

October 2017

Volume 46, Issue 10

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



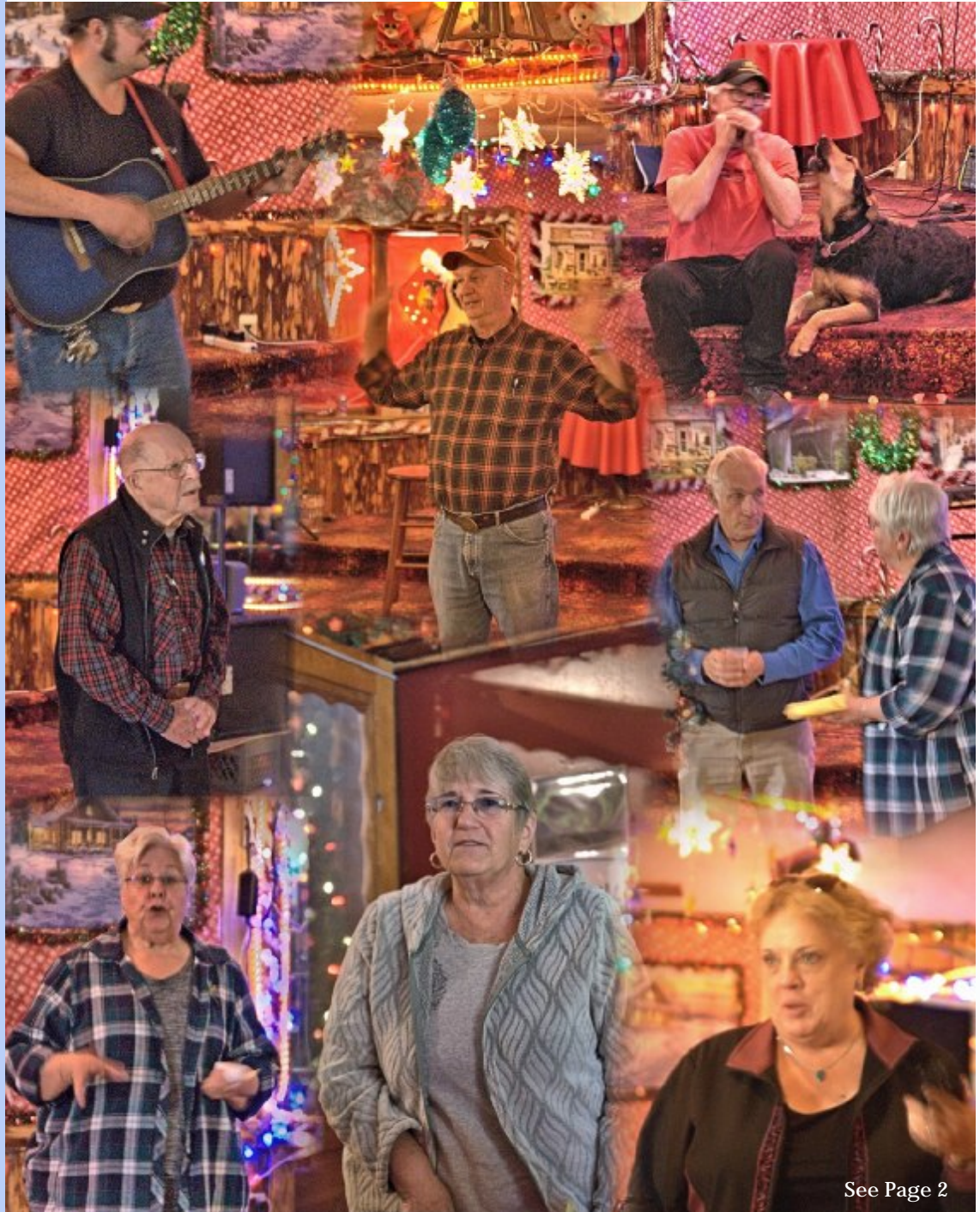
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If you have material you would like to contribute, please contact our editor, Rick Larrick, at the club email address : vlnaacf@gmail.com



Nash's News

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



See Page 2

And who's got talent?

My people skills are just fine, its my tolerance of idiots that needs work.



Chatanika Run

On Sept. 9th we had a poker run / talent show at the Chatanika Lodge. It was a great turn out with 38 people attending the run. We had five guests, Tracy Brand brought her friend Amy. Don Oines had Lilly Heathman and LeRoy Crawfordfelt as his guests (shirt-tail relatives visiting from New Zealand). Mike and Diana Lecorchick invited Carolyn and Howard Topps who are members of a British Car Club in Virginia. Carolyn wanted to learn how to have a poker run and take the information back to Virginia and teach her club. Joyce shared how the run

(Continued on page 12)



The biggest lie I tell myself is, "I don't need to write that down, I'll remember it."

How Cars Got Colors

By Michael Lamm

Reprinted, with the author's permission. The article first appeared in the Spring, 1997 issue of Invention & Technology magazine in the column "Postfix".

