

APRIL 1984

OFFICERS

President.....	Glen Nicolai.....	243-3776
Vice President.....	Harold Rounds.....	276-1498
Secretary.....	Bill Carlson.....	243-1216
Treasurer.....	Kathy Demming.....	243-4752
Board of Directors.....	Jack Hill.....	243-0417
	Ed Park.....	688-3430
Sun Runner.....	Ed Park/Ross Jardine	

COMING EVENTS

April 23.....	.....	Monthly Meeting
April 29.....	.....	Club Poker Rally
May 12.....	.....	Auto Parts Flea Market
May 11-13.....	.....	Irvine's Car Show
May 19-20.....	.....	Arctic Wheels Car Show, Fairbanks
May 26.....	.....	5th Annual KFQD Cruise
June (Date to be announced).....	.....	Corroon & Black Open Poker Rally
July 15.....	.....	6th Annual Show & Shine
July 20-23.....	.....	Golden Days, Fairbanks

MONTHLY MEETING

This month's meeting will be Monday, April 23rd at 7:30 p.m. at the Plumbers and Pipefitters Hall at 610 West 54th Avenue. The club jackets should be here and we will discuss coming events and look at pictures. So come and enjoy!

### CLUB POKER RALLY

On Sunday, April 29 there will be a poker rally for club members only. Look for complete details by mail that will come on a flyer.

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### AUTO PARTS FLEA MARKET

It is time to bring those old and new parts and cars out of the dusty hiding places so someone who needs them can either buy or trade you for them. This will take place on Saturday, May 12, at the same place as last year, we hope. A flyer will be prepared and we hope everyone will distribute their share. We have some good ideas for promoting the meet this year, but we need your help.

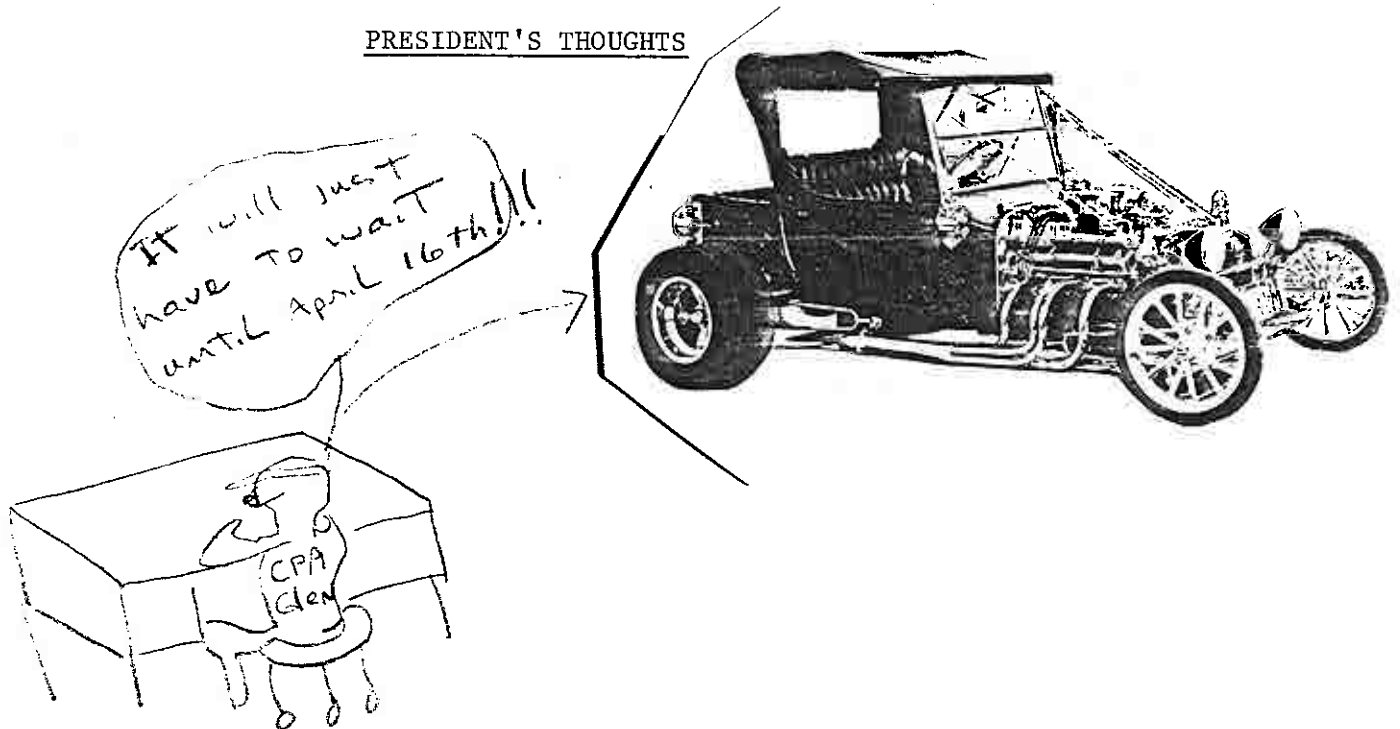
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### ARCTIC WHEELS CAR SHOW

