



May, 2015

Volume 44, Issue 05

The 2014 Most Improved Vehicle Award Winner:

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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 address : vlnaacf@gmail.com



Photo by Mark Crook

The "Johnny Cash" Truck - Mark Crook

This project started with my need for a lift kit for a '72 Chevy truck that I was working on. As some of you readers may know, I am fond of the early '70 Chevy trucks so, an '81 Chevy was not on my list to build. I came across a young guy that was building a '76 Chevy truck, but had become discouraged and wanted to get rid of all his parts. One of the great things about early Chevrolet vehicles is the fact their parts are interchangeable over a large number of years, thus my "Johnny Cash" truck. This guy had the lift kit I needed along with a front clip for a '76 and a pair of doors and all these parts went into my project. While sitting on all the parts that didn't fit my '72 project, I came across an '81 Chevy ¾ ton long bed that was

a basket case. However, I saw possibilities based on all the other parts I had collected, even though I don't care for long beds. The first steps of this project were to strip it to the frame. I then cleaned the frame via wire wheel. Because I don't care for long beds, the next step was to shorten the frame and paint with an undercoating. I then installed the lift kit I acquired in the group of parts I had bought earlier. While the cab was off I cleaned the underside and welded a patch in the only small hole that was in the floor board. I also had to replace the rocker panel on the driver's side. The interior then was cleaned and painted with a stone texture paint and then shot with a clear coat on top of that. Now back to the running gear. I had Northern Industrial Machine build the motor

(Continued on page 2)

(Continued from page 1)

MOST IMPROVED 2014



Photo by Mark Crook

seats from a '99 Ford F250 (yes some Ford parts). Back to the rest of the truck. The bed is a short bed step side off of a '79. Once that was all together I had Phoenix Rising Body &



Mark receives the Most Improved Award from Nate Helms and John McCarthy at the Holiday Party at the Westmark last December

Paint do the paint job. I am currently down to all the little things like chrome and trim but, they are the things that show and finish it off. Bottom line is, the truck really only has an '81 cab and frame while the rest of it is an assortment of parts from '70-'85 Chevy parts, with the exception of the Ford seats. I am looking forward to finishing up this one and moving on to one of my many other trucks.

for me. It is a 350 bored out .30 with a mild RV cam, Dart performance heads, and lots of chrome and paint. Next to the transmission and transfer case. I removed the automatic transmission and replaced it with a Muncie sm465 4 speed out of an '85 Suburban. I also collected the clutch pedal; the hydraulic clutch master and slave cylinders so that I could convert my

truck to a manual with the improved hydraulic clutch system. This change required new drive shafts, which Young's Gear made for me. I also needed to fabricate a bracket to hang a clutch pedal in the cab. I then replaced the steering column with a tilt column from a '71. The last of the big changes to the cab is the conversion of the bench seat to power bucket



Photo by Mark Crook



Thank you to the following club members for selling tickets at the Women's Affair!

Gary Farnham, John McCarthy, Theresa Chase Brenda Wilbur, Tracy and Amanda Brand, Greg Oslund, John McDonald, Blue Hinchsliff, Bret Helms, Cindy Helms, Rochelle Larson, Paul Tekin, Jill Larrick and Carolyn Mustard

We sold over \$600 in tickets! Many thanks to Vonna Husby for letting us "share" her Raymond James & Associates booth at the Women's Affair. As with all club events and planning, if everyone helps out a little, it makes a big job easier.

- Cindy Helms

ALTHO INSURED

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

AACA Western Grand National



AACA Membership Roster

By Steve Moskowitz
Executive Director

The AACA Membership roster is now online! You can go to www.AACA.org and sign in to either the **Meets & Tours** section or go to **Members Info** to access the information. Both of these areas require your membership number and pin number.

You can use the online roster in a number of ways. The search feature allows you to find members by last name, city or state. You cannot print out an entire roster. We have chosen to start out this way and put a high degree of security into the site. The methodology we have used will thwart people from using the roster in inappropriate ways. We also do not include phone numbers or email addresses for the same reasons and to protect personal data of our members.

While many have expressed an interest in having a roster listing cars, etc. we have heard the majority still do not want that type of information available online. So at this time we will keep the roster information minimal and containing the exact same information as our previous printed rosters contained.

Remember the AACA roster is not available for any commercial purposes and is copyrighted by the Antique Automobile Club of America. It is available for our regions, chapters and members only.



Kelly and Nancy Rivers and Ron and I attended a car show at the Western and Grand National Conferences of the AACA at the Casino Del Sol in Tucson, Arizona on March 20, 2015. The day we attended the meet the cars

that were being displayed were definitely the best of show cars. We were able to view Fords to Packards, many of which were relatively rare cars and all in superb condition.

The highlight of the day was viewing an antique 1931 Alaskan license plate on one of the cars. Further investigation lead to the discovery that the owners of the car were Roger and June Rietano from Tok, Alaska. The car is an immaculate 1931 Chevrolet six cylinder Landau Phaeton which in previous years had taken the Senior Grand National Championship. The car is an open touring style with very rare roll up windows. According to Roger the car was built at the factory as a sedan and sent to the Fisher Body Corporation for the conversion.

The story went even deeper



Photo by Nancy Allen

Ron & Nancy Allen, Roger & June Rietano, and Nancy & Kelly Rivers with the Rietano's '31 Chevrolet Landau Phaeton at the

when Kelly found out that Roger buys his wood from his company, Rivers Wood Products and that Ron Allen has dealt with the son, Ron Reitano, when doing borough service area work. Another interesting part of the story is that Nancy Rivers, a musher in previous years and Roger Reitano who also was a former musher probably met years ago and had many dog musher friends in common such as George Attla, Gareth Wright and Doc Lombard.

The world of old cars is small and many people we have met at various car functions can usually trace back to a person or event they have in common. The Rivers and the Allens continue to have happy motoring in Arizona.

