

ARCTIC TRACKS

Fairbanks Regional Group — Horseless Carriage Club of America

December 1973

Fairbanks, Alaska

Number 3



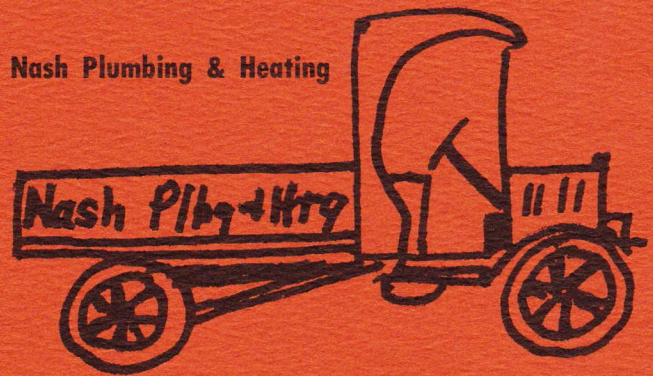
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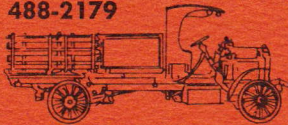
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of
THE HORSELESS CARRIAGE CLUB OF AMERICA
Dedicated to the Preservation of Antique Autos

1973 OFFICERS

President	Ben Carpenter
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Trophy Chairman	Vernon Nash
Sunshine Chairman	Evelyn Nash
Editor	Darrellyn Meritt

INCOMING OFFICERS 1974

President	Vernon Nash
Vice President	Nick Bosnaskis
Secretary	Sharon Yurkovich
Treasurer.	Sandra Wagner

Regular Monthly Meetings of the Fairbanks
Regional Horseless Carriage Club held on
the 3rd Tuesday of each month

PRESIDENT'S MESSAGE

We are completing our third successful year as an active Horseless Carriage Club. It seems like only yesterday when we were newly organized and holding our meetings at Alaskaland.

Our membership is continuing to grow. This year we gained 13 new members and two honorary members, Bob Sheldon and Clara Rust. Several beautiful cars were brought into the club. We lost a few cars and members, but on balance, we have a substantial gain, a total of 60 members.

The past year was quite eventful in spite of the rainy summer that hindered some of the tours. Our committees were active and planned several exciting activities for the year.

Our monthly meetings were combined with dinner affairs and were held at different dinner houses and restaurants. This, I feel, was enjoyed by all as it broke up the monotony and gave us a new experience to look forward to each month. Our meetings were held at the Fairbanks Inn, Stella's Italian Restaurant, Switzerland, Sweets Bar-B-Q, Fox Roadhouse, Ft. Wainwright NCO Club, Golden Nugget, Gambardella's, Sullivan Hotel and Sunset Strip Restaurant.

The first tour of the year was on May 15th to the Fox Roadhouse for dinner and monthly meeting. Our next tour, June 14th, was around College and Airport Road to the Pioneer Home and then to the Golden Nugget Motel for dinner.

The Golden Days Parade in July put us out in front again. Most of the members participated. A barbeque was held at the Kiwanis Park following the Parade.

Our annual car show was held on Sunday, the day after the parade. It was held at Penney's parking lot and was well received by the public. It was a very good show.

The annual picnic was held at Harding Lake. We were to tour down in our antique cars, but the rainy weather changed our plans and we drove down in our sissy cars.

The Progressive Dinner, September 9th, was a success and the weather was perfect for the occasion. We had a very large turnout -- approximately 85% of the club participated. The hospitality and food at each place couldn't have been better. Everyone had a great time.

I'll take this opportunity to thank each chairman and his committee members and club officers for jobs well done. I know that we all will be ready to offer a helping hand to our new officers and committee chairmen and make our next year a continuing success.

President
Ben Carpenter

ROBERT E. SHELDON

by Clara H. Rust

Always known to his many friends and associates as "Bobby", Robert E. Sheldon's name will always be in the history of Alaska and especially Fairbanks as one of the foremost automobile Pioneers and aspirants; as a young man he built the first automobile in Skagway and Alaska in 1905. From a picture he gathered bits and parts, buying some with the money he had earned at various jobs and others he scrounged for in dumps and railroad machine shops, using bicycle type wheels, those with wire spokes and small tires, until he had his automobile. It now stands in the University of Alaska Museum for all visitors to wonder at and admire in its black, red and gold paint; it can still run I'm told.

Bobby first arrived in Skagway as a boy of 15 years old and is the only living witness to the shooting duel when the famous "Soapy Smith" was shot down by the leader of the vigilante posse. A surveyor named Frank E. Reed, tired of Soapy's terrorizing the residents of Skagway by his raids, crooked games of chance and gangs of mobsters, organized a posse, leading them in a chase, cornering Soapy down by the docks, both **men** shooting at the same time, Soapy falling first and Reed, mortally wounded, lived a day or so longer.

Coming to Fairbanks, Bobby bought one of the first automobiles brought in by boat; seeing the need for faster transportation to the coast in summertime, he started a passenger service over the old Valdez Trail, now Richardson Highway, to the seaport town of Valdez. This was in 1913, and later, he and Tom Gibson, another automobile enthusiast, became partners in this venture. Pages could be written about these trips, where streams had to be forded and passengers fairly having to lift the auto over rocks and deep mud ruts. Between times he was a blacksmith's helper, drove a two horse drawn rig for the Fairbanks Fire Department.

In 1928, with a partner, Bobby established a beautiful summer camp at Savage River in Mt. McKinley Park. They ran a stage line or bus to and from the Alaska Railroad Station to their camp and sightseeing trips. At one time he had his own garage business and was our Postmaster for several years.

In 1955 he was elected to be their King Regent by the Pioneers of Alaska Igloo 4 to reign during their "Golden Days" celebration. Forced to retire and take his sick wife to a warmer clime, they settled in the Claremont Hotel where she passed away on November 18th. We all extend our deepest sympathy to Bobby, his daughter Frances Erickson and the two granddaughters who live in Fairbanks. While taking care of his sick wife 24 hours a day, Bobby Sheldon was, at 90 years of age, writing his

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memoirs and am sure his heart and thoughts were back in Alaska at this time. He has a fascinating story and hope it gets printed or taped.