FOR THE FIRST QUARTER OF THIS CENTURY, ALMOST all automobile bodies were painted by hand, with brushes. Nothing held back car production like painting. It was the manacle, the iron boot of the industry. Paint technology had not kept up with advances in other areas of mass production. Major automakers could assemble a car in four to five hours, but it took three to eight weeks to paint it.

Into the 1920s many car bodies were built by independent suppliers. These companies had sprawling paint areas that housed as many as 20,000 bodies at a time, yet they still had trouble keeping up with the ever-increasing demand. As one maker observed, without a faster method of painting, "it would have been necessary to put a roof over the entire state of Michigan." The logistics of moving bodies around the huge sheds was a nightmare in itself. First, unmounted bodies were dollied from prep and sanding areas to huge paint rooms. Then after the paint had been painstakingly applied, they were transferred to long, low sheds into which warm, filtered air was pumped to speed drying.

Manufacturers made virtue of necessity by boasting about the time and effort they put into painting. When Hudson introduced its inexpensive Essex closed coach for 1922, the sales literature trumpeted: "The finish has not been slighted as there are 25 paint operations, this being fully up to the normal number." In reality, manufacturers longed to eliminate this final vestige of hand-craftsmanship from

their production lines—not just because of the time and space it required but because paint men, being skilled workers, were the only segment of the industry's labor force with a strong, independent union.

To apply varnish without leaving brush marks, painters had to be patient and meticulous. Each coat was

brushed on at right angles to the one before it. Between color coats, bodies were rubbed with ever-finer grades of pumice and sandpaper. After four to eight color coats, the painter flowed on one or two final coats of clear varnish. Topcoats had the consistency of molasses, and each one took a week or two to air-dry. (Heat drying was out because it caused cracks in the thick, clear coats.)

To keep down lint and dust, painters often wore no shirts. Even on the hottest days they coated their chests and arms with linseed oil. For finish coats, painters used two badgerhair brushes: one to apply the finish and a smaller brush to pick off the dust and lint, which they called "lice." Paint rooms were kept hospital-clean and brightly lit. They often had tiled white walls, and there was usually a central drain in the concrete floor so that the entire room could be hosed down. Despite these strict precautions, there were always lice in the air.

After all that exacting work and care, a varnish job lasted only two to three years. Freshly applied varnish had tremendous depth—almost a glow—but within a year or so it would begin to oxidize and darken. Colors became clouded, clear topcoats turned yellow, and surfaces started to crack. Raindrops magnified sunlight like tiny lenses, leav-



Above: Workers painstakingly apply varnish at a Fisher Body plant around 1915. Despite their intricate hand labor, it would start to peel and fade within a year.

ing permanent spots. Bird droppings were worse. Wealthy car owners often ordered two custom bodies for each chassis and returned one to the coachbuilder every year for refurbishing and a total revarnish.

Black absorbed more heat than lighter colors and therefore dried faster. That's partly why from 1914 through 1925 Ford offered the Model T in "any color as long as it's black." Black varnish, which used a carbon base, also resisted ultraviolet sunlight, so it lasted longer. Finishing a Model T body in black varnish took about a week. This was still too long for Henry Ford, so he kept looking for faster painting methods.

One alternative to hand-applied varnish was baked enamel. Bicycle manufacturers had used baked enamel for years, and automakers started experimenting with it around 1908. Baked enamel could be flowed or sprayed onto metal and oven-dried in less than a day. It was tough, had good luster, and needed very little handwork.

Why, then, weren't Ford and everyone else using baked enamel? In fact they did make some use of it, but baked enamel had its own set of drawbacks. At first it came just in

(Continued on page 6)



October, 2017

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7 <i>CarsNCoffee</i> 8:30—10:30 Bentley Mall
8	9	10 <i>Board Meeting Sam's Sourdough</i>	11	12 <i>Membership Meeting—AK Buffet</i>	13	14 <i>CarsNCoffee</i> 8:30—10:30 Bentley Mall
15	16	17	18	19	20	21 <i>CarsNCoffee</i> 8:30—10:30 Bentley Mall
22	23	24	25	26	27	28 <i>CarsNCoffee</i> 8:30—10:30 Bentley Mall
29	30	31	<p><i>Newsletter submission deadline is always the 20th of the month. Send in your Member ads., events, notices, and articles to vlnaacf@gmail.com</i></p>			

Vernon L. Nash Antique Auto Club

- Tuesday, October 10th: **Board Meeting**, Sourdough Sam's 6:30pm.
- Thursday, October 12th: **Regular Membership Meeting** at the AK Buffet: 7:00pm meeting; dinner before (most arrive by 6pm).
- Sunday, December 10th: **Annual Meeting / Holiday Party** at the Westmark Hotel.

