



# Tinkering Times



## AAMA Dresses up For Halloween



by Tom Cresap

Kris May, of the Anchorage Downtown Partnership, invited us to bring some of our old cars to the October 28<sup>th</sup> Town Square Park Halloween celebration, Trick or Treat 2023. They had planned lots of activities, including dance performances, food trucks, trick-or-treating, costume contests, a pet costume contest, a bounce house, a petting zoo and more.

We showed up about 11:30 to set up our cars, decorate our trunks and get ready to hand out candy to hundreds of ghouls and goblins by 12:00.

Everything was well organized and clearly a relief from the restrictions of COVID we had all experienced over the

past three years. Even though it was cold (we were bundled up against the 30° temps) it was fun to experience the festivity with varying age groups of kids, adults and street people, all relatively well-behaved but eager to receive our free sweets.

We ran out of candy early and, with very cold fingers and toes, had to shut down at about 3:30. By then, the crowd had begun to dissipate, possibly because they were as frozen as we were. So—as if by silent consensus—things came to an end and everyone headed for the warmth of home.

AAMA Participants were: Rich Golding and his 1971 VW, Scott Hulse and his 1939 International pickup, Mike and Gwyn Wiedmer

and their 1942 Cadillac and Tom and Marcy Cresap and their 1938 Chrysler. 🌀

### November Meeting

Our next Meeting will happen at 6:30 pm November 8th at the Hope Community Resource Building at 570 W. 53rd Avenue in Anchorage.

President Linda hopes to be recovered from her surgery and back in action to lead us. Today's pain meds are remarkable.

The agenda will include the latest developments on the Christmas party, as well as the selection of our officers for 2024.

Come and cast your vote.



# Running Board Reflections



*At a July car show in suburban Chicago, President Linda poses in front of the "Cubs-mobile."*

I write this at the end of a very eventful month. Although the Club had only a few activities, Richard and I have had a busy few weeks. I tested positive for Covid AFTER receiving the vaccine to keep me from contracting Covid. And although my symptoms were relatively mild, the diagnosis prevented me from enjoying the Seward trip, as well as my initial hip replacement surgery date. My changed surgery date also made it impossible to travel to New Zealand in late November. A trip we had planned and already paid for.

The operation was rescheduled from October 11 to October 25. It was a successful operation, but, with only three days out of surgery, I was unable to attend the Downtown Halloween Trunk and Treat celebration. Except for the cold weather, our members seemed to have had a good time.

During this hectic month, Richard

broke a tooth, which resulted in numerous dental appointments. And we bought a house! Most of you are aware that we've been looking for a smaller, one-level home with a shop. We found one in Peter's Creek in late September. We are hoping to sign the closing papers in a few days. By writing this, I hope I am not jinxing the process.

With the weather turning, we are hoping to bring some of our cars into the new shop before the weather gets too cold, or the snow flies. We are contemplating adding flooring in the shop, as well as a system for stacking cars. Eventually we will proceed to move furniture and ourselves into the new place. A gargantuan effort I am not particularly looking forward to.

What I am looking forward to is hosting a car club event there next season.

-Linda



2023 Officers

President:

Linda Mattes-Golding

907-351-3251

Vice President:

Brian Anderson 907-748-1698

Secretary:

Greg Carpenter 907-891-4988

Treasurer:

Louis Mestier 512-507-8028

Sergeant-at-Arms:

Dutch Overly 907-338-1789

Members at Large

Tamea Isham

907-688-3671

Donn Reese

907-245-7203

Darrell Krolick

907-229-5456

Past Presidents (10 years)

David Jensen (2019-21)

Gwyn Wiedmer (2017-18)

Brian Anderson (2015-16)

Mike Wiedmer (2013-14)

Howard Hansen (2012)

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## 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 at 907-694-7510.*

### 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  
(907) 440-2982

**For Sale:** a very exhaustive list of Model A parts in varying conditions; available in Haynes, Alaska. Eugene Kennedy <[dustyken@icloud.com](mailto:dustyken@icloud.com)>



**For Sale:** 1929 Ford Model A; beautifully restored in the 1980's; runs and drives; extra fender and radiator cowl; \$19,000. Eric, (505) 604-4376, or [Serballenger@gci.net](mailto:Serballenger@gci.net)



**Parts available:** A variety of 1950 Ford trim, door handles, Garnish moldings, etc. Call Tom, 694-7510 or David, 244-4197.