Article and picture from Nancy Allen

Barbara Hansen (June 23, 1932 – April 5, 2015)

As one progresses through life, one can't help but meet some wonderful people. Barbara and husband, Howard, are at the top of the Grundy's list of such folks. "Barb" Hansen is one of the most delightful ladies I have had the pleasure of meeting. We first met the Hansens at the 2006 Joint Meet held by our Anchorage brethren (AAMA) at Majestic Valley. The Hansens have also been joint members of our club for many years. Barb was always gracious, considerate and never without a smile or laugh – a true gem of a person as is her husband.

From her obituary I note that Barbara and Howard were married on August 20, 1954. The military shipped them to Alaska after Howard completed basic training and they have resided here since. How fortunate we Alaskans are. Barbara was very active in the Antique Auto Mushers car club from the onset. She will be greatly missed by many. May her Heaven include many journeys in antique cars with friends and family.

- Scott & Linda Grundy



Photo by Tom Cresap



May, 2015

Sun	Mon	Tue	Wed	Thu	Fri	Sat
<p><i>Newsletter submission deadline is always the 20th of the month. Send in your Member ads., events notices, and articles to vnaacf@gmail.com</i></p>					1	2
3	4	5	6	7	8	9
10	11	12 BOARD MTG—Sam's Sourdough	13	14 REGULAR MTG—Fountainhead Museum 7pm	15 Stage cars for Fairbanks Aviation Day 5-7pm	16 Fairbanks Aviation Day—East Ramp, Airport 7am-2pm
17	18	19	20	21	22	23 Cars N Coffee—Bentley Mall
24	25 Memorial Day	26	27 Run- Around 7pm Pioneer Park	28	29 Load -In for the Carlson Show 4:00—5:30 drivein	30 /31 Carlson Show

Vernon L. Nash Antique Auto Club Region AACA

- **Tuesday, May 12th: Board Mtg.** 6:30 pm Sam's Sourdough Café
- **Thursday, May 14th: Regular Membership Meeting,** 7pm **THE FOUNTAINHEAD MUSEUM** No food served—dinner is on your own...
- **Friday, May 29th: Load-in at the Carlson Center.** Be there at 4:30 to stage for a 5:30 drive-in.
- **Saturday & Sunday May 30th and 31st—CARLSON CENTER MEMBERS ONLY CAR SHOW & SWAP MEET** Public hours are 10am—5pm on Saturday and 11am—5pm on Sunday. Drive cars out after 5 pm.

Antique Auto Mushers Region (Anchorage) AACA

- **Wednesday, May 13th: AAMA Regular Meeting,** Day Break Center, Anchorage



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

National AACA Events

- **May 4-6 AACA Southeastern Divisional Tour,** Pigeon Forge, TN
- **May 7-9 AACA Central Spring Meet,** Auburn, IN

Other Local Events

- **May 16: Fairbanks Aviation Day—East Ramp,** Airport 8am—2 pm (Our club is supporting this event—see article on page 8; we will leave cars overnight with Friday set-up). Free public admission.

Member Advertisements



FOR SALE: 1955 Plymouth Belvedere

4door sedan with deluxe Sportone trim, two-tone paint (new white paint), good chrome, newer radial tires, replaced interior, stereo AM/FM radio, 12V convertor, V8 with dual exhaust, rebuilt AT, etc. Driven 10,000 miles in the last seven years; she's dependable and comfortable. Plus I have many spare body parts available should you need such in the future. \$9,500 OBO. Scott Grundy 907-457-3526



President's Headlights

- Wilma Vinton

I regretted missing the April meeting and I greatly appreciate Bret and the rest of the Board stepping in and making sure things got taken care of in my absence. I had the opportunity to go with Willy on his annual pilgrimage to Bakersfield National Swap meet. This was the 24th such event and to the uninitiated, it appears to be a lot of tables and blue tarps full of rusted metal filling the Kern County Fairgrounds. To the connoisseurs of vintage cars, it is miles of precious, hard to find treasures. I even found a great hat to wear

with the 1908 Reo we have stored in the lower 48. Part of this trip was designed to pick up the Reo and finally get it, our Toyota Sequoia and the trailer all together in one place so that we would be ready to participate in the 28th Annual Modac Small and Early Car Tour to be held in Alturas California in June. The plan was to pick up the Toyota and trailer in Sister's Oregon, where it is currently being stored, and drive the 750 mile to Bakersfield, CA. There we would meet our friends, the Schmidts, who have been gracious enough to store the Reo this past year in Escondido CA. They had room in their trailer to bring it and the Fountainhead Museum's newest find, the 1902 Knox that Alan Schmidt has been working on. All went well until we took the Reo for its first

drive around the swap meet. That was when Willy discovered that the rear leaf spring had broken. The dilemma now was, do we put it in the trailer, take it to Sisters, hope he can find the right replacement spring, and then repair it before we go to Alturas, or send it back to Escondido where we know it will get repaired, with the right parts. Needless to say, it went back to Escondido and we headed back to Sisters with an empty trailer. The next hurdle is now figuring out how to get it to Alturas for the tour. While frustrating, I think the joys of owning an old car like the Reo far outweigh the trials it can put



Photo by Wilma Vinton

Kern County Model T & HCCA Tour

Member Advertisements

Junk yard Johnnies, (the King of used cars), 1955 Ford Victoria new paint,



new interior, 302, new automatic c4, new tires runs and drives great, needs very little to finish, \$9500 obo 1969 Ford Ranger 4x4 new paint, new interior new engine new set of Cooper tires and wheels (summer) ready to go \$8500 obo, Many more finished and unfinished old vehicles All vehicles must go, so I can make room for more! 488-1843 hot34coop@yahoo.com

For Sale 1951 Studebaker

Champion four door bullet nose. '64 ohv Studebaker six cylinder engine and brakes, three speed overdrive manual transmission, climatizer. No rust, runs and drives. Good thirty footer with potential. \$9000 OBO. Move up in life...get a Studebaker. John @ 488-1575

FOR SALE: 1961 Comet 4 door sedan.



Current registration and tags. All original, lots of new parts. Runs, but needs brakes done, I have all new master cyl, and wheel cyls.