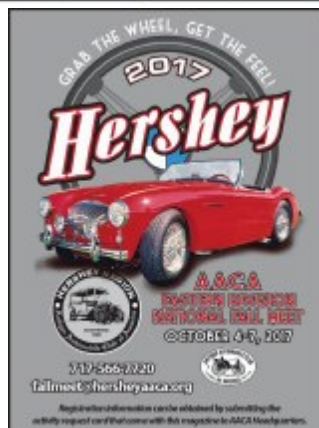


Antique Auto Musers

- October 11th: **Membership Meeting**, meet at Daybreak Center, 7:00pm
- October 14th: **Trout House Lunch Run**, leaves Northway Mall at 10:00am.

National AACA Events

- October 4th—7th: **Eastern Fall Meet, Hershey, PA**, hosted by Hershey Region



DUES

Dues are now **DUE** for the 2018 year. They are payable by returning payment to the club post office box (preferred), dropping it off at Larson's Locksmith, or bringing payment to the November club meeting. Dues are to be paid by December 31 for the following year.—If not paid by January 1st, an additional fee is charged.

Individual dues are \$55.00

\$40.00 for National AACA (paid through our local club), and \$15.00 for local dues

Joint Membership dues are \$70.00

\$40.00 for National AACA (paid through our local club), and \$30.00 for local dues for you and your associate or spouse

Please pay promptly

President's Headlights

- Mike Lecorchick

Well, judging by all the leaves in my yard I assume that summer has passed and it will soon be time to put my summertime big boy toys to bed for the winter. In an attempt to extend things just a little longer the car club will continue meeting for "cars and coffee" on Saturday morning until the weather becomes too harsh. Then it will be time to start on the projects that have been put on hold while we enjoyed the great summertime car club activities.

So it is on to the fall business for the club, annual election of officers and board members in November. A nominating committee has been formed and will be contacting members for their input. Your active participation is critical to the continued success of the club. Your involvement and ideas are what make this club what it is. We are looking to fill two empty slots for board of directors as well as officers.

We have a Policies and Procedures Manual to guide you plus there are past officers and directors ready and willing to help. Nominations will be taken from the floor at the October membership meeting. If you have a vision and interest in helping to keep the club active, please step forward. The election will be held during the November membership meeting.

Pres. Mike



October BIRTHDAYS

- 4 - Denise Lundquist
- 5 - David Karpik
- 6 - Tracy Brand
- 15 - William Storey
- 17 - Robbie Casey
- 18 - Kenny Maxwell
- 19 - Deborah Rockney
- 21 - LaVonne Gullickson
- 22 - Valin Smyth
- 26 - Jim Pasek
- 27 - Joe Procell
- 29 - Gary Bodensadt

October ANNIVERSARIES

- 1 - Patricia & George Cromer
- 5 - Nancy & Ron Allen
- 9 - Sue & Dan Schaaf
- 11—Donna & Jerry Krier
- 17 - Melody & Sam Simmons
- 31 - Terry Putnam & Eugene Reed

Member Ads

FOR SALE: 1962 Studebaker Gran Turismo Hawk, 2-dr hardtop; 289 V8; 3-speed with overdrive. Formerly owned by Captain George Clayton and wife Virginia. Needs restoration—body is in primer and sealer with rust removed. Motor is rebuilt. New windshield, new grill, new radiator in original Studebaker box, new brake master cylinder. All chrome is there. Have original title and Studebaker booklet on car. Needs to be painted, interior finished, dual exhaust done, rear bumper re-chromed. Owner Lloyd Swenson promised George Clayton he would restore and drive the car in the Golden Days Parade someday, but had open heart surgery in 2011 and has lost the desire to do so. All complete - yours to finish! Accepting best offer. Contact Lloyd through Rochelle Larson 590-8593, or call Rick Larrick for the contact phone number.

More Member Ads On Page 13

SUNSHINE REPORT:

This has to be a record... no requests for cards again, three months in a row. But I'm very happy everyone is doing so well! Thanks! Tracy McLeod

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

(Continued from page 3)

black, because only Gilsonite, a black pigment derived from coal, could withstand the heat needed to bake it. That restriction was no problem for Ford, of course, but another difficulty was the heat itself. Many car bodies still used wooden framing, and a body painted with baked enamel had to spend four and a half hours in a gas-fired oven at 450 degrees Fahrenheit, a temperature that would burn or split wooden members. So only bodies or parts with no wood in them could be finished in baked enamel. This explains why fenders, hoods, splash aprons, and radiator shells were so often black on early cars.

Cars with all-steel bodies, like the Dodges of 1915 and later, were painted entirely in black enamel. In a process pioneered by the Edward G. Budd Company, each Dodge took as little as one day to finish. By 1923 Henry Ford had removed much of the wood from his open body styles and ordered his body suppliers to use black baked enamel as well. But since Model T bodies still had wooden tacking strips, Ford avoided the 450-degree ovens by specifying six thin coats of baked enamel instead of one heavy one, with each coat fired at 165 degrees and each body passing through the oven six times. Body finishing now took about three days.