For sale: 1928 Model A Standard Roadster, \$14,000. Located in Homer, always garaged; all original, no rust or damage; paint good but faded. Pics available, call Linda Lempe, 907-299-1719.<Lempe 2>

## Schedule of events

- o November 8–6:30 Meeting
- o December 10–2:00-8:00 Christmas these at Isham's in Peters Creek
- o January 10–6:30 pm Meeting (Installation of officers)
- o February 14–6:30 pm Meeting
- o February 24–Rondy parade and show (Art Isham & Donn Reese)
- o February 25–Rondy Show

**For Sale:** 1967 Oldsmobile; 442 convertible; new top, new leather. 3500 miles on rebuilt engine. Excellent condition. \$55,000 negotiable. 907-440-9017. [kpullen@mtaonline.net](mailto:kpullen@mtaonline.net)



**For Sale:** 1931 Chevy 5-window coupe; all wood replaced; Hampton interior; \$16,000 negotiable; Ken, 907-240-3746



**For Sale:** 1938, 1600 Convertible Packard Coupe; removable fender skirts, road lights, spot light, and some spare parts. It has a structural frame issue that will require some welding to fix. Stored in a conex trailer, dry and ventilated. Not yet sure of asking price. We will need to do research with any interested parties to land on a fair price. Chalou Rein, (907) 317-6974 or [chalourein@gmail.com](mailto:chalourein@gmail.com)



International and more . . .

**For Sale:** 1985 Oldsmobile, 1970 International, 1979 Chrysler Newport, 1967 Buick Station Wagon; not running. Contact Laura Fitzgerald at [lfitzak@yahoo.com](mailto:lfitzak@yahoo.com)



**For Sale:** 1930 Model A Ford pickup; high-performance Model B engine; Winfield head; performance cam; inserted rods; special water pump; rebuilt transmission and differential; 12v; new battery; new gas gauge. All work done by Ken Holland; \$25,000. Call Sharon, 907-727-8381.

**For Sale:** Stanley Steamer Engine; location: Big Lake; Price to be determined; open to offers. Doug VanWingerden 907-315-4055



**For Sale:** 1934 Fordor Sedan; owned 7 years. Rebuilt '37 221cu in flathead V-8; rebuilt transmission; new carburetor; completely rewired; 12 V w/ alternator; driving lights; new horns, heater, solid sound-deadened floor; new windshield, 5 low milage radials on 17" wheels; rebuilt distributor and speedometer. The car is a solid driver. It will be in Soldotna until mid-September \$21,500. walt sonen [jjit31@gmail.com](mailto:jjit31@gmail.com) <<mailto:jjit31@gmail.com>> 907-399-9292



# Historic Alaska Model T Odyssey

by Laverne Buller

This is a Model T Ford. The body is a 1923-25, and the engine is a 1921. It used to belong to Paul Boniface II, after whom Boniface Parkway in Anchorage is named. His son, Paul Boniface III, or Jr., drove the car to East High School, and the East High parking permit is still on the windshield. Some years later, he drove it the 30 miles to a body shop in Palmer to have it painted.

On April 2, 1983, Paul, Jr. died in an airplane crash, and about two years later, Paul, Sr. decided to go to Palmer to bring the car home, only to discover that the body shop had gone out of business and the Model T was nowhere to be found. After some investigation, he found it had been taken to the nearby Bodenbergt Butte area, and some individuals were in the process of doing a restoration.

The body was off the frame, and the upholstery, except the seats, had been removed. The paint had been stripped, and the body had a coat of primer. All of this was necessary, but the folks doing it didn't own the car.