\$3500 OBO Ralph 347-1675



FREE: I have just recently acquired eleven dozen roller skates (valve cover race derby) anybody want for free they are over at my place, any body want to help distribute these come on over and help yourself John Dee McDonald 488-1843 725 Nordale Road

you through however.

Willy and I were able to participate (via a modern car) in the large car tour sponsored by the Kern County Model T Club & HCCA while in Bakersfield. It was a cool day for windowless, and sometimes windshield-less, early cars, but the owners of these beautiful reminders of past auto history were dressed in dusters and goggles, ready to head up the road while enjoying the camaraderie of fellow antique car lovers. (See picture) It was a joy to see these cars - about 30 in all- heading up the rural California roads. So now, If the logistics work out, we hope to actually participate in our first lower 48 tour in June. Until then we are looking forward to getting our Alaska cars out and joining in our own tours here in Fairbanks. The club has lots of them planned - including the ABDT week-long tour of Alaska and the joint meet.

- Wilma

EDITOR'S LEFT (on) BLINKER



Wow. Based on the amount of "stuff" everyone had for this issue of the newsletter, this should be a great summer for the car club! Usually I am looking to find material to fill up 12 pages (12 pages or 6 sheets of paper are what goes in the mail for a first class stamp), but this month, by shortly after the Board meeting, we were already nearly full with the 18 pages that is this May issue.

Another good sign is that most of the raffle tickets are sold. I suspect we may have a few left for the Carlson Show—but somebody better print out a "SOLD OUT" sign for the windshield of the MGB when it sits on the floor at the Carlson Center. Also hopefully this year we have lots of volunteers to drive the car at Wednesday evening Run-A-Rounds and other events.

I filled up the space for this month's "Works in Progress" column that was the suggestion of Ed McLaughlin, but I know there was lots of progress by a number of folks on projects this winter. Please, for the benefit of our members, write up a short article with a few pictures and send it in to the club email at vlnaacf@gmail.com. If needed, I can help you write it or edit it, and I can even drop by to take a picture—so there are few excuses for not getting your project article written! - Rick



Set up and ready to sell on April 17th

Draft Minutes VLNAACF Membership Meeting April 9, 2015 at the Cookie Jar Restaurant

The membership Meeting was called to order by Vice President Bret Helms at 7:00 p.m. Additional Board members Ron Allen, Scott Grundy, John McCarthy & Paul Tekin were present. President Wilma Vinton & Director Tom "Blue" Hinchsliff were absent. A total of 36 members attended. A quorum was attained.

Secretary Scott Grundy stated the March membership Meeting minutes were published in the recent club newsletter in draft and asked if anybody wanted to offer corrections or have the minutes paraphrased; there were no requests. Scott then read the minutes from the April 7 Board Meeting. There were no additions or corrections. Dennis "Bear" Schmit moved and Theresa Chase seconded that the minutes as published and read be approved. Passed without objection.

Treasurer Ron Allen highlighted salient items from his April 4, 2015 Treasurer's Report. He indicated our IRS tax filing was nearly complete. We will again prepay an additional \$1,000 to avoid any non-withholding penalties. Past President John McCarthy motioned and John Binder seconded to approve the report. Passed without objection.

REPORTS:

Membership status was reported by Rochelle Larson as 211 (33 single & 89 joint).

Events Coordinator:

1) Rochelle Larson explained the known details of an invitation for our club to participate in the Fairbanks Aviation Day celebration at the airport on May 16, 2015. She speculated vehicles of 1940 and earlier were desired. She indicated additional information would be forthcoming.

2) Rochelle advised that Steve Iverson of STF Productions would like to video our cars in motion with a drone. The result would be free of charge and we could use it on our website.

Carlson Center Car Show: Chairman John Binder updated the members regarding his many plans and needs. John indicated the sale of swap meet tables in the lobby was highly successful. Also, the Carlson Center will arrange a footrace to start & finish in the front parking lot early on the first day of our show. Both associated events will likely boost attendance to our car show. He circulated a sign-up sheet, obtained volunteers to lead major activities, offered posters to be posted around town,

and provided registration forms for the event. This year's special award vehicle marquee will be: Mercury.

Co-Chair Cindy Helms thanked our members for their participation in the sale of raffle car tickets at the recent Women's Affair. She commended member Vonna Husby for providing us space in her booth free of charge. Cindy circulated a sign-up sheet to sell tickets at the upcoming Outdoor Show. Later in the meeting members were urged to go to Don Oines' garage at 2:00 p.m. on April 16 to help spruce up our raffle car for the upcoming shows.

Co-Chair Rick Larrick highlighted our club's plans for the Joint Meet in Delta Junction on June 12 & 13, 2015. Fred Husby outlined the tour plans for Saturday afternoon to the Delta Sausage, dairy and flour mill businesses in the Delta Junction area. All businesses are eager to have a photo of our cars staged in front of their business.

Chairman Scott Grundy briefly outlined the Adventure Before Dementia Tour planned for July 16 through 22, 2015 to Talkeetna, Hope, and Kenai. Scott indicated there was little interest expressed to date to participate. He provided a deadline of April 20 for members to express interest. There is a possibility the event may be canceled for this year.

Past President John McCarthy provided a very favorable overview of the garage tours that occurred this winter. Tours will likely resume this fall.

Club Logo Competition: Past President John McCarthy indicated that ten logos have been received to date and the committee will meet on April 16 to select the top three options to be submitted to the membership for the final selection.

Vice President Bret Helms advised that a location for our September membership meeting has not been determined and asked for suggestions; none were suggested. He then read the list of upcoming Birthdays and Anniversaries.

ANNOUNCEMENTS:

Dennis "Bear" Schmit announced his need for eight by 15 inch wheels.

Scott Grundy indicated his proven 1955 Plymouth Belvedere four door long-distance cruiser was for sale for \$9,400.

The 50/50 raffle for \$75.50 was won by Jerry Mustard!

At 7:50 p.m. Theresa Chase motioned we adjourn & Will Chase seconded. All concurred.

Respectfully submitted,
Scott Grundy,
VLNAACF Secretary

Energizer Bunny arrested: charged with battery



Richard Bellows, Willy Vinton, a smiling Bub Larson, Paul Tekin and Charlie Bourque, at the Garage Tour on March 28th.