The original building in Fairbanks that was going to be used for the show has been sold, so the show has been moved to the Ford dealership. This will result in the show being a two-day event on Saturday and Sunday, May 19-20, with move-in after 6 p.m. Friday, May 18th. Dean King, show chairman, has everything under control with all his fine helpers, and if anyone needs to contact him, he can be reached at 488-6282. Locally, Harold Rounds is the contact person, and right now he is putting together plans for a caravan to go to Fairbanks, leaving early the morning of the 18th. This is a fine show with the Arctic Wheels being great hosts - and everything being done to benefit the crippled children.

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### PRESIDENT'S THOUGHTS



### MARCH MEETING

We had a good turnout at the last meeting, and thanks goes to Joe Piccione for getting his company, Corroon & Black Insurance, to let us use their conference room. It was a spirited evening with a lot of activity centered around buying T-shirts, club jackets and paying dues. The special presentation was to Harold Rounds for winning People's Choice at our recent World of Wheels. Some members felt that the award he received at the show wasn't appropriate, so the club had the original mylar drawing of the World of Wheels T-shirt mounted professionally in a frame to give to him as a trophy. After the meeting, some clips of Super 8 movies were shown of the 4th of July parade in 1979 and the 1981 Fur Rondy parade that the club drove in.

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### PORTLAND SWAP MEET

Joe Piccion, Ross Jardine and myself flew together to Seattle for the recent Portland Auto Parts Swap Meet that was held April 7th and 8th (over 2,000 spaces). I found out that when three of you sit together so you can talk cars, the three-hour flight to Seattle is really only fifteen minutes in length. While in the Seattle area, Ross and I got to Vintage Auto Parts (they have lots of those hard-to-find parts; expensive, but they have them), Rich's Street Rods (Rich has a real nice facility, well worth looking for it in the woods, and he say to say "hi" to everyone), and a real nice visit with Larry Leech and family. Larry showed us his beautiful black 1936 Ford five-window coupe, but I wasn't able to get Larry to answer my question: "Is it a show car or is it a street rod?"

On Friday, we got to Bob Jasper's for a visit and there Ross got to see Bob's 1936 Ford Club Cabriolet (I don't know why we see so may '36 Fords). While in Tacoma Ross got treated to the world-famous Frisco Freeze hamburger. On the way South we visited with a friend of John LaFournaise's, Ben Snobar, who has and knows everything to do with MOPAR stuff. Friday night Ross and I met Joe in Longview and had a very nice evening with Rick and Karen Johnson. The exciting news from Rick and Karen is that they are going to have their first child in the fall - Congratulations!

Bright and early, at 7 a.m., Ross, Joe and myself were at the Portland Swap Meet. There were lots of parts, cars, people and, most of all, rain. We ran into Harold Rounds, Larry Leech, Ron Moore, several members of the Antique car club, and after I got back to Anchorage I found out that Mark Lewis was there also. We picked up a few parts, and on Sunday Ross bought a 1965 Chevelle Malibu Super Sport. He was to drive it up the ALCAN.

It was a great trip, and myself, I would highly recommend it if for no other reason than to just get away from the snow awhile.

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## EDITORIAL - Pre '49?

"Only cars of 1948 and earlier manufacture accepted for participation and/or entry to fairgrounds; all cars subject to year-of-manufacture verification."

Now that the rod run season has started, the above statement will be seen and read many times, and from some of the car magazines and club newsletters I have read this year the controversy of the pre '49 limit has already started. I would like to give my views and maybe suggest a few subtle changes to the above statement that I believe would make the statement easier to live with. Myself, I enjoy all cars and I own cars of all years, which would enable me to go to many events; but I don't own a Studebaker, a Ford F-100 or a Packard so I don't get upset because I can't get in their meets. Here in Alaska we don't have to worry about getting too many cars to an event but in the Lower 48 I can see that problem arising, so it makes sense to make cut-off points at different years of manufacture.

I don't know how the pre '49 limit was established, but I imagine it was a decision made by a group of people when an event was organized - and it stuck. Myself, I can see three distinct groups: Pre '49, '49-'60, and '61-'71. The first group is considered the old car group, the hot rods, but then again a lot of this group doesn't consider any year after '34 as hot rods. I believe that KKOA probably recognized this when they established their period as '35-'60, but then again they lean towards customized cars. The following of the muscle cars ('61-'71) is getting stronger, especially as parts get harder to find, and I feel that this group will probably break off on their own. This leaves the '49-'60 cars, the rock and roll era, without a home if they don't feel comfortable with KKOA, which, I might add, is a super organization. The Kustom Kamps of America is organized in almost every state - even here in Alaska.

