



Tinkering Times



Fur Rondy 2022 Is Coming To Town!

by Art Isham

This is an early warning that Fur Rendezvous is on for 2022 and the Antique Auto Musers will be participating in both the Parade (26 February) and the Car Show (26 and 27 February). Kurt Rein (907-344-5554) will be in charge of organizing the AAMA part of the

Parade, while Donn Reese (907-748-0036) and Art Isham (907-688-3671) will be co-chairing the Car Show, which will once again be hosted by Bill Brown at Bob's Services, 2009 Spar Avenue.

Tom Cresap and crew will be setting up the Valve Cover Racing track for the entertainment of all,

while Tam Isham (907-688-3671) will be coordinating the potluck that we hold in the tool room. We will have sign-up sheets circulating at the January and February meetings so everyone can volunteer for something.

Start gathering up your old car magazines, which we will politely force on the visitors who come to the show. If you want to beat the rush, you can call the individuals listed above as in charge and sign up for the Parade, Car Show, or most importantly FOOD. Remember we are an eating club with an interest in old cars.

Stay tuned for additional information as it becomes available. 📺

Treasury Announcement: Dues

Our treasurer, Scott Hulse, reports that club membership renewal notices will be sent in January. Scott didn't send these out earlier, hoping that our notices in the *Tinkering Times* would

suffice. Hopefully, only the members who have not paid will receive notices.

It is important to get this done in a timely manner to ease the job of annual membership report to AACA.

Be sure to take care of your national dues at the same time. Scott will accept both national and local dues, or you can just pay him for the local and pay national to AACA. Always include your membership number.

Below is a summary of the membership fees:

Standard Membership

AACA National-\$45

AAMA Local-\$20

Total-\$65 for the year

Student Membership

AACA National-\$12

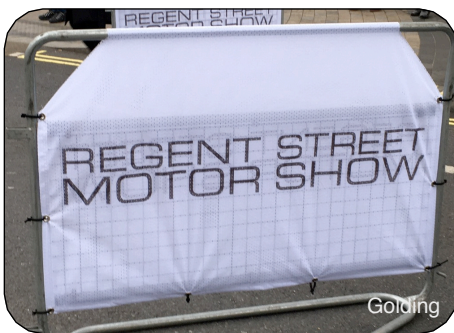
Local AAMA-\$0

Total-\$12 for the year

Membership Benefits Summary

*The National AACA benefits,
(Including Spouse)*

**Members receive bi-monthly issue
(See p. 3, Dues.)



Golding



Golding

Rich Golding attended the London-to-Brighton tour and other events in London this last fall. See his article and more photos on p. 6.

January Meeting

Things are looking up, sort of, and we will meet on January 12th at the Hope Community Resources Center at 6:30.

Come and enjoy the frolicking as Mike Wiedmer installs our 2022 officers.

Linda Golding, our new president will lead us in discussion of coming events, the first of which is the Rondy.

Be sure to wear your mask. We will have hand sanitizer. We will approach this event of time together with care.

Running Board Reflections

After shepherding AAMA for three years, president, David Jensen and his sidekick, Beau, are taking their last turn on this page. These have been three difficult years with many challenges, including COVID-19. Thanks for all you have done, David. It is time for a well-earned rest.



Three years ago, you decided to trust me with the club's steering wheel for a spin around the block. Somehow, we've maneuvered quite a few left and right turns along the way. I think the club is still doing quite well as a classic.

One of the first challenges we faced back then was to find a new location for our monthly meetings. We've managed that task twice now with support from club members and the community at large. HOPE Community Resources continues to offer their auditorium for our meetings when we're able and willing to meet in-person safely.

Bringing the club up to date with our website was another sizable accomplishment. It's user friendly and invites club members and others to ride along on our club's many adventures. The website, www.alaskaautomushersak.org reflects the quality of our club, its members and automobiles.

Attracting some media attention through television, newsprint and AACAA's magazine was also a nice step forward for the club over the past few years. The club, its members and their rides have certainly deserved the recognition. Continued exposure helps attract and retain members

while complementing our goal of preserving the history of automobiles in Alaska.