Ford and other automakers also sometimes used a quick but crude process called japanning. This involved dipping a sheet-metal part into a vat of paint or spraying the paint on with a hose. The painted part was then hung up to air-dry. A worker later came along and razored off the half-dried drips and runs. Japanning was suitable only for items that contained no wood.

The long-awaited breakthrough in automotive finishes finally arrived in 1923, when Duco lacquer became available. Duco was based on volatile nitrocellulose (similar to gun-cotton) in an acetate solvent, rather than the linseed oil of earlier varnishes. It had been developed by Du Pont

for painting fabric airplane wings during World War I. After the war chemists at Du Pont and General Motors figured out how to dissolve more pigment in the lacquer, how to help it adhere by pre-treating the steel and applying primers, and how to keep it from softening and peeling.

Duco cut painting time from weeks to days. It could be sprayed on with a gun, came in bright colors, didn't fade or yellow, and was more flexible than varnish, yet it didn't need high-heat ovens. Painting became another unskilled task, and the painters' union collapsed. As a result of savings on labor and storage, Duco cost less than baked enamel.

The first production car to use Duco was GM's 1924 Oakland. Since chemists still had trouble achieving a high gloss, the Oakland came with a soft, satiny finish that was billed as "True Blue." Chevrolet offered Duco in several additional colors for 1925, and in 1926 Du Pont made Duco available to the entire auto industry.

Some low-volume coachbuilders stayed with varnish for a while, but by 1929 most of them had switched. "Lacquer finish was general," said Autobody in its review of the 1929 New York automobile show, "and so well executed that only expert examination would have detected any difference between the finish at this Salon and that of the pre-lacquer salon of, say, 1923, at which no custom builder would admit the possibility of this new finish ever



displacing the old-time varnish 'for cars of this class.'"

Editor Notes: When I contacted Mike Lamm about this article back in August, it was because Willy Vinton had provided me a copy of the article from his files over at the Fountainhead Museum. I found Mike Lamm through his membership in the Society of Auto Historians, and contacted him. Mike was managing editor of *Motor Trend* in the 1960's and is the Publisher at Lamm-Morada, Inc. in Stockton, CA,. Over the years, he has written several auto related books and many articles. Mike is also a Director of the Ironstone Concours d'Elegance in California.



You're not fat, you're just . . . easier to see.



If you "get out and get under", you generally get your photo in Nash's News - most typically on the cover! But Ralph Moore claimed he was just checking out a rattle from his emergency brake cable, so we let him off with an inside photo this time... It is curious however if that was the case, then why all the "help" from the surrounding crowd? Photo was taken at the Pedro Monument stop on the run to Chatanika Sept 9th.

International Drive
Your Studebaker Day



September 9th was not only a great day for a drive out to the Chatanika Roadhouse in ordinary old cars, it was the annual INTERNATIONAL DRIVE YOUR STUDEBAKER DAY. I was a bit disappointed that my '32 Dictator was the only Studebaker out this year, as there are now quite a number in the club.



very nice '55 Studebaker President down in Edmonds, WA., and will bring it up in the spring to be ready for the ABDT! (see page 13)

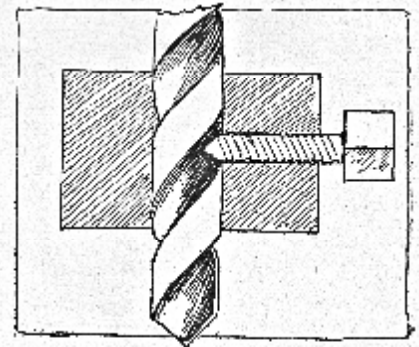
And the very next weekend, Liz Masi bought this

Automobile Repairshop Short Cuts

These short cuts and repairshop kinks are taken from the 1918 book of the above title as published by the U.P.C.

Depth Stop (No. 473)

When a number of holes have to be drilled all of the same depth a good deal of time can be saved by making a stop-collar to slip over the drill: an ordinary set-screw holds it in position. If the holes are to be countersunk, and there are enough of them to warrant the making of a special tool, the collar can be rather long, made of tool steel, and the lower end formed into cutters of the desired width and angle. Two different cutters might be made, one on each end of the device. The countersinking tool should have two set screws to hold it firmly, and it should be a very good fit on the drill. It should be fed down carefully to avoid breaking the drill.



(No. 473)
Depth stop on twist drill

Merchandise

Rochelle Larson has merchandise in stock now with the new club logo. Stop in to see it at Larson's Locksmith. An example is the vest, seen below, available in grey or black, in women's and men's sizes with the club logo. \$55.00





President Mike Lecorchick brought the meeting to order at 7:00 p.m.

There were 39 members present.

A MOTION WAS MADE BY JEFF CREAMER AND SECONDED BY WILLY VINTON TO ACCEPT THE AUGUST MEMBERSHIP MEETING MINUTES. PASSED UNANIMOUSLY.

The BOD meeting minutes from September 12th were read by Donna Wojciechowski.

Mike Lecorchick gave the treasurer's report.