The above is submitted by Clara Hickman Rust, an honorary member of the Fairbanks Regional Group of the Horseless Carriage Club of America. Sixty-five years of living in Fairbanks, Alaska and a resident of the Pioneer Home for older Alaskans. Eons can be written about Bobby Sheldon; we've been friends since his first Fairbanks days.

RESTORING OF A 1926 MODEL T TOURING

by Vernon Nash

In the winter of 1966 and 1967 I was in Spokane, Washington and found a 1926 motor for a 1926 T. I bought it and my brother-in-law moved it for me to a place called the Antique Ranch that makes a business of old car parts and working on motors. They gave it a complete overhaul and it is a good thing that they are slow, because it didn't arrive up here before the flood. When it got here, I told everyone, there is my Model T Touring car.

Next, I bought a basket case from Colin McDonald to get some parts. I had a good frame, two fenders, a front end and a radiator to fix. I made four good wheels out of six and needed two more rims. I started to order little pieces from ads I found in Hemmings News. I could find almost everything but a body and windshield frame and posts. My brother-in-law in Spokane found one in North Dakota and made a trip over and picked it up for me, but what a rusty mess and full of rust holes. One post was broken, but they looked good to me anyhow. In the meantime I wrote letters for a whole winter and found two touring bodies; one in Denver, Colorado and one in Nebraska. They were in the same price range, but the man in Colorado said he would take the rust off for me and prime it for me for a price. So I sent him the money and he said it would be ready in the spring and then I worried all winter how to get it here. It ended up that I had a pickup delivered in Denver and flew down, got the pickup, then drove over and picked it up, plus two back fenders in good shape and my two top bows that are hard to come by. There was no trouble on the trip that took me a week. Up to this time three years had passed, all the pieces were cleaned and primed and I only needed a hood. My son and I got busy and put the pieces together and had the motor running after soldering the gas tank up twice and finding out where all the wires went for sure. I had the top and upholstery already made and ordered

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from Indiana; when it arrived Clem from Clem's Upholstery Shop helped me put it together. We then drove it over and had it painted. I found a hood that was full of holes from target shooters and a hinge gone, but it was OK.

We were in the parade in 1970.

There could be a lot of improvement in our car, but we like it.

WHAT MAKES AN ANTIQUE CAR OWNER GO?

by Paul J. Wagner

Have you ever said to yourself, "Am I crazy for owning and operating an automobile that's fifty or more years old, costs upwards of \$5,000 to \$20,000 just to purchase, costs a fortune to operate and upkeep and store?"

Furthermore, you are constantly harassed by your wife for leaving her sissy car parked in the snow and cold while the antique sits in the place of honor soaking up that heat in the garage and just rests.

The thing that really amazes me is that the sissy car looks like a pile of junk in three years and the antique looks like it just came out of a showroom and also runs twice as good. A kid breathes on the antique and you crucify him. You've got to be crazy to do things like that.

Once you are hooked, you always "trade up", never "down". You just get the antique in "mint condition" and you see a further challenge or you are envious of your fellow antique owner and buy a better one -- only it's 5,000 miles away.

I don't know how an alcoholic or a dope addict feels, but it must be the same as an antique car owner. One thing for certain, the habit is just as expensive. There should be a psychiatrist who would only handle our kind of people -- we've got to be crazy. I just ask one question -- "Does anyone ever break the habit???"

HOORAY FOR BOB

by Karen Swanson

Our club historian, Bob Meritt, deserves a big pat on the back for the many hours he has spent compiling our club's scrapbook. Bob has been historian for over two years and has one book chuck full and is now working on a second scrapbook. The books include colorful snapshots of every antique auto and many of the members, tours, car shows, articles and meeting notices, pictures of the charter officers and many notes and comments added personally by Bob. On behalf of the entire membership, thank you Bob!

THE RUST FAMILY

by Bob Giinther

I have many fond memories of the Rust family, dating back to the age of seven.

Being the only child in my family, you can imagine how much more fun it was at the Rust's with four girls and two boys. And since we only lived a few doors apart, I took full advantage of their hospitality, sleeping over, eating, playing, and as kids will do, raising hell!

Considering all the time I spent at the Rust's, you would have thought Jess Sr. would have learned my name, but he never did. He always called me "Pest" instead.

For all my shenanigans, Jess Sr. got even with me years later when I joined the Eagles. At that time they had two initiations, one regular and one they called the second degree. Jess made sure he took me through the second degree part. I was blindfolded and he made me walk across wet spots charged with six-volt batteries in bare feet and sit in chairs wired with Model T coils. There was also a variety of foods I had to eat which were entirely different from what I had been told they were. Anyway, when Jess got through with me, I knew I had been initiated.

Jess worked for the N. C. Power house and Clara worked for a local laundry nine hours a day, six days a week, and about their only recreation in the summertime was to bundle up the kids on Sunday and go to their cabin at Birch Lake.

In those days, it was no easy chore getting ready for such a trip.

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Jess worked 'til 6:00 on Saturday, so by the time he got home, ate and loaded the car, we wouldn't be able to leave town 'til 8 or 9 o'clock. When I say he loaded the car, I mean he loaded the car -- imagine this if you can.

A Star Touring Car (1927 or '28) with Jess, Clara and all us kids. This was a tight squeeze in itself, but that wasn't all. The running boards were stacked so high with food and clothes we had to climb over the top of the doors to get in. Then to top it all off, they had two large dogs who rode on the front fenders.

The roads were gravel and the tires weren't good, so we never got to the lake 'til early Sunday morning. We spent the day fighting mosquitos and getting ready for the long trip home.

