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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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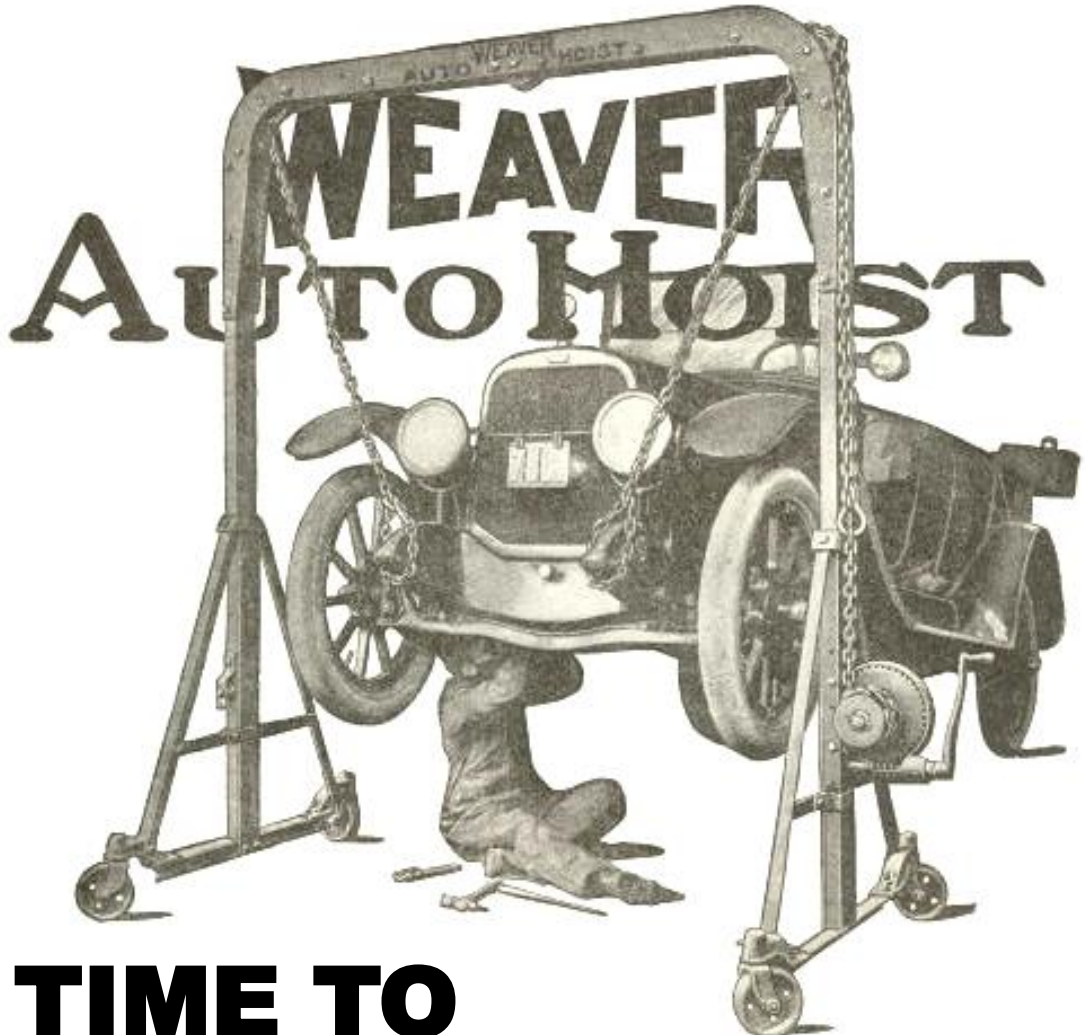


If you have material you would like to contribute, please contact our editor, Rick Larrick, at the club email address : vlnaacf@gmail.com



Nash's News

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



TIME TO CHANGE THE OIL

*And you can put the studded tires on
your daily driver starting September 15th!*

The above image from a 1918 ad for Weaver Auto Hoists shows the best tools for the job then, and the article on page 8 tells you the best methods now. In any case, it is time to change the oil on your collector cars *before* you put them in storage for the winter.

Ad is from the October 17, 1918 issue of Motor Age

I never thought "I wouldn't touch her / him with a 6 foot pole" would be become national policy.

COVER:

You can still buy a Weaver Lift. Per the SVI International website, "The spirit of this once great and storied auto lift company still lives on at SVI. Not only does SVI supply virtually every repair part for old Weaver Lifts, SVI also supplies new auto lifts featuring the tried and true Weaver style design."