Rochelle Larson gave us an update on our membership. We have 237 members - 43 singles and 97 joint memberships. Due to the national club raising dues \$5 in 2018 our dues will be \$55 for singles and \$70 for joint memberships.

EVENTS:

Chatanika Poker Run - The Tekins gave us an update on the poker run and the talent show.

Annual Meeting - The Tekins gave us an update on the annual meeting. The annual meeting will be on December 10th at the Westmark. The menu will be the same as last year and the cost will be the same at \$32/plate. There will be a \$10 reservation fee.

Raffle Car - John McCarthy gave us an update on the 2018 raffle car. The car will be stored for the winter in the K Mart building.

OLD BUSINESS:

Guest speaker - The club would like to thank Ryan Strattsma, from Second Skin, for speaking to us on prepping your car before painting.

Nominating Committee - Jeff Creamer gave us an update.

Logo Merchandise - Rochelle gave us an update. She gave us an idea of merchandise we have in stock.

NEW BUSINESS:

Non-Profit Charity - Every year the club donates \$1000. to a non-profit organization. If you know of an organization that would benefit from this have them send a letter to the club address. The letter should be on their letterhead with an explanation of how the money will be used.

50/50 - The total for the 50/50 was \$147 and the lucky winner was Melinda Harris. An anonymous donor dropped off 3 model cars for the club. After the 50/50 we pulled 3 more tickets for the 3 cars. The winner of the cars were Melinda Harris, Jeff Creamer and Greg Oslund.

A MOTION WAS MADE BY JEFF CREAMER AND SECONDED BY JILL LARRICK TO ADJOURN THE MEETING AT 7:45 p.m. PASSED UNANIMOUSLY.

Submitted by: Donna Wojciechowski



Ryan Strattsma

UPCOMING ELECTIONS

A nominating committee has been formed at the August Board & Membership meetings to solicit nominations and thus present a slate of officers-in-nomination at our October Board Meeting. Nominations will also be open from the floor at the October Membership Meeting and the election of officers will be held at the November Membership Meeting.

Open for nominations are the four officer positions:

President
Vice-President
Secretary
Treasurer

And the two expiring Director Positions currently held by Paul Tekin and Charlie Bourque.

Members of the Nominating Committee are Wilma Vinton (456-2261), Jeff Creamer (378-9061), Scott Grundy (457-3526) & Bret Helms (456-2349)

If you are interested in contributing to the leadership of our club in 2018, please contact a committee person.

DON'T FORGET: Nominations for Annual Charity Donation are due by November 7th!

If you know of a charity or service organization who would benefit from a donation from the club (typically \$1000), please make sure the Board has a letter from that organization requesting the donation and stating the purpose of the organization and the intended use for the donation. The donation will be presented at the Annual Meeting / Holiday Party, and a representative of the organization will be asked to attend and accept the donation.

Did you know? Before Isaac Newton invented gravity in 1869, people could fly.

NATIONAL NEWS

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John and Janet Ricketts Leadership Scholarship A \$1,500 cash award to any AACAA member, child or grandchild of an AACAA member in good standing for at least 5 years, who has been accepted to an institution of higher learning or is now enrolled in such institution. This award is granted by the family of John and Janet Ricketts in recognition of their love for AACAA and their belief in service to the club. It is also in recognition of our first female National President, Janet Ricketts in 1999. Region or chapter membership is encouraged but not required. [Click here for more information and to download the application.](#)

Susquehannock Region Automotive Technology Scholarship Formerly known as AACAA Student Scholarship, this award is granted by the AACAA National Board of Directors to encourage adults to further their education and stimulate interest in AACAA and automotive history. One or more awards may be presented each year. [Click here for more information and to download the application.](#)

AACAA Young People's Award The AACAA Young People's Award is a cash award to an AACAA member, child or grandchild of an active AACAA member in good standing for at least five years, who has been accepted into an accredited institution of higher learning or is now enrolled in such institution, i.e. a four-year college leading to a bachelor's degree or a two-year vocational education program leading to a degree. Applicants **MUST** be nominated by a Region or Chapter of AACAA and must be no more than 25 years old. This award is merit based, and while financial need may be considered, it is not a deciding factor. One or more of these awards may be presented each year. [Click here for more information and to download the application.](#)

AACAA Scholarship The AACAA Scholarship is granted by the AACAA National Board of Directors. All applicants must be current AACAA members for a minimum of 5 continuous years. The children or grandchildren of these AACAA members are also eligible. Applicants must be accepted to a recognized accredited institution, or currently enrolled in such an institution leading to a four-year college Bachelor's degree or completion of a two-year vocational education program. They must be 25 years old or less by December 31 of the year when applying for the scholarship. AACAA region or chapter membership is encouraged, but not required. One or more of these awards may be presented each year. [Click here for more information and to download the application.](#)

