



April, 2013
Volume 42, Issue 4

Raffle Car Progress!



Inside this issue:

RAFFLE CAR	1
KING MIDGET	2
CARLSON CENTER SHOW!	3
TROLLELLA ADVENTURES	3
CLUB CALENDAR	4
PREZ HEADLIGHTS	4
BOARD NOTES	4
MEMBER ADVERTS	5
BIRTHDAY / ANNIV	5
ODDS & ENDS	5
SUNSHINE	5
SLEEPER—PART 1	6&7

Many thanks to Ralph Seekins Ford, and to our member Al Haynes, for donating the labor for body work and paint work on our 2013 raffle car! Seekins has a full body shop operation at their dealership and they work on any car—as their ad says “If you can wreck it... we can fix it.” Willy says “Even the Chevy people ought to



Car almost ready for paint this week at Seekins Body Shop

push their ride over there for quality body work”. Ross Beal has been shepherding our car through the process of getting fixed up for the raffle, and he has supplied us with some pictures.



Note the freshly painted air cleaner (thanks, Ross! - and thanks for the pictures, too)

Our 2013 Raffle Car:

1965 FORD MUSTANG



This newsletter is a publication of the Vernon L. Nash Antique Auto Club of Fairbanks, which is the farthest north region of the Antique Automobile Club of America.



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If you have material you would like to contribute, please contact our editor, Rick Larrick, at the club email: vlnaacf@gmail.com



IF YOU CAN WRECK IT... WE CAN FIX IT!*

SEEKINS BODY SHOP
(907)459-4150

REQUEST AN ESTIMATE ▶

*WE WORK ON ALL MAKES & MODELS & WORK WITH MOST INSURANCE COMPANIES.

Faced with the choice between changing one's mind and proving that there is no need to do so, almost everyone gets busy on the proof.

Childhood Memories— or “foolish” choices?

Going back in time to around 1959-60, reading all the hand-me-down magazines my older brothers left laying around, like Popular Mechanics, Hot Rod, and a few other cool car books of the day, often found me sitting and day-dreaming. One of the things I have thought of from time to time is an advertisement, seen in most of those magazines, pushing a rather unique little car that could be ordered by mail and shipped to your nearest freight office. The King Midget was a neat looking little car that seemed to have a strange draw for me that I never did succumb to (then). Many times I would cut out the ads that told of the possibilities of being able to sell 5 cars and get enough credit to get yours free. Imagine, a “new car”, 12 horse power, reaching cruise speeds of 55



We Want Rider Salesmen
Earn Your Own King Midget

Can you want to place as many King Midgets on the air as possible this year, and consider the Rider that one of your King Midgets by this. This may enable you to cover the price of the car plus on parking space in your own community. You receive the car plus on your first car purchase, as well as on additional cars which you order.

With this plan you are under no obligation. If you wish you may show your car and sell them to your own community, sending the order to us yourself at the Rider price. The Rider price is given you a non-refundable basis, and this offer is subject to approval. You cannot sell the cars except by personal contact, that is, you may not offer them for sale by mail-order, or advertise them for sale in national publications, as well as in your local newspaper. The Rider price should be paid through demonstration, and we believe this offer is an opportunity for you to build a profitable business for yourself with little financial outlay.

If after receiving your King Midget, you decide you do not want to sell them, that is perfectly all right. You are under no obligation, and you will receive the full value of the car. We do not charge you to sell or to buy cars. Actually almost everyone is so enthusiastic about their King Midget that they are glad to take orders on them. This is strictly up to you. However, we do have no obligation, and do we honor you with our best machines. If you are interested, order from this price list.