National News:

If I Only Had the Time

By Fred Trusty
Vice President -
Membership

As of the writing of this article, most of us have been on some sort of shelter in place or limited movement restriction in our communities for at least 4 – 6 weeks. For some areas it has been even longer than that. A lot of people haven't left their houses unless it's going to the grocery store every few weeks. Think about it. In some states, you can be fined just because you went for a drive in your car. Who would have ever thought something like this could happen in America? Remember the old saying, "When life gives you lemons, make lemonade."

So, what have you been doing to occupy your time? If you're like most car enthusiasts, you've spent some time on the Internet searching for parts, accessories, or maybe researching a particular vehicle. I bet a lot of you have looked at cars for sale on Hemmings thinking that there are some good deals out there since the economy has done a nose dive. One of the first things I did was search for some hard to find parts for my 1955 Pontiac 2-door wagon. Right off the bat I found the taillight housings at a fair price. They weren't in great shape, but at least there weren't any cracks or pieces missing. Yes, the opening in the body is the same as a 1955 Chevy, but the light itself is different. I immediately dropped them off at Highline Plating and two weeks later I had a couple of beautiful chrome housings. I already had the clear backup lenses from my original housings, so I started to search for the brake/light lenses. I found a pair of NOS lenses on ebay with the "buy it now" price of \$1,250.00. No typo. The decimal is in the correct place. If I spend that much for (2) 3" round pieces of red plastic with a small metal band, I better get used to sleeping in the dog house. Pretty small accommodations. So I began looking for

(Continued on page 6)



"Willy Rally" contestants show off their prizes in the lot of the Fountainhead Museum

WILLY'S RALLY FUN

- Wilma Vinton

Willy's Rally went off without a hitch. There were only four contestants, but they all seemed to enjoy themselves. The route took them through the beautiful Goldstream valley, looking for such things as an old derelict Cadillac convertible (guessing the age was a free point since neither Willy or I knew what year it was!). Bonus questions included "What year did Vernon L. Nash Antique Auto Club become incorporated?"- trick questions because we were not referring to the original incorporation date of the Horseless Carriage group- and "Who is the current Vice-President of the Club?". Mixed among the clues for where you should be headed were a total of 23 questions plus 5 bonus questions. The scores were close -

First Place by Will and Theresa Chase with 26 points, Second place Jerry and Carolyn Mustard, third place was Ron and Nancy Allen, and bringing in the Red Lantern was Rochelle and Rhonda Larson. One question that tripped a few was "What color and how many sheep did you see?" During the development of the route, there were 4 black sheep. On the day of the tour, there were none! However, Theresa and Will gave it a good shot by guessing 2 black sheep (1/2 point won for the "black"!). We ended the tour at the Fountainhead Antique Auto Museum for a picnic. The sun was bright right up until we were ready to pack it up - this got rushed by an unexpected downpour! We will be back next year so come check out Willy's next crazy Rally!



Nominating Committee Needed

The VLNAACF is coming into election season and is in need of 3 members to serve on the nomination committee. Primary duties will be canvassing the membership for potential nominees for Officer and Board of Directors (2) position up for election this year. Anticipate about 3 hours total of your time to complete the mission and report back to the Board.

In addition, I would like to encourage anyone willing to run for an Officer or Board position to make yourself known to the board. All Officer positions, President, Vice-President, Secretary, and Treasurer, (1-year term) and 2 Board Members (2-year term) are up for election. Please contact any board member to volunteer for the nominating committee.

Submitted by Jeff Creamer



BUFFING IT OUT RIGHT

- Phil Sanders

Covid 19 isolation was a great time to work on the MG paint issues. With my wife Katie trapped in Texas helping with our second grand daughter, I was able to commandeer our only garage space for a little paint refresher for the MG. I was fortunate to have been the winner of this club raffle car five years ago. The club members worked on the paint on this car, but it had been a California car and was badly oxidized. The club members did a masterful job of bringing the paint back to life but could not remove all the oxidation. It was a poor second



paint job and we had little to work with. With these issues understood, I was not holding out for perfection.

I purchased a random orbital buffer and heavy and fine rubbing compound. I had not polished a car since high school. Taping off was most important because cleanup can be a real drag. With considerable trepidation I buffed. I was relieved to find out the paint job wasn't good but really thick. I buffed for a couple days and followed up with wax. It worked! All the oxidation was removed and the car was now the red, not orange, like before. I realize it is not a new paint job but I'm happy with the results of the refresh. The materials cost was practically nothing, and the labor was, of course, free.

