

Nash's News



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

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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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contribute, please contact our editor, Bruce McIntosh, at: nashnewseditor@gmail.com



The Club once again rolled through Fairbanks in both the 4th of July and the Golden Days parades. The Golden Days parade was last held in 2019. Everyone, audience and members alike, seemed happy to get back to "normal".

Top photo - 4th of July, Wilma Vinton

Bottom photo - Golden Days, Steve Hormann

More pictures on pages 3, 4, & 5

From The Editor

- Bruce McIntosh



Here it is, August. Hoo-boy. How did that happen? It's been the usual busy summer, with the added fun of a few 'peculiar' weather events. I'm still working on the July portion of this summer's to-do list, as I am sure many others are.

I had the opportunity to attend the annual Jay Ofsthun Show in Anchorage a couple of weeks ago. It was rather damp in Anchorage (and most of the way down), but we had a good break in the weather on Sunday. Back to rain on Monday and, as I crossed over to dry skies in Healy on the way home, I was reminded once again why I live in the Interior.

Note in our calendar we have one more show this year on August 27th at Seekins to close out the season (at least locally). Coming up, we also have the Monderosa Poker Run on Saturday, August 20th, and led by Donna Wojciechowski. We will be leaving from our usual spot at the Bentley Mall at 10:30 am, not the Mt. McKinley Bank lot as was previously planned.

Wednesday Night Runarounds are still on the schedule, at least through the first week of September. We had such nice weather last year that there was discussion of continuing them into September, as long as the weather holds. Stay tuned. The season is scheduled to be capped off with the annual Fall Colors Poker Run on Sept 11th, led graciously once again by Paul & Joyce Tekin.

Finally, be sure to check out Larry Zervos' article on the 1917 Owen Magnetic Touring Car in the Fountainhead Museum. When you figure out the mystery, be quick to submit your answer!

You can reach your editor at nashnewseditor@gmail.com with questions, suggestions, news, and for sale/wanted ads



For the most current club calendar, visit the VLNAACF website at: <https://fairbanksaaca.org/>

**“Progress isn't made
by early risers. It's
made by lazy men
trying to find easier
ways to do
something.”**

Robert A. Heinlein - Time Enough For Love

Golden Days Parade & Picnic



Golden Days Parade & Picnic



Golden Days Parade & Picnic



August Birthdays

- 3 - Don McTaggart
- 3 - Charles Donahue
- 4 - Gene Hansen
- 4 - Tom (Blue) Hinchliff
- 4 - Terry Putnam
- 6 - Lois Oslund
- 9 - Richard Bellows
- 11 - Jeff Creamer
- 12 - Alan Monsma
- 18 - Sue Schaaf
- 21 - Marlen Pruett
- 25 - Scott Grundy
- 26 - Scott Culbertson
- 30 - Martha Westphal

August Anniversaries

- 3 - Bob & Patty Meritt
- 5 - Gene & Mebble Hansen
- 9 - Alan & Beccy Monsma
- 11 - Bret & Cindy Helms
- 20 - Timothy & Jerilee Musgrove
- 28 - Carl & Martha Westphal



SEEKINS CAR SHOW

We will have a car show at Seekins Ford on Saturday, August 27th. We will start parking cars at 9:30 am in the front parking lot. They are doing their peanut butter drive, so bring along a jar of peanut butter to donate if you can. The car show will be from 10:00 am to 3:00 pm and is open to all cars - restored, original, street rods, projects, motorcycles, and anything automotive you want to share with the public. Hopefully we will have a food truck there. Those that are going to attend Robbie's service should be able to leave early.

Any questions give Willy Vinton a call @ 907-388-8252

President's Headlights

- Doug Cline, President



The other day I was driving up the Mitchell to head over to Walmart (thank you road construction) when I saw a truck merge from Lathrop using hand signals. There were very few cars on the road that afternoon but I was surprised that someone still remembered how to use hand signals. Most people just stare at you wondering what you are waving at.

One of the bases I was stationed was Aberdeen Proving Ground in Maryland. I had been back from Afghanistan for a year and my father had finished painting my '49 Ford F2. I bought a flatbed trailer and drove to Washington State to get the truck. APG has two campuses that are divided by the Chesapeake Bay. I worked on the southern Campus but lived on the northern. I would routinely drive my F2 to work. It was a bit of a frustration to the people on the road that wanted to drive 60+ mph when my low geared truck would stick to 45. Didn't bother me though. It was nice to learn that opening the cowl vent in the summer actually brought in cool air.

During the drives back and forth to work I would rely on hand signals for turns or lane changes. The look on people's faces was priceless. What are you doing? Who are you waving at? You could see the questions in their face. Today, even the bicyclists don't use hand signals the way they should. It is becoming a lost art.

