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NEW YORK TO PARIS THE HARD WAY!

By Jeff Mahl

The Thomas Flyer leads through the snow in Buffalo, New York during the Great Race

Since my early childhood, I have heard stories about driving in Alaska. Not just as a passing conversation, but with the intensity of someone who was going to drive from Valdez to Nome and then across the frozen Bering Straits via Fairbanks in April 1908. Crazy you might say, well not to the American team in the Thomas Flyer! It was part of an international competition pitting the best in automotive technology from Germany, France and Italy against the inferior American automobile. Though Henry Ford and Ransom Olds refused to enter the Race, President Teddy Roosevelt "encouraged" E.R. Thomas, who built the Thomas Flyer in Buffalo NY to represent the United States.

Times Square February 12, 1908 the Thomas factory Chief Mechanic was in the Flyer ready for the challenge of a lifetime. The dead of winter start was required because the competition was to drive the full distance from Times Square NYC to the Eiffel Tower in Paris. To bridge the Pacific, they would drive across the frozen Bering Straits. George Schuster at 35 years old was about to take on the epic adventure. He went on to become the first man to ever drive an automobile across the United States in winter, with a record time of 41 days, 8 hours and 15 minutes. The Alaska leg was filled with challenges, and the audience at the Fountainhead Museum got the full story with a special presentation on Aug. 6th.

Schuster was ultimately the driver to win the "Great Race" for America, in a record 169 days to cover some 22,000 miles. That record still stands for long distance automotive endurance racing 105 years later. You might wonder, how did I get involved in the story? Well, I'm George's great grandson and growing up I heard the account from the man who lived it. It's a story of courage, Yankee ingenuity and down right determination!

Some of you may have attended the 75th AACA Anniversary Celebration in Louisville: <http://www.thegreatautorace.com/AACA-Review.pdf> or the recent Fairbanks or Valdez, AK presentations. If not you can see more at: www.TheGreatAutoRace.com. There is also a blow-by-blow account series in The Old Motor at: <http://theoldmotor.com/?cat=3075>.

In recognition of his efforts George Schuster was inducted into the Automotive Hall of Fame, along with other legends of auto history including Henry Ford and Ransom Olds.

For any Alaska AACA members traveling to Hershey this October, I hope to see you there!

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



My first job was working in an Orange Juice factory, but I got canned – couldn't concentrate.

Karpiks Lead "Pair To Win" Poker Run to Hilltop

Scott Grundy

It's always a good day when one can enjoy driving a vintage car in



Learning card skills is great early education

great weather and get better acquainted with fine folks. Such was the day on Sat., July 27, when David & Katy (Rice) Karpik led a very fun and relaxing run to the Hilltop Restaurant for lunch. They drove his & hers "topless" Corvettes so each could accommodate a child. Katy drove Caroline in a '72 T-Top and Dave chauffeured Luke in a '66 convertible. We were ushered along at a pace so pleasant Don Oines in his 1930 Model A sedan could keep up. Other participants were Robbie & Doris Casey in their Javelin, Scott & Linda/Lynn Grundy in their '55 Ply convertible (top down of course), Lambert Hazelaar in his ('55 Chevy custom PU), John McDonald & canine buddy Chester in a '30 Model A open-air roadster, Julio and Marily (Naquin) Merced in their 1977 Plymouth Roadrunner, and Greg



Photo by Ron Allen

Group on the Mondo Run on August 25th drawing a card at a Poker Stop along the way

Mondo Run!

A good size group of nearly 30 folks in 13 cars left from the Pioneer Park lot at 12:30 on a beautiful Sunday, August 25th, for that burger that serves as an all day Lunch / Dinner / and everything in between! The Mondo Burgers are really delicious, but certainly filling.

Winners of the poker run to the Monderosa near Nenana were: Ron Allen with three 9s, then second was Tracy McLeod and third was Linda Grundy.