Here are couple of in progress and a finish product



I apologize for the coin shortage. I started a swear jar.

Member Ads



For sale: 1988 Mercury Grand Marquis, 5.0/AOD, 140k miles, clean title. Originally bought for the drivetrain but changed directions. Solid, comfortable car that, aside from the peeling clearcoat, mostly needs little stuff. \$1250. Contact Bruce McIntosh at 322-4685 or bcmcintosh@gmail.com



1962 Thunderbird. 72,000 miles, last registered in 1970. New sheet metal to replace two small areas of rust. Running engine, 1960s elegance, needs paint, minor bodywork, driver's seat covering. Originally white with red interior. \$3,250 obo. Come take a look. drhobson@hotmail.com (907) 987-5292



FOR SALE: 1939 Mercury. Looks, runs, and drives good. \$12,000 OBO. Call Greg Helms 479-6674



FOR SALE: 1922 Studebaker Light Six Roadster. Golf-club door. Rebuilt engine. Complete with side-curtains. \$7,500 OBRO. Call Rick Larrick at 457-4344. text to 687-2036, or email to larrickr@gmail.com



FOR SALE: See the A's story in last month's newsletter. I need to lighten my load. First bought & brought back to life in 1962 with engine rebuild and I've owned it since then. Engine does not have over 5000 miles on it so it's in great shape. Paint job is 50+ years old needs it again. Interior same needs to be redone. Newer 6 volt battery. \$5000. \$5000. Contact Brent LeValley at 907-590 7362.

Cadillac OHV V-8. 1956 or 57. Complete with attached automatic transmission. Ran before stored 40 years ago. Would make a good powerplant for a rat rod or hot rod.



\$150.00 or best offer. Peter Lundquist 322-2651 or drac@acsalaska.net.



For Sale: 1955 Ford Town Sedan, older restoration needing some love, 272 Y-block, Fordomatic auto, 6V, KYB shocks, Diamond Back radial WWWs with very few miles. Yes, that is '56 side trim. Clean title. \$6500. Contact Bruce McIntosh at 322-4685 or bcmcintosh@gmail.com



FOR SALE: 1962 Studebaker Hawk. Contact Willy Vinton for info, or call Roxann Sexton (907) 460-0660

Buying: Alaska Motorcycle license plates pre 1966, and Alaska MC Dealer license plates pre 1976. Helping a fellow collector. Bryce Crumb e-mail: btrfly123@att.net (386)-365-7064. Stay

FOR SALE:



FRANKLIN 11A

Early 1925 with Rawlang body. Full Classic. Most references cite value as about

\$16,000 - willing to sell for \$9,500 \$8,500 OBRO. Rebuilt air-cooled engine; new frame rails. Call Rick Larrick at 457-4344, text to 687-2036, or email to larrickr@gmail.com.

FOR SALE: Hall Valve Seat Grinder, with second unit, complete set of guides, diamond stone dresser, lots of stones. Hall - Toledo is still in business and still supplies parts and stones for this unit. Good how-to videos on U-Tube. \$400 for both units, both in their original steel cases. Call Rick Larrick at 457-4344 or text to 687-2036 or email to larrickr@gmail.com



1963 Studebaker Champ PU. \$2,500. Call Rick Larrick at 457-4344, text to 687-2036, or email to larrickr@gmail.com

For Sale: 1940 LaSalle: I paid 16500 for the car plus 4400 to ship. New tires. Needs fuel pump, maybe, or/and generator, maybe. Enjoy your summer! Ps will swap for equivalent value car that runs. LaSalle upholstery cherry. Contact me, Amy Pohl, ladyash117@gmail, or 479

Wednesday Night Runarounds

Because of Covid-19 and the lack of tourists, we have not been going to the RV park this year. Jeff Creamer and I picked out neighborhoods to tour each week. Jeff has planned a street by street tour for each neighborhood and printed copies for the drivers so no one gets lost. On August 19 we had 22 cars and about 30 club members tour the University West Neighborhood. It sure was a long train going down Airport Road and we were able to keep it together because everyone watched for the car behind them. Tim Palmer has been announcing our route plan on his radio program and now there are people waiting for us to go by and wave and honk. There is a lot more participation in the run arounds than in past years and the club members enjoy seeing parts of Fairbanks they have never driven through. There is a few more runs planned, come out and show off a little!