As there is very little profit that makes good sense to the average American. There is hardly a family that could not use extra transportation at the low cost of their King Midget. You can only buy one in this first order, but in continued operation. You can only have the amazing public reaction to King Midget when you see it for yourself. A close study of the price will give some indication of the extra the heavy priced car profits to keep King Midgets price so low.

mph, getting over 70 mpg, being able to sell around \$700.00 delivered, and getting a “free” one after only selling 5 of them to your friends. This seemed to pop up in my thoughts from time to time over my lifetime, but was never acted on until I made a trip to Long Island a few years ago and saw one sitting on a shelf in the Parker Wickham collection. After that visit I kept remembering that little car sitting there so lonely and neglected, and on a later visit I gave into the little voice that kept calling me into action to rescue it from its lonely existence of sitting there and not having kids “of all ages” enjoying the open road in it.

King Midget began in 1946 and kept production going up to 1970 when they went into bankruptcy. They built 4 versions over the years, with the first ones sold in kit form. In 1957, the new Model III, which is what I have, was sold fully assembled and crated. The total production of cars is said to be around 5000 units, with most sold as complete cars crated and shipping ready to start by just adding gasoline and connecting up the battery ground cable.

The car I have was ordered and purchased on order No. 20454, dated July 11, 1964 to Knut and Unni Enterprises in New Hyde Park, New York. Knut and Unni Ent was a broker for the cars and kept the car for personal use of Knut Svendsen. It was then sold in August, 1969 to a James W. Love of Queens Village, New York, who kept the car until he sold it to Parker Wickham in 1983. Parker restored the car in 1983-84 and drove it down the runway on his airport in Long Island before he put it on the shelf where it remained until we took it down and shipped it to Fairbanks. Most of the work that I have had to do to the car was the top, the engine label: “12 horse single cyl”, drive clutch repair, and brakes.



To remove the car from the crate, remove only the two cross pieces from the crate at the rear of the car and also remove the board above the rear bumper. Remove the hold-down wires that secure the front of the car to the crate. The car may then be rolled out the back of the crate.

Midget Motors Corporation
 ATHENS, OHIO

TO: Knut and Unni Enterprises
 10 Hillside Park Drive
 New Hyde Park, New York

DATE: July 11, 1964

Serial No. 20454
 Order No. 20454

One only	The Passenger 1964 King Midget car with automatic transmission, powerwindow, whitewall tires, colored steel wheels	\$450.00
	Spurt metal doors	25.00
	Water column	25.00
	Speedometer	15.00
	Stator	15.00
	Turn signals	15.00
	Electric stop	15.00
	Federal Safety Tag	15.00
	Less \$1.00 coupon	1.00
	Grand total	\$779.00
	Amount received	225.00
	to be paid	\$554.00

The car has 4 wheel hydraulic brakes and 2 centrifugal clutches that drive the forward / reverse transmission. So the grandkids (and me!) are patiently waiting for spring to be able to get it out for a test drive. I still have trouble understanding why the wife looked at it and said “why in the world would you buy that?”. I guess I will always have trouble understanding women, but at least I can understand cars.

- Willy Vinton

Those who get too big for their britches will be exposed in the end



Dress worship

(Pictures at left)
From the Secret Photographer at the Fountain-head Museum:

- Top picture is Barb Cerny and Abby Cucorro



Not to be outdone...

- Bottom picture is Willy Vinton, Mike Lecorchick and Rod Benson



Adventures of the Club Troll Doll...

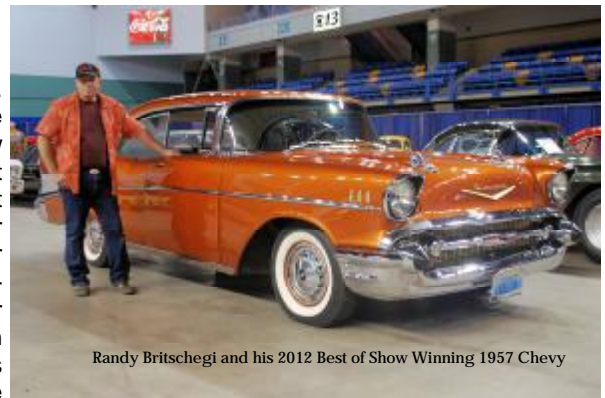
Trollella says: " One year ago, I was with Ruth Ann on a cruise to Hawaii on the Golden Princess. This year, I'm stuck on a yellow Plymouth posing with the Mayflower! Woe is me! Someone PLEASE take me on another exotic voyage... and please relate the story to the editor of Nash's News so he can tell my tales to all my car club friends..."