Louise Bianchi Chiotti Memorial Scholarship Award Louise (Bianchi) Chiotti was born on June 11, 1914 in San Jose California. The Family's first automobile was a 1926 Dodge Sedan. Her two younger brothers purchased a 1939 Studebaker and took delivery in January 1939. They wanted to give it to Louise's son Dave in 1956. His mother thought it too big of a car for a fifteen year old in San Francisco and talked him into buying a 1930 Model "A" Ford Coupe. In 1959 the little Ford was a bit slow, so Dave purchased a 1959 Ford convertible. As Dave sat on the running board of the Ford waiting for the new owner to arrive his mom came and sat next to him. "You really don't want to sell it do you?" she asked. "No, I don't was my reply." "Then don't," Mom said. Dave and Marilyn Chiotti still own the Model "A"; it is a Senior and First Place Grand National Award Winner. The 1939 Studebaker came to the Chiottis after spending 40 years under a walnut tree. It is now a Senior and First Place Grand National Award Winner. The 1926 Dodge was cut into a truck for ranch use in the 1940's. Dave brought it home in 1976 and built a Woodie. In 2000, they donated it to Luther Burbank Home & Gardens in Santa Rosa. After Dave and Marilyn's uncle's passing, they acquired their 1968 Cadillac El Dorado. It now lives in the AACAA Museum in Hershey, PA. This \$1,500 scholarship is based upon the same rules as the AACAA Automotive Technology Award and is awarded as funds are available. It was instituted and funded by Dave and Marilyn Chiotti as a way to honor Louise and a way to continue to support youth in the hobby. [Click here for more information and to download the application.](#)

How to Apply: Application forms may be obtained by clicking on the links above, from AACAA National Headquarters, 501 W. Governor Rd., Hershey, PA 17033 (717-534-1910) or from the VP of Youth Development Programs: Tabetha Hammer, 141 Rivers Edge, Ste 200, Traverse City, MI 49684 (tham@HAGERTY.com). All scholarship applications are due by December 1 and will be awarded at the AACAA Annual Meeting in February.



EDITOR'S LEFT (on) BLINKER

I found the article "How Cars Got Colors" from Mike Lamm very interesting. Black was such a common early color as explained in the article, that most folks just seemed to think that black was the color that cars were supposed to be! I was leafing through a July 1950 copy of Motor Age that I bought last year at Hershey, and there was a brief note about how black was still the most popular color even then. The article said that in certain parts of the country, notably California, brighter colors are more popular than black and even that two-tone paint schemes were being introduced by automakers, but that black was still the most popular color by a significant percentage. Car museums would be far less bright if the vehicle colors represented the most popular or the original paint code, instead of only the most daring or bright (in the restorer's eyes) of what was available at the time of manufacture.

And, who's got talent - obviously, the dog. Lot's of fun out at Ron & Shirley's Chatanika Roadhouse on September 9th. Our talent recruiter, Joyce Tekin, did a great job drafting talent to perform while we were waiting for our meals to be served! There is a rumor started that she is going to have costumes and skits next year. The photo is from a club event in the fall of 1991.

That's Bernie Saupe hitting up Miss Grizzly Creek (Gary Nash) for a date, while Miss Mud Flats (Less Fickes - of River-view RV Park) and some participating (and shocked and innocent looking) children look on.



By this time, everyone should be doing their fall service on their collector vehicles. Every fall when I put mine away, I change the oil and do lubrication, check anti-freeze, etc. I check all the lights to make sure they work, check wheel bearings, brake adjustment, etc. I then make sure they are at least dusted, if not washed and waxed, disconnect the battery, and put a cover on them for the winter. About March, I will put a trickle charger on the battery. In May, all I need is a little clean up and they should be ready to go!

- Rick



Found bad king pin bushings on inspection this year.

I talk to myself, because sometimes I need expert advice.

30 Years Ago



Photos from the club scrapbooks: Each is of a club gathering in May, 1987. The one on the left only had the date; the one on the right had written on the back "Roger Smith - English Tea", and the accompanying newsletter has a note from Roger that "I hope no permanent brain damage resulted from the peculiarly Irish - style competition." Both photos may be from the same Rally on May 31st hosted by Roger and Isa Smith.

25 Years Ago



Member Bill Yingst participates in the commemorative 50th anniversary drive up the Alcan with his 1941 Dodge Command Car. The Dodge was used in construction of the Alaska Highway during World War II. There were only 3000 of the '41 Dodge Command Cars built for the Army. Bill participated in the commemorative drive from Dawson Creek to Fairbanks, arriving in Fairbanks on June 18th. Note Bill holding the Chevron sign and the Vernon Nash club sign, in recognition of his sponsors on the trip. Bill bought the car in 1964 in California and drove it up the Alcan to North Pole in 1970.

Most Improved Award 2017

It is that time of year when a very special committee in the club, made up of the past winners of the Vernon L. Nash Antique Auto Club's Most Improved Vehicle Award, will start to work to find a winner for 2017.