The weather was sunny and beautiful, foliage was bright green with the recent rain, and the group was treated to views of Mount McKinley.

and Lois Oslund in their Mustang.

Card drawing stops were Sadler's, Morris Thompson Visitor's Center where the tourists and quality bathrooms welcomed us, the Pipeline Viewing Wayside, Fox Spring Wayside and our final restaurant destination.

This event spawned lots of good conversation and a fine lunch that included pie alamode for we overeaters. After lunch the lucky poker winners were acknowledged. The cash

winners were Robbie Casey (1st) with a pair of queens, Lois Oslund (2nd) with a pair of jacks and Lambert Hazelaar (3rd) with a pair of tens. Non-cash prize winners for aces drawn were Don Oines (1st), Doris Casey (2nd), & Greg Oslund (3rd). Very cute Caroline Karpik received recognition and a prize for drawing the lowest hand.

As we departed the Karpiks were thanked by all for a fun, well run and "full-feeling" event.



Photos in this article by Scott Grundy

Cars at Sadler's Lot Downtown before leaving on the run to Hilltop on August 31st

NEWS FLASH: We understand that Beccy Monsma won the Best Muscle Car award in Palmer at the State Fair Car Show

I don't usually get compliments, so I was surprised when GVEA called to tell me I had an outstanding account!



Jeff Mahl

Jeff Mahl to Alaska to tell his great-

grandfather's narrative story of the Great Automobile Race of 1908.

The race was the New York to Paris race that was won by the Thomas Flyer, driven and maintained by George Schuster, Jeff's great-grandfather. This was a special trip for Jeff, being able to visit Valdez and really see



Dermot Cole

Thompson Pass that his great-grandfather had told him about in stories. Dermot Cole, author of the highly regarded and definitive book on the Great Race, "Hard Driving", was also in attendance - and thus the two most recognized historians of The Great Automobile Race were together at this wonderful event here in Fairbanks. Dermot Cole had the honor of introducing Jeff, and Jeff the honor of being introduced by Dermot. The lecture was well received and appeared a crowd pleaser.



Crowd just before "The Great Race" presentation

THE GREAT RACE

There were quite a number of club members in attendance at the August 6th lecture by Jeff Mahl at the Fountainhead Automobile Museum. The Museum brought

Thank You for your Generous Support of the Vernon L Nash Antique Auto Club of Fairbanks **Seekins Ford** Body Shop



The Vernon L. Nash Antique Automobile Club of Fairbanks wishes to extend our appreciation to the Seekins Ford Lincoln Body Shop for all their help in making our club's 2013 raffle car giveaway a successful venture.

The 1965 Ford Mustang turned out beautiful and tickets sold out early. As scheduled, the winning ticket was drawn at our club's annual Golden Days picnic on July 20, 2013 at the Pioneer Park square dance pavilion where winner Dorene Bunch received the keys to her classic Mustang.

Special thanks to Seekins Ford Lincoln Parts and Service Director Al Haynes and Body Shop Manager Dan Simants for their hands-on hard work and long hours in renewing one of America's original "pony cars" into an attractive and collectable automobile.



Color version of ad published in the Fairbanks Daily New-Miner on August 11, 2013
via email



September, 2013

	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4 Unofficial RUNAROUND!	5	6	7 CARS & COFFEE HILLTOP
	9	10 BOARD MTG Sam's Sourdough	11 Unofficial RUNAROUND!	12 MEM- BERSHIP MTG 7 at The Bakery—dinner b4	13	14 CARS & COFFEE Chatanika Lodge Run
15 OK to put your studded snow tires on...	16	17	18 Unofficial RUNAROUND!	19	20	21
22	23	24	25	26	27	28
29	30					

Vernon L. Nash Antique Auto Club Region AACA

- **RunAround!** Officially ends at Labor Day, so no parking inside of Pioneer Park in September—but as long as the weather holds, there will be a group assembled at the Pioneer Park front lot at 6:45 to cruise somewhere beginning at 7:00 pm.
- **Saturdays in Sept: Cars & Coffee** at the Sadler's Parking Lot downtown on Cushman. Starts at 8:00am and breaks up about 10:00am as long as the weather is good!
- **Saturday, September 7th: Hilltop Breakfast Run**, leave Cars & Coffee at **9am**. (Paul Tekin, PPR)
- **Tuesday, September 10th: Board Mtg**, 6:30 pm Sam's Sourdough
- **Thursday, September 12th: Membership Meeting**, at The Bakery. Meeting starts at 7pm—most folks arrive at 6pm for dinner.



- Saturday, Sept 14th: **Chatanika Lodge Poker Run**. Members Ronnie and Shirley Frankin will be our hosts for lunch at their Chatanika Roadhouse. (Rochelle Larson, PPR)

Antique Auto Mushers Region (Anchorage) AACA

- **Wednesday, Sept 11th Regular Automushers Meeting**
- **September 13-15th Denali Park Road Tour** (Tamea Isham 688-3671)

Rochelle Larson is the Events & Program
Chairperson

National AACA Events

- Sept 20th: **Charlotte AutoFair**, Hornets Nest Region, AACA
- **Oct 9-12: AACA Eastern Fall Meet: Hershey, PA**

Other Local Events

- September 7th: **Eddy's Auto "Blast from the Past" Car Show**, Seward
- September 21st: **Outdoor Car Show at Kendal's** on Old Seward Hwy.
- Saturday, September 28, 2013 has been designated as **International Model A Day** by the Model A Ford Club of America (MAFCA). This is the 5th celebration year honoring the Ford Model A and is an event recognized worldwide by Model A owners.



This day is simply a
DRIVE YOUR MODEL A
FORD this day with
friends, clubs or whomever
and enjoy the day..

President's Headlights - Scott Culbertson

Hello Everyone,

Well here we are at the end of the driving season and our September events calendar has a number of weather permitting items. I do hope that all of you found the time to spend on the road or in club events that interest you. Our club does offer a lot of summer activities and it can be hard to get to all of them. I know that I myself was able to take part in just a small number of events due to work and

family. Following elections this November we will have a new president and whoever takes that role I do hope that they will be able to revive some of the winter "how to" sessions that the club did in years past.

Remember everyone we are still looking future raffle cars. While we have purchased Greg Oslund's 1968 Volkswagen Beetle, we are continuing to look for another car in case we find one that requires more time for repairs.



If you are out and about and see something please contact a board member and share your find.

See Ya at the meeting

Member Advertisements

1947 Ford Super Deluxe coupe, new



brakes, exhaust, battery. Flathead V8, Runs and drives great, needs interior work. \$8000.00 OBO—Ralph

Moore flatheadv81947@gmail.com

7.10X15 W/W BIAS PLY TIRES FOR

SALE: Four Sears 4ply polyester tubeless tires with 2.75" whitewall; one Good Year nylon with 1.75" whitewall. All very nice. \$50 each or \$200 for all five. Scott Grundy 907-457-3526

Looking for one 16" spoke wheel for my new project—if any one has one extra lying around, I have cash or trade! Bear. 347-7049

FOR SALE: HTP 110 mig 110 amp

welder: shrinking attachment, dent puller kit (Binzel Style), Gas bottle, gas gauges and regulator, welders leather apron. Like new. Asking \$500 Contact Ed McLaughlin at mcbug@gci.net

Ride Needed (for Engine Block) from Anchorage to Fairbanks. Please let me know if you are coming back from Anchorage with a bit of extra space! - Dave Karpik shelbyluva@aol.com or 614-477-0742

1963 Corvette Split Window Coupe.

Rare L84 Fuel injected, 4 spd, Pwr windows, AM/FM radio, new interior. Great driver condition and very original. Non-original block but all else very original. \$75,000.00 OBO Contact Peter at 322-2651. Also -



2011 Camaro 2SS RS with all available options. LS3 V8, 6 speed, heated leather, sunroof, Head up display, inferno Orange, stipe package. 4400 miles and like brand new. \$29,000.00



FOR SALE:

1928 Model A Tudor— Over 26K invested; Bored .040 over with Model B cam and Model B carb.



Intake bored; oversized intake valves; Snyder 5.5:1 head, Mitchell overdrive, upgraded lighting, electric wipers, tach, powder coated wheels, new tires & tubes, trailer hitch & wired for elec brakes. \$18,000 firm. (Also have custom tear drop trailer to go with for \$3000—trailer has model A wheels and beaver tailed fenders, 31 PU lights.) If interested, Call Marv 978-9252 for more information.

Sunshine Club



Tracy reports the good news that there was no need for sending any get-well or sympathy cards during the time since the last newsletter!

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

Anniversaries

- 4- Vonna & Fred Husby
- 7- Tracy & Jim Brand
Joyce & Paul Tekin
- 19- Jean & John Middleton
- 29- Lorna & James (Clutch)
Lounsbury

Birthdays



- | | |
|---------------------|---------------------|
| 2- Pranee Nakprasit | 21- Karine Dane |
| 3- Aimee Hughes | Don Ronken |
| Jill Larrick | 22- Bill Wright |
| 5- Connie Ronken | James Anderson |
| Tracy McLeod | Laura Graham |
| 7- John Morgan | 24- Hal Hume |
| 13- Marilyn Nigro | 25- Charlie Jurgens |
| 14- Al Haynes | 28- Ron Franklin |
| Wyan Grant | Larry Sullivan |
| 18- Alva Ditch | |
| Brent LaValley | |

EDITOR'S LEFT (on) BLINKER



Many thanks to Tim Cerny for bringing Jeff Mahl to the museum for the wonderful presentation on August 6th. It is lectures and presenta-



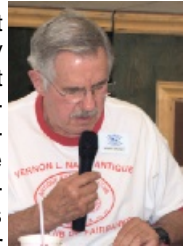
tions on automobile history that add something special to the Fountainhead Museum as a repository of automotive history instead of just a tourist attraction. While we all appreciate the collection and the way it is displayed; this "little extra" in the way of special presentations makes the museum and its patrons a special community. Thanks, Tim!

On another subject, elections are coming up and nominations are needed. In my opinion, we could throw the whole stale (bored) board out (me included) and pull in some fresh ideas, better planning, and invigorated leadership. We are a big club, and so some level of organizational skill is needed, but we also are an easily led bunch, willing to pitch in and help—so please volunteer to run for office!

BORED NOTES FROM BOARD AND MEM- BERSHIP MEETINGS IN AUGUST

- Ron Allen reports that we have \$30,588.84 in the treasury. It has been almost a year and we still have not heard back from the IRS on our application for 501C(3) status.
- Membership now stands at 226 per Rochelle Larson's Membership Report.
- Raffle car candidates were discussed. The Board agreed to purchase the fully restored 1968 Volkswagen Beetle currently owned by member Greg Oslund for our budgeted amount (which is below low book on this car). The Board also decided to continue to look for a good ticket seller "muscle car" or other good candidate, indicating a willingness to purchase "one ahead" this year so as to take better advantage of potential vendor donated restoration services on a second car, if needed. Only one car will be raffled per year.
- Nominations were discussed at both the Board and Membership Meetings, with the Board hoping to draw enough candidates so that we have a

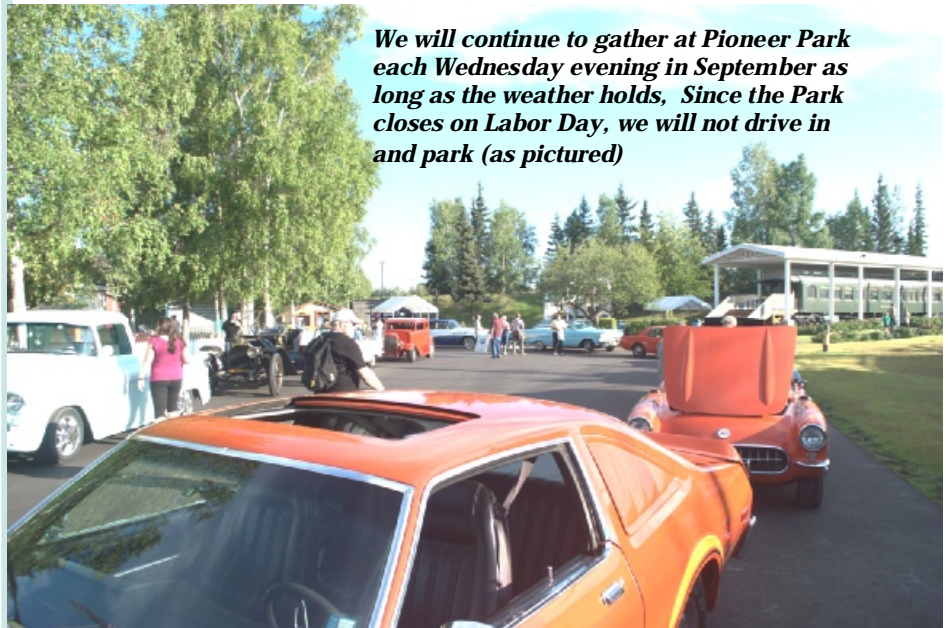
real election for at least some of the key positions this year. At the Membership Meeting, Wilma Vinton volunteered to head the Nominating Committee. Nominations close in October for the November election.



Grundy, Acting as Secretary

- There was a general discussion at both meetings about increased membership contrasting to lower event attendance, especially at the newer events on this year's schedule.
- Don Oines attended the Board Meeting to take part in a discussion of how this year's and future "Most Improved Car" Award would be handled. It was agreed that some process changes were needed, (Note: Folks with cars that have been restored or significantly improved this year should contact a Board Member or Charlie Jurgens in order to be considered this year).
- The ad (see page 3) was approved to run in the Daily News Miner in black and white (color was too expensive).
- At the Membership Meeting, Laurel McLaughlin agreed to lead up arrangements for the Annual Meeting / Holiday Party this year at the Westmark.

Just about every Wednesday has been wonderful cruising weather for RunArounds this summer!



We will continue to gather at Pioneer Park each Wednesday evening in September as long as the weather holds. Since the Park closes on Labor Day, we will not drive in and park (as pictured)

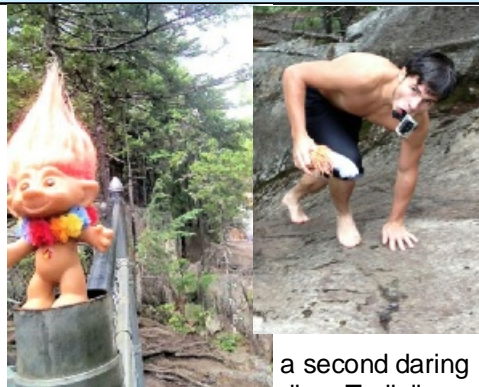
Seen above are Hazalar's '55 pickup, the Cramer Chalmers-Detroit, Julio's Road Runner, Terry Whitledge's Vette, and many other member cars on July 31st RunAround



Kelley Rivers tells Trollella's tales at the August Membeship Mtg

Continuing Adventures of TROLLELLA

Kelley Rivers entertained us all with stories of the mis-adventures of Trollella the Troll Doll on her trip back east with Kelley and Nancy. The club was on the edge of their seats listening to the daring adventure of Trollella at the diving cliffs when she suffered a fall from her precarious position on the railing to fall some 30 feet, almost to the water below. Kelley had to admit that he had to hire a cliff diver (shown above right) to perform a daring dive and rescue only to find that the doll couldn't be reached in the tree—but with a combined effort, a long stick, and



a second daring dive, Trollella was rescued. It was also reported that she drank too much at Cheers in Boston, and danced naked on Norm's corner of the bar. Kelley turned over many pictures of Trollella (some in compromising situations), so look forward to more in future editions. Watch out—Wilma and Willie Vinton have the doll for the upcoming Pebble Beach Concours.



Trollella watches Norm's beer at Cheers

2014 RAFFLE CAR PURCHASED

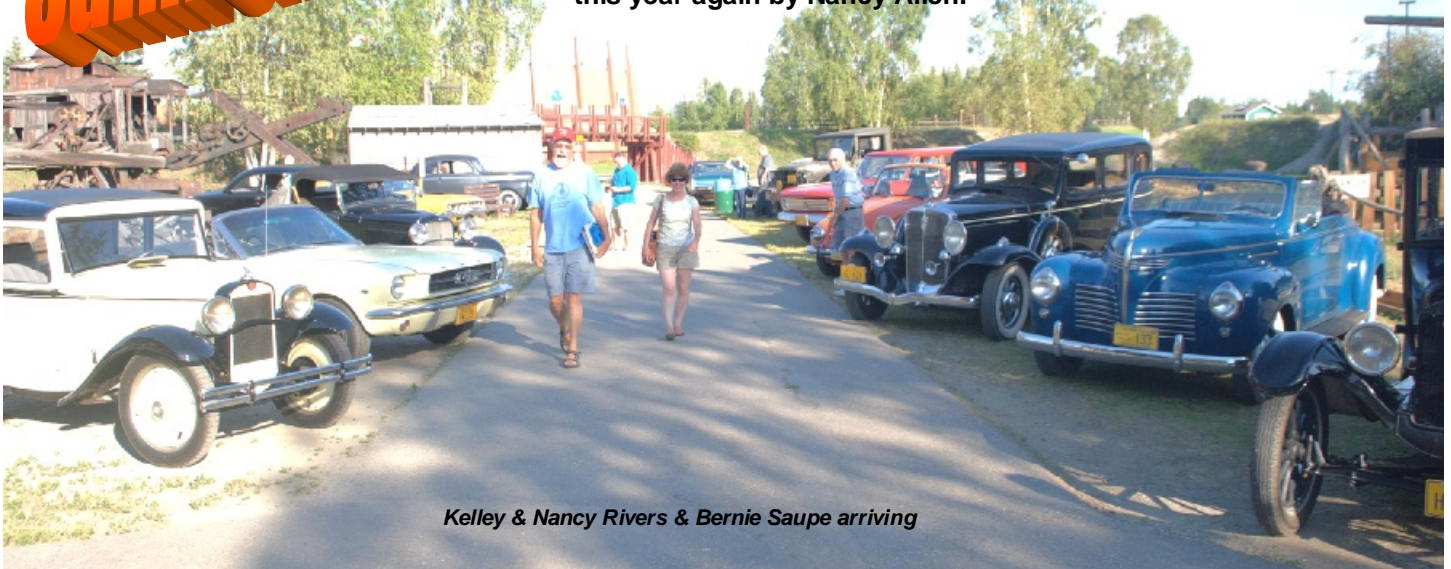
The Club purchased the pictured 1968 Volkswagen Beettle from club-member Greg Oslund. Greg sold it to us at a good price and then delighted the board and the membership in attendance at the August meeting by agreeing to store the car until next spring. The car needs no work—it is ready to raffle as is; Greg even spent a few extra hours spiffing it up to look extra good! Thank you, Greg & Lois.



Raffle car tickets will be distributed at the Annual Meeting / Holiday Party in December and they will be on sale until they are gone. The drawing will be at the Member's Picnic in Pioneer Park after the Golden Days Parade next July.

Salmon Bake!

The August Membership Meeting was at the Salmon Bake, and was well-attended, as is this August event each year. We all enjoyed Prime Rib, Salmon, Cod & Crab Legs prior to meeting in our host's event tent. Many thanks to owner, Rick Winther, and to employees Jeremy and Kathleen for the arrangements which were coordinated this year again by Nancy Allen.



Kelley & Nancy Rivers & Bernie Saupe arriving

Burning Food for Fuel: The Case Against Ethanol



By Colby
Martin
SEMA Action Net-
work

On a steady diet of corn, a staggering number of vintage vehicles in the U.S. are now suffering from clogged arteries. The culprit? Ethanol. The issue is straightforward. Countries around the world are supplementing their gasoline with biofuels, primarily ethanol. In the U.S., ethanol is distilled from corn, but cellulosic ethanol can also be distilled from switchgrass, sugarcane, wood chips and other agricultural by-products. Supplementing the petroleum-based fuel supply in this manner may be a well-intentioned effort to reduce oil dependency, but it is not cost-effective and results in severe consequences to your collector vehicle's engine.

Most new vehicles are constructed with materials that resist ethanol's potentially harmful properties when small concentrations of the bio-fuel are used, such as 10 per-cent ethanol by volume (E10). However, that is not the case with older cars and current high-performance specialty parts. Condensation created by this gasoline can damage engines and result in corrosion, rust, clogging and deterioration of fuel system components.

The U.S. Congress enacted the "Renewable Fuel Standard (RFS)" in 2005 and set ambitious mandates for the amount of ethanol to be blended into gasoline each year, going from nine billion gallons in 2008 to 36 billion gallons by 2022. In order to meet the ever-growing FRS biofuel mandate, the U.S. Environmental Protection Agency recently permitted the sale of 15% ethanol (E15) in gasoline. In the proc-

ess, the EPA acknowledged that E15 poses a risk to older cars and therefore made it illegal to fuel pre-2001 vehicles. However, the agency is only requiring a gasoline pump warning label to alert motorists that E15 could potentially cause equipment failure in older vehicles.

The EPA's decision has spawned a huge battle across America. A coalition of unlikely partners have come together to fight E15. They include organizations like SEMA Action Network (SAN), which represents collector cars and their owners, along with the boating industry, lawn equipment manufacturers and the oil industry. It also includes the food industry (corn prices are increasing) and environmentalists (the land, transportation and energy costs to produce ethanol undermine the benefits).

The battle's outcome is still unknown. The EPA's decision is being challenged before the U.S. Supreme Court. In congress, lawmakers are considering legislation to ban E15 and also reduce the RFS mandates, the driving force behind E15. Both HR 875 in the U.S. House of Representatives and S. 344 in the U.S. Senate are supported by SAN. A time-frame for resolving the debate is unclear but the issue has become very contentious.

While it is now legal to sell E15 in America, there are only a handful of stations currently marketing the product. The infrastructure for most stations has not yet been certified for the fuel. More importantly, most automakers have not certified their vehicles for E15. Therefore, they may void the warranty for any E15-related damage.

This year, states like Florida, Maine, Oregon and West Virginia have taken the lead in dealing with the ethanol issue. In fact, in Florida there is legislation to repeal the requirement that all gasoline offered for sale in the state contain a percentage of ethanol. As this article went to print, the bill had been approved by the Florida House of Representatives by an overwhelming 77-39 vote and sent to the senate for consideration. Currently, Florida requires that all gasoline sold by a supplier, importer, blender or wholesaler contain 9-10 percent ethanol, or other alternative fuel, by volume.

Thankfully, there are many lawmakers who support the automotive pastime. We know that some lawmakers are big fans of collector cars, vehicle exhibitions and auto racing. In congress, many of these representatives and senators have joined the Congressional Automotive Performance and Motor Sports caucus. Likewise, state lawmakers have joined the companion State Automotive Enthusiast Leadership Caucus.

Lawmakers count on voters to help guide many decisions, and it certainly helps when they simultaneously hear from many with the same feelings on a topic at the same time. In short, our only hope to continue advancing our automotive freedoms is to unite our voices. You, your friends, family and colleagues