Photo: John McCarthy

Carlson Center Show Time!

Carlson Center Show Time! It's our opportunity to surprise and amaze our friends and neighbors with the astonishing number of beautiful rare vehicles the club membership owns. My name is John Binder and I volunteered to coordinate the Carlson Center Car Show this year. I'm new to classic car ownership and my experience with car shows is almost zero. I'm looking to our membership to help keep me on the right track and help guide me through all the tasks I need to perform. My total lack of experience could be good or bad. I think it is an opportunity for you guys to insert your ideas and desires into the process. I don't know any better, so every idea is fair game. I especially need ideas for a featured class to add to the classes we had last year. We also need someone to coordinate the registration table, the 'move in' logistics, and the awards and trophies. We're looking for someone to coordinate a display of old or obscure tools to test our memories. Also, anyone who could suggest or arrange demonstrations of repair/restoration/maintenance for our cars is needed. Demonstrations at past shows were well received. My wife Penny is coordinating an area for children's activities. I appreciate any help or ideas you can give her. We still need a handful of volunteers to man the raffle car table at the Carlson Center Outdoor Show on April 19, 20, and 21st. We still have a lot of tickets to sell unless we want Fred Meyer chicken at the picnic. Please volunteer and contribute to a successful representation of our club. Lastly, we all need to polish up our treasures

and register them for the show. I know most of you have brought your cars to the show many times and may be a bit apathetic about coming. I want you to know the impact of your vehicle at the show can go far beyond expectations. My family is an example. I remember wandering into the Carlson Center show a couple of years ago quite by accident. We were driving by and saw the signs so we thought why not check it out. We didn't really expect much. I mean here in the interior there couldn't be more than a handful of vintage cars around, right? Well, we were amazed, and astonished to see row after row of stunning automobiles. From the earliest days of motoring to modern muscle it was lined up for us to explore. With our interest aroused, we later visited the club website and marveled at the list of cars and club members, all here in the last frontier. The next year we put the car show on our calendar and made sure our son and his friends got to attend too. The club had presented another inspiring assembly of classics to enjoy. I watched my boy Hunter going from row to row, "What kind of car is that?" "I want that one, and that one, and that one..." I remember thinking "Me too young man." The show also awakened memories of the vehicles I drove and loved when I was young. A '39 chevy pickup bought for a hundred dollars and driven into the ground, a '51 willys jeep that brought me close to death too many times to count, or the '62 MGA



Randy Britschegi and his 2012 Best of Show Winning 1957 Chevy

roadster that propelled a meteoric rise in my social standing with the ...ahem... ladies. As I was enjoying these memories I wondered about my own sons experiences in Alaska and the things he would remember as an old man. Generic late model cars and trucks, all clone look-a-likes. Snowmachines, dogsleds, 4-wheelers and planes but no vehicles with which to form that special bond I so fondly remember...Hmmm. The following year we bought cars of our own, joined VLNAAC, participated in last years show, and here we are today. Maybe it's senility or sentimentality that inspired us to become caretakers of wonderful machines. All I know is my son and I now have something special to share, the seed of which was planted at a VLNAAC Carlson Center Car Show.

Contact information for volunteers:
binder@mosquitonet.com

John Binder

Phone: Home 488-1575

Work 361-6345

April, 2013



Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6
7	8	9 BOARD MEETING <i>Sam's Sourdough 6:30 pm</i>	10	11 MEMBER MEETING <i>The Bakery Restaurant 7pm Mtg</i>	12	13
14	15	16	17	18		
21	22	23	24	25		
28	29	30				

- Tuesday, Apr 9th — BOARD MEETING: Meeting at 6:30pm at Sam's Sourdough, with dinner before.
- Thursday, Apr 11th — MEMBERSHIP MEETING at 7pm (Dinner B4) at The Bakery Restaurant.