Wally Olsen

Wednesday Night Runaround Schedule

September 2: Executive Park, Dale Road, Davis Road:

September 9: Birchwood Homes, Shannon Park, Hamilton Acres:

September 16: Riverview/Westgate, Weeks Field:

September 23: Island Homes, Slaterville:

September 30: TBA, weather dependent: Route details to follow, watch your email and the club's Facebook page.



President's Headlights

- Jeff Creamer

Greetings All!

As we wind our way towards the fall and reflect back on the summer, there were many changes we had to adapt to this year. Some were successful, others not so much. We have learned new ways to socialize, shop, and do business in the community. We have had to change many aspects of normal to deal with the crisis afflicting the world. The one thing we will not change is the reason for this club

and our passion for classic and antique vehicles. We do like to strut our stuff and we have done a great job of it this year in spite of the pandemic! Going into the coming months, there are still more obstacles to overcome, so stay posted and know that your Board of Directors is working diligently to adapt the club to the changing times.

On a personal note, Christol and I are pleased to announce that we have sold our big house in the hills (actually, mixed emotions) and are working our way toward retirement in the spring of 21. Our plans include a blank piece of property in the area with a shop and attached living quarters, though immediately post retirement we are going to join that growing migratory species known as "Snow Birds"! Family and warm climate beckon us out of Alaska in the winters, though Fairbanks will always be home.

In closing, I encourage all who have not done so this year to join up with us on the Wednesday Night Run Arounuds and the Saturday Cars & Coffee at the Bentley Mall. There are still a couple more activities planned for the season, so come out and cruise!

Wishing you safe and happy travels,

Jeff Creamer

President, VLNAACF



SEPTEMBER ANNIVERSARIES

7 - Joyce & Paul Tekin
7 - Tracy & Jim Brand
19 - Lorna and Clutch Lounsbury

OCTOBER ANNIVERSARIES

1 - Patricia & George Cromer, Jr.
5 - Nancy & Ron Allen
9 - Sue & Dan Schaaf
11 - Donna & Jerry Krier
31 - Terry Putnam & Eugene Reed

SEPTEMBER BIRTHDAYS

2 - Pranee Nakprasit
5 - Tracy McLeod
7 - John Morgan
11 - Wally Olsen
12 - Marilyn Nigro
14 - Wyann Grant
14 - Al Haynes
17 - Carolyn Mustard
18 - Brent LeValley
21 - Karine Dane
26 - Maria Mingus
27 - Charlie Jurgens

OCTOBER BIRTHDAYS

1 - Thomas Smith
4 - Denise Lundquist
6 - Tracy Brand
15 - William Storey
17 - Robbie Casey
19 - Deborah Rockney
21 - LaVonne Gullickson

THE ART OF A HOBBY

Having a hobby can be very rewarding, fun, and simply a sense of accomplishment. I have numerous hobbies:

- 1). Hunting
- 2). Fishing
- 3). Aviation
- 4). Rebuilding old vehicles and equipment.

For the most part each in their own respective way have pros and cons. One needs to be mindful of the true cost, not just in money, but time.

This past winter was difficult for most, period! Between the extra dose of winter followed by the pandemic and associated quarantine multiplied by terrible leadership, fake news, at all levels life was difficult.

My crowd and I stayed healthy. I didn't snowbird even for one day. I had an advantage I have more than one hobby! My concentration was on 3) and 4) above.

I have been an Alaskan pilot for 45 years now. I suggest to anyone entering aviation to do their homework first. Beware! It's not for everyone. To me it's a poor hobby, terribly expensive (you just hemorrhage money) can be very dangerous, double standards, ancestral worship, and fake news! I am glad to still be doing it but frankly not very rewarding to me. Beware of the government oversight and fake news for absolutely no reason. Clearly, it detracts from any good it produces. I find myself constantly weighing it to see if it's still worth it to me.

All things considered number 4) is more of a hobby. Government oversight is logical and acceptable. I have got five toys I have created over the years. All but one are in operational status today. Those four would be considered a class called stock i.e. basically rebuilt to the way they came out of the factory. My 1950 Chevy pickup is a daily driver in the summer. Very positive driving around and getting waves and toots from people loving it's sight. My 1929 Caterpillar is my gem. It's been in national magazines and is a show piece.

However, my jewel is my hot rod 1937 Chevy pickup, with 5.9 Cummings diesel 12valve. Unlike, the others it is very custom, where nothing like it was from the factory (one of a kind). It's not completed yet.

It's difficult, and therein lies the draw to it. There is much value in having a heated man cave out back to work on my hot rod all winter long. There is no back door for the public to enter.

