

P.O. Box 4-2061
Anchorage, AK 99509

NEWSLETTER - FEBRUARY 1981

OFFICERS

President.....	Ed Park.....	688-3430
Vice President.....	Charles Stennette.....	333-6978
Secretary.....	Margaret Hendrickson.....	333-7032
Treasurer.....	Wally Graham.....	349-4208
Board of Directors.....	Don Wood.....	277-7446
	Bill Demming.....	243-4752
Newsletter.....	Ed Park/Margaret Hendrickson	

COMING EVENTS

SOON?.....	Skating Party
February 21.....	Fur Rendezvous Parade
February 23.....	February Meeting
March 28-29.....	Sears Mall Car Show
May 1-3.....	Irvine's Car Show
May 17.....	Picnic, Roy, Utah
June 6.....	Swap Meet
July 18.....	Show and Shine
July 24-27.....	Golden Days, Fairbanks

RONDY TIME

It is that time of year that the days are getting long enough that we don't need the car headlights going to and coming from work and to celebrate Anchorage has its annual Fur Rendezvous. Did you know that Rondy is one of the ten largest celebrations in the country, and that approximately 100,000 people view the parade on the morning of the second Saturday of Rondy? The parade this year will be February 21, and we will meet at Denny's Restaurant on Benson and Denali at 7 a.m. After breakfast we will caravan to the staging area that will be on 8th Avenue facing "H" Street, and if you can't make it to breakfast then be there at 8:30 a.m. for staging. We are very fortunate this year in that we have position number seven, which should put us ahead of the horses. Please come and enjoy!

MARCH 1981
CUSTOM RODDER

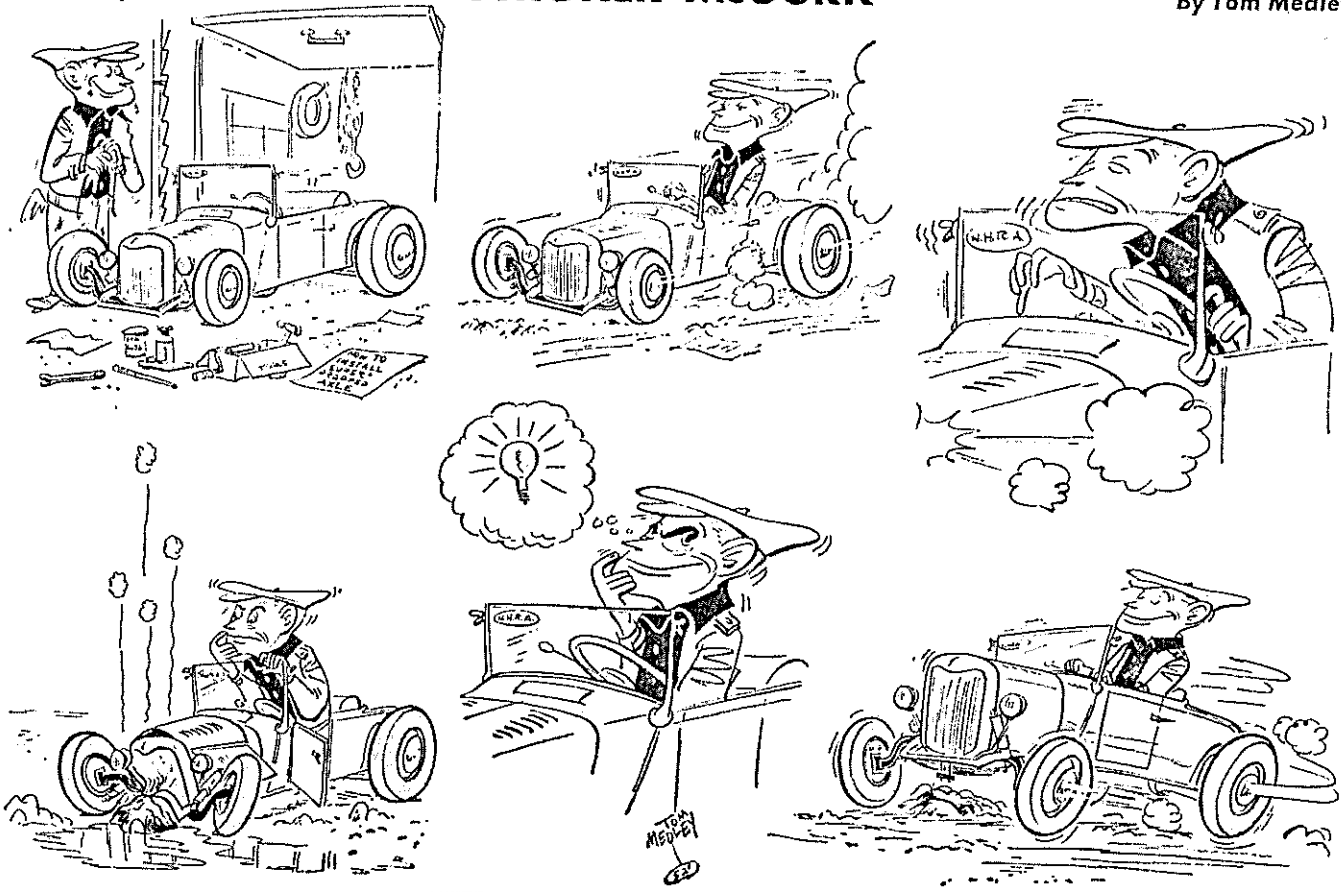
Better get your March issue of Custom Rodder before they are all gone; in fact, while you are at it why don't you take out a subscription to this fine magazine. You can easily tell which magazine it is, because right in the middle of the front page is Bill Demming's '58 Vette. Now, our Colorado friends will have no trouble in recognizing what is in the background, but to our friends in our little brother state of Texas, those are mountains; in fact, they are of the Chugach Mountains that are to the East of Anchorage.

On Pages 10 and 11 is a good article on Lundy and Lois' Impala with good pictures of the Chevy. And, Lois, we like your house, too. Bill's Vette is on Pages 48 and 49, and the article and pictures are great. We want to congratulate Bill, Lundy and Lois for getting their cars featured, and we want to thank Geoff Carter for the pictures and Bruce Hampson and Blaine Lentz for the fine articles. Speaking for the Club, we want to thank Custom Rodder for their plugs for our Club.

"Down Boy!"

STROKER McGURK

By Tom Medley



SEMA

Before our club joined SEMA, they had already been active in Alaska in that in 1979 they were successful in making it legal for auto enthusiasts to run side pipes on their cars. I bet you didn't even know that. Just recently SEMA was successful lobbying in Washington, D.C. to make it so we can put decorative window coverings and other sun screening devices on our vehicles. Bureau of Land Management has control over many millions of acres of land, and under the Federal Land Policy and Management Act BLM is only permitted to study areas for wilderness if they are in fact roadless. Recently, to get around the requirement, they have been calling roads by other names such as "cherrystems" or "nonwilderness corridors." Then technically, the roads are removed from the wilderness study area by drawing the boundary lines of the wilderness area along the edge of the road to its termination point in the interior of the area and then back along the other side of the road back to the outside perimeter of the proposed wilderness study area. By using this approach, BLM then claims the areas are roadless. This is another example why you should be supporting SEMA.

NEWS ITEMS

Check out the Show and Shine on the Park Strip in February Street Scene.

We hate to see the departure day for the Paynes arrive, but now that their house has sold it looks like it will be soon. John plans on driving his '29 Dodge Brothers coupe with us in the parade, and Kathy will drive her newly finished '57 Chevy with the Classic Chevies.

At our last Board of Directors meeting Wally Ray was voted into our membership. Wally and his newlywed bride, Linda Ray, are going to build a custom '23 Fad 'T'. We invite both of them to our Association and look forward to seeing them often.

Don Wood has recently acquired a 1966 Chevelle high performance 396 Super Sport. Don, where do you find all these cars?

Margaret and Hal Hendrickson are busy acquiring cars again. Not only did they recently order a new 1981 Corvette to be picked up in June, they also bought John Payne's 1957 Nomad. Can anyone rent them a garage?

SAFETY TIP OF THE MONTH

By Tom Snyder

I have recently received some letters from the new NSRA National Safety Director, Frank Salerno, 57 Pittston Avenue, Pittston, Pa. 18640. There are some changes being made in the 1981 NSRA inspections. I believe that these changes will go a long way towards solving our problems with getting a real safety program started here. Following is the main text of Frank Salerno's letter which I believe will explain much better than I can the changes and the reasons behind them.

FEBRUARY 1981

SPEAKING of SAFETY

SAFETY INSPECTION FOR 1981

Last month I stated that the safety program for 1981 would be one of recommendation. Enclosed you will find a copy of the required and recommended items we will be checking in 1981.

While the master inspection form for 1981 will be broken up into two sections, we will still be inspecting a street rod by the same procedures, using the same three work sheets we used in 1980. The only changes are on work sheet #1. We will substitute HORN in place of INSURANCE and add LICENSE PLATE LIGHT under LIGHTING SYSTEM. Both items were left off the inspection work sheets last year. The only other change is one made to generate consistency in the inspection program, along with a consideration of the safety of the inspector who crawled under a street rod while checking its undercarriage. We will no longer jack-up a street rod during NSRA Safety Inspection. The use of ramps is recommended, but not required, to inspect a street rod.

WHY THE CHANGE IN 1981

This year we are going to try to get the street rodder who knows there is something wrong with his vehicle involved in the NSRA Inspection Program. In the past, this individual refused to change or repair his street rod to meet NSRA Inspection requirements, and, as a result, never attempted to have his street rod NSRA Safety Inspected. This individual was allowed to drive his street rod legally in his home state and sometimes several hundred miles to attend an NSRA event. However, he knew his street rod would not pass NSRA Safety Inspection and refused to get involved in our safety program, no matter how much encouragement he was given by NSRA officials.

A decision had to be made. Since our inspection program is voluntary, could we, the NSRA Safety Division, be satisfied inspecting only street rods we know could pass NSRA Safety Inspection, or should we attempt to get others involved? Now, with the change in the inspection requirements, we are hoping the street rodder who knows he has something wrong with his car makes an attempt to get his vehicle NSRA Safety Inspected. This is where the recommended section of the inspection sheet is important. This is when we recommend that he repair the items or areas he has neglected to change or repair in the past.

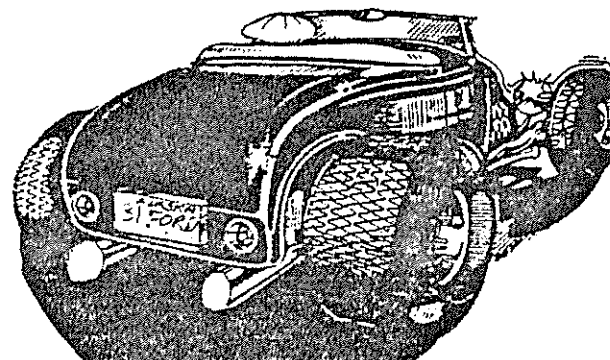
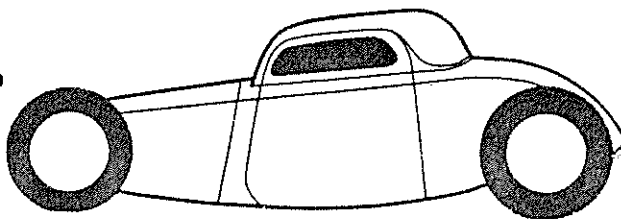
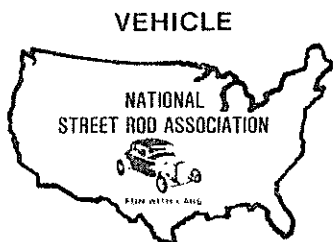
Most street rodders like to tinker with their cars, and we are hoping that if we, the NSRA Inspectors, recommend that something be repaired or replaced on an individual's street rod that this street rodder will have enough pride in his vehicle to change or repair the items in question. It is at this time we explain the importance of a parking brake, why a spacer or safety washer is needed, or why scrub line should be considered. It is now that we try to explain why these items are important not only to his and his family's safety, but to the future of our sport of street rodding. We are not suggesting a street rodder build his vehicle without these recommended items, but we do feel some street rodders are not getting their cars NSRA Safety Inspected because of these items. All items on the work sheets must be checked, and recommendations should be made in a way which is not critical of a person's street rod. Remember, some street rodders have large egos, and they don't like to have them deflated. We have to use tact and diplomacy. All we are trying to do is to get more street rodders involved in our inspection program and to explain the importance of safety.

Maybe this decision is wrong, but something had to be done. Only time will tell. I would like each of you to seriously think about these changes and to think about how many street rods you inspected last year. It will be very easy to criticize these changes, and I will have to agree with every criticism you make. However, can we wait for the street rodder to realize we were right? It is very disappointing when a state the size of New York inspects only eight cars, Kansas 10 cars, Georgia 25 cars and Pennsylvania, which has over 1000 NSRA members, has only 85 street rodders attempting to get their cars NSRA Safety Inspected. The list goes on and on.

I should be receiving an up-to-date inspection handbook soon, along with some much needed answers to some bothersome questions. As soon as this happens, myself along with our other three inspectors will be inspecting our own cars and then will be able to inspect other's Rods too. At that time I hope that people will request their cars to be inspected, even if they don't know or aren't sure that it will pass. I am sure it will be to their benefit.

We do need additional inspectors and/or alternate inspectors. An inspectors car must pass the NSRA inspection. Presently, there is myself, Tom Snyder, SRA Box 325F, Anchorage, Ak., 99507 phone 345-1738. Team members are: Bill Demming, phone 243-4752; Lundy Adkins, phone 337-2329; Ron Bunn, phone 337-3814. If you are interested in being an inspector or have any questions don't hesitate to let me or one of the team members know.

Following is a list of the recommended and required equipment. Please keep this list so you can refer to it when making changes to your car. I'd like to add that from my point of view, the recommended items are strongly recommended.



SAFETY DIVISION

REQUIRED EQUIPMENT:

NSRA SAFETY INSPECTION

1. HORN: Electric only.
2. SPEED INDICATOR: Speedometer or calibrated tachometer at 55 MPH.
3. REAR VIEW MIRROR: One inside or one outside on drivers side of vehicle.
4. GLASS: Must be safety plate.
5. LIGHTING: Hi-beam, Low-beam, Tail light, Brake and License.
6. WINDSHIELD WIPER: Electric or vacuum operated.
7. AUTOMATIC TRANSMISSION LOCKOUT: Neutral and/or park start only.
8. TIRES: Minimum 3/32 tread acceptable, must meet DOT specifications.
9. STEERING: No excessive play (2" radius max.) or binding, system must be safely mounted.
10. THROTTLE LINKAGE: Must not travel past center, return spring required.
11. FUEL SYSTEM: No leaks, check vent on trunk and interior mounted tanks, no clear plastic lines.
12. EXHAUST SYSTEM: No leaks, must pass rear edge of front door and exit away from vehicle.
13. SELF-ALIGNING ROD END BEARINGS: No visible fractures, insert sloppiness, or binding allowed.
14. SHOCK ABSORBERS: One per wheel, no leaks, 2" of travel in each direction.
15. BRAKES: Four wheel brakes, no leaks, check brake pedal travel, check length of flexible lines, no copper tubing.

RECOMMENDED EQUIPMENT: Not reason for failure.

16. SHIFT PATTERN: Should be visible except on 3-speed standard column shift.
17. WINDSHIELD: Should be AS-1.
18. SCRUB LINE: No components should be below this line.
19. FUEL LINES: Should be safely mounted and routed.
20. PARKING BRAKE: Should be activated independent of vehicle's primary system. Line-lock is not recommended.
21. SELF-ALIGNING ROD END BEARINGS: Ball should have 1/8 inch spacer on each side of the ball if there is any misalignment. Rod ends should not have more than 10° misalignment. ROD ENDS and 4 BAR-PARALLEL RADIUS ROD SYSTEM rubber bushed ends should have a safety washer at least the same outside diameter as the housing or larger.
22. BRAKE LINES: Should be safely mounted and routed.
23. CHASSIS FASTENERS: Self locking nuts, lockwashers, safety wire, or cotter pins recommended.

COMING EVENTS

What can I say about the upcoming skating party?

If the weather continues like it is right now, it will be a beautiful day for the parade. Come out and enjoy, February 21.

February 23 at 7:30 p.m. at Charles Stennette's house will be our next meeting. We will be putting together the car show at the Sears Mall and working for Tom Irvine's car show in May. Come and take part, and those of you who haven't been there before, Charles lives at 8351 East Fifth Avenue.

May 17 is the 2nd Annual Mountain West Street News Picnic at Sand Ridge Park, 2075 W. 4000 South, Roy, Utah. There is a \$5.00 registration fee that includes a one-year subscription to Mountain West Street News. Events get underway at 9 a.m., and if anyone from here is in their area at this time, please stop in.

REPORT OF PAST EVENTS

Rob Robinson thanks Ron Bunn and Ed Park for coming over to his garage on the seventh to help him with his exhaust system. Especially a big thanks to Ron for taking time out from his busy schedule to lay under the car and do the difficult welding. For myself, I can see I am going to be in big trouble this summer when I ask for enough help to set my '36 convertible body on its frame.

NAME THE NEWSLETTER

Well, it is getting near the end of February and time to choose a name for this paper, and I do have some ideas for prizes. I have decided not to say yet, because it will depend on whether the name comes from here or from the outside. You will know everything by next month's issue.

DUES

In last month's newsletter there was an article about our dues structure, and this month I will clarify it somewhat. You will have to put up with my explanation, since Wally, your treasurer, is busy counting club money.

At the October 1980 meeting on the revision of the By-Laws, it was voted to put a dollar a month assessment on late payment, but this is how it works. Our dues are due on January 1 of each year, but there is a grace period until March 31. That means if you pay before April 1 there is no dollar-a-month assessment, but if you don't pay until after April 1 then the dollar-a-month assessment goes back to January 1. The reason for this is to prevent members from riding along on other members' dues with

no cost to them. The main thing to remember, though, is that money isn't the most important item for our club, and also we are not a collection agency.

FOR SALE - TRADE - WANTED

FOR SALE - 1955 thru 1964 Chevrolet new interiors can be purchased from Ross Woodman at 243-6017.

- Four Chevy pickups, 1966 1/2 ton, 1952 1/2 ton, 1949 1/2 ton, and 1949 3/4 ton, all for one low price of \$550. Call Bob at 688-9031.

FOR TRADE - Swap for Ford parts, 49 Chevy four door fastback parts car or free to good home. (Has complete front suspension that bolts on, same as 53 to 62 Corvette). Call Tom at 345-1738.

WANTED - Early Ford parts, buy or swap, especially I-beam front axles, spindles, front end parts, etc. Call Tom at 345-1738 or 276-3500, ext. 243.

MIDNIGHT SUN STATESIDE
P. O. BOX 40
ANCHORAGE, ALASKA 99505



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