VOLUNTEERS STILL NEEDED TO SELL RAFFLE CAR TICKETS AT THE OUTDOOR SHOW 4/19, 20 & 21st
Call John Binder

President's Headlights - Scott Culbertson

Hello Fellow Members -

Well April has a last arrived. The snow is going to start melting and many of us are going to start up those engines that have been resting all winter. As everyone knows by now we have a lot of activities this summer that folks can take part in. If you like being reminded of things, I would encourage you to make sure Rochelle has a good email address for you. While calls are great we just don't have the time to call everyone. Rochelle has been great at sending out quick little email reminders to everyone who has provided an email address.

Last year we as a club celebrated our raffle car success with a pig roast following the Golden Days Parade. At the March Board meeting it was decided that we wished to have another large event following the parade and to celebrate the raf-



file car. So just as last year the challenge is to sell all the raffle tickets. If we sell all the raffle tickets we will have a big feed with either a whole pig or some other great main course provided by the club. If we **do not** sell all the raffle tickets we will still have a big feed but the club will provide Fred Meyer fried chicken instead of something more exotic. So there is the challenge members; if you can't stand the idea of another piece of Fred Meyer chicken ya need to sell those tickets.

See Ya at the meeting.

BORED NOTES FROM BOARD AND MEMBERSHIP MEETINGS IN FEBRUARY

- John Binder reports that the planning for the Carlson Show is going well. Poster should be out soon.
- Ross Beal reported on the Raffle Car Progress (see front page).
- The Board voted to drop 20 members from the membership roles due to non-payment of 2013 dues.
- The Board approved a big club picnic again this year for the Golden Days Saturday when we give away the Raffle Car. If we sell out all the tickets again this year, the main course will be that wonderful Pig Roast like last year; if we don't sell out all the tickets, then Scott Grundy will help serve Fred Meyer chicken.
- John Binder has made arrangements for us to display the raffle car and sell tickets at the Outdoor Show April 20th and 21st. He has a sign-up schedule and still needs just a few more volunteers.

Ben Carpenter -

The picture below is from a Valentines Day Card that Ben and Stella Carpenter sent to the Club. Ben and Stella have been active members for many years, generally being the lead car in the Golden Days Parade. Ben and Stella have been in the Club nearly since the beginning and Ben was Club President in 1973. Ben would probably appreciate a phone call!



At 88 and after 34 days in ICU from a triple bypass and on some other...
...of the heart!

Sunshine Club



A get-well card was sent to Scott Grundy (knee surgery), a sympathy card sent to Ron & Nancy Allen on the death of their son-in-law, and a get-well card sent to Mebble Hansen.

Tracy McLeod is the Sunshine Contact. Please give her a call or send her an e-mail if you know of a club member who could use a little "sunshine". Tracy can be reached at home: 456-7877. or by e-mail: tksplits@yahoo.com

Vernon L. Nash Antique Auto Club of Fairbanks
WIN 1965 Ford Mustang 2-door hardtop
 America's original "Pony Car"!
 Drawing July 20, 2013 at 2:00pm
 Drawing to be held at the Pioneer Park Square Dance Pavilion
 Need not be present to win. Only 3,500 tickets
\$5.00/ticket or 5 for \$20.00
 Permit # 2117 Ticket No. 2511

More Tickets Available from Rochelle at Larsons

Member Advertisement

For Sale

ORIGINAL, Un-built, Model Car Kits,
 Excellent Condition (original owner!):
 1933 Ford Chopped 3-window Coupe
 1934 Ford Chopped 2-dr Sedan
 1934 Ford Chopped 3-window Coupe
 1927 Ford 4-dr Touring, Hot Rod Barris "T"
 Buggy
 Bill Cushenbery's Silhouette, w Custom
 Trailer
 Contact Dan Gullickson:
dan-lavonne@hotmail.com, for more
 info and price list.

2013 Adventure Before Dementia Tour Dates

Where: To Dawson City for their
 Canada Day celebration & Eagle for
 our Independence Day celebra-
 tion.