Ron Allen came back from Tucson just in time for the tour. Here he is looking at a picture album for one of the IH trucks Bub restored.



Bub's Garage—March 28th

The garage tours that former club President John McCarthy has organized this past winter have all been well attended. John has plans to arrange more tours next winter—call him to arrange a tour of yours!



Rhonda's Camaro seems to have "invaded" the IH and Ford domain...



Smiling Jim Brand and Smiling Bret Helms at the tour of Bub's Garage

VERNON L. NASH CLASSIC CAR SHOW



May 30 - 31
CARLSON CENTER
Sat 10a - 6p; Sun 11a - 5p
\$5.00 per adult, children 12 and under FREE
For more information visit localarea.org/latbanta or e-mail vinas@smg.com



John Binder has prints (both large and small) of car show posters—pick one up and post at your workplace or wherever!

Fairbanks Aviation Day



Fairbanks Aviation Day

Saturday May 16

Our club has been invited to participate in this very popular event! Basically the entire airport is on display or part of a guided tour. There are many events designed for kids like face painting, flight simulators, and short introductory

aircraft rides. There is a breakfast and lunch available. It's quite the extravaganza!

We are invited to participate adjacent to the large static display of aircraft of all types and vintages dating back to the 1940's. The one requirement is we must stage our cars on Friday evening May 15, and leave them there overnight. There are expensive aircraft involved so the airport security will be heightened. We are encouraged to provide some written material identifying our vehicles. You are also invited to sit with your cars and relate with the public.

The event will start at 7:00 A.M. Saturday, May 16 and close at 2:00 P.M., at which time we can remove our cars. Basically, they don't want anything moving while the public is there.

To sign-up and have your questions answered, call Scott Grundy at 457-3526 or email: sgrundy55ply@gmail.com. Please don't miss this fine and fun event; it's a great opportunity for us to interface with the public.

Member TO-DO LIST:

1. Sign up for a Swap Meet Table **TODAY**—deadline is May 1st!
2. Call John Binder (488-1575) and volunteer to help with the Carlson Show preparations.
3. Call Scott Grundy to sign up to display your car at the Fairbanks Aviation Day (457-3526)
4. Register your car for the Carlson Show (form on page 12)
5. Get your hotel reservations, if you are staying overnight, for the **JOINT MEET in DELTA JUNCTION** on June 12th / 13th. Let Scott (457-3526) or Rick (457-4344) know you are attending and if you are going to the banquet on Saturday evening.

Thank you!



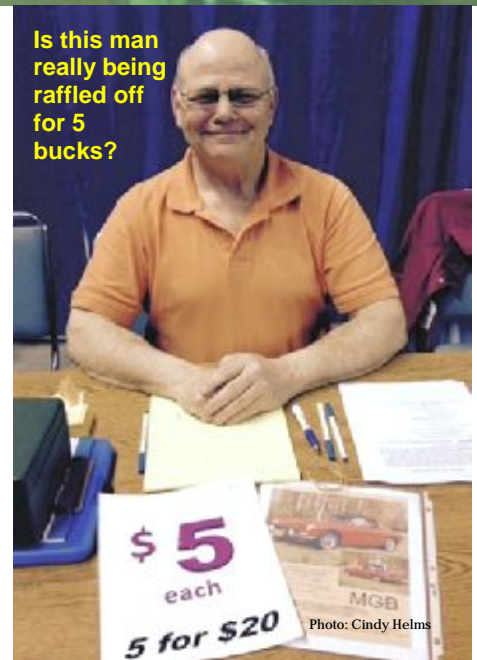
Thank you to the following club members for selling tickets at the Outdoor Show!

John McCarthy, Bret Helms, Ron Allen, Barbara Bell, Jerry Krier, Charlie Bourque, Greg Oslund, Don Oines, Paul Tekin, John McDonald, Gary Tupper, Fred Husby, Robbie Casey, Bob Miller, Scott Grundy, Cindy Helms, Rochelle Larson, Jill Larrick, Rick Larrick

Thanks to the above who signed up and the many more who helped out on the various shifts staffing the booth table and the raffle car outside. **We sold over \$3000 in tickets!**

- Cindy Helms

Is this man really being raffled off for 5 bucks?



No, he actually contributed many many hours beyond his commitment for the Outdoor Show ticket sales, and I'm sure his wife would say he's priceless! Thanks, Greg! - Cindy Helms

I chose the path less traveled by, but only because I was lost.

Sunshine Club

Ray McLeod has been diagnosed with Stage 4 Colon Cancer. He will be starting Chemo soon. Both Tracy and Ray need our prayers and support. Ray appreciates the offers for help from club members with his car projects—he is unable to lift significant weight, and is looking forward to sharing that work. Ray is in good spirits, was at our last membership meeting, and wants to remain active as he gets treatment and fights the cancer.

Tracy reports no other news other than the two obituaries printed elsewhere in this newsletter.

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

Same Location!



Each of you are personally invited, as well as your car (or coffee) loving friends to **Great Harvest Bread Co.** every Saturday morning again this summer between 8 am and 10 am. This is located in the **Bentley Mall parking lot**. This is a low-commitment, high-fun content event that will ensure stimulation through caffeination. Show up with your favorite ride, or at least whichever one you have running, and get social discussing projects, upcoming events, and all that is car related. This is intended to be an outreach event in which we elevate interest in old cars by bringing in fresh faces that may not yet be members or have a car of the vintage variety. With that in mind, please attend and spread the word as this event is open to the public. This is a popular event nationally that should flourish in our coffee-filled world of Fairbanks!

Allene Ruth Christiansen 1929—2015

Former club member Allene Christiansen



Christiansens with the 1930 Model 87 WK at Denali Park for a Joint Meet

passed away at age 86 on April 8th. She was preceded by her husband, Ed who passed in November of 2012. Ed and Allene were early and long time very active members of the car club, joining shortly after the club was founded in 1970. They bought a 1930 Model 87 Willis Knight from Bob Merritt and drove it for many club activities of the years (they sold the car to Bob McKnight who sold it to Rod Benson). In club photos from the 70's through the early 90's, Ed and Allene and the '30 Willis Knight were quite often a center of attraction.