An owner of a specialty car needs to pay attention to the requirements of an event prior to attending, and if his or her car or truck doesn't meet the requirements then don't complain; organize your own event -- after all, that's how all things get started anyway. The main thing to remember is that the year of the car doesn't make the problem; it is the owners. Apparently it gives a big ego boost to an owner of a pre '49 beater that wouldn't pass the NSRA inspection to disallow entrance to a 1949 Ford F-1 that just won the Best Truck award at the local ISCA-sanctioned event. Actually, the example of the '49 Ford F-1 I believe is the major problem with the opening quote of this expression of thought. Can you tell the difference between a '48-'50 Ford F-1 or a '48-'53 Chev truck? In fact, there were some '49 cars that were sold with '48 registrations, and I am sure the opposite happened with some '48s. So I am sure that if a year-of-manufacture verification were pulled at all NSRA events, all the new fiber glass-bodied, reproduced chasses would not be omitted because of current-year registrations; in fact, with many states even a ground-up restoration of an all steel pre '49 car that didn't have an original title will get a current registration when it gets titled. The only state that I know of that will give the owner of a new reproduced old car a year of title that goes with the year it resembles is Colorado, and

that is because of the good work of NSRA representatives and car owners to get that written into the street rod plate legislation.

I believe the opening statement should read: "Only cars of 1948 and earlier manufacture and/or cars that have been reproduced to resemble cars of that era will be accepted for participation and/or entry to the fairgrounds."

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#### SAFETY NEWS

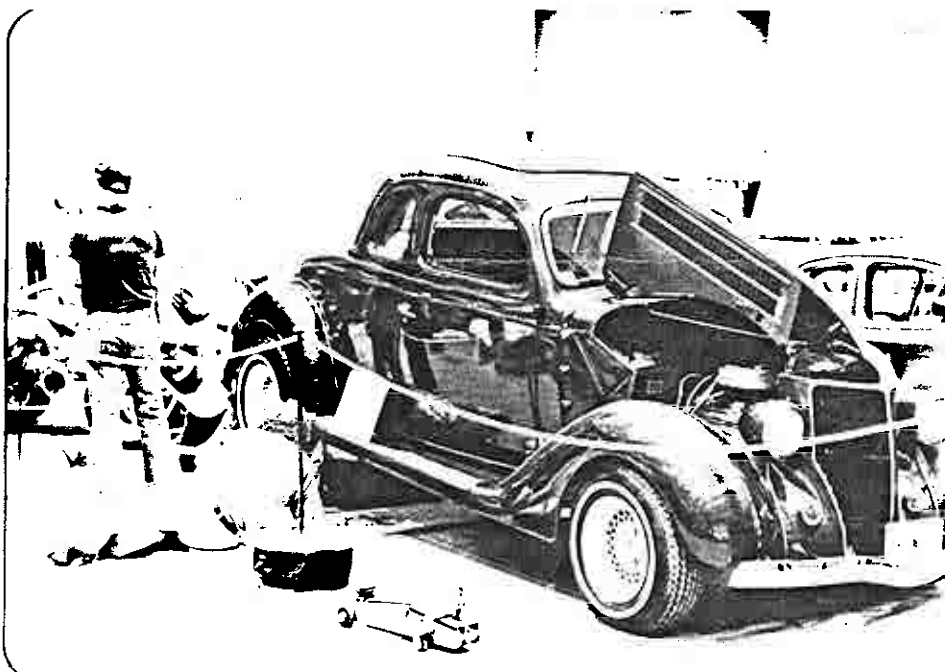
On February 24, 25 and 26th, the Third Annual World of Wheels was held at the new Egan Convention Center in downtown Anchorage.

During this event, the Safety Team inspected a total of 10 vehicles -- some re-inspections and other new vehicles not only from the MSSRA, but from the Mustang, T-Bird and Chevy Clubs.

Ross Woodman's '57 Nomad and '57 T-Bird were both inspected and the "Bird" passed. Dennis Hachenberger's '68 Mustang did not pass; however, a few minor details and the car will.

New member applicants Bob Dickerson and Dave Wise both own fine '32 Ford 5W Coupes. Other notable new vehicles inspected this spring was Steve Taylor's '33 Plymouth 5W Coupe. Steve, along with Inspector Tom Snyder's (31 Ford Roadster), are both recipients of the new award pin presented to all individuals whose vehicles pass all 23 required and recommended items. Congrats to Tom and Steve for a job well done. "Say, Tom, how do you get this floor paint off these damn tires?"