When: Sat. June 29th through Sat.
 July 6th

Mark your calendar now and con-
 tact Scott Grundy for details regard-
 ing this fun and leisurely tour of
 two very historic communities! Call
 Scott Grundy at 457-3526 or email
grundy@mosquionet.com for info.

Anniversaries

6- Ben & Stella Carpenter

Birthdays

- 1 - Joni Ellsworth
- 3- Roy Wilbur
- 4- Theresa Chase
- 7- Kimberly Bezdek
 - Marijo Casserberg
- 8- Hank Grant
- 10- Mark Cosson
- 12- Julio Merced
- 13- Greg Shoemaker
- 14- Ron Frey
- 15- Wilma Vinton
- 18- Jim Cornell
- 20- Ken Uzzell
- 23- Dennis Dussman
- 24- Don Oines
- 25- Jean Middleton
- 26- Betty Borg
 - Dorris Casey
 - Ross Beal
- 27- Marion Benham



David and Katie with Sarah Palin on Feb 23rd after the Iron Dog

David and Katie were supposed to send us Troll Doll pictures and stories ever since way back last summer, but alas we have none (is a fine appropriate for lack of a troll story?...). Many of us would rather see photos of and hear about the new Cobra and their adventures with that new toy, but it was the Troll story that was promised.

All I could find was this picture of David and Katie with their friend Sarah. As I understand it, David and Katie double teamed their eye doctoring skills so that Sarah can now better see Russia from Wasilla with her new super eyeglasses from the Docs.
 - Editor



2013 JOINT MEET IN HEALY

Vernon L. Nash Antique Automobile Club
 to host The Antique Auto Musers of Alaska
June 14, 15 & 16

Lodging Friday and Saturday at the Denali
 Park Hotel

BBQ Friday evening at the Otto Lake Pavilion
 Car Games on Saturday Morning

Saturday Afternoon:

**A Private Tour of the Usibelli Coal Mining
 Operation!**

Awards Banquet at the Black Diamond Café,
 Saturday Evening

Mark your calendar and reserve a room at the Denali Park Hotel NOW to secure your desired bed configuration; payment is not due until you check-in & you may cancel with a four day notice! View the hotel website at www.denaliparkhotel.com; or email: stay@denaliparkhotel.com; or phone: 1-866-683-1800 or 1-907-683-1800. For a 10% room rate discount, either book online or identify yourself as a member of the car group. Questions? Contact Scott or Linda Grundy for details at 1-907-457-3526 or email grundy@mosquionet.com.

There are two kinds of pedestrians in the city . . . The quick and the dead.

Life, Death and Resurrection of our parts car

“Sleeper”

Scott Grundy

Most club members know about the Grundys' history with the 1955 Plymouth. In a nutshell, I courted Lynn with a red/black 1955 Plymouth convertible that was almost identical to the convertible we currently own. I loved that car! Details are all included in the April 2006 issue of the VLNAACF newsletter in an article entitled “A Double Love Story.” Looking at the vintage rigs I currently own it's understandable why I'm known as a Mopar guy. Ironically, the only Mopar I've ever owned was the 1955 Plymouth convertible that I purchased in 1958. All subsequent rigs were GM's or “rice burners.”

In 2005 we had our replacement convertible en-route when I attended our club's car show. I approached a hard working lady at the registration table to ask about



Scott with two of his Plymouths at the 2008 Carlson show

joining the club. The nice gal turned out to be Wilma Vinton who informed me her husband was President of the club & pointed out Willy who was, of course, pontificating to a group of folks at the far end of the arena. After an enjoyable exchange, Willy encouraged me to join the club even after he determined I would not be driving a Ford! Rather incredible in retro-