Birthdays



- 2 - Preston Smith
- 3 - Dan Domke
- 5 - Katy Rice
George Cromer
Travis Capps
- 6 - Angie Oines
Nancy Allen
Linda Grundy
- 15 - Tanya O'Brien
- 16 - Lorna Lounsbury
Terry Smith
- 18 - Terry Whitledge
- 20 - John McCarthy
- 25 - Jeff Casey
Amy Weaver
- 28 - Jim Hanks
- 29 - Greg Oslund
Christol Creamer

Anniversaries



- 15 - Christol & Jeff Creamer
- 19 - Marily Naquin & Julio Merced
- 25 - Carolyn & Jerry Mustard
- 26 - Tracy & Ray McLeod

The Alaskan A's (Ford Model A group) has invited The Antique Auto Musers of Alaska (Anchorage), the Vernon L. Nash Antique Auto Club of Fairbanks & other vintage rigs to join them on the road this summer -and you are invited!

They plan to tour Dawson City, Whitehorse and places in between this June 27 through July 3. They will participate in the Whitehorse Canada Day Parade.

Contact Jim Fredenhagen of the AAMA for details at: takecare@alaskan.com.

**PIONEER PARK IS THE
STARTING PLACE FOR
WEDNESDAY NIGHT RUN-
AROUNDS STARTING MAY 27TH**



E-mail to the Club:

SWAP MEET

Finally, a “turbo charged” venue, the Vernon L. Nash Antique Auto Club at the Carlson Center, May 30th and 31st, introducing a local Antique Show and Swap Meet. The antique dealers are “amped” up about the partnership at this “white wall” event. Thank you Charlie Bourque for introducing us and giving us the opportunity.

After reading your mission statement and bylaws, you clearly appreciate the beauty of antiques and the quality of possessions that will last forever if loved and cared for. We antique dealers feel the same about our “stockpiles”.

We hope the Antique Show will compliment and “ignite” excitement along side your Car Show. We are going out of our way to “tune-up” the details of this new partnership to impress the members of your club and all the auto buffs that attend.



**Debra Ackiss, Dealer
Thrifitiques Antiques
Airport Road Antiques**



Some of the cars on display at the 2014 Carlson Center Show. Let's fill up all the corners this year and put on a really big show. With the added traffic from the Swap Meet and other activities near the Center, we should have really good attendance, which should delight our visitors, vendors and sponsors.

Valve Cover Racer Rules:

1. Racer must be built with an original valve cover from an internal combustion engine, and must retain the original gasket surface. Please sand or file any sharp edges that could cause injury, without destroying the original mounting surface to the point it cannot be re-used.
2. Racer must have no moving parts other than the axles or wheels.
3. Racer must have no means of propulsion, other than gravity, and must have no shifting or liquid weights.
4. Racer must have a minimum of three (3) wheels.
5. Nothing can protrude on either end of the valve cover.
6. Tires (wheels) must not exceed 4 inches in diameter and must have a non-metallic area touching the track. No DVDs CDs, etc., may be used. Skateboard, in-line skate, roller skate, or homebuilt wheels with a minimum of 1/4" face are OK. Wheels may be mounted either inside or outside of the valve cover.
7. The maximum length of the racer must not exceed 30 inches. The width may not exceed 10 inches from the outside of wheel to outside of wheel. Total weight may not exceed 10 pounds. Maximum height can be 10 inches.
8. Valve covers must retain the original gasket surface, and must not leak oil; dripping oil on the track will disqualify the entrant.
9. Racer may be painted or unpainted. The use of graphics or decals is OK. No holes may be cut into the valve cover or external modification are allowed that would prevent it being reinstalled and run on Mom's car. External add-ons may be done using existing mounting holes only.
10. The maximum distance from the track to the front edge of the valve cover is 3 1/2 inches to accommodate the release pin for the starting gate.
11. The length from the front of the valve cover to the rear axle may not exceed 22 inches.

Said the potato: "I think, therefore I yam."

Carlson Center Car Show - John Binder

The snow will be gone and the roads should be clean for the members' only Carlson Center car show. With the good weather I hope to see some wonderful old vehicles brought out of hiding and displayed for the enjoyment of everyone. It would be especially cool to see some past winners on the floor. This year you might even win a car wash by the VLNAACF officers and board of directors. Please use the registration form in the newsletter, online at <http://local.aaca.org/fairbanks/index.html>, or pick one up on May 14th during the members meeting at the Fountainhead Museum. You can email it to the club email address vlnaacf@gmail.com, mail it to the club at PO Box 71235, Fairbanks, AK 99707, or drop it off at Larson's Locksmith (thanks again Bub & Rochelle). You may stage your car as early as 2pm Friday the 29th but set up is at 5:30. If you need help making arrangements or transporting a car let myself or someone know so we can make accommodations. Small and large car show posters are available for distribution at the May meeting, Larson's Locksmith or by contacting me. This year the show may experience a surge in attendance as we have added some events to attract more borough residents to our display of amazing cars and trucks. Over the last three seasons we've added the Kid's Corner (thanks Penny) to allow parents to roam the floor in freedom. Willy started the valve cover races to which the public is invited to participate. Thank you to master race track engineer, Dave Rockney. Don Oines needs a co-chair to run the race for 2015 and needs help with track transport and setup. I hope you have your valve cover car finished on time. See John McDonald for a free set of wheels, 488-1843. This year Willy is spearheading a swap meet for members and the public. The idea started small but seems to have snowballed with significant interest from many different vendors. This could produce

a major boost in attendance while exposing a new segment of residents to the old car hobby. By the way Willy, Charlie Bourque signed up to help you...I'm pretty sure that's his signature. Use the swap meet registration form in the newsletter or on the website or call Willy at 388-8252 for more information. There is a registration deadline of May 1st so there's no time to waste. Another interesting development is an attempt by the Carlson Center to increase foot traffic during the first hour of our show. They have scheduled the start and finish of a charity foot race in the Center's parking lot. The race finishes at 10:30

am, a half an hour after our show starts so there will be lots of people milling around who may take advantage of our event. With advertizing on the outside marquee and some poster boards we have the opportunity to increase attendance. We'll see if it works. This year's classes are Featured Class: Mercury, Best Antique 1898 to 1930, Best Vintage 1931-1950, Best Classic 1951-1972, Best Modern Classic-1973-1990, Best Hot Rod/Modified, and Best of Show. I am sorry to announce I was thoroughly bribed by the Ford/Mercury collectors

(Continued on page 12)

2015 Classic Car Raffle



Vernon L. Nash Antique Auto Club of Fairbanks

WIN 1967 MGB Convertible

"You Turn it on. It turns you on."