My timing to rebuild this project was accidentally perfect given the current events over the last 12 months.

Besides, any cash you may have invested, you certainly end up with a reward from the hobby that cannot be measured in cash. It's the only elixir I found for cabin fever and unforeseen events like this pandemic. Not sure I want to finish this hot rod truck! Would just have to start another one. Again, it is very custom!

Hobbies should be rewarding, challenging, doable, and happy memory. Everyone, should try custom once, but you can only afford it once.

- Jim Gibertoni, HSD

(National News: Continued from page 2)

other parts. I found a NOS grille filler panel at a great price. A few small spots of surface rust here and there, but other than that, just like new. I was still searching for the lenses when I stumbled on a pair of brand new front floor pans. When I saw the price I hit the "Buy it Now" button as fast as I could. Then a couple weeks later there was another pair of NOS brake/light lenses listed as auction style on ebay. Just like a gunfighter in the old west, I was ready with my fingers twitching at the keyboard as I faced off for the show down as the auction closing drew near. With just a few seconds left I drew and fired at reserve price. Bingo! I stole these lenses and I didn't even use a mask and gun. I also found a few other parts for my projects but after several weeks, looking for parts gets boring.

How about the maintenance on your old cars? Oil changes, brake adjustments, cleaning and waxing. Done. Next I started to actually work on some of my projects. I made a lot of progress but if you've ever restored a car, there comes a point where you are waiting on parts to come back from a vendor or you need the money to order more parts. In my case, I know the transmission kick down rod for my 1976 Ford F-150 Supercab is in the garage somewhere, but I can't seem to find it. If I order a new one and install it, then I'll find the old one. OK. Time to clean out the garage. Years and years' worth of Hemmings and club magazines to the recycle bin. Done, and still no rod, but I did find that 7/16 combination wrench that has been missing for years, again. Now I have three of them.

Then I thought I would write some articles for our local region and,

(Continued on page 7)



ALASKA EXPERIMENTAL LICENSE PLATES

- Bryce Crumb

Issued to vehicles brought into the State of Alaska for cold weather testing. They were first issued in 2014, and discontinued sometime prior to 2020. They are blue on dark gold, with "EXP" on left side and three digits on right side. "EXPERIMENTAL" is spelled out across bottom.

I have pair #EXP 333 in my collection. Another one plate wonder just like the Alaska "Judiciary" license plates issued 1970/71 but discontinued in 1975. I will be writing future articles on several other Alaska one plate wonders. I have an Alaska "Judiciary" license plate for trade, or will sell for \$100. I just traded my only extra Alaska "Experimental" license plate.

Bryce Crumb e-mail: bttrfly123@att.net



I recently took a pole, and 100% of the people were upset when their tent collapsed.

(National News: Continued from page 6)

obviously, for the *Rummage Box*. Done. I made a list of all my friends to call and check on. I called both of them the first day. Next, clean out my office. Done. Get rid of some old clothes in my closet. Done. I even offered to have a 10-yard dumpster dropped in the driveway so my wife could get rid of some shoes. Please refer to the sentence in paragraph two about small accommodations. Meeko, our 80-pound German Shepherd/ Huskie mix is not pleased at having a roommate. Oil all the door hinges in the house, get rid of some old house paint, and one more quick look on ebay for car parts.

Then there are those projects that you really don't want to do because they involve some physical labor. You know, the ones that for years you've said, "If I just had the time I would do this or that". Then comes the stark reality that thanks to coronavirus you do have the time now. There is no excuse for not tearing out that old falling down fence and putting up a new one. Or maybe cutting down that half dead tree, cutting and splitting the wood, and filling up the firewood shed. And one of my favorites is cleaning out gutters, which I have still not done yet.

I look forward to the day when things get back to normal and I can go back to saying things like, "If I only had the time, I would clean out the gutters."



Pictured is the 1952 Buick purchased new by my parents Earl and Pat Cook in the spring of 1952. Until the mid 1970's or so the cost of delivering cars from the factory was based on distance to be shipped and there was not a universal "destination charge" as there is now. So people often had cars driven to Alaska from the factory or west coast to save on costs. Of course the Alcan Highway back then was mostly unpaved. My uncles Dick and Tommy Pope drove the Buick to Fairbanks for my folks. In the photo left to right are my Uncle Dick Pope, my Mom Pat Pope Cook and my Uncle Tommy Pope. The photo was taken in front of our family home at 238 Well Street in Slaterville, the home still in the family and now owned by my sister Nancy Cook Hanson. The car looks a bit dirty from the trip, though the windshield looks to be intact. You can see the unpaved Well Street and a few other cars of that time period in the background. Dad was a Buick fan until he switched to GMC pickups. I own the last Buick he purchased on July 3, 1969, from Bob Giinter at then Tip Top Chevrolet Buick, the 1969 Buick Electra 224 4-door hardtop.