spect. Willy also informed me of a former member who drove a low mileage 1955 Plymouth four door sedan. I eagerly pursued the issue and was soon in contact with Dick Sleep who was in his early eighties at the time. I visited Dick's home on a nippy but beautiful spring day & learned he purchased the car from a neighbor lady who had purchased the car new. When I asked to see the car he explained the garage doors were snowed in. Not to be deterred, I asked where he hid his shovel. Moments later with just a little difficulty I had the garage doors wide open. There were no electric lights in the garage but the sunlight illuminated the rear of a totally original and rust free two toned 1955 Plymouth four door sedan with just over 27,000 miles on the odometer! I was thrilled to have discovered such a true “sleeper.” Dick proudly showed me where he had rubbed the oxidation off the paint on a spot on top of the trunk. I resisted the urge to rub out the entire car then and there! I was very, very impressed. I took photos and notes to assist in the accurate restoration of our convertible. We had a great exchange and I thanked Dick profusely for his hospitality.

Dick refurbished starters and generators so I had those items on our convertible rebuilt. I witnessed



Fairbanks Police Department File Photo of the Accident

the entire process and found Dick to be a skilled technician and teacher. I asked his daughter if she thought Dick would enjoy attending a club meeting. She thought it was a great idea. A few days later Lynn & I picked Dick up; he greeted us with freshly washed coveralls, fluffy white beard, pungent aftershave and a heavy gold chain adorned with huge gold nuggets worth thousands of dollars! We took this true sourdough to the club meeting at a Hawaiian style restaurant in the Shoppers Forum Mall. After the meeting Dick was nowhere to be found. After some inquiry, we learned he had hitched a ride home with a buddy. We called later to be certain he safely made it home. I asked if he enjoyed the meeting and if he would like us to take him to the next meeting. Dick gruffly responded in very salty language that in no way did he desire to attend another meeting at a place where one could not smoke or drink. The club was obviously making changes not all members appreciated.

The next evolutionary moment occurred on Pedro Day in Pioneer Park. Rick Larrick called for my attention & motioned for me to come over to meet a chap who had several Plymouths he wanted to get rid of. I had been looking for a 1955-56 Plymouth/Dodge parts car

In the 60's, people took acid to make the world weird. Now the world is weird and people take Prozac to make it normal.

(Continued from page 6)

& couldn't locate any in the entire state! Thanks to Rick it was a very lucky day for me indeed. The chap had four cars conveniently located on his dad's property less than ten minutes from my home! He wanted to see the cars utilized and offered to allow me to take what I needed at no cost. I talked him into at least taking \$100 for the four cars and giving me a year to remove parts. I later extended our contract and gave him an additional \$100. This source proved to be a treasure-trove.

On the fateful moment of 10:24 p.m., on 29 June 2006, an inebriated Dick Sleep rolled his nearly perfect 51 year old car at high speed on Phillips Field Road in a single car accident. Dick only suffered a few scrapes and bruises but the car didn't fair nearly as well. All four door pillars were damaged and the roof, windshield, hood and right front fender were beyond repair. The remainder of the vehicle, including the doors, was filthy but in



Fairbanks Police Department File Photo of the Accident

relatively unscathed condition. Oh, the radiator fan did bore an incredible hole in what was a mint condition radiator.

On that fateful evening, Dick was also without a driver's license or car insurance and was unwilling to pay the costs of the accident. Turned out that even as a 30 year driving teamster, Dick never held an Alaska drivers license. He ex-

plained to the judge that he tried to obtain a license, but the gal at the license bureau irritated him, so he never returned. The judge asked how he drove through all those weigh stations over the years & Dick explained they were only interested in the vehicle weight, not his driver's license. The judge reportedly lowered his forehead to the bench and rolled his head back & forth in dismay. I have a copy of the accident report and all the photos, but feel I really missed the boat by not being at the hearing. Dick Sleep passed away from natural causes in 2010. What a character.

Needless to say, the City of Fairbanks confiscated the Plymouth. In spite of my wife's serious objections, I tried to purchase the crunched vehicle from the City, but they were unwilling to deviate from their established procedures and suggested I would likely acquire the vehicle at their fall auction for far less than I had offered the city.