The award was started in 2005 by then Club President, Willy Vinton. When asked about his inspiration for starting the award, Willy said the goal with the award was to give folks an incentive to do some restoration work, to do more hands on, and to just generate more interest in the hobby.

In preparation for the second annual award, Ron Allen worked with Willy to formalize the eligibility and judging requirements. As a minimum for consideration, the car must be a classic or antique as permitted by the AACA for membership, it must become finished (or nearly finished) sometime in the current year (2017), and must have a significant amount of hand-on work done by the owner. Modifications from the original design for uniqueness or high performance should neither add nor deduct scoring points.

There are four Judging Criteria. Each carries approximately equal scoring weight in the collective judgment of the committee. The four criteria are:

- 1) The total improvement done to the vehicle from the time of the owner's start of restoration to the completion in 2016.
- 2) The amount of hands-on work performed by the owner.
- 3) The quality of the work done.
- 4) The reason for the owner's interest in the car, the associated story, history, or etc.

Nominations are open for cars and their owners eligible in 2017. Traditionally, the judging committee is chaired by the prior year's winner. Ralph Moore won in 2016 and is this year's chair. He will organize a judging team made up of several of the award's dozen prior winners, and he will present the award at the annual Holiday Party and Annual Meeting on December 10th at the Westmark.

Ralph and the award committee will be looking for the following information from club members who would like for their restoration work to be considered:

- 1) Year, make, and model of the car.
- 2) Before and after photos (the after photos are the most important for the judging).
- 3) A brief summary of the work done, approximately when the work was done, and what hands-on work was performed by the club-member owner. Unusual challenges, difficulties, and successes should be mentioned.
- 4) Human interest information about the car—Why or how the owner obtained it, the history of the car or history of the owner with the car, etc.

Call Ralph (347-1675) if you want to be considered. Material can be e-mailed to Ralph (flatheadv81947@gmail.com), or mailed to the club address, or hand delivered at one of the club meetings. Once the award committee has several nominations, they will meet.

Past Winners:

Ron Allen (2005)	Marvin Wright (2011)
Kirk Larson (2006)	Charlie Jurgens (2012)
Dave Rockney (2007)	Nathan Helms (2013)
Ed McLaughlin (2008)	Mark Crook (2014)
Bret Helms (2009)	Willy Vinton (2015)
Don Oines (2010)	Ralph Moore (2016)

50 Years Ago

Matchbook cover from after the flood - made the phone number easy to remember!

Phone number now listed to a Derek Neumann, up on Ellesmere Drive....

From my collection of misc. "stuff"
- Rick Larrick

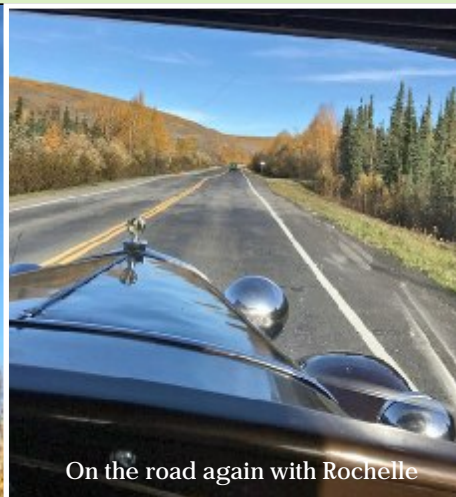


Photo by Dale Oines

Don Oines has a winter project?- he says the Model T only "smokes a little" when started...

Note: If you google "exhaust smoke", the internet advice is that it might be due to "fault in your sensors, fuel injectors, or fuel pressure regulator..." (note: turns out it was only the mixing valve setting way out of adjustment, and the car is now running fine!)

"The unhappiest man on earth is the one who has nothing to do." - *Henry Ford*



A group of five of our club's Ford Model A's made it out for a drive on the 2017 International Model A Ford Day on Saturday, September 16th. They left Cars N Coffee and made the pleasant drive out to The Hilltop for brunch. Shown above with their Model As are Ed Masi, Willy Vinton, Bub Larson, Don Oines, John McCarthy and Nee Nakprasit. Photos were taken by Rochelle Larson.

(Continued from page 2)

works and it is nice to know our club will share fun with a club in Virginia.

We started at Cars and Coffee [Great Harvest Bread Co.] parking lot at 10am on a beautiful warm sunny day. The trees were exploding with fall colors as our 24 car caravan made its way to Chatanika Lodge choosing cards at several stops along the way.

At the Lodge Theresa Chase announced the following winners of the poker run:

1 - Best hand: Le Roy Crawford-

felt won \$85.00

2--Robbie Casey won \$60.00

3-James Farnham won \$25.00

Tracy Brand drew the "Free Meal" card, and the following won prizes for the next highest hands: Amy, Bub Larson and Steve Hovenden.