A family friend, Bobby Brown, used his truck and trailer to haul the car back to Anchorage. Mr. Boniface asked Bobby to put the car back together, but, in 1991, before Bobby could do it, Mr. Boniface died. Since there were no other sons, Mrs. Boniface gave Bobby the title.

Twenty years later, in September of 2011, I bought the car from Bobby, and I've been slowly restoring it ever since.

I was 75 at the time, and before I could take possession of the car, I built a 12 X 16 shed by myself. In September of 2011, Bobby towed the Model T to its new home.

The actual restoration began in late July of 2012. I pulled the engine and overhauled it. Paul, Jr. had driven the car to Palmer to have it painted, but that's the last thing it needed. I'm surprised the car made it to Palmer! The camshaft gear was barely attached and was flopping around. It took considerable work to repair.

The next summer, I removed the frame and had it powder coated. I rebuilt the running gear and replaced most bearings and gears. The following summer, I finished the chassis and put the

(See p. 5, "Historic Model T")



*Lavern Buller's Historic Model T*

## Election of Officers For 2024

Donn Reese and Art Isham, who have routinely staffed the Nominating Committee for AAMA since long ago, have completed their duties for another year and present the following slate of officers for consideration to run the club in 2024

**President: Linda Mattes-Golding**

**Vice President: Michael Packard**

**Treasurer: Louis Mestier**

**Secretary: Greg Carpenter**

Elections will be held at the November 8th meeting.

Nominations remain open until the Nominating Committee closes the slate just prior to voting on the 8th. Three Members at Large will also be selected at that time based on drawing the names of volunteers from a hat.



# The Wonders of Fall Nationals, Hershey

by Ken Morton

Dolly and I were going to be in Washington, DC, the first week in October, which just happened to coincide with the AACA Eastern Fall Nationals in Hershey, Pennsylvania. Checking Google Maps, I found that Hershey is only a couple of hours from DC. I made my case for driving to Hershey on Friday, the day of the car show, and Dolly concurred.

So, on Friday morning we departed from our friends' home in Potomac and pointed our F150 up the highway towards Pennsylvania. At the edge of town, I spotted a field of antique autos on a hill above the highway, and we quickly found the parking lot. To our surprise, we found that not only the show was free, but parking was free, too.

A woman we spoke to in the parking lot thought the show wasn't as good as in previous years because there were only about 700 cars!

Cars were grouped by class, but we failed to get a program, and sometimes the classes were a bit baffling. We wandered somewhat aimlessly at times, trying to take it all in.

There were century-old brass-era cars and relatively recent 80's and 90's cars. Cars I had seen and cars I had only read about. Muscle cars and sports cars, big and little sedans. Corvettes and turbocharged Buick Grand Sports, Crosleys and Volkswagens. Fire trucks and military trucks. Jeeps and pickups. British, Swedish, French, German and Italian cars. Amazing works of art from the '20s and '30s. A row of Packards, a V12 Lincoln, straight 8 Hudsons. The 1906 Locomobile from the cover of the September/October issue of *Antique Automobile*. A 1939 Lea-Francis Corsica Super Sports. A 1953 Nash Healey Pininfarina, a supercharged Studebaker Lark, a Mario Andretti sprint car. And we had a chance to poke our heads under the hoods and peer into more cars than we had time for.