Drawing July 25, 2015 at 2:00pm

Drawing to be held at the Pioneer Park Square Dance Pavilion
Need not be present to win. Only 3,500 tickets

\$5.00/ticket or 5 for \$20.00

Permit # 2437

Ticket No. ###

MGB

1798 cc, 95 hp motor, 4 speed, AM/FM stereo,
luggage rack, stowaway top and tonneau cover,
knock-off wire wheels, heater.

If the kick is gone out of your driving life, you have a chance to gain it back. Buy a raffle ticket, win this car, and put the fun back into your driving!

See any member of the Vernon L. Nash Antique Auto Club of Fairbanks for tickets

The Joint Meet

Co-chairs Scott Grundy and Rick Larrick, along with Dan & Vicki Domke (games), Fred & Vonna Husby (Tour), Marlin & Tammy Pruett (Awards), Past Pres John McCarthy, and President Wilma Vinton, have been planning the Joint Meet in Delta Junction this June 12th and 13th.

Many members of the club will drive down in a caravan on Friday afternoon. We will all gather at the Pioneer Park Pavilion at the intersection of the Alcan and the Richardson at about 6:30 pm for a car show, dinner, and Valve Cover Races. Dinner will be sausage and burgers (our club is the host club and is providing the meat and members who attend are to bring a side dish or salad—the guest club, Anchorage, brings the desserts). The Anchorage Auto Musers are pretty fired up about the Valve Cover Races—so much so that I understand that Jim Brand is chickening out of the competition and Paul Tekin will officiate.

After breakfast on your own (we will all probably agree to meet at a common spot), then we are off to the venue for the Car Games. Vicki and Dan have planned some great ones, and I am sure the competition will be intense.

Lunch is back at the Pavilion, and then about 2pm, Fred Husby will lead the group on about a 35 mile tour, including stops at Delta Meats and at Northern Lights Dairy.

Scott has the banquet all set up at The Steakhouse for Saturday evening, and there will be awards for game winners (and maybe for whatever else strikes the fancy of the Award Chair and the Banquet Chair...).

Most will stay on until Sunday, leaving for the return to Fairbanks after breakfast.

Please sign-up at the May meeting, or else call Scott or Rick. Information needed is:

1. Are you attending Friday evening's activities?
2. Are you participating in the Car Games?
3. Are you attending the Banquet? (Cost \$29.50 per person, tip included)
4. What is your housing (one of the motels in Delta Junction, RV, or ?).

The Logo Committee

The VLNAACF Logo Committee met on April 16th to consider their top three picks for a new club logo. The committee consisted of club president and committee chair Wilma Vinton and logo committee members Ed McLaughlin, Will Chase and John McCarthy. Until this point in time, the club logo consisted of the AACA National logo with the club name displayed around the outer edge of the AACA logo.

Club members were asked to submit their logo design suggestions to President Vinton by April 10th for review committee consideration. There were thirteen logo designs submitted. Initially viewing these logos, the committee was in agreement that this was far from an easy decision as the submitted designs expressed our club's hidden artistic talents and displayed a lot of forethought and concern for a logo that will be representative of

(CARLSON CENTER SHOW Continued from page 11)

this year so the feature model is Mercury. The offer of a free lube job was too good to pass up but now I wonder if they indeed meant my car. I am on pins and needles, unsure if members will come up with a good selection of Mercs to present. Show us your stuff guys. The call committee is still short two people. Will Chase and Melinda Harris will have their work cut out for them if we don't step forward. Expect to hear their pleasant voices reminding you to bring a fire extinguisher, 1/8th tank of fuel, and a tool to disconnect your battery once inside. I need ballot counters to help Rochelle Larson & John McCarthy plus we are achingly short of host table staffing. I promise I won't make you use the microphone. Registration, advertising,



The Loco Committee Meets on 4/16 at Sam's Sourdough

our old car hobby and our Alaskan heritage. With a combination of submitted design and committee artistic license, three designs were selected.

The final decision for a club logo will be determined by a general membership vote on May 14th during our monthly membership meeting to be held at the Fountainhead Auto Museum. After final selection and some refined tweaking, the chosen design will be adopted as our official club logo for display in our newsletter, on our website, and on clothing and other club items.

Please join us at our meeting on May 14th and be a part of the logo selection process.

and vendor solicitation slots are vacant as of now. Please volunteer your time so the work load gets spread around. I invite everyone to bring food to share among fellow club members. I plan to gain a couple more pounds if things go right. What can be better than cars and food? Be sure to register and bring your car to the show. We need everyone to see our love of the automobile and the history we are preserving for future generations. For its love that drives us to save these old cars. We hope when we are gone someone, somewhere, will be polishing our cars with the same care and admiration we do now. Contact me at binder@mosquitonet.com, 488-1575, or the club email to volunteer. Any officer or board member would be glad to take your information too. See you at the show.

Upon removing his boots at Waterloo, Napoleon could smell defeat.



1 ↗



↖ # 2



↗
3

LOGO CONTEST

Winner will be one of the above. Voting will be at the May Membership Meeting at the Fountainhead Museum. You must be present and a paid-up member in order to vote.

2015 JOINT MEET

**June 12th & 13th
Delta Junction**

VLNAACF host the Auto Musers at Delta Junction, challenging them to good fun, car games & valve cover races!