After food orders were placed the talent show began, the MC was Joyce Tekin and the performers were as follows: Wilma and Willy Vinton with music and audio of how not to start an old car; Ed McLaughlin with two poems; Diana Lecorchick shared a joke; Joyce Tekin with Robbie Casey

as her assistant did a magic trick; James Farnham sang and played the guitar; Paul Tekin shared two stories and a joke; Nancy Allen shared a poem; Willie [the dog] sang a song with music provided by John McDonald, and finally there was Will Chase who procrastinated about performing.

A big THANK YOU to Theresa Chase for helping with the poker run and to Rick Larrick for taking pictures.

It was a fun day with good fellowship and memories.

- Paul & Joyce Tekin

A MUST DO!

By Scott Grundy

Your mission: Please do yourself a huge favor by acquiring a vintage vehicle that will go highway speeds and join our Adventure Before Dementia Tours (ABDT)! I guarantee you will have some great experiences and also develop some very close relationships with fellow club members. You are also welcome to join us with your camping rig or modern vehicle – just join the fun exploring our beautiful state and adjacent parts of Canada!

History: This all started in 2008 when Linda (Lynn) & I joined our Anchorage counterpart's (AAMA) tour to Inuvik, NWT, Canada - a 2,500 mile round-trip from Fairbanks. We had so much fun I was compelled to put a tour together for our club each year since with only one exception (2015). However, in 2015 the Grundys joined the AAMA on their annual pilgrimage to the fun Wagon Trail Celebration in quaint Hope, AK. We took our camping rig and Will & Theresa Chase joined us and camped in their vintage ambulance.

Our ABDT tours have taken us to Whitehorse, Atlin, Skagway, Haines, Beaver Creek, Cordova, Whittier, Hatcher Pass, Kennicott, McCarthy, Cantwell, Seward, Majestic Valley, Dawson City, Eagle, Homer, Seldovia and all locations between! The only major paved roadways we haven't driven are the Tok Cutoff and the N. Klondike Highway. We've done the terrific "tourist loop" (Whitehorse, Skagway, Haines) twice. All so much fun!

This year we crossed the Arctic Circle on a tour to historic Wiseman, the highly scenic Atigun Pass in the beautiful Brooks Range and on to Galbraith Lake. On our return, we visited the historic and quaint village of Manley Hot Springs for a good soak! Our most adventuresome participants were the Ellsworths who continued on in their vintage car from Galbraith Lake to Deadhorse / Prudhoe Bay and took the guided tour out to the Arctic ocean.

Probable 2018 tour: A tour to the beautiful Kodiak Island in conjunction with the AAMA is probable in 2018! It will be a fabulous tour that will involve an in-depth tour of the state's satellite launching facility, the largest US Coast Guard base in the US and much more. The event is now planned for **JUNE** 16 – 21, not July. The final dates will be established when the 2018 ferry schedule is announced late this year.

Valuable insight: Vehicles are made to be driven. Car shows, parades, and runarounds are fine but don't come close to the enjoyment and camaraderie gained by participating in a long-distance tour! Plus, you'll earn a highly coveted half patch celebrating each tour! Please join us!

Member Ads

Powder Coating Service: I have the set up to do powder coating and will be doing it this winter, I can blast parts prior to coating, or you can bring them to me already cleaned up. I have a reasonable amount of colors available, and if not I can order your color. Price will vary according to size and complexity of the part, along with how dirty/rusty it is. I will need to see the part first. I will more than likely do most work on the weekend as I have one of those nasty jobs that take up all my time during the week. If you are in a rush let me know and we can talk. Call Ralph Moore 347-1675

For sale; 1930 model A roadster parts car/ project: Frame, front axle, engine, transmission, all four fenders, and cowl with windshield frame. Great start for a runabout or boat tail roadster. No title, 1929 engine turns over and has compression. \$750 for all, call Ralph Moore 347-1675

For sale: I have some flathead speed equipment, Offenhauser heads and intakes, and other various flathead parts and engines. Let me know what your looking for. Ralph Moore 347-1675

REAL MEN WEAR PINK

Member Jeff Cook is working hard to raise money for The American Cancer Society. Jeff is currently ranked #2 in the US for his fundraising and his attire getting ready for the "Strides Against Breast Cancer Walk" in September and "Breast Cancer Awareness Month in October."

In March, Jeff's daughter, Christina was diagnosed with breast cancer. Although detected early, she was found to have the BCRA 2 genetic mutation that predisposes a much higher risk, so his she had to undergo the more serious full chemo / radiation treatment with mastectomy. Also troubling is that Jeff has five other family members who also have the gene. You can read about Jeff at

<http://main.acsevents.org/goto/jeffcook>



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NEXT MEETINGS

The membership meeting is **Thursday, Oct 12th** at the AK BUFFET Meeting starts at 7:00pm; come dine before the meeting starts at 6pm. NOTE: Speaker again this meeting.

The Board Meeting is **Tuesday, Oct 10th** — at Sam's Sourdough . Meeting starts at 6:30pm, with dinner before. Board Meetings are open to members.



Gary Pohl's "new" '40 Lasalle home in it's garage



Vernon L Nash Artique Auto Club
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