- Jeff Cook



CALENDAR

Vernon L. Nash Antique Auto Club

- **Note: CarsNCoffee is ON:** It is held each Saturday in the parking lot in front of the Great Harvest Bread Company at the Bentley Mall from 8:00 until 10:00 am.
- **Wednesday Night Run-Arounds** go on almost as usual for the summer. See article on page 5 for more detail. (Wally Olson, PPR)
- **Sept 8th: Board of Directors Meeting**, Wilma Vinton's office at Interior Region EMS on Pagar Rd. (also via Zoom).
- **Sept 10th: Membership Meeting**, Location TBD
- **Sept 12th: Chatanika / Fall Color Run** (see ad to left)

Antique Auto Musers

- **Wed, Aug 12th : AAMA Membership Meeting** leaves Turnagain Social Club for rolling meeting.

National AACA Events

- **Oct 10: Eastern Fall Nationals (Hershey Meet)**, Hershey, PA - **cancelled**.



On Saturday, September the 12th, Paul and Joyce will host the Fall Color Viewing Poker run to the Chatanika Lodge.

We will leave cars n' coffee parking lot {BENTLY MALL PARKING} at 11am.

We have already talked with Shirley and she will have the back room ready for us. Sorry, no call ahead orders and staying for lunch is optional

Hope to see you there for an afternoon of fun and fellowship.

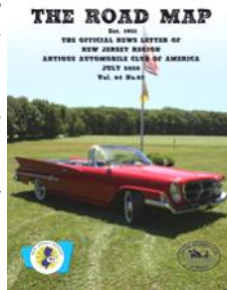
Any questions, call Paul or Joyce --- 907-488-2992



Insurance companies warn that if your tent is stolen during the night, you won't be covered.

Many experts will tell you that you should change the oil before you put a car into storage for the winter. Reason is that the products of combustion have by-products, among them are water and acids. There are additives in modern oils to combat both, but over time and driving, the additive gets used up. By changing the oil before you store your car you insure that you have the best protection against acid etching of bearing surfaces, etc. As they say, it is easier to change the oil than it is to change the engine!

The article below was published in the July issue of "The Road Map", the newsletter of the New Jersey Region of AACA, edited by Jay DeBoey. The article is written by Rich Reina, who is chair of their region's Equipment Committee. It is published here, with Rich and Jay's permission.



When using ramps, also use the parking brake. Chocks on the rear wheels are a good idea too.



Rich's Repair Ramblings,

JULY 2020: Ten Steps to a better Oil Change.

Changing the engine oil and oil filter is one of the easiest and most straightforward maintenance jobs you can perform on your collector car. What's easier than 'pull the drain plug, swap out the filter, and add new oil'? Would you be surprised if I stated that there are up to ten ways that you might be doing it incorrectly, meaning there could be ten steps you could take to do an even better job?

The following 10 Best Practices are from my own experiences. Read through the list and see if there isn't at least one step which you can incorporate to make the next oil change a better one for your buggy.

#1. SAFETY FIRST! It bears constant repetition: Never work under a car that isn't properly supported. Do not use the vehicle jack (or worse, some cinder blocks) to support a car off the ground. Use quality jack stands or drive-up

ramps with sufficient weight ratings when doing any work that involves sliding under something that weighs upwards of several tons.

#2. DRAIN THE OIL WHEN THE ENGINE IS WARM. Yes, "cold" (room temperature) oil will flow out the oil pan. But warm oil flows more quickly, and more importantly, takes more contaminants out with it. The engine doesn't need to be hot – you increase the risk of burning yourself from scalding oil or a hot exhaust pipe. But if the car is cold, let it idle at least until the temperature gauge starts to move. If you don't have a gauge, 5 minutes on a warm day should do it. If you've just driven the car and everything is too hot to touch, waiting 30 minutes or so will work.



Get the temp gauge to move off "C" before draining the oil.

#3. REMOVE THE FILLER CAP DURING THE DRAIN. You'll get faster flow (and again, remove more of the bad stuff) if you take off the oil filler cap and allow air into the engine during the drain. The cap needs to come off anyway! This is the same as punching a 2nd hole in a can when you're trying to pour out liquid.