Make your lodging reservations now - say you are with the Vernon Nash Car Club for discounts at:

- The Alaska 7 Motel (\$110 per night) 907-895-4848
- Diamond Willow Inn (\$155

Events Schedule:

Friday afternoon—leave Fairbanks in an organized cruise to Delta Junction

Friday 6:00pm—Picnic Dinner at Pioneer Park Pavilion at the junction of the Alcan and Richardson Highways. Car Show for the locals. Valve Cover Races.

Saturday morning—Car Games!

Saturday afternoon—Short cruise & tour

Saturday evening—Awards Banquet at The Steakhouse (See page 10)

adapters for Borg Warner overdrives to be retrofitted to older model cars. He started with fitting Franklins and Packards and has done many other models. He has amassed a large collection of rebuildable Borg Warner overdrives and has a somewhat standard cast adapter housing that he can use to fit many early transmissions. I was intrigued, took many pictures of his unit, and took literature and wiring diagrams.

I thought that my conversion might be made more simple because before overdrive, the predecessor was 'freewheeling' which fitted an overrunning gear after the transmission so to minimize the need for the clutch and to conserve fuel. That meant that I already had the dash controls that would engage the free-wheeling feature necessary for overdrive, and on Studebaker there was even a kick-down linkage from the clutch. The free-wheel unit was made by Borg Warner, and the bolt up looked very similar.

I thought about it, read about overdrives, and consulted a number of people over the next year. Last fall at Hershey, I took Lloyd detailed prints and pictures of my transmission and drive train for the '32 and discussed what he might do to fit his overdrive for my car. I also talked to others in the Antique Studebaker Club, some of who expressed interest in my idea, and others who said the only way was to swap my transmission for one from a 1939 Studebaker President or a later model with overdrive. That '39 Presi-

WORKS IN PROGRESS

This space is for you to tell the club about your latest project. There may be other club members with similar projects that can share information with you. Having an unusual restoration problem? Trouble locating parts? This is your corner

- Ed McLaughlin

OVERDRIVE on a pre-overdrive vintage car

- Rick Larrick

For a number of years I have had a dilemma with my 1932 Studebaker. When I bought the car, a previous owner had installed significantly oversized diameter tires – big even for the largest model Studebaker of that year, and way oversize for my smallest of the Studebaker models. Cruising on the highway with the oversize tires, top speed on my Dictator was an almost comfortable 55 mph pace, but the car

significantly lacked power in 3rd for going up the steeper grades on our Alaska highways. With the large tires, the drag was so much when shifting into 3rd with some load, that the clutch will slip as it tries to pull the taller ratio with the greatly oversized tires. If I downshift to 2nd, speed is limited to about 30-35 mph at top engine rpms. So, 3rd has OK speed, but not enough power, and 2nd has very low speed and enough power, and the clutch slips in between.

The seeming obvious solution appeared to be to install an overdrive and replace the oversize tires with those designed for the car. The OD should give 30% more speed in gear as compared to the 20% that I had with the oversized tires, but standard 3rd should have a lower effective gear ratio and thus about 20% more hill pulling power as originally designed, and with effectively making my 3 speed a 5 speed, I should have more control on the highway. The problem with that bright idea is that overdrive wasn't available on Studebaker until 1939, and thus a solution for my '32 model was going to take some engineering thought.

Two years ago at Hershey, I was looking up Franklin Club folks and stopped by the booth of Shirley Young from Ohio. We found both Shirley and her husband, Lloyd delightfully interesting folks. Shirley has quite the car collection, and Lloyd has a restoration business in addition to being a charter air pilot and a skilled mechanic. One of his offshoot businesses is rebuilding and customizing



Rick with the '32 at his garage



(Continued on page 15)

I'm as confused as a baby in a topless bar.

(Continued from page 14)

dent overdrive had only manual controls, much like my freewheel unit.

Returning to Fairbanks, I decided on the Young unit. I reasoned that if I did it right it would bolt right up, requiring no changes other than a simple swap out for my freewheeling and shortening of the drive shaft. I had a spare transmission, freewheel unit, and driveshaft – so even if I messed it up, I could go back. I also liked the electric and simple controls that Lloyd Young had adapted for his unit – once the freewheeling was engaged, then overdrive would be activated with a dash pushbutton and the kickout was a microswitch on the clutch. It was all wired for 6 volt. If I used the same cable for the freewheeling, I could hide the pushbutton, and no other controls would be visible, thus leaving the car looking original.

I disassembled my spare transmission and freewheel unit and sent Lloyd the transmission output shaft, the freewheel adapter plate and housing, the freewheel output shaft and the coupling for the driveshaft Spicer joint. I sent drawings, parts book references and lots of pictures.

After the holidays, Lloyd sent me the completed overdrive unit with the adapter housing, shaft and coupling to fit to my transmission. I thought I had enough drawings and pictures, but there is always room for misunderstanding, and the input shaft to the overdrive was too long. It seems on the newer models, the back bearing of the transmission is actually held by the adapter plate, and thus that was what Lloyd was expecting and assuming, and nothing in my pictures or notes was very obvious in showing that it was different on the early cars where the rear transmission bearing was really in the transmission case. So, lots of careful measuring. Lots more pictures with notes. Lots of sketches and drawings. Phone calls. And then I had to disassemble the newly rebuilt overdrive to pull the shaft to send back to Lloyd so he could shorten it and make sure the splined coupling would fit right up to my transmission output shaft without modification. Overdrives are interesting to disassemble, and somewhat frustrating to re-assemble.

With all the measurements

made, I was committed, and so took the drive shaft out to 15 Mile Machine to be shortened. Bob did a great job and the modified shaft is probably better than new and tested with no runout at far higher rpms than it will ever run. The rebuilt overdrive eliminated the speedometer takeoff because most older cars had a speedometer drive from the transmission – but mine had been on the freewheel unit so I needed to figure out a speedo drive. The drive gear was still on the od output shaft, so I counted teeth, went through all the ratio calculations for the proper sized rear end ratio and tire size and then called Ed Kapetan at Joliet Studebaker. He had a speedometer cable of nearly the right length and with the proper tooth count gear – all I would need to do was change the speedometer cable fitting to my '32 speedometer. When the cable came, I took it over to Power and Transmission and they fitted a correct speedometer drive end to the cable for me. And then I waited the few weeks for the shaft to be mailed back. Lloyd thought he would save some money returning the shaft and so mailed it parcel post – it took four weeks to get from Ohio to Alaska.