On September 23, 2006, the city auctioned a number of vehicles including the Plymouth. In the excitement and true to form, I opened my big mouth and blabbed to the lady who checked me in as a bidder that I had offered the City \$550 for the Plymouth. Well the lady wasn't a city employee as I thought but was the wife of the auctioneer. Bidding started at \$550 because the auctioneer had "a personal interest in the vehicle." I was incredulous but after a moment I gathered my wits and responded with a snarl and glare & finally purchased the car for \$850. Needless to say my dear wife

wasn't pleased with my performance nor did she want that "pile of junk" within sight of our home. Bill and Joyce Chace generously used their hauler and

helped me get my cherished wreck home and hide it from the view of my bride.

I pulled some mint parts off the wrecked parts car I had officially named "Sleeper" and placed them on our convertible. The trunk emblem for example was nearly perfect and would easily have fetched over \$200 had I auctioned it on eBay. Other parts like tie rods, spare starter, etc. went to our four door long distance touring car "Edith." Often after I cleaned parts, I found them so beautiful I wanted to place them under my pillow to fondle and sleep with!! I know - it's a sickness that hopefully is not unique to me.

Well, over the years the more I looked at Sleeper the more impressed I became. Its trunk and floors, for example, were rust free. Plus it had power steering and other factory options that made her even more appealing. I wanted this Fairbanks car to survive. I sought the advice of at least three knowledgeable members of our club; all were gentle but united that the car was too far gone to prudently rebuild. The Plymouth Owners Club advisors for the 1955 & '56 Plymouth also stated it would not be practical to go to great expense to rebuild a four door. My wife continued to be adamant in her opposition and exclaimed, "Why do we need an identical car to one we already own that is a proven and dependable driver?" I didn't have a good response. TO BE CONTINUED IN THE NEXT ISSUE:



Repainted and "ready to roll"! - Read How in the May Issue...

CONTACTS:

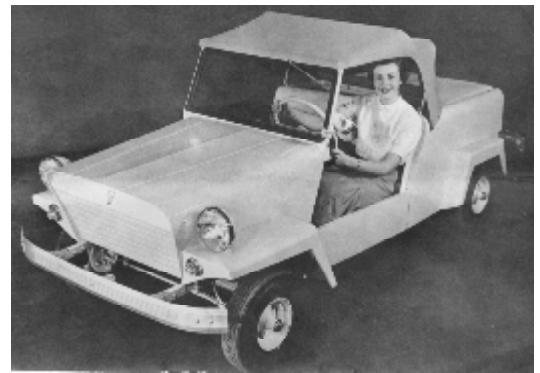
VLNAAC Website: <http://local.aaca.org/fairbanks/>

President	Scott Culbertson	451-7911	sdculbertson@gci.net
Vice-President	John McCarthy	452-8805	gt500@acsalaska.net
Treasurer	Ron Allen	488-3965	ronandnancy@gci.net
Secretary	Nancy Petersen	490-6400	northpolecomfort@acsalaska.net
Director	Rick Larrick	457-4344	crlarrick@alaska.net
Director	Bret Helms	479-6814	chelms@ptialaska.net
Director	Willy Vinton	388-8252	wvinton@gci.net
Membership Chair	Rochelle Larson	590-8593	rochelle1987@hotmail.com
Merchandise	Rochelle Larson	590-8593	rochelle1987@hotmail.com
Newsletter	Rick Larrick	457-4344	crlarrick@alaska.net
Website	Wilma Vinton	456-2261	wlvinton@gci.net
Sunshine Club	Tracy McLeod	456-7877	tksplits@yahoo.com

NEXT MEETINGS

This month the membership meeting is at The Bakery on Thursday, April 11th. Meeting starts at 7pm; most members are there for dinner by 6pm.

The Board Meeting is at 6:30 PM at Sam's Sourdough Café on the Tuesday before the membership meeting. This month it is on Tuesday April 9th / Dinner is B4. Everyone is also welcome to attend.



Vernon L Nash Antique Auto Club
P.O. Box 71253
Fairbanks, AK 99707