Once a month our company would have a POV (privately owned vehicle) inspection to ensure we were safe to be on the road. I always made sure to have the 49 on those days. You could say it was the highlight of my month and the frustration of the command's. I loved it.

Inspector: Left turn. Why is your hand out the window?

Inspector: Right turn. Who are you waving at?

Inspector: 4 ways. I would just wave at them and say Hi.

Inspector: Back up lights. I would stick my head out of the window and announce get out of the way I'm backing up.

Too many people have been too far removed from the manual methods that they are becoming a lost art form. They might remember if it were like the Any Which Way movies and an orangutan was sitting in the seat for a "right turn Clyde".



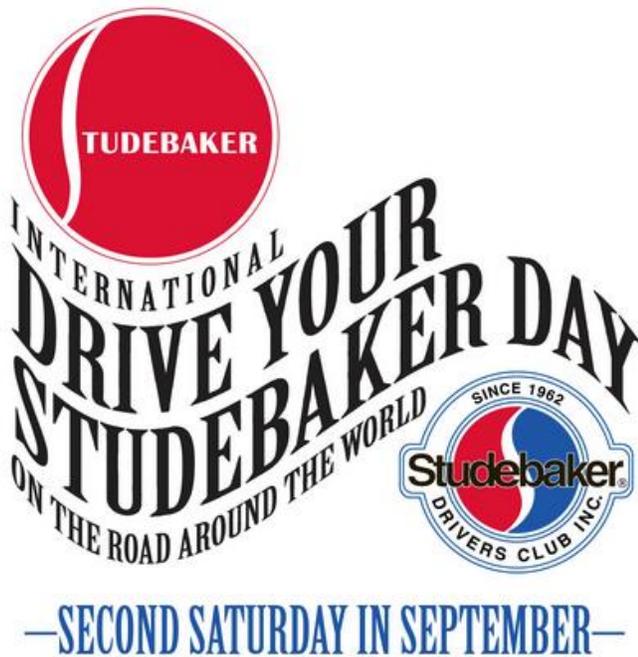
July Membership Meeting

Thanks again to the Howling Dog for hosting our July monthly membership meeting! Couldn't ask for a better place to spend a nice summer evening eating and greeting.





September 17



—SECOND SATURDAY IN SEPTEMBER—

CALENDAR

Vernon L. Nash Antique Auto Club

- **Note:** Cars-N-Coffee time is 8:00 to 10:00 am each Saturday at Great Harvest Bread at the Bentley Mall.
- **Aug 24, 31, Sept 7: Wednesday Night Runarounds** - Meet out front in the Pioneer Park lot at 6:30 pm. We usually get rolling around 7:00 pm.
- **Aug 20: Monderosa Poker Run** - Donna W. Meet in the Bentley Mall parking lot and leave after Cars-N-Coffee, 10:30 am until 4:30 pm. Note - we will be leaving from our regular spot in the Bentley Mall, not Mt. McKinley Bank as previously announced.
- **Aug 27: Seekins Car Show** - Seekins Ford lot, 10:00 am to 3:00 pm. PPR - Willy Vinton (see announcement on pg. 6)
- **Sept 6: Board Meeting @ Fountainhead Museum Garage** 6:30 pm Members are welcome.
- **Sept 8: Membership Meeting** Airport East Ramp Pavilion (same as last month), food at 6:00 pm, meeting starts at 7:00 pm. Please bring a side or dessert to share.
- **Sept 11: Fall Colors Poker Run** - Paul & Joyce Tekin. Meet in the Bentley Mall parking lot and leave after Cars-N-Coffee, 10:00 am until 3:00 pm. More info on route and destination to follow.

Other Events

Oct 4 - 7: Eastern Fall Nationals - Hershey, PA. For more information, visit the website @ <http://hershey.aaca.com/>

September 3, 1967 - On this Sunday in history, Sweden officially switched from driving on the left-hand side of the road to the right-hand side.

Known as Dagen H (H Day), or *Högertrafikomläggningen*, the Swedish Minister of Communication Olof Palme, said on the radio that morning -

"This is a very large change in our daily existence, our everyday life. The doubts have naturally been great. But our innate hesitancy towards a fundamental transformation of our daily traffic environment has given way before a rational internationalism, before a reform that we are confident will benefit traffic safety."



For sale -- 1 owner car 1979 Pontiac Firebird Trans Am. \$43,000.00 Contact Rochelle Larson



1975 Mercury Comet GT
78,400 miles, 302 V-8 and a C-4 auto transmission, front disc brakes
Been in storage for the last 8 years
Good driver and good power
\$7,500.00 OBO
Call RT at 907-388-3175

Find us on

Bruce McIntosh manages the public Facebook page of the [Vernon L. Nash Antique Auto Club of Fairbanks](#) page, and moderates the [Members Only: Antique Auto Club of Fairbanks](#) page.