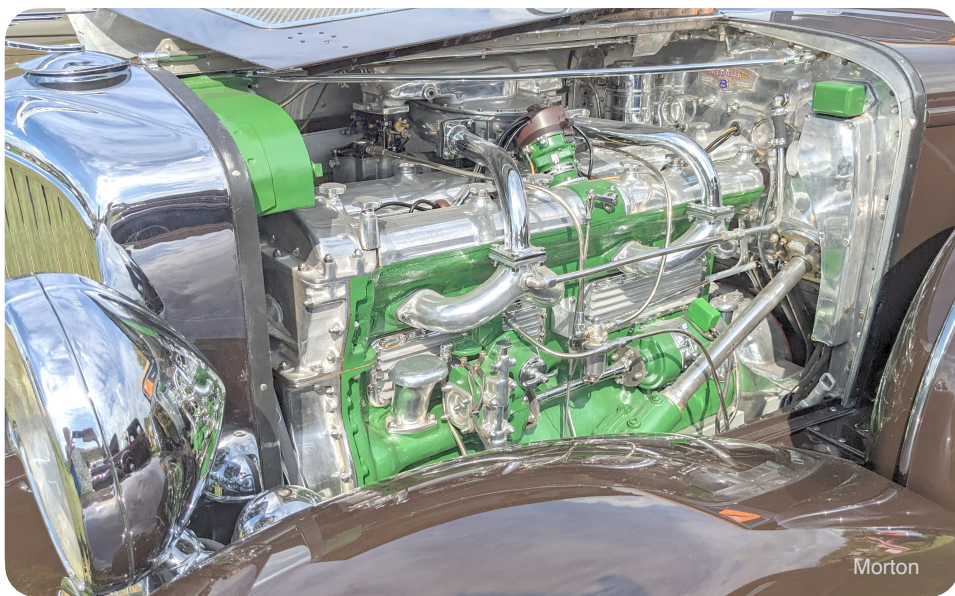
I saw samples of cars my family owned when I was a kid, like a '55 Chevy Bel Air and a '59 Pontiac. And some cars I had almost owned too, like a '58 Pontiac convertible and a Studebaker GT Hawk.

A big part of the fun was swapping stories with folks who have cars that I have, or have had, or have wanted.

(See p. 6, "The Wonder of Hershey")



*1930's Packards*



*A 1936 Duesenberg: Stick your head under this hood!*

## Historic Model T

(Continued from p. 4)

body back on.

It has taken from 2014 to 2023 to finish the upholstery and painting. The upholstery, except for the seats, was difficult because the unauthorized restorers had pulled it all out, leaving me no example of how it all fit together. Many door parts were missing, and I had to make everything inside the passenger

door.

I had a hard time finding a painter but found one in July of 2022, and I finally drove the mostly completed car in September of that year. Driving a Model T is not intuitive. You would be better off never having driven a stick shift.

It's been a long journey, and I probably would not have begun if I had known how long it would take. 🙄



**AAMA  
Business Meeting  
September 11, 2023  
At Hope Community  
Resources Learning  
Center  
570 W. 53<sup>rd</sup> Ave.  
Anchorage, Alaska**

Meeting called to order at 6:32 pm by  
President Linda Mattes Golding  
There were 21 members present.  
Guests: None

**September Minutes**

The minutes were approved from the  
September business meeting as published  
in the Tinkering Times.

**Treasurer's Report**

Louis Mestier provided the treasurers  
report. He also presented the 2024 budget  
and the expenses from 2023 to date. The  
AAMA dues will remain \$20.00 for 2024.

**2024 Cost Estimate:**

Zoom \$150.00  
Website/Squarespace \$324.00  
Post Office box fee \$310.00  
Domain Name \$20.00  
TT Printing \$480.00 (Off set by  
members that pay for the printed copy)  
Homer Cruise Dinner \$200.00  
Misc. Admin supplies \$205.00.  
Hope Weekend Retreat Reservation  
\$375.00

Event fees \$505.00

Total projected costs for 2024 are  
\$2,569.00.

There was a motion to accept the 2024  
budget and proposed 2024 dues. The  
motion passed.