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#4. REPLACE THE DRAIN PLUG WASHER. The drain plug has a gasket or washer, typically made of copper or aluminum, which serves as a seal. The softer metal is designed to be crushed when you tighten the plug. But the washer can stand being crushed only so many times before it's no longer effective at stopping leaks. The trick in replacing the drain plug washer is having a spare one on hand. (Hint: I buy them by the dozen.)



Used washer (L) shows crush marks. New one (R) will do better job, costs pennies

#5. ALWAYS REPLACE THE OIL FILTER. I continue to be amazed at acquaintances who brag that they left the filter in place. It's perhaps worse to remove the thing, empty it, and reinstall it! How much does a filter cost? Stop being so cheap. Leaving the old filter in place recirculates about a quart of dirty oil directly into your fresh clean oil. It also runs the risk of the filter becoming so full of contaminants that it can no longer do its job. Always be sure to have a new filter on hand before you start the job.

#6. PRE-FILL THE OIL FILTER BEFORE INSTALLING IT. This is one 'best practice' that isn't always practical to do. I do this for one car, but not the other, simply because of the filter's location. If the filter attaches from the bottom, I can add oil to it and keep it right-side-up, avoiding any spills when reinstalling it. However, if the filter attaches horizontally, it's trickier. Sometimes I can add a little oil and get it on there without any spills. We'll need to qualify this best practice with the caveat "it depends".

#7. TIGHTEN THE OIL FILTER CORRECTLY. I've seen engines gushing like the Exxon Valdez because someone forgot to tighten the oil filter. (You should also check that the rubber gasket from the old filter has come off; should it stick to the block, the new filter will never seal properly.) It's just as bad, however, to overtighten the filter. I've witnessed techs hammering a foot-long screwdriver to act as a pry bar to loosen it. For most cars, oil filters should be tightened by hand, without the use of any tool. Tighten until the gasket contacts the engine, then turn the filter another 1/8 to 1/4 of a turn. That's it!

#8. USE THE CORRECT VISCOSITY OIL. Your vehicle manual will identify the viscosity. For most cars built in the last 50 years, vehicle manufacturers have recommended a multi-weight oil good for year-round use, with numbers like "10W-30". The lower the number, the thinner the oil, necessary in cold weather. The higher the number, the thicker the oil, needed in hot engines. The "W" stands for winter. Using the incorrect viscosity oil can damage your old car engine. For example, new vehicles require much thinner oils. My 2016 Volvo calls for 0W-20 weight. Putting that viscosity into an older car would probably increase oil consumption, and would likely provide insufficient hot weather protection. (The topic of oil viscosity will be addressed in a future Repair Rambling.)

#9. CRANK, BUT DON'T START, THE ENGINE TO BUILD UP OIL PRESSURE. Starting an engine immediately after an oil change runs the risk of starving critical components like bearings of needed oil. A best practice is to disable the ignition (easy on old cars by simply pulling the secondary coil wire) and cranking the engine until oil pressure builds, usually in about 5 to 8 seconds. Taking this small step helps ensure the longevity of internally lubricated engine parts.



Old filter (L) has loose gasket. Add light coat of oil to new gasket. Orange box holds drain plug washer supply

#10. RECHECK THE OIL LEVEL 5 MINUTES LATER. The manual states "five quarts with filter", and that's what you put in. But I don't rely solely on the number of quart bottles I've poured. After running the engine for a few minutes, I shut it down, wait 5, then pull the dipstick (car should be on level ground). If it needs a smidgen more, now's the time to do it. I want the peace of mind of knowing that, after an oil change, the level is exactly at the 'full' mark on the stick.



Retrospectively, I wish I had bought my baked beans online. Heinz site's a wonderful thing.

Find us on



- By Bruce McIntosh, Facebook Moderator



The club's Facebook page continues to get a good response from the public and, as of August 20, we have 228 followers. We are still reaching several thousand people each month, so members are encouraged to share items on the club's page with

friends, family, and other groups. For instance, one picture that was shared to another car specific group reached over 2,000 car enthusiasts in less than a day. It's a great opportunity for positive exposure. Members are encouraged to

share their own photos and stories, whether it be club events or Alaska related car happenings.

www.facebook.com/groups/vlnaacf/

And don't forget, in addition to the main page we also have our own private members-only group. With summer waning, it might also be a great time to stay connected by sharing personal stories and projects that would be of interest to other folks. Unlike a 'page' which is mostly limited to posting announcements, a group allows you to post and interact with folks much like a message board. The club's group is set to private, so only members can see who belongs to it and what has been posted. No one outside of the group has access to it, so no spam and no strangers trolling. If you're already a member of the club, joining the group is easy. Simply request to join, agree to the rules, and wait for an admin to approve your request. A link can be found on the main page through the "Visit Group" button.