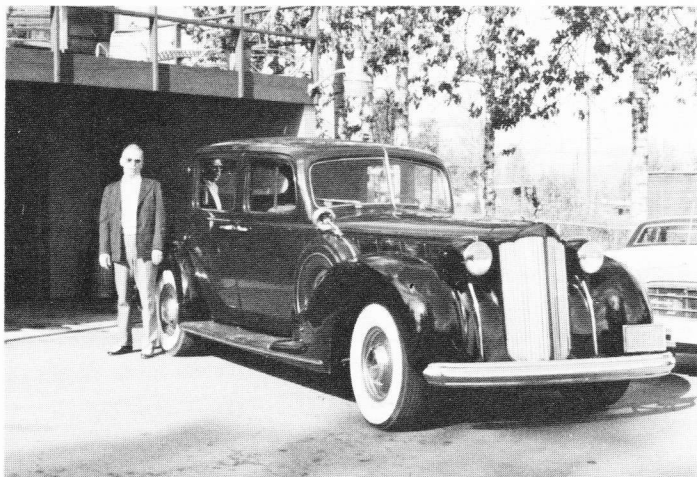
Sometimes I think it would be fun to be able to relive those experiences, but since we can't, the next best thing is all the memories of the good, old days. And there were many spent with the Rust family.

CONCOURS D'ELEGANCE

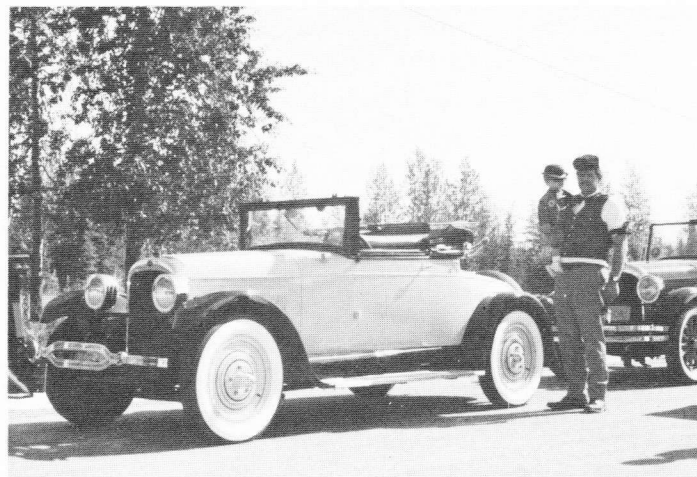
AWARDS

July 22, 1973

Spectators' Choice:	Howard Mackey's 1925 Chrysler Touring
Style Show:	Stella Carpenter and Lady
Brass Fords:	Ben Carpenter's 1915 Model T Touring
Model T 1916-27:	Evelyn Nash's 1926 Model T Touring
Model A Fords:	Melvin Bovencamp's 1931 Model A Roadster
Antiques Pre 1920:	Jim Sears' 1912 Saurer 5T Truck
Antiques 1920-29:	Howard Mackey's 1928 Hupmobile Opera Coupe
Antiques 1930-42:	Robert Meritt's 1930 66B Willys Knight
Post 1942 (no longer built):	Vernon Forbes' 1949 Packard Limousine