Next, of course, was the onslaught of COVID. I could not have imagined that your club's officers would be tasked with taking our monthly meetings to the world wide web. Resilient as always, AAMA's membership has embraced ZOOM meetings. In fact, some have found it a welcome alternative to driving back and forth during winter evenings. Another advantage has been visiting with club members who do not live within driving distance of our meetings.

To echo what I've written many times before, I'm most thankful to the club's officers and members for being so supportive with AAMA business duties, events and so many behind-the-scenes activities.

For now, I'm pleased to turn the gavel over to in-coming club President Linda Golding. I have no doubt that the club, as it enters its 60th anniversary year, is in exceptional health and hands with a strong membership and future.

Thank you, friends. I'll see you at our next meetings.

Very best and happy new year.
David and Beau.



2022 Officers

President: Linda Golding
351-3251
Vice President: David Jensen
868-1680
Secretary: Greg Carpenter
Treasurer: Scott Hulse
240-4028
Sergeant-at-Arms: Dutch
Overly

Members at Large

Brian Anderson-748-1698
Tamea Isham-688-3671
Donn Reese-245-7203

Past Presidents (10 years)

David Jensen (2019-21)
Gwyn Wiedmer (2017-18)
Brian Anderson (2015-16)
Mike Wiedmer (2013-14)
Howard Hansen (2012)
Donn Reese (2009-2011)

Tinkering Times Staff

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Opinions expressed by authors of Tinkering Times-including references about how wonderful we are-are their own and do not necessarily reflect the official policy of the Antique Auto Musers of Alaska or any facsimile of reality, for that matter.

One Man's Treasures

Our ads are intended for members and others who wish to sell cars and related items. There is no charge, and the ad will run for three consecutive issues before being removed. To pull an ad, extend it or to place a new ad, contact Tom 694-7510.

Secured, Enclosed Storage In West Downtown Anchorage

9'x18'x 7-1/2' high space
\$150/month for single
2 spaces-\$125/each
Dave Syren



FOR SALE : 1936 Airflow Chrysler Imperial C-10 - Unrestored refurbished original. 128 inch wheelbase, Straight 8 (130 hp), 3 speed with overdrive, new brakes, new wiring, wide white radial tires, original shop manual, rebuildable power brake unit and some spare parts. Headliner and upholstery good. Sealed beam conversion, Runs well. \$20,000. Art Isham 907-688-3671.



For Sale: 1987 560 SEL Mercedes; one owner; great condition; 121,000 miles; Anna Plumb, 907-240-8322 or aanaplumb@mac.com

Schedule of Events

- * January 12–6:30 Meeting—Installation of officers
- * February 9–6:30 Meeting
- * February 26– Rony Parade (Kurt Rein, 907-344-5554)
- * February 26,27–Fur Rony (Art Isham, 688-3671)
- * March 9–6:30 Meeting
- * April 13–6:30 Meeting
- * August 13–Diamond Jubilee

Dues

(Continued from p.1)

of *Antique Automobile* magazine.
**Members can exhibit vehicles & compete for national prizes and annual awards.

**Members receive limited free research by the AACA Library & Research Center staff

National Student Dues

\$12.00 per calendar year

**Open to students ages 25 & under. Verification of student enrollment is requested.

**Same privileges as the standard membership.

Local AAMA Benefits

**Participation in all AAMA Activities

***Tinkering Times* newsletter E-mailed each month

(Note: paper, mailed edition is an additional \$30 per year)

**Voting and holding office privileges.

As mentioned in November's *Tinkering Times*, please pay the AACA Dues directly, and send a copy of the receipt to AAMA with your 2022 dues. If you would rather just write one check, make it out to AAMA for \$65.00, (Standard membership), and I will submit the national dues to AACA for you.

Hope to see everyone more often in the New Year!

Happy New Year to All—
Scott Hulse, Treasurer

Heidi Packer

In early December, Heidi Packer died suddenly at home in Wasilla.