GOLDEN DAYS 1985

Left: The Golden Days Parade is led down Barnette Street by George Clayton and #16, but why is he towing the Gibson "T"? Third in line is Gary Nash. Our club has led the annual parade every year for many. The tradition of the picnic at the Square Dance Pavilion in Pioneer Park is also not new.



Above, member cars park on display around the picnic pavilion in Pioneer Park.



That is Bill Chace standing with Gary Nash near the center. Who can ID the others?





Members, generally in masks, sat at appropriate social distance at the Membership Meeting.



EDITOR'S LEFT (on) BLINKER

- Rick Larrick

Thanks to all the folks who contributed to the newsletter this month! Especially with club activities hampered by COVID and now with the approach of fall, member input is necessary to continue with our good publication. You don't have to wait until I send out my reminder notice on the 15th of the month asking for stuff, I appreciate it when you send me contributions when you write them, when you find interesting stuff (with permission to reprint), and when you send photos. I keep a file of articles and content to use in the next / or in future newsletters. When it is "full", I am confident of being able to publish monthly newsletters. But, when it is stubbornly empty, we go to bi-monthly. This issue is September / October, the next will be November / December, and most likely the first one of next year will be January / February.

This month (and every month for the past eight years) thanks to John McCarthy and Scott Grundy for early review and checking of the newsletter before publication.—Rick Larrick, Editor

SUNSHINE REPORT:

I have not had any more card requests since July 15th, which were listed in the last news letter!

I'm glad everyone is doing well!

Sunshine Committee
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: splits@yahoo.com.
For a postal mail address contact Tracy or a Board member.

DUE TO COVID-19 EVENTS ARE SUBJECT TO CHANGE.

President Jeff Creamer brought the meeting to order at 7:03 p.m. There were 25 members present.

Secretary Donna Wojciechowski read the minutes from the previous BOD meeting.

A MOTION WAS MADE BY WILLY VINTON AND SECONDED BY MIKE LECORCHICK TO APPROVE THE MINUTES FROM THE JULY MEMBERSHIP MEETING. PASSED UNANIMOUSLY.

Treasurer's Report - Wilma Vinton gave the treasurer's report. A MOTION WAS MADE BY WALLY OLSEN AND SECONDED BY PAUL TEKIN TO APPROVE THE TREASURER'S REPORT AS PRESENTED. PASSED UNANIMOUSLY.

Membership Report - Rochelle Larson gave us an update. We have 201 members. 43 single and 79 joint memberships.

EVENTS/COMMITTEES:

Wednesday Runarounds - Wally Olsen gave us an update. The runarounds have good attendance and everyone seems to enjoy them. There was a suggestion after the last one that everyone should keep an eye on the car behind them so no one gets lost.

Facebook - Bruce would like some pictures sent to him to put up on our Facebook page. Our page gets quite a few hits when there's new pictures up.

OPEN FORUM:

Ralph Glasgow has "stuff" for sale in his truck.

Willy Vinton has 2 tubs of Ford parts.

NEW BUSINESS:

Most Improved Vehicle - The committee is looking for nominations.

The BOD will be looking for a winter meeting location.

Cars & Coats - Preston Smith is the PPR.

50/50 - The total was \$93 and the lucky winner was Phil Sanders.

Rick Larrick will need articles and ads for the newsletter by August 20th.

A MOTION WAS MADE BY DONNA WOJCIECHOWSKI AND SECONDED BY PAUL TEKIN TO ADJOURN THE MEETING AT 7:31 P.M. PASSED UNANIMOUSLY.

Submitted by
Donna Wojciechowski, Secretary



A shiny MGB parked at the meeting (see pg. 3)



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NEXT MEETINGS

The Membership Meeting is **Thursday, September 10th - Location yet to be determined.** Meeting starts at 7:00 PM.; If at a restaurant, most dine starting at 6PM.

The Board Meeting is **Tuesday, September 8th - at Wilma's Office at Interior EMS (and via ZOOM).** Meeting starts at 6:30 PM. Board Meetings are open to members.



Tekins depart in style at the Membership Meeting in Fox



Vernon L. Nash Antique Auto Club
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