1938 Packard



1928 Nash Cabriolet

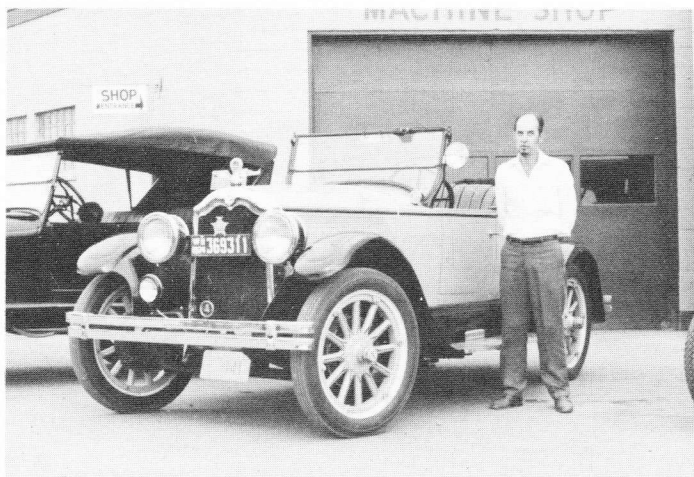


Model T Ford Roadster Pickup

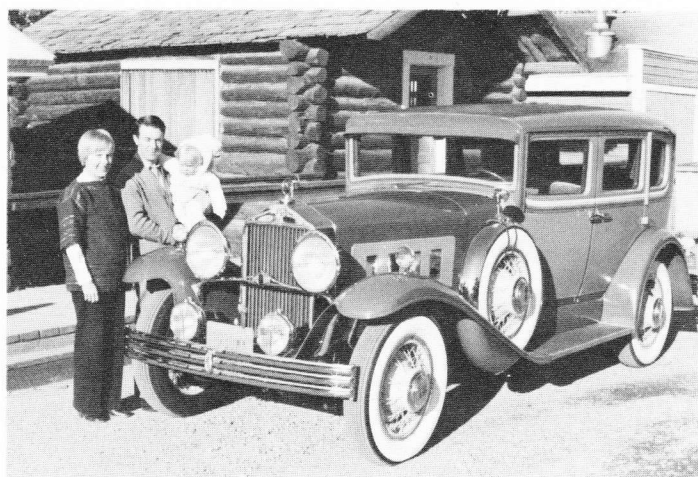


1915 Model T Touring

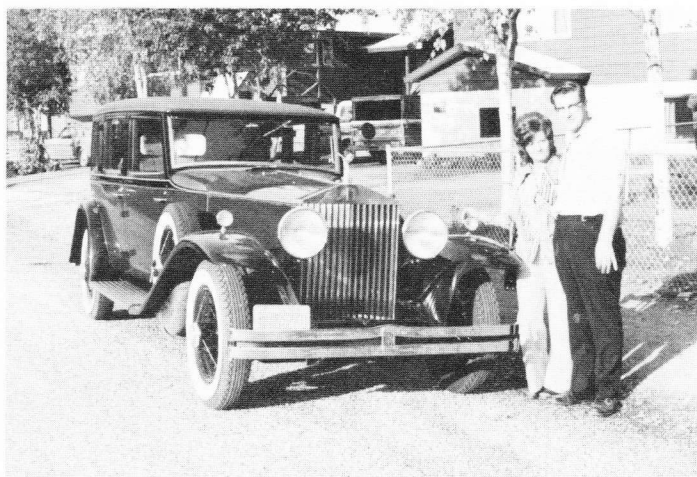




1924 Buick Roadster



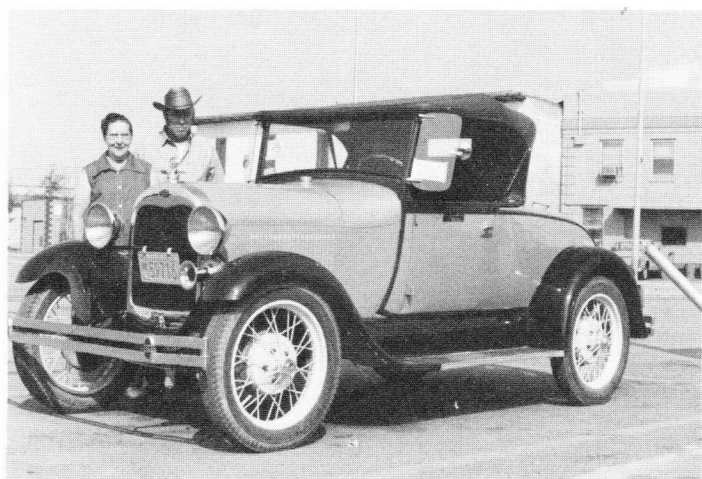
1930 66B Willys Knight Sedan



1932 Rolls Royce



1931 DeVaux Sedan



Model A Ford Roadster



1934 Chevrolet Coupe



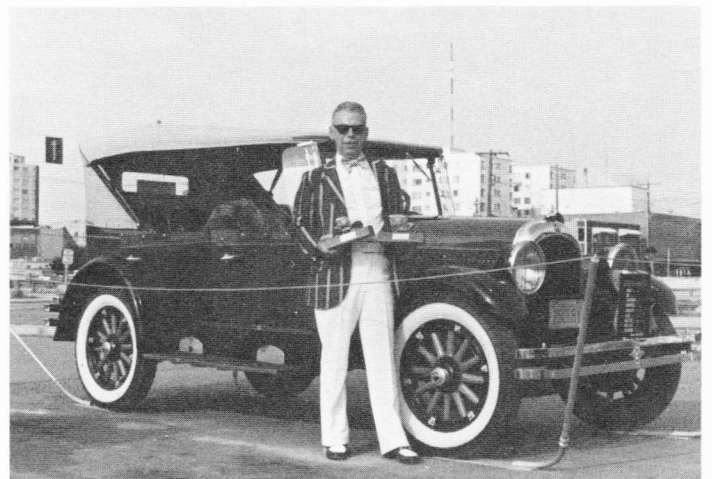
Alaska's 1st Auto - Built in 1905
by Robert Sheldon



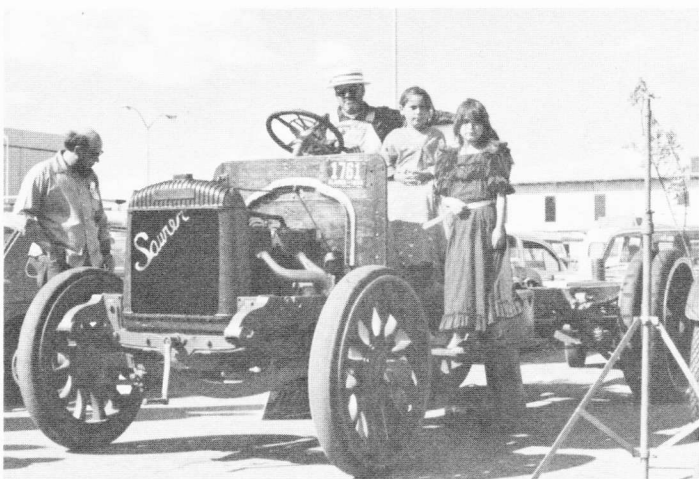
1915 Model T Ford Truck



1915 Ford T Truck



1925 Chrysler Touring



1914 Saurer Truck



1911 Model T Speedster

LET'S HAVE A PICNIC , WOULDSEEM THAT HARDING LAKE
WOULD BE PERFECT, WE ALL AGREE, THE CHAIRMEN AND HIS
COMMITTEE GO TO WORK AND THEN!!!!

Preparations for the Harding Lake Tour Picnic are all set, Saturday prior to Sunday picnic date chairman Gary Nash made a delivery to the lake of beer and other essentials. The hosts, Sandra and Paul Wagner, Darrellyn and Bob Meritt and Howard Mackey were ready. This Saturday was a beautiful day and held all the promise of Sunday being the same. Those staying at the lake woke to find a monsoon had moved in. However, into the modern iron and into town in hopes that this was just a passing rain and the antique wheels could be readied for the return run to Harding Lake and the picnic. The weather in town was even worse; President Carpenter called members and cancelled the affair. Mackey, Giinther and Nash returned to the lake to gather up or consume the beer and etc. and wait for a better day. The closer to Harding the trio drove, the nicer the weather was -- at the destination, bright sun. Back to the telephone located in the local Harding Lake Lodge BAR went the trio, Nash on the phone, Carpenter advising he would contact members and try to put the picnic together again. Several drinks later, on behalf of the trio, Ben called back to let us know that he had about 20 members, in modern iron, who were leaving to drive out and partake of the picnic goodies. The trio returned to Mackey's, the first stop on the picnic tour, and made ready. Those able to attend arrived about 2 P.M. The weather cooperated pretty well for the rest of the day. The beer and hors d'oeuvre, then on to Paul and Sandra Wagner's for salads, hot dishes, hamburgers and what have you (Paul is a great cook), from there to Darrellyn and Bob Meritt's for dessert that was delicious, with everyone, full of beer, food and dessert, not to mention good company. The picnic saga ended and back to the city the small, but happy group went.