Heidi was the principal at Bayshore elementary, and she and her husband, Curly, were members of AAMA and the Alaskan A's. She attended events of both clubs, with Curly, who served as president of the Alaskan Model A's.

Details are not available at this time. Both Jim Fredenhagen and Tom Cresap have sent Curly condolences on our behalf and offered any help he might need in this difficult time.

If you wish to send a card to Curly to express your condolences, his address is:

2410 W. James T Circle
Wasilla AK 99654

Curly's email: curlypac@gmail.com.

For Sale: Set of four new, never used, Vision Rally 55-5661 steel wheel rims; in their original shipping boxes; painted silver. The specifications are 15"x6", 5 on 4.75"/120.65mm bolt pattern, 81.7mm bore, +12mm offset, and 4" backspace. These rims fit more than 350 mostly rear wheel drive vehicle applications, especially General Motors cars and some trucks for model years 1951-56 and 1967-93. Will consider offers for the sale of the rims, either individually or as the set of four. Ed Penisten, ejp1961@yahoo.com

Free: Unused Shock Absorbers; 2 each Monroe 5818; fit 53-62 Corvette Rear and probably other Chevrolets from that period. 2 each Monroe 1007; fit 53-62 Corvette Front and probably other Chevrolets from that period. Art Isham 907-688-3671.

An Ongoing Saga of a Scorched Bird

by David Jensen

It seems fitting, given that Thanksgiving and Christmas often include roasted birds as part of the evening menu, that it was time to pen a short tale of my own over-cooked fowl.

As some may recall, July 4th this past year included another toasty pair of parades. Members of our club participated in both the Anchorage and Chugiak tours. As usual, smoke and steam plumed from one or two classic rides. My '57 Thunderbird was part of that special group.

Carol and I and my trumpet survived the Anchorage parade just fine. Though, playing that old horn throughout the parade may have caused some burnout and smoke from the ears of spectators.

I was pleased with the performance of an accessory electric fan that was installed in front of the radiator a few years back. That seemed to relieve most of the stress we used to share when worried about stall-outs from overheating.

Then came the Chugiak parade. Halfway through the snail-paced parade route, we passed a couple stalled Corvettes. We continued on our way with several attempted performances of *When the Saints Go Marching In*.

Eventually, the t-bird also succumbed to the heat. A fluid blockage had interrupted the flow of antifreeze from the radiator to the transmission. I pulled over, dried some tears, and sent Carol to the picnic at Tom and Marcy Cresap's home. Art Isham kindly gave her a lift. I watched as they drove off while thinking about the good food and company I was going to miss. Well, I was actually more concerned about

the costs of this new development.

Eventually, my bird and I hitched a ride with a flatbed tow truck (hooray, AAA.) And this is where the story became complicated.



After two months of searching the world wide web, I tracked down a replacement transmission in Michigan. A friendly fellow agreed to sell it to me for \$600. His offer included building a custom pallet worthy of a Tom Cresap woodworking project - and that's really saying something.

Next step was finding a shipper. I hired a shipping purveyor to handle those logistics. Cost for shipping was slightly more than the cost of the transmission at \$650. That included hauling from Michigan to Seattle and of course the obligatory barge to Anchorage.

When the purveyor asked about weight and dimensions, we estimated the girth and a weight of about 200#. I asked around. Others familiar with transmissions confirmed that to be a realistic guess.

The transmission arrived intact, delivered to Don's Transmission. That's exactly when I received a message from the contracted shipper with an email that they had charged my credit card an additional \$780 for shipping. Their certified inspector stated that the pallet and contents weighed in at 650 pounds. All was well, according to the shipper, because they said they were only charging for half the amount they would normally charge. What a great deal (sarcasm.)

The next month included plenty of back-and-forth chatter between me, the shipper, the purveyor and the seller as I

filed a dispute. With no end in sight, I decided to take the unopened pallet to a local food shipping company, that offered free use of their State of Alaska certified scale. We loaded the transmission and pallet, via forklift, onto the scale. I snapped photographs of every detail as if I were working a forensic case.

The drama of weighing in reminded me of my tournament wrestling days when Coach Wilson and refs carefully eyed the scale to make sure I was not an ounce over my 105# weight class. But that's another story and a few pant sizes ago.

The transmission was lowered to



the scale. I held my breath wondering if I was out another \$780 and the angst of the entire situation. The forklift operator, manager and at least three other employees gathered round. It may have been the most exciting thing they'd weighed in months.

Drumroll ... the transmission, on custom-built pallet, was 188 pounds.

In the end, the purveyor and shipper did not contest the dispute. With a little more research, I learned that whistleblowers had filed multi-million-dollar lawsuits against the company for fraudulent weights and measures.

Now I own a replacement transmission, which is due to be installed this month. My feathers are slightly less ruffled.

With just a little luck, I may be able to join the club for the 2022 Rondy parade, with trumpet at the ready. 🎺

Of Driving Antique Cars in the far North . . . During the Winter

by Tom Cresap

I always tout the fact that we Alaskans like to drive our treasured antiques. We do not just let them sit. Well, that may be an exaggeration and might overlook about four months of the year.

Over the years, Gwyn and Mike Wiedmer have proven to be intrepid cold-weather adventurers in their old cars. Mike tells us, “Gwyn suggested we take a drive out to Point Woronzof this afternoon in her 1953 REO Civil Defense truck “Calamity Jane.” Jane did great, but her heater is responsible for a large volume, and at 15° F, it never reached shirtsleeve weather inside.” ❄️



Gwyn Wiedmer poses with her “Calamity Jane” while on a winter tour to Point Woronzoff.

Oh, the Places You’ll Go!

by Rich Golding

August 25, 2021 - Dear Diary:

I have been cooped-up in the house now for the better part of 18 months. I’m going stir-crazy. Outside these prison walls the pandemic continues to rage on. But tomorrow I may actually have a chance to slip these surly bonds of constant COVID confinement, as I have an appointment to receive my booster shot.

August 26, 2021 - Dear Diary:

I’ve done it! I have gotten my booster shot, and soon I may be a free man again! I have decided to celebrate with my first journey of the year.

September 28, 2021 - Dear Diary:

After perusing internet sites for several weeks, I have determined that there are four old car events coming up in a couple of months, and curiously, they all seem to revolve around my birthday on November

12th. What’s more, they are all in England! I shall need to carefully scrutinize Delta, British Rail and Airbnb’s websites to see if synchronous reservations are at all possible.

October 22, 2021 - Dear Diary:

I’ve spent the last three weeks analyzing logistics and collating flights and train schedules as well as available apartment and hotels rooms and coordinating them with the aforementioned old car events. Managing to get everything to dovetail together, I have purchased all the necessary tickets.

November 2, 2021 - Dear Diary:

I’m off to great places! Today is my day! The car shows are waiting so . . . I must get on my way!

November 3, 2021 - Dear Diary:

It’s freezing and rainy and miserable here in London. Who the hell travels to England in November? I must be mad!

November 5, 2021 - Dear Diary:

Well, after easily ingesting my weight in fish and chips, and downing multitudinous pints of British ale and ciders, the early winter weather doesn’t seem quite so bad as I first imagined! Nothing, I’m sure, that a spot of *bangers and mash* or a pinch of *spotted dick* won’t cure!



(See p. 6, “Oh, the Places . . .”)

Oh, the Places You'll Go!

(Continued from p. 5)

November 6, 2021 - Dear Diary:

The weather continues to mellow, and the sun is shining gloriously.

Today is the Regent Street Car Show. It is one of the world's premiere outdoor automotive shows. Regent is certainly one of the classiest streets in London, with high-end shops located side by side, one after another. From Piccadilly Circus to Oxford Circus (about a mile in total distance) the city government closes down Regent Street this one day a year to all traffic and allows scores of magnificent cars to line their grand boulevard.



1903 Sunbeam

People from all over the United Kingdom, Europe and even America travel to London for this event. But surprisingly, I seem to be the only one from Alaska!

Regent Street is packed full of cars and car lovers. There are hundreds of cars of all sizes, shapes, colors, makes and models. New cars and old cars, but mostly old cars. In fact, mostly VERY old cars, as many of the vehicles that will participate in tomorrow's famed London to Brighton Vintage Car Run are on display here today. You can find many foreign makes and models that, for the most part, are totally unfamiliar to Americans. The vast majority of these ancient automobiles

were manufactured on or before the beginning of the twentieth century, as all vehicles entering the London to Brighton Run must have been built prior to 1905.

Why, even James Bond showed up, tuxedoed and posing by his Aston Martin!



November 7, 2021 - Dear Diary:

I got up at 3:30 this morning. After downing a hastily prepared breakfast, I exited my rooms in the total darkness and hopped aboard a red double-decker night bus headed towards Hyde Park.

The London to Brighton Run begins at sunrise, about 5:30 am, and it's a long hike through that mammoth park to get to the starting line. I wanted to be sure to arrive there early enough to obtain a good spot from which I could view the festivities.

For those who aren't familiar with London - Hyde Park is both enormous and idyllic! It is situated in the center of the great city, and once per annum, for the past 125 years, it has hosted the London to Brighton Run. I have been instructed by many a Brit, whilst lifting a pint or two in the local pubs, that the festivities are properly referred to as a "Run" and *never* a "Race!" Another American jargon blunder. The locals, though always friendly towards their cousins from 'across the pond,' are quick and all too happy to rectify our misuse of their language.

The event originally began as the "Emancipation Run of November 1896." It celebrated the repeal of the

"Light Locomotives on the Highway Act," a Victorian speed limit on Locomotives (known to us today as "cars") that was hitherto set at a derisory 4 miles per hour in the countryside and 2 Miles per hour in the city. Vehicles then were preceded, for safety's sake, by a man on foot (the fairer sex being too delicate for such a task). The resulting new, ultra-modern speed limit was amended to a brisk, bristling and breakneck 14 miles per hour.

British history records that upwards of a half a million people turned out within the English capital for that event, four years before the turn of the twentieth century. Most had never before seen a horseless carriage.



1903 Stanley Steamer

It is one thing to see these incredible early automobiles in picture books or a museum. It is another entirely to witness over 300 of them belching smoke whilst whistling and wheezing down the thoroughfares of the great city of London, headed some 60 miles due



(See p. 7, "Oh, the Places . . .")



All photos: Golding

Oh, the Places You'll Go

(Continued from p. 6)

south, all the way to the seaside hamlet of Brighton on the shores of the English Channel. London's streets are not even closed off nor restricted of their everyday traffic. The intrepid horseless carriage drivers accompanied by their courageous passengers pilot their vehicles down, around and directly through the city streets and the country highways alongside all manner of confounded cars, bewildered buses, bucolic bicyclists, and perplexed pedestrians!

TO BE CONTINUED



Of the many very interesting and unique vehicles at the Regent Street Show was this Panhard et Lavassor, which as a horseless carriage, wasn't very far from its predecessor, the horse-drawn carriage.



Anderson

Brian Anderson offered another of his dad's superb period car photos. This one, from 1940, depicts his dad's friend, Harmon, driving his '29 Studebaker along the Sauk Trail in Illinois with Minnie and Lenore Macallister riding on the running boards. This is arguable evidence of why they invented running boards!



Anderson

Brian says his Dad's friend, Harmon, was a real character. He offers this photo of Him goofing around with the Macallister sisters and another young woman as proof.



In 1955, when David Jensen's wife, Carol, was about three years old, her doting parents took this photo of her sitting on the hood of their 1953 Studebaker.

January

BIRTHDAYS

Dutch Overly—2nd

Ralph Centoni—7th

Dave Syren—7th

Bruce Campbell—23rd

Cheryl Martin—24th

Terry Young—24th

Donald Morfield—29th

ANNIVERSARIES

Colleen & Howard Hansen—11th

Pam & Milt Tanora—11th

Genevieve & Matthew Goodwin—12th

Kathleen & Carl Godsoe—26th

David Nolta & Donn Reese—29th