WEBSITE NEWS

Wilma Vinton is the webmaster for our club website. You can see the current newsletter, download any past newsletters, check out the officers listing, or view the full roster of our members with their cars listed along with emails and phone numbers.

VLNAAC Website: <http://fairbanksaaca.org>

2022 RAFFLE CAR

Congratulations to Dan Garncarz, winner of this year's VLNAACF raffle car!

Dan is the lucky winner of a fine 1974 VW Super Beetle. Willy Vinton hands off the keys to the new owner. Thanks to everyone that participated in the 2022 raffle.



Photos: Mike Lecorchick

Wednesday Night Runaround, August 3rd

What a nice night for a trip out to Fox Gardens and Gift Shop. Thanks to Mike and Diana Lecorchick for taking us out to this hidden gem. Well worth a visit if you haven't been there yet this summer.



Ed McLaughlin's 96th

Happy 96th birthday to member Ed McLaughlin on July 21st! The girls from Golden Days stopped by to congratulate him on another successful trip around the sun. Ed's red '57 Isetta made an appearance in Saturday's Golden Days parade. Thanks to Melinda Harris for sharing this.



Photo - Melinda Harris

1917 Owen Magnetic Touring Car – A Car with a Mystery

It never ceases to amaze me that in our small, far northern town, we have a world-class auto museum. The Fountainhead Auto Museum has 75 historically significant and unique high-end cars that are thoughtfully displayed and described in enough detail to allow even a casual visitor to understand the history and the importance of the car.

Any of the cars in the museum may be worthy of an article in our newsletter, but one car in particular stands out for me. It is rare, its engineering and mechanics are unique, and it is gorgeous. It is the 1917 Owen Magnetic Touring Car.



It is obvious at a glance that this is a high-end, expensive, luxury car with many unique, and sometimes odd, features. Many of the car's most distinguishing features have to do with its propulsion system, but there are other examples of the car's uniqueness in more mundane places. An engine's cooling system is a necessary but usually pedestrian part of the engine. The Owen's cooling system, while serving the same function as any other cooling system, has a water jacket that is a work of art. Take a look at this!



The history of the Owen Magnetic starts with a man named Justus B. Entz, a former chief electrician for the Edison Machine Works. In 1897 he applied for, and in 1900 received, a patent for what he called an electric transmission. The patent described a propulsion system with two sources of power. An internal combustion engine located in the engine compartment, in front of the car, powered a generator with a horseshoe-shaped

magnet to create electricity, and the electricity powered the drive shaft and the car's rear wheels. The car's internal combustion engine is not connected to the drive shaft.

Today we would call the Owen Magnetic a "series hybrid" because there are two sources of energy acting in series. The first source of power, the internal combustion engine, runs a generator and the generator creates the second source of power, electricity. The electricity then propels the car. This is the same sort of propulsion system found in locomotives, and it is the propulsion system used in a Chevrolet Volt.

In 1915, the R.M Owen Company of New York fitted the Entz electric transmission in an Owen vehicle. The first Owen Magnetic was sold in 1915. The company moved to Cleveland and then to Wilkes-Barre, Pennsylvania and closed the first time in 1920 and finally, for good, in 1922.

To some degree the company was not a success because its vehicles were expensive. Consumers could buy a 1917 Ford Model T for around \$500.00, but Owen Magnetic cars sold from between \$3,000.00 to about \$5,000.00. In today's dollars that means these cars cost about \$68,506 to \$114,178.

There are many other features that are noteworthy, and it is well worth the time to take a close look at this car. But one aspect of the car presents a true mystery. I hope our Nash's News readers can solve this mystery. I've attached a photograph of the auto's driver's compartment, and if you look, there is a feature that appears to be totally out of place and of questionable practical use.



Our editor, Bruce McIntosh, and Willy Vinton, the manager of the Fountainhead Museum, have agreed that Nash's News readers who can identify the feature and briefly explain what practical use it could have given its odd location, will be eligible to enter a drawing for a ride in this classic when Willy takes it out for its annual run.

Just email your answers to Bruce (nashnewseditor@gmail.com) and if our contest judges, Bruce and Willy, determine that your answers are correct, or at least almost correct, your name will go into a hat and one lucky subscriber to Nash's News will get to ride in this fascinating car when Willy takes it out.

Larry Zervos

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UPCOMING MEETINGS

The next **Board Meeting** is **Tuesday, Sept 6** at the **FOUNTAINHEAD MUSEUM GARAGE**. Meeting starts at **6:30 pm**; no food. Board Meetings are open to members.

The next **Membership Meeting** is **Thursday, Sept 8**. Airport East Ramp Pavilion (same as last month), food at 6:00 pm, meeting starts at 7:00 pm. Please bring a side or dessert to share.



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