I am not too sure that an off and on affair, picnic or otherwise, does not have merit. Let's give it another go next year, same place, same time, and with sunshine and a full house.

by Howard Mackey

PROGRESSIVE DINNER

by Stella Carpenter

Our annual Progressive Dinner, held on Sunday, September 9, was

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a "smashing success". The weather couldn't have been better. Our first stop, at 1 P. M., was at Howard Mackey's for before-dinner drinks. We all dived in on his well-stocked bar and between drinks spent our time looking over Howard's newly restored 1938 Packard, the envy of the club. Bob Giinther was missed, as he wasn't there to serve double drinks to the girls. "DARN IT!"

Ben kept a very close eye on my drinks and I only managed to get three vodka sevens.

At 2 P. M. we were on our way to Gary and Shirley Nash's home at six mile for salads. Wine was served and it really hit the spot. Most of us had a second helping and a couple glasses of wine. After my third glass I took charge of the situation and appointed myself the prodder to "Head 'em up and move 'em out" to the next stop.

We arrived at Nick and Virginia Bosnaskis' a little after 3 P. M. for the main course. Nick and Virginia went all out on the food. We were served Greek raviolis and stuffed grape leaves and wine. I never realized Greek food was so delicious; this was substantiated by the fact that so many of us went back for seconds and thirds until the food ran out. Nick showed us his 1931 Rolls while we were there. It was the first time that most of the members had an opportunity to see it.

At approximately 4 P. M. we were at Dora and Jim Hendries' for dessert. Alaskan blueberry cheesecake, rhubarb pie and several kinds of delicious pastries were served, which was especially suited for the occasion.

At 5 P. M. we were at Sharon and Eugene Yurkovich's for after-dinner drinks. We spent most of the time looking at and admiring their new home. Eugene was quite adept at bartending and the home-made wine was out of this world.

At 6 P. M. we all said our goodbyes and went home.

Dec. 7, 1972

Dear Mr. Giinther,

A short man was in here at the bar this week. He forgot this mallet on the table. We was talking about Fairbanks and he said he was head of some old car club in Alaska. Since you are in the car business in Fairbanks, I thought you might know how to return this to him.

Thank you,
Gilbert McKenzie, Bartender at the Greek
Torch in Seattle

P. S. You can pay me for the postage next time you come in.

ODE TO THE MISSING GAVELS

Anonymous

1 Missing gavel -- 2 Missing gavels -- 3 Missing gavels -- 4
Replacements came in from all o'er and still the gavels disappeared
Said Pres. This is really getting weird
I'll put a stop to this by heck
& put a rope on one as big as your neck
Then tied it to his hand, this worked out just grand.
Now no more fines will I have to pay
I think at last I got it made,

ALWAYS INTERESTED

by Mel Bovencamp

I've always been interested in old cars, even when I was a little kid.
I never had any money to buy a new car, so I always bought an old one and
they always turned out to be better than the new ones.

A lot of my old cars I parked on the farm in Idaho; now I'm restoring
them. I have the following old vehicles now:

1928 Ford Roadster	1937 Chevrolet Pickup
1929 Ford Roadster Pickup	1936 Ford Panel
1935 Ford Pickup	1939 Ford one ton truck
1935 Ford Coupe	1939 Dodge Coupe
1930 Ford Coupe	1940 Olds Sedan

In my spare time in winter I work on the vehicles. Now my wife is
also interested in old cars as I am. I think everyone should have a hobby
and I think this is the most profitable one.

A WAY OF LIFE

by Jim Hendrie

Owning an automobile today is a way of life, but owning an antique

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automobile, at least to me, is a rare, wonderful experience that happens really to only a few.

The car I'm about to describe came into my hands through marriage. My wife's uncle bought it in 1931. Paid cash for it and it cost more to ship from Denver, Colorado to Fairbanks, Alaska than its original price tag.

This car came into the world in 1931 and was christened DeVaux 6-75. It's in its original condition and showing need of paint in only a few places. The Continental-Hall engine has driven the auto one hundred and sixty-five thousand miles. The engine has had only one change of gaskets, one timing chain and is now sporting an electric fuel pump. These items are, with the exception of tires, points and plugs, the only additions since being manufactured in Grand Rapids, Michigan.

Henry DeVaux was in business for only three years and the number of these automobiles manufactured is between 7,000 and 8,000.

Offers have been made by several collectors for this car to Mrs. Johnson, who called it her little buggy, but she refused them and for this I shall be forever grateful. I had seen the car and met this dear lady only once and had no thoughts of even being the owner, but my wife and I visited them two summers ago and while we were there, she showed us the offers she had had and asked us if we might be interested. My brother and sister-in-law were with us and as we batted the idea around we decided why not and so our good fortune.

Of interest may be to name a few of the people who inquired of Mrs. Johnson as to selling: Mr. Harrah of Harrah's Reno, Nevada Car Collection, Mr. Floyd Clymer, world's largest publisher of books relating to automobiles, motorcycles, motor racing and Americana. These, along with others from California, Oregon and Washington.

Perhaps because our DeVaux has been a member of the family since 1931, there is that much more sentimentality attached to it, but then I've seen other antique car owners who have somehow or other become fathers and the buttons on their vests have a way of popping too. Keep on your side of the yellow line.

VISIT

by E. K. Christiansen

It all started with a visit to our daughter and son-in-law. We looked out the window to gaze upon two beautiful Willys Knights.

We all went out to look at them and Darrellyn Meritt asked if we were interested in old cars and I said I've always been interested in such to which she answered one was for sale.

We went through much torment trying to decide, but my wife knew I was hooked, so we bought our 1930 Willys Knight Model 87 and have never regretted it.

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The most rewarding part of old car ownership is the smiles you receive when you give them the oogah! of the horn...

TRAGEDY HITS

by Evelyn Nash

One of the biggest tragedies to hit a member of the F. A. C. C. this year was an accident that hit a well-known gentleman, who owns a certain '38 Vintage (classic) car.

The proud owner had a new dog he wanted to show off and after a few martinis he arrived at his place of employment. Cradling said pooch in his arms, he alighted from his car to end up on his posterior with pooch flying through the air. To console him and his three broken ribs, a bouquet of lillies were sent from the Club's Sunshine Fund.

1934 CHEV. COUPE

This Chevy was purchased from original owner, Mrs. Cecil Swanson of Paola, Kansas in 1972 by Joseph D. and Carolyn A. Lenear. The car was hauled to Fairbanks on a trailer from Paola, Kansas by Mr. Thomas Law in April 1972. The car has original equipment as purchased except for tires, battery, fuel pump and bumpers. Green with black fenders.

Actual miles on engine is 87,527.

Tools: Handcrank; jack, screw with handle; wrench, lug.

IT'S TRUE

by Paul J. Wagner

I am in love. From the very first day I saw her driving by I knew I was helplessly and hopelessly in love. My very first reaction was to caress her -- to feel -- yes, even to touch and just a smile would have been enough. My emotions rose and fell and my only thought was, "I must possess her."

She has a different gait, a movement so gentle. Her beauty is physical and yet so very sensuous.

She is my first love and my last, for when I die my only wish is that I go first for I know she will live forever. She is my 1912 Model T Speedster and it is true -- "I love her".

by Jim Sears

Postscript to "Trials & Tribulations of an Antique Truck Nut".

After the good performance of the Saurer in the Golden Days parade and the Car Show the following day, it was decided to take the truck to the Tanana Valley Fair again. We went last year and had a pretty good time. To defray some of the cost of the exhibit and make a couple of bucks, we ran a flea market from the back of the truck and hearse. Last year neither vehicle ran, but it made a nice exhibit anyway.

This year we ran into some trouble while towing the Saurer to the fair. One of the front tires separated from the rim. When a solid rubber tire goes bad, you have got trouble with a capital T. There just aren't any spares readily available and I know of no way to repair one. All I could do was to tie the tread down with rope. I then drove the truck on into town, stopping periodically to renew the rope. While driving the truck I could keep a closer watch on the tire than I could when towing it. From town I had a wrecker tow it with the front wheels off the ground.

If anyone knows of a supply of 36" solid rubber tires or someone who can repair same, I would appreciate them letting me know.

At the fair we again ran a Flea Market from the back of the Saurer Truck and the Henney Hearse. We really spent a lot of time talking shop on old cars. We even ran into a couple of people who could remember the truck in the old days. I put on quite a few demonstrations on the process involved in starting a rig equipped with only an Armstrong Starter (hand crank) for starting. As in the first car show, people were amazed when it would start right up, usually on the first turn. Quite a few people couldn't figure out how it could run with so many things missing. They were used to seeing an ignition key, distributor, coil and battery instead of just a magneto. The truck did quite well, although the packing on the water pump started leaking like a sieve. I must have started the truck up a couple of hundred times during the five days of the fair.

There was a lot of interest shown in the 1931 Henney hearse too. Many comments on the rather long Lycoming 8 in-line engine and on the many deluxe features such as the automatic lube system, thermostatic radiator shutters, etc. We had a homemade coffin in the back that we used for storage space during the fair. It added a little atmosphere and also aroused a few comments. The fair was a lot of work, but it was worth it.

REPORT FROM THE ENTERTAINMENT CHAIRMAN (JIM SEARS)

At present the plan is to have Old Time Movies for the meetings when available. Will try and get some guest speakers from time to time if available. If anyone knows of a possible speaker that might be of interest to the group let me know. I can be contacted weekdays @ the ESRO site Chena Hot Springs Rd. 488-2791 or evenings, weekends @ the Swap Shop 488-2179. Would anyone be interested in a tour of the site? If so let me know what day and I'll try and find out when a satellite will be over and the visit can be coordinated for when something is going on. The following letter from the Profile magazine is one I sent, in regards to a previous article entitled "Chuggin out of the Past". It featured some of the LTVAC people and their cars, in the Texas area. I just wanted to show them that even up here in the frozen North we have activities and old cars too. Kentron Hawaii which I work for is a subsidiary of the LTV Aerospace Corporation.



A perspective of news and events affecting employees of
LTV AEROSPACE CORPORATION

VOL. V, NO. 3

MARCH, 1973

PROFILE

Open line

• Re: "Chuggin' out of the past," Profile, February 1973.

I would like to get Millie Potts' address as I have a car I am trying to restore. It has the same engine as her '29 Cord.

I, too, caught the old car bug several years ago, when I acquired a 1931 Henney (hearse). It looks like a big old gangster car of the era. It was a pretty deluxe machine in its day. It has a big Iycoming In-Line 8 engine, the same as in the '29 Cord or Model 125 Auburn. It had quite a few advanced items on it, such as automatic lube system, free wheeling, thermostatic radiator shutters, thermostatically adjusted shock absorbers and several other modern features. It has 700x18 tires mounted on wooden spoked wheels. Due to the lack of time, money and parts I haven't gotten it running yet but hope to soon.

My real pride and joy I got about a year and a half ago. This last fall I finally got it running. Still a lot of work to do on it, though. It is a 1912 Saurer five-ton truck. I got it from one of the original owners who had used it to haul coal, wood, and building material back when Fairbanks was a booming gold town. The truck came to Fairbanks by Steamboat in 1914. There wasn't even a road to Fairbanks then.

The Saurer was made in New Jersey for a period of about three years. The one I have is quite rare, as no others are known to exist. The parent company is still in existence in Switzerland.

The truck is four-cylinder with magneto ignition, armstrong starter (hand crank), cone clutch, double chain drive, and solid rubber tires on wooden spoked wheels. The wheels are 36" in front and 42" dual in rear. The cylinders are cast in pairs with heads attached. The lower block is aluminum as is the transmission-differential case. It, too was an expensive machine in its day. An old book lists its price at \$4,800 for the bare chassis. The owner had to furnish his own body. I had it in the car show here last year as a static exhibit and it drew quite a bit of interest. It has earned the yearly trophy from the local Horseless Carriage Club for "Best Original." We have quite a few tours and events up here. I missed most of them as I didn't get the truck running till late last fall.

If any LTVAC people make it up this way in the summer they can usually see both rigs in front of my wife's antique and curio shop (The Swap Shop) out on the Richardson Highway near North Pole.

Jim Sears
Kentron Hawaii
Fairbanks, Alaska

Mrs. Potts can be reached at Unit 190000, Vought Systems Division, Box 5907, Dallas, Tex. 75222. Profile would like to hear from other old car buffs within the company, too.

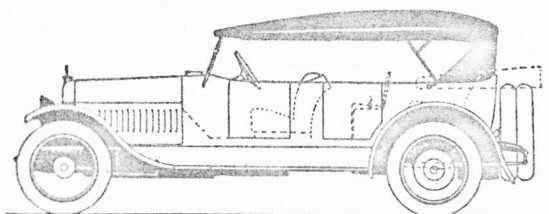
IN THE FOLLOWING LIST ARE SOME OF THE BOOKS I HAVE IN MY PERSONAL LIBRARY AND CAN BE USED BY MEMBERS OF HCCA FOR REFERENCE MATERIAL;

MG 1100 Workshop Manual
Mercedes Benz Repair & Tune Up
Dyke's Auto Enc. 15th Ed. 1910-28
" " " 18th 1937
Motors Auto Repair 8th 1935-42
" " " 16th 1935-53
Chiltons " " 1940-53
Motors " " 28th 1958-65
Chiltons " " 1964-71
Motors Truck " 13th 1952-60
" " " 24th 1962-70
Cars of the Early 30's (Chilton)
Ency. American Automobiles
The Worlds Automobiles 1862-1962
Complete Ency. Motorcars 1885-1968
Early Car Serial #'s 1910-42
Automotive Multi-Guide 1931
Old Car Value Guide 1972
Antique Auto Appraisal 1969
The Antique Car 1919-1930
Self Propelled Vehicles (Homans) 1909
Story of the Automobile 1917
ALAM Handbook of Autos 1915-16
" " " 1925-26
Antique & Classic Cars (Restoration)
American Album (Rare & Old Photos)
Motoring Through Punch 1900-70
Ford Car, Const., Oper., Repair 1925
Ford V-8 Cars & Trucks 1937
Military Transport WW I
Fighting Vehicles WW II (Warne)
Fire " " " 1840-1950
Earth Moving " " 1901-72
This Was Trucking (Bonanza)
Henry's Wonderful T " 1908-27
Golden Age American Race Car
100 Worlds Finest Autos (Clymer)
Wonderful World of Autos 1898-1930
Fit for the Chase (movie cars)
Lost Causes Motoring (Europe) Vol. I
" " " " Vol. II
Automobile Almanac 1971 & 1972

Let's call it a "buggy". Not for me, it's a "motorized surrey". Still others insisted that "horse-less carriage" more nearly defined the new mechanical contrivance that people were starting to buy and even ride in. In spite of not having names that everyone agreed upon, the automobile industry survived. New body types and seating arrangements were originated. Even glass and solid tops came into being. Invention ran wild. New cars were being born. The need for new names became apparent. This is where the Society of Automobile Engineers came in. This group of automotive engineers

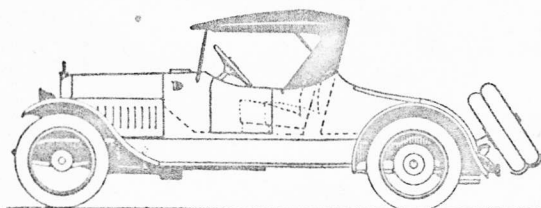
sensed very early that standards were needed if the automobile industry were to grow and flourish. Think of the confusion if every make of car used different nut and bolt sizes, different threads, individually manufactured for that one car. The S.A.E. developed standards for nuts and bolts, wheel rims, piston rings, and of all things—names for body types. "Baby" now had an official name.

In 1922 the Society of Automotive Engineers adopted the body names given below as standard: *sm*



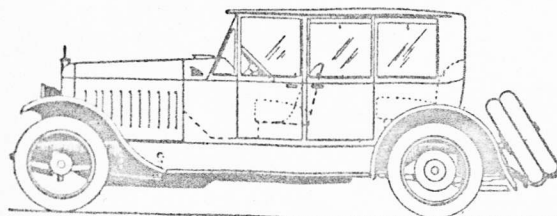
PHAETON

An open body with two fixed cross seats for four or five passengers. Folding seats in the tonneau for two additional passengers are sometimes used. The conventional body has four doors and a folding top with removable side curtains. This car is commonly known as a touring model, but it was decided to call it a phaeton as all types of cars are now used for touring.



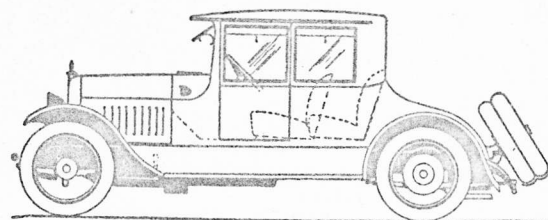
ROADSTER

An open-type body having one fixed cross seat for two passengers and a space or compartment at the rear for luggage. Folding seats fitting into the luggage compartment are sometimes used. The conventional type has two doors and a folding top with removable side curtains.



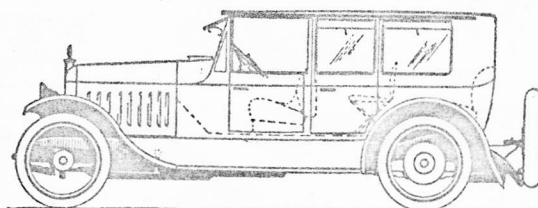
SEDAN

An enclosed single compartment body with two fixed cross seats for four or five passengers. Sometimes the front seat is divided by an aisle. Folding seats in the tonneau for two additional passengers are sometimes used. The conventional body has four doors but some models, in which the front seat is divided by an aisle, have only two. There are three movable glass windows on each side and the roof is non-collapsible.



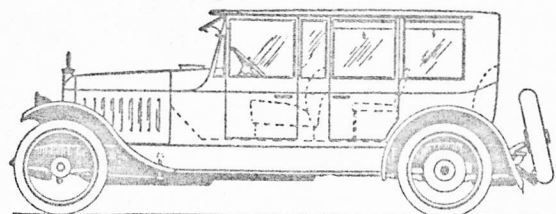
COUPE

An enclosed, single compartment body with one fixed cross seat. This seat may be straight and accommodate 2 persons, or it may be staggered and accommodate 3 persons. With the latter arrangement, a folding seat may be placed beside the driver's seat. The conventional body has two doors and two movable glass windows on each side. The roof is permanent and there is a luggage compartment at the rear.



LIMOUSINE

A partially enclosed body with a non-collapsible roof that extends the full length and is attached at the front to the windshield. Only the rear portion of the body up to the partition at the rear of the driver's seat is fully enclosed. There are two low doors and one fixed cross seat for two in the forward section. Folding seats for two additional passengers are sometimes used in the rear compartment. There are two doors and two movable glass windows on each side.

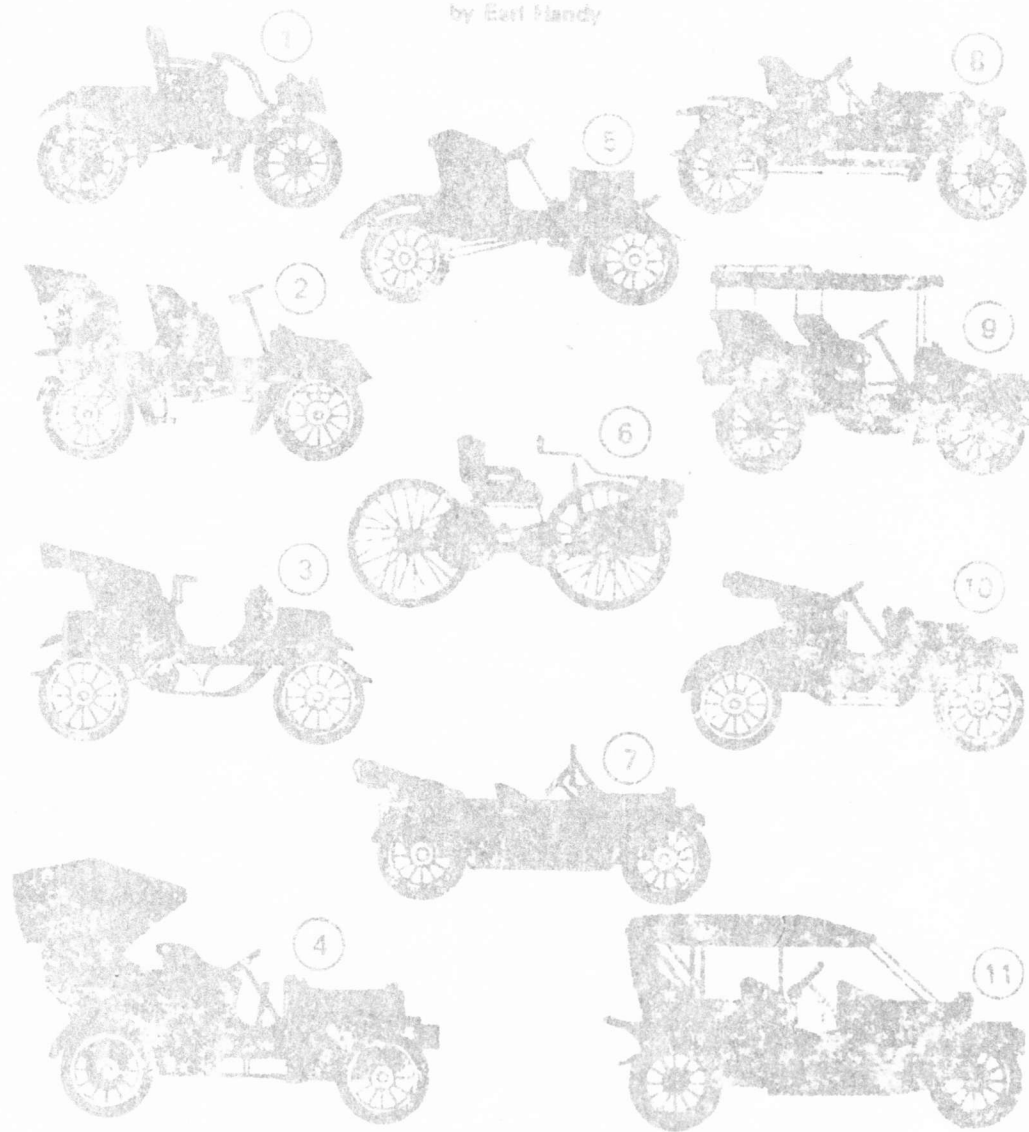


BERLINE

A body of the same general description as the sedan except that there is a partition at the rear of the driver's seat that makes it an enclosed, two-compartment body. Generally, one glass window in the partition is made so that it can be opened.

ANTIQUE AUTO QUIZ

by Earl Handy



If you're an antique auto buff, this quiz will be easy! Place the picture numbers in the proper circles below. The answers can be found on page 47.

- | | | |
|--|--|--|
| <input type="radio"/> 1896 Ford | <input type="radio"/> 1903 Stanley Steamer | <input type="radio"/> 1912 Chevrolet |
| <input type="radio"/> 1905 Pope-Toledo | <input type="radio"/> 1901 Oldsmobile | <input type="radio"/> 1904 Franklin |
| <input type="radio"/> 1904 Cadillac | <input type="radio"/> 1904 Packard | <input type="radio"/> 1904 Studebaker Electric |
| <input type="radio"/> 1908 Maxwell | | <input type="radio"/> 1910 Knox Tennessee |