I reassembled the overdrive, and managed to figure out how to get all those loose clutch rollers into place. When done, it rotated right and engaged and disengaged properly. I put it into the car.

I debated the need to support the extra 10 inches of transmission extension before the driveshaft, and decided to put in a cross brace. I attached a support to the rear of the freewheel unit with a u-bolt with a rubber hose section slipped over it to provide some torque cushion.

The overdrive solenoid extended into the battery compartment, but otherwise it fit pretty nicely. To make the battery fit, I turned it 90 degrees and made up a new hold down bar and bolts to the old carrier, and it is now secure.

I managed to keep the dashboard freewheeling control for use with the new overdrive unit. I had to fabricate a new mounting and attach a rod to reach back to the new mechanism on the overdrive, but did that with recycling the old clutch linkage from the freewheeling – so it even looks pretty vintage. I routed the new speedometer cable – it is barely long enough.

On the same bracket as the over-



drive cable support, I mounted the microswitch to disengage the overdrive when activated by a partial depression of the clutch pedal.

The new engagement button mounts on the side of the steering column and is not very noticeable. I took power from the ignition circuit and put in a separate fuse. I installed the master solenoid on a frame rail near the overdrive solenoid under the floor. Thus all the controls are pretty well hidden, and the car maintains its original appearance.

I took the car out in mid-April and the overdrive works as designed. Haven't had it out on the highway yet, but it loafs along at 45 mph on College Rd in OD. I have six new tires ordered (including the two for the sidemounts) and will get them mounted when they arrive and the front end properly aligned. I also rebuilt the front springs, made new gaiter linings, and installed rebuilt Houdaille shocks (by Apple Hydraulics) on the front, so I hope for a little better ride and less steering effort this summer. Total project cost for all except tires and Houdailles was right about \$2500.

What did you do in the garage this winter? Write it up for this column.



ABDT 2015

Adventure Before Dementia
Tour

July 16-July 22, 2015

Route to include:

**Talkeetna, Hope, Kenai,
Wasilla**

While in Hope we will participate in the
Hope Wagon Trail Days Parade July 18th
and meet with the Kaknu Kruzers in Ke-
nai

**Contact Scott
Grundy for more**

Info: 475-3526

Don't miss the May Membership Meeting at the Fountainhead Museum!



Carlson Center Car Show

May 29-31, 2015

2015 Swap Meet Registration

Name: _____

Contact Ph: _____ Email: _____

Member of VLNAAC ____ Yes ____ No

Table Registration: Per table cost: Member Rate: \$15.00 Non Member Rate \$30.00

Total Due

Number of tables: _____ X Rate: _____ = TOTAL \$ _____

If your items include car parts, please ensure that they are clean and oil-free.

Please make check out to VLNAACF and submit with registration to:

Attn: Willy Vinton at PO Box 71235, Fairbanks, AK 99707

OR drop it off to Larson's Locksmith- attention Rochelle Larson.

There are limited spaces, so please register early.

Set up time: Friday afternoon between 4:30-6:30;

Breakdown: Sunday Afternoon between 5:00-6:00. All items must be removed by 6pm.

All registration must be received by May 1, 2015.

Carlson Center Car Show

May 29-31

2015 SHOW REGISTRATION

Member Name: _____

Vehicle 1 Year: _____

Vehicle 1 Make: _____

Vehicle 1 Model: _____

Vehicle 2 Year: _____

Vehicle 2 Make: _____

Vehicle 2 Model: _____

If there is room (space is limited to 90 cars), will you show a 3rd car? If so,

Vehicle 3 Year: _____

Vehicle 3 Make: _____

Vehicle 3 Model: _____

Please arrive at the back lot of the Carlson Center between 4:30 and 5:30 pm on Friday, May 29th to register your car and spot it in the proper space by "class" and model year. Cars must not be removed from the Carlson Center until Sunday, May 31st after show end at 5 pm and before 6 pm. You must be a paid up member of the Vernon L. Nash Antique Auto Club to put a vehicle in this show.

You will need to sign a form for the Carlson Center *at the time of show registration* for each vehicle stating:

There is 1/8 or less tank of fuel in the vehicle.

You have current liability insurance on the vehicle.

You have a working fire extinguisher in or around your vehicle / display.

Signed: _____

Date: _____

CONTACTS:

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

President	Wilma Vinton	388-7766	wlvinton@gmail.com
Vice-President	Bret Helms	460-1912	helmsbret@gmail.com
Treasurer	Ron Allen	488-3965	ronandnancy@gci.net
Secretary	Scott Grundy	457-3526	sgrundy55ply@gmail.com
Director	John McCarthy	452-8805	gt500@acsalaska.net
Director	Paul Tekin	488-2992	iptekin@gci.net
Director	Tom "Blue" Hinchsliff	479-0478	tomhinchsliff@yahoo.com
Membership Chair	Rochelle Larson	590-8593	rochelle1987@hotmail.com
Merchandise	Rochelle Larson	590-8593	rochelle1987@hotmail.com
Newsletter	Rick Larrick	457-4344	rlarrick@alaska.net
Website	Wilma Vinton	388-7766	wlvinton@gmail.net
Sunshine Club	Tracy McLeod	456-7877	tksplits@yahoo.com

NEXT MEETINGS

The membership meeting is always the second Thursday of the month—see you on **MAY 14th at The FOUNTAINHEAD MUSEUM** Meeting starts at 7pm—Dinner is on your own.

The Board Meeting is Tuesday, May 12th — at Sam's Sourdough . Meeting starts at 6:30pm, with dinner before. Board Meetings are open to members.



Jeff Creamer with the Chalmers at a Cars N Coffee



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