**Old Business**

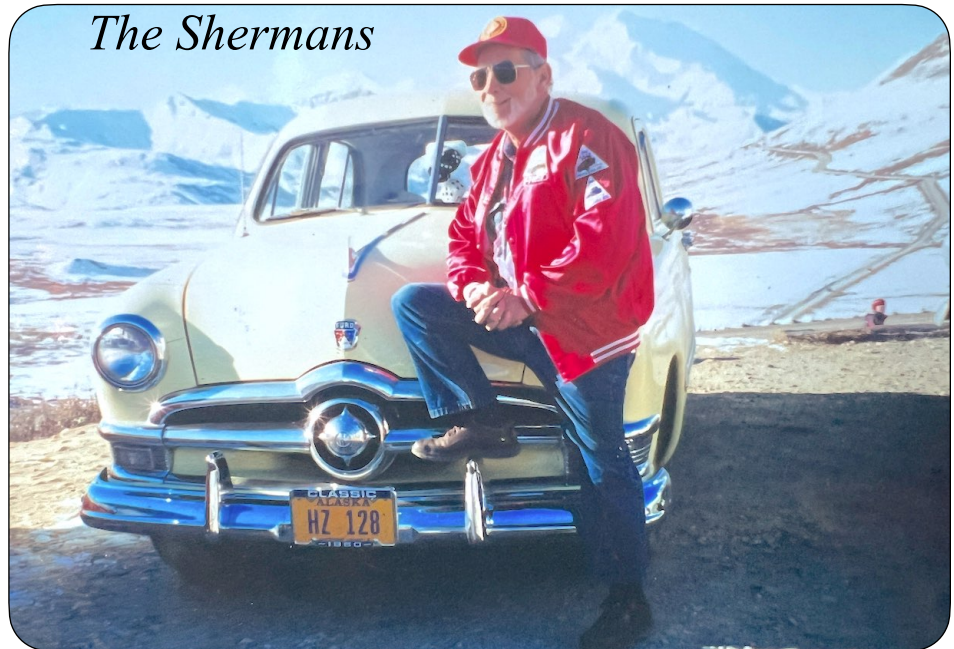
Linda Mattes Golding read a Thank  
You card from Bruce and Marl Campbell  
thanking the club for the pop-up car show  
at the Baxter Senior Center on September  
23 where they both reside.

**New Business**

\*\*Louis Mestier and David Jensen  
have been working on the AAMA website  
page for dues renewal. They are testing  
the system and hope to have it up and  
running by the end of the year.

\*\*Linda Mattes Golding said the new

(See p. 7, "October Minutes")



*We recently got word that Fred and Janet Shurman have both passed away. Fred lost Janet about two years ago, and he followed last February. Some of our long-time members should remember the Shurmans, They were members from the late 90's, and Fred served as our president from 2001 to 2003 and then in 2005. He had a 1924 Model TT and a 1950 Ford 4-door sedan.*

**The Wonders of Hershey**

(Continued from p. 5)

The day was somewhat cloudy, which kept it from getting too warm, but it was a bit muggy. After 3 or 4 hours we were looking for a shady place to rest our tired feet. That was when we noticed cars were

beginning to leave the show, and we discovered that the best part of the day was just beginning. The departing cars became a parade, and we watched for another hour as cars and trucks from all classes mixed it up on the way to the exit. 🌀



# Christmas Party

The Christmas Party is at the Isham's on December 10<sup>th</sup> starting at 2 pm. The address is 19944 Upper Greatland Dr, Chugiak. Phone number is (907) 688-3671.

There are still food items needed for the potluck... 1 turkey and gravy, 2 stuffings, 3 mashed potatoes, 2 salads, 2 fruits, 3 appetizers, and 1 dessert. There will be another opportunity to sign up for your choice at the November meeting. Otherwise, call Tamea.

Iced tea, coffee and punch is provided. Bring other beverages to share if desired.

**Remember the gift exchange, bring some canned food for the Food Bank, and we will have a basket for contributions to HOPE.**



*A frozen black witch, Marcy Cresap, doles out sweet treats from the trunk of the family 1938 Chrysler at the Downtown Partnership's Trick or Treat Street in downtown Anchorage.*

## October Minutes

(Continued from p. 6)

AAMA business cards arrived and for people to grab some after the meeting.

\*\*The Downtown partnership Trunk and Treat event is Saturday October 28 from 12 to 4 pm at Town Square. If you are participating in the event, meet at 11:00 am.

\*\*The Christmas party is scheduled for Sunday December 10, starting at 2:00 pm at Art and Tam Isham's house. Tam passed around a signup sheet for food at the meeting and will also have the food list at the November business meeting.

\*\*Art Isham gave an update on the Fur Rondy car show and the parade. After talking to the Fur Rondy supervisor the fee for 2024 to have the car show advertised in the Rondy booklet will be \$150.00 since the Fur Rondy messed up our advertisement in this year's booklet. The fee is normally \$300.00 to have our event listed in the booklet. The 2024 Fur Rendezvous car show will take place February 24 and 25. The Fur Rondy parade is on Saturday February 24.

\*\*The deposit has been paid for the Hope Wagon Trail Days Celebration in July 2024.

\*\*Art Isham provided a nomination committee update. The nominating

committee of Art Isham and Donn Reese listed the officers for 2024. The election of officers will take place at the November business meeting. The nominations for the positions are:

President: Linda Mattes Golding

Vice President: Michael Packard

Treasurer: Louis Mestier

Secretary: Greg Carpenter

Sargent at Arms: Dutch Overly

\*\*David Jensen brought in car club related items from Fred and Janice Schurman who were both former club members and have passed away. A wide selection of pictures, patches, pins, and other club memorabilia were available for people to take if they wanted to. David also has a variety of car parts from them that will be advertised in the Tinkering Times.

BD's and Anniversaries

President Linda Mattes Golding announced birthdays and anniversaries for the month.

Spit the Pot

Split the pot winner Louis Mestier

Meeting Adjourned

The meeting adjourned at 7:32 pm. Drive to Fire Tap restaurant for dinner.

Respectfully submitted.

Greg Carpenter, Secretary



# Listen to the Music

Humor by Rich Golding

Long before there was Irving (my 1971 VW Type 3) and Lillian (my haunted project 1969 VW Type 3) there was Lucille. Lucille (or 'Loose Wheel' as I affectionately referred to her) was a 1973 VW Type 3. A yellow Fastback that I had bought from the brother of an old friend, sometime in late 1979. Its engine had major problems and wouldn't run. It had been left sitting, in front of his Spenard home all summer and fall. The first snow of winter was coming any day when I approached the fellow and made him an offer. I reminded him that in a week or two his unstartable, unrunable car, parked on a city street, would be buried in snow for the rest of the season. He begrudgingly took my low-ball offer, and I had the Fastback towed to our home on the east side of town.

After removing and dismantling the engine for an overhaul, I discarded the troublesome fuel injection system and installed twin carbs onto it. I had owned several Volkswagens over the course of many years and felt comfortable with engine rebuilds. In any event, I managed to get the derelict V-dub running like clockwork. After that I proceeded to truly make the old girl mine by installing a groovy, bodacious sound system. An AM/FM stereo with a state-of-the-art cassette tape player. I remember spending many hours in my garage painstakingly stringing stereo wires under the the front dash to the two front speakers, as well as meticulously running wires under the carpet to another pair of huge speakers that sat behind the rear seat.

Stereo systems were a big deal for an upright dude my age in the late 1970's. Hell, I still had hair then. And lots of it! – Gotta groove to the vibes! Gotta have my tunes!

Linda and I would joyfully tour all over Alaska in Lucille. She really had become quite a sweet ride. And so spacious . . . well at least to those who had only driven in VW beetles, she seemed like a limousine.

A little less than a year had passed since Lucille's rebirth, when Linda and I found ourselves on a road trip, somewhere

out near Glenallen. As I stated earlier, this was long ago. During a serene, peaceful time in our lives. An era I often refer to as being "B.C." (that's "Before Children") – although Linda was very pregnant at the time. Enjoying ourselves, we had stayed way too long, and had to drive back home to Anchorage in the middle of the night. As I recall it was cloudy and very dark. there was no moon or stars. In fact, you could barely see your hand in front of your face. We're talking dark here. Real country dark. There was no one else on the road that night. We had the highway to ourselves. I can recall Linda and I crooning out loud, gettin' down with the Doobie Brothers on stereo cassette tape. With Lucille's headlights pointed towards home, all seemed right with the world.

Piloting the yellow Type 3 up and down the Alaskan mountains and valleys and round the switchbacks of the Glenn Highway, we entered the eastern confines of the Matanuska-Susitna Borough. Holding hands (when I wasn't busy downshifting) and singing at the tops of our lungs . . . when tragedy struck. At first Linda was unaware of the problem, as she was sitting in the passenger seat, I alone felt the accelerator pedal just under my right foot fall to the floorboard. Lucille's engine revved down to its idle speed, and I coasted her over to the side of the road.

"Is there something wrong?" queried my wife, interrupting her singing. "Why are we stopping?"

"Uhhhh," was all I could think to respond with. "It's okay. It'll be okay," I said.

Looking at me across the very dark car, in the very dark night, my wife seemed totally puzzled as to our dilemma. "I thought I told you to take care of THAT before we left!" she shouted at me.

"THAT is not the problem."

"Well then, what are you stopping for? It's getting late and the baby is kicking. I want to get home sometime tonight. Drive on, Jeeves!"

As previously mentioned, I had many Volkswagens before that unhappy night. I first drove to Alaska from Chicago in 1971 in my '66 VW Bus, the first car I ever owned. Later there followed a long succession of old, worn-out, used beetles, as they were plentiful and cheap to purchase in those days. I had lots of VW mechanical experience under my belt, as anyone who attempted the feed and caring of those venerable vehicles would have possessed out of necessity, seeing as they

were always needing something repaired. I had already experienced that night's particular malady before. I recognized its characteristics immediately as a snapped accelerator cable.

"Honey, I don't wish to alarm you, but I believe our accelerator cable just snapped."

"Uhhh . . . huhhh. Well, fix it!"

I got out of the car and opened the frunk (That's a Front Trunk, for you non-VW people). I rummaged around as best I could, seeing that the only flashlight I had with us had very weak batteries in it. Fortunately, any self respecting VW owner always carries essential spare parts. I usually had a spare cable with me.

Apparently, not so, this time.

"Well that's just peachy keen!" exclaimed my better half, rather loudly. What in the wide, wide world of sports are we gonna do now? Spend the night out here in the dark, in the middle of nowhere?"

I paced back and forth on the highway alongside the car.

"What the Hell are you doing out there?"

"I'm thinking. I'm trying to come up with a solution. Give me a few minutes."

"Hurry-up, I might just decide to go into labor. Can't you just tie the two ends of the broken cable back together?"

"It's not that simple. It runs through a metal tube under the car."

"If the engine is still running, why can't we drive it home?"

"It's running at idle speed. That's not fast enough to get the car moving. It needs more gas. That's the job of the accelerator cable. You push down on the accelerator pedal with your foot, which is connected to the engine's throttle by the cable, thus causing the engine to go faster or slower."

"Well thank you, Mr. Wizard! Your mastery of mechanics is extremely comforting. Now, how 'bout getting us home?"

"I'm thinking! I'm thinking! Look. why don't you turn on the Doobie Brothers and sing a bit. I'm sure that would help allay your anxiety."

"Doobie Brothers . . . Doobie Brothers? Instead of singing, maybe I should just scream out the window for help. I'd do that, you know. I'd do that if we weren't in the middle of nowhere!"

"Your sarcasm isn't helping me think. Just listen to the music and sing, please."

(See p.9, "Listen to the Music")



## Listen to the Music

(Continued from p. 8)

A moment later my incredible quad speaker stereo system and Linda's mellifluous voice were filling the dark deserted lively highway with the bouncy ballad "It Keeps You Running." Pacing back and forth in the night alongside the car, lost in deep thought, I had a revelation. I got back into the car and reached deep under the dash. Feeling around for a moment until my hand found what I was looking for, I yanked it back, and it emerged from below the dash with a handful of wire. Speaker wire.

The Doobie Brothers "Takin' It To The Streets" was cut-off in mid-song.

"Well that's just great!" bellowed my beloved. How am I supposed to sing now?"

"Turn on the interior light so I can see please," I asked her. Then I climbed into the back seat and yanked at the wire attached to one of the speakers. Methodically, I searched for the hidden strand that only weeks earlier I had so expertly laid invisible under Lucille's carpeting, eventually finding and spooling it up around my hand.

"Don't you see?" I said, "We can use the speaker wire as accelerator cable!"

"So tell me, young Tom Edison, how are you gonna get the wires into the metal tube under the car, especially since the

flashlight batteries just died? So how 'bout it, Mr. VW Expert? It's pitch black out there, and all we got is the interior lights!"

I gazed back into her loving, sympathetic eyes. Eyes that I had fallen hopelessly in love with many years before. Eyes that eventually all our children would inherit. Holding my index finger up before those eyes I uttered "Ye who are of little faith! The VW type 3's engine is in the back of the car."

"Uh huh, so what?"

"The cover to access the engine is inside the car, behind the back seat."

"Um, yeah . . . so?"

"Watch this!" I ran around the outside of the car, opening the rear hatch and removing the engine cover. Tying one end of the speaker wire to the accelerator, where normally the broken cable would attach, I then ran the rest of the wire up over the rear seat back and handed it to Linda. I stashed the engine hatch cover in the back seat, allowing the speaker wire unfettered access to the open engine compartment, and ran back around the car and got into the driver's seat.

"Hand me the end of that wire, will you, please?"

My befuddled wife did what I asked, and I pulled the wire taught, then tied-off a small loop at the end of it. There was just enough wire to reach above my right shoulder as I sat in the driver's seat.

As my once pessimistic spouse began to see the light, her eyes opened wide.

"Watch this," I commanded. My left arm raised and slung over my right

shoulder, I slipped my left index finger into the loop at the end of the wire, resting it upon that shoulder. Then I pulled my index finger forward, ever so slowly. The engine responded with glorious acceleration.

"Ah-hah! It works!" I exclaimed most jubilantly.

Linda's jaw dropped and almost hit the car's floormat. "You've gotta be kiddin' me! You can't drive like that! You're gonna kill us both!"

"You got any better ideas?"

"\_ \_ \_"

"I thought so," I murmured under my breath.

Whilst shifting and steering with my right hand, I pulled the car back onto the highway, controlling the throttle with my raised left index finger, judiciously tugging all the while on the wire over my right shoulder. It took a few minutes to get used to, but I must admit it worked quite well. Quite well, indeed!

Well, enough to get us all the way home to Anchorage through the dark of night.

So well, in fact, that I didn't replace the broken cable for almost two months. Instead, I would drive to work and shopping and out to dinner or the movies utilizing my Rube Goldberg (Linda's name for it) speaker wire accelerator system.

Heck, it even worked well enough to drive Doubting Thomas to the hospital about five weeks later, so that she could give birth to our first child. 🍀



Cresap

Scott Hulse's 1939 International looks on as the ghouls and goblins collect their spoils at Anchorage Park Strip.





Ken Morton reports that when he and Dolly visited AACA's Eastern Fall Nationals, the best part was the departing cars becoming a parade. They watched for another hour as about 700 cars and trucks from all classes mixed it up on the way to the exit.

## November

### Birthdays

Bill Brown—5<sup>th</sup>  
 Nat Gardner—7<sup>th</sup>  
 Randy Canarr—8<sup>th</sup>  
 Dolly Larkin—10<sup>th</sup>  
 Jim Jacobson—11<sup>th</sup>  
 Richard Golding—12<sup>th</sup>  
 Scott Hulse—12<sup>th</sup>  
 Greg Carpenter—14<sup>th</sup>  
 Carl Godsoe—14<sup>th</sup>  
 Beccy Monsma—<sup>o</sup>15<sup>th</sup>  
 Sean Meslow—22<sup>nd</sup>  
 Tam Isham—28<sup>th</sup>

### Anniversaries

Carol and David Jensen—8<sup>th</sup>  
 Sheryl and Scott Hulse—13<sup>th</sup>  
 Daniele and Sean Meslow—20<sup>th</sup>  
 Barbara and J.R. Russell—20<sup>th</sup>  
 Karen and Don Lederhos—23<sup>rd</sup>

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