds to his house from 3pm to 5pm on that day. If interested in helping, call Blue at 479-0478.

•**Vice President, Brent Helms**, read the

March birthday and anniversary list.

•The 50/50 drawing was held and Ed McLaughlin won \$66.00

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

1-2 Cylinder Tours

By Steve Rinaldo
Brass Car Touring Committee

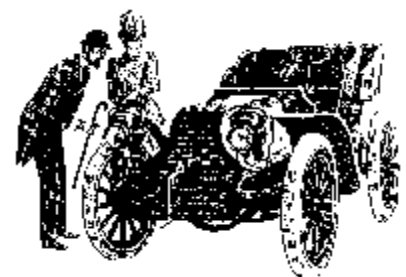


One of the areas that AACA could explore is the possibility of hosting a semi-annual 1-2 cylinder tour on the years opposite of the Reliability Tour. This segment of the hobby is very specialized and requires some unique planning to put on a tour for these cars.

Things to keep in mind about these tours:

1. Most of these cars are very slow, traveling at speeds of about 20 mph, so the tours should be less than 50 miles per day.
2. Consider hills! To make my point, I was told about a couple that toured with a Brush. When they came to some larger hills, the man's wife had to leave the car and walk to the top of the hill. I was told many times, she beat the car and the driver to the top of the hill. What this means is that rough terrain is an important consideration when planning these tours.
3. There should be concern for trailers and tow vehicles. These cars are all trailered to the tours, so adequate provisions are in order.

I have done a few of these events and they are a blast. This idea is in the planning stage, so if you or your region would like to get involved in launching this program, please let me know. I personally think that we should do more to expose the earliest cars to the public. You would not believe the huge smiles you see on people's faces as you race by at 10 mph enjoying the local insects. Way too cool!



(Continued from page 1)

Bill went with me. We found one, in the car, with no top on the transmission case and the case full of sand – but hey, it had parts! We cut it out of the car and took it to Bill's shop. Bill rebuilt the original transmission with the good shifter fork from Robbie's transmission and we thought we were all set. First test drive, and the shifter would drop out of second – just like before.

Then I talked to Ross Beal and Steve Horman, both of whom had a reputation for transmission wisdom. They immediately thought they noticed some "excessive play" in the synchromesh shaft and suggested I needed to somehow reduce that play and it should "tighten things up" and not drop out of gear. Once again I pulled the transmission. As you may or may not know, this is no small task on a Buick, what with the torque tube, etc, it even means dropping the rear axle. I made up some large washer like shims and added them to the transmission, reassembled it and reinstalled it in the car. Now, with the shims making everything tighter, it was hard to even shift into gear – but it sure still quickly dropped out of gear by itself when I went cruising along!

I talked to Blue Hinchliff, and he recruited Jim Powers to look at the transmission. I pulled it out of the car again. Jim found the detent ball had fallen out. This ball is spring loaded and must have popped out when Bill and I reassembled the transmission the last time. We properly reassembled it making sure the ball and spring were in there properly. We reinstalled it and put back the torque tube and rear axle assembly. Took it for a drive – it still was hard to shift into gear and within ½ mile the shifter still dropped out of gear by itself.

All else failing, I resorted to reading directions and searching the Internet. I found Bob's Buick down in California. Bob didn't have much, but suggested I call Northwest Transmission (who are not in the Northwest, but instead in Indiana) and they were very helpful. They responded right away sending me parts lists, detailed drawings, and information. Jim Powers went through the information with me and we decided to replace bearings, and so I ordered them.... and took the transmission back out of the car *again*. With the transmission disassembled, I noticed that

MORE WORKS IN PROGRESS

E-mail received 3/18 from Jeff Cook: Finally all the parts and pieces came in for my 1956 Roadmaster that was rear ended last August. Jose's started the restoration last week and attached are a couple photos.



Pictures above and to left of Jeff's Roadmaster at Jose's. Jose did a great job on our raffle car 2 years ago.

the synchromesh clutch unit was symmetrical but not exactly identical front to back, and wondered if maybe we had it in backward. I read, re-read, and then read again the Buick Assembly Manual. Toward the end of what must be 70 pages of information on the transmission, I found my answer – and determined that it had been installed properly. Then, there was this little note which said "for a 70 series (Roadmaster), the synchromesh clutch must have an "s" or a "7" stamped on it – DO NOT use any other part not stamped this way". The synchromesh clutch in my transmission had no markings; the one from Robbie's yard was marked with a "7". I found out the "7" means "7 degrees" and the other one is 9 degree gear angle – not enough to hardly notice by eye. I reassembled and reinstalled the transmission in the car with the synchromesh clutch marked "7". Early this month I took it out during a warm spell. It did not drop out of gear! So, after 2 years and 4 times with the transmission out of the car and then reinstalled, the problem is fixed. Apparently 9 degrees lets it pop out of gear and 7 is OK.

I guess there are two lessons – details matter, and don't ever assume the guy before you did it right. With most of our old cars, somebody else has probably had it apart before and "rebuilt" it – not necessarily correctly and not necessarily with the correct parts. I hope my experience helps somebody else!

- Don Oines

E-mail received 2/28 from Bob Miller about his 1927 Chevy Pick-up project: IT RUNS!!!! WooHoo and da,da,dadada,dadadah!!

Birthdays



- 1 - Joni Ellsworth
- 3 - Roy Wilbur
- 4 - Theresa Chase
- Larry Bennett
- 7 - Kimberly Bezdek
- Mel Brabham
- 8 - Hank Grant
- 10 - Mark Cosson
- 12 - Julio Merced
- 13 - Greg Shoemaker
- 14 - Ron Frey
- Nancy Peterson
- 15 - Wilma Vinton
- 19 - Jim Cornell
- 20 - Ken Uzzell
- 23 - Dennis Dussman
- 24 - Don Oines
- 25 - Jean Middleton
- 26 - Betty Borg
- Ross Beal
- Doris Casey
- Loren Rotroff
- 27 - Marion Benham

Anniversaries



- 6— Pat & Rick Crisenbery

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

Operation and Care: Speeding, Driving in Traffic, and Skidding!

345. Speeding.—When running a new car, it should not be speeded up until the driver is absolutely sure of his ability to drive properly. Furthermore, any new piece of machinery should not be run at high speed for any length of time until its bearings have had a chance to wear to a smooth fit. A few miles of racing are harder on the bearings of a car than several days of moderate driving.

346. Speedometers.—It is desirable and oftentimes necessary for the driver

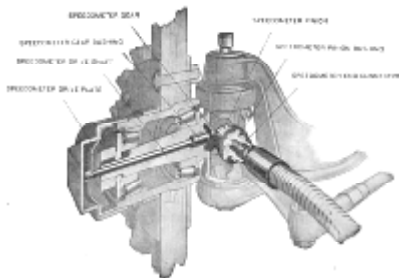
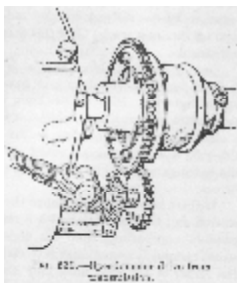


FIG. 538.—Speedometer drive through knuckle spindle.

to know the exact speed at which the car is traveling. This information is given to the driver by the speedometer, which, in addition to the speed, usually indicates the number of miles traveled by the car. A speedometer should be installed on every car for safety as well as for convenience.



part of the transmission system. Figure 538 shows a speedometer drive installed in the spindle of the steering knuckle and driven from a plate under the hub cap. This eliminates the use of an exposed gear. Figure 539 illustrates the speedometer drive from the transmission, and Fig. 540 a similar drive from the front wheel. In both of these arrangements, the gears are exposed. The gears are made of fiber or rawhide and will stand considerable wear before it is necessary to replace them.

347. Care in Driving.—Most cars have low and intermediate gears for use in starting, hill climbing, and bad roads. A good rule to follow in climbing hills is to shift gears just before it is absolutely necessary. To attempt to climb every hill on high speed always marks the amateur driver. The intermediate gears should be used on steep hills, even if they could be climbed on high speed. If it is desired to climb a hill on high speed, one should take a running start and rush up the hill. In going over bad roads, it is better to shift into second or first speeds immediately. This will save slipping the clutch, which is bad practice. On the lower speeds, one can control the speed of the car entirely by the use of the throttle.

In going over bridges, crosswalks, railroad tracks, or waterbrakes, it is better to strike them at an

angle than to hit them squarely. This method throws the strain on the springs successively instead of all at once and reduces the rebound of the car. In going through sand, it is better to let the car pick its way and not try to hold it in line and force it to make a new track. For this reason a little play in the steering gear is desirable.

One of the first things that a driver learns is the advantage to be derived from consideration and courtesy extended to others using the public highway. Most drivers know that they are expected to turn to the right when approaching a vehicle, or to the left in overtaking and passing a slow-moving vehicle going in the same direction. An exception to this rule is when passing a street car. In meeting another car at night the headlights should be dimmed so that they will not confuse the other driver.

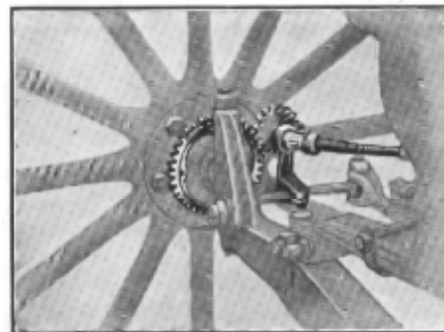


FIG. 540.—Speedometer drive from front wheel.

Drivers have begun to realize the accuracy with which a car may be steered and the ease with which it may be made to pass another vehicle, possibly approaching from the opposite direction. For this reason it seems natural for some drivers to display their nerve in not turning from the center of the road until they are almost upon the approaching vehicle. Often, however, the other driver has as much courage and takes the same stand, and the confusion which very frequently follows, either one or both cars are damaged on account of collision.

In passing vehicle which are approaching, as large a margin of space as possible should be allowed, and in passing a slow-moving vehicle ahead, it should be done as quickly as possible and without cutting in short ahead of the other vehicle.

348. Driving in City Traffic.—The lack of consideration on the part of a few careless drivers has resulted in the adoption of very strict municipal regula-

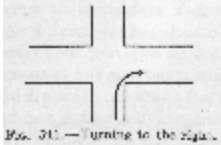
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tion governing traffic. Those who are familiar with the city traffic regulations and apply them on country roads will not be likely to encounter difficulties.

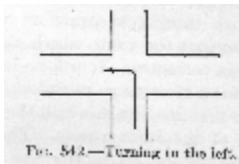
The burning of at least three lamps, including two head or side and one tail-lamp, is enforced from sundown to sunup in practically every state.

In approaching an intersection, either in the city or in the country, where a clear vision of the road approached cannot be had because of building, fences, etc. which obstruct the view, the car should be slowed down to a speed at which it can be readily stopped in case of the approach of another vehicle from either side.



In turning into another road to the right, the driver should keep his car as near the right-hand curb as practicable as shown in Fig. 541.

In turning into another road to the left he should turn around the center of the two as in Fig. 542. No vehicle should be slowed down or stopped without the driver thereof giving those behind him warning of his intentions to do so, by proper signals.



Drivers of horse-drawn vehicles often become confused if their horses are frightened by the approach of an automobile and in drawing up the horses sharply to one side, the animals are liable to jump or rear, with the result that the vehicle may be overturned and the automobile injured as well. In cases of this kind, it is better to stop the machine entirely and, if necessary, even stop the engine.

More accidents result from unwillingness to change gears than from almost any other cause. Most American drivers use their first and second speeds only in starting their car. They allow the car to drift along and thus get into a tight place in traffic or too close to street cars, and, because of misjudging the speed of the approaching

vehicle or their selfish desire to crowd out another car, collisions or other accidents frequently result. It is a simple operation to change from third to second speed. It increases the power and affords the possibility of a great deal quicker acceleration as well. The second speed is incorporated for this purpose.

Accidents are not due to one's losing control of the car in many instances, but are more likely due to one's losing control of himself. One is not an expert driver until he intuitively performs the operations which control the car just as he walks or reaches out for an object.

349. Skidding.—When traveling on slippery roads, avoid making sudden turns; also avoid sudden application of the brakes or sudden changes of power, as they tend to cause skidding.

Most skids can be corrected by the manipulation of the steering gear and the brakes. An expert driver can keep his car straight under almost any conditions, but it is impossible to explain just how he does it, except that he knows his car and becomes almost a part of it. Usually, the rear end skids first, and in the right-hand direction, this being caused by the crown in the road. Under such conditions, the skidding action will be aggravated if the brakes are applied, and the car may be ditched or continue to skid until it hits the curb.

The correct action in an emergency of this kind is to let up on the accelerator pedal and thus reduce the power to a point where the wheels are turning freely without either being retarded by the brakes or drawn ahead by the engine. If the car recovers its traction, the power may be applied gradually. It will also be advisable to steer for the center of the road again. However, if the car continues to skid sideways, the power should be applied gently and the car turned toward the center of the road. This will aggravate the skid for the moment, but will leave the front wheels in the center of the road and the car pointing at an angle. From this position, the car will easily mount the crown of the road

again and the momentum will take the rear wheels out of the ditch on the right-hand side. It is customary to turn the front wheels in the direction that the car is skidding in order to correct the action, but this can hardly be advisable in most cases, as the amount of room on the skidding side is somewhat limited.

When turning a corner on wet asphalt pavements, it frequently happens that the front wheels skid. In a case of this kind, immediate action is necessary. It will be found that by applying the brakes suddenly for a moment so as to lock the wheels, the rear end of the car will skid in the direction in which the car is to be turned. This will help the action of the front wheels. The releasing of the brakes and a slight pressure on the accelerator will then bring the car around the corner without any overtravel of the front end. By applying the brakes in this way, it is possible to turn the front wheels in the direction opposite to that which the car is to be turned for a moment while the rear end is skidding. When the brakes are released, the front wheels will have no tendency to skid farther, as they will be pointing in the direction which the car is to be turned and the rear end will be in line with it, due to the skid. Needless to say, this manipulation requires a little more expertness than the correction of an ordinary skid on a straight road.

Skidding can be prevented and accidents avoided, also the life of the tires lengthened, if one will learn how to turn the car out of streetcar tracks or ruts. The wheel should not be permitted to climb along the edge of the track or the rut and finally jump off suddenly.

Driving a car around a sharp corner at 25 miles an hour does more damage to the tires than 15 or 20 miles of straight road work. This is an economical reason why one should drive around corners cautiously and slowly. The other reasons are obvious.

*Next Month: "Knowing the Car" and "Washing the Car"... plus more as space allows...
- Editor*

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NEXT MEETINGS

The membership meeting is always the second Tuesday of the month. April's Meeting is April 10th 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 April 8th— at Sam's Sourdough Restaurant on University. Meeting starts at 6:30pm, with dinner before. Board Meetings are open to members.



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