Inspection team of Bill Demming, Bernie Edwards, Ross Jardine and Tom Snyder checking out Ross' coupe.



Both Inspectors, Ross Jardine and Bernie Edwards' cars passed this year without problems, and what a pleasure to inspect Tom Sabata's '65 Corvette! I'd better get to work on the '58 again!

All day Sunday was spent inspecting, and as usual crowd interest was great -- especially when we had Steve start his Latham-blown small block to check for exhaust leaks. Caused quite a stir, didn't it, Ed?

We had a good time and I really appreciate the work Ross, Bernie and Tom put in. Thanks to all those who let us crawl around their cars.

Don't forget, you Fairbanks folks, the Inspection Team will be at the Arctic Wheels Car Show to be held May 19 and 20th at the Ford dealership.

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#### NEW MEMBERS

Our organization has grown by eight new members.

David Wise moved here from Montana in 1983 with an airplane and a 1932 Ford five-window coupe in tow. Dave works in the field of construction with glass. Dave admits that he isn't very mechanically inclined, but he can do just about anything with wood as he redid the wood inside his coupe himself.

Jerry Strauss is the principal of the SAVE I Program here in Anchorage, and I am sure his mild custom 1956 Ford F-100 is a big hit there.

Bob Dickerson works the Excavation Company here in Anchorage. I wonder if he uses his chopped, channeled 1932 Ford five-window coupe on the job.

Joe Piccione moved to Anchorage last fall from Salt Lake City, Utah, to take the Marketing Manager position with Corroon & Black Insurance Company. Joe can be seen driving a red and white 1955 Ford Crown Victoria.

Tom Sabata works as a civilian employee at Elmendorf Air Force Base dealing with small aircraft. Tom has done a ground-up restoration on a black 1965 Corvette 396 convertible. This is after he located the car in New York and drove it back.

Chuck Voehl lives in Eagle River and works at the Chevron Station at Eagle River Road and Eagle River Loop Road. Chuck is putting together a 1937 Ford half-ton pickup, flathead powered, of course.

Wade Thomas moved to Anchorage a few years ago from Anacortes, Washington, towing a 1936 Ford Club Cabriolet (another one?) which he purchased in southern California in 1953.

Fred Goarisch is a teacher at Service High School, a hockey player and a street rodder. He is currently building a 1955 Ford Crown Victoria and a 1935 Buick four-door (chopped top). Currently, he is driving a restored 1937 Chevrolet four-door and his students will love it when he drives to school in his black flipper hub-capped mild custom 1951 Mercury two-door.

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#### RAMBLINGS

Harold and Evelyn Rounds' 1932 Bantam roadster got its picture in the latest issue of NORTHWEST VINTAGE TIN in their coverage of the World of Wheels car show last November in Seattle, and a picture of it was also in the spring issue of STREET RODDING ILLUSTRATED's coverage of the World of Wheels car show in Portland the week following the Seattle show. . . Ross and I had a very nice chat with Ellen Buxton, Operations Director of NORTHWEST VINTAGE TIN, at the Portland Swap Meet, and she wanted us to relay to everyone up here that they are very interested in what is going on up here, so please keep them informed.

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#### FOR SALE-WANTED-TRADE

For Sale - 1972 Corvette LT-1, Pearl paint, crushed velour interior, new suspension, chrome engine compartment, aluminum wheels, 55,000 original miles, been in four shows, \$15,000 invested, asking \$11,000. Call Niel Stover at 333-5148 or 561-4533 or can be seen at 3902 Resurrection Drive.

- 1976 Chevy van known as the "Broad Jumper," \$8,500. Call Margaret at 337-8759.

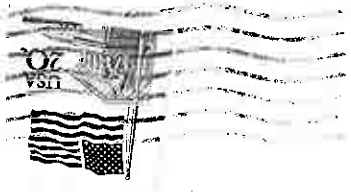
- 1927 Ford Tee Roadster, yellow, black and chrome, 289 Ford, automatic, all steel body, asking \$8,500. Call Mike at 243-0287.

- 1934 Ford five-window coupe street rod, asking \$8,500. Call Harold at 243-1863.

- 1975 Dodge two-door, back seat folds down making a long trunk, 318, 4 spd, original owner, asking \$1,000. Call Wally at 694-2023.

- 1937 Ford Coupe, Corvair front suspension, power rack and pinion, 351 W, \$4500. Call Clyde James at 243-4293.





ANCHORAGE, ALASKA  
APR 18 3  
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1984

MIDNIGHT SUN STREET ROD ASSOC.  
P. O. BOX 42061  
ANCHORAGE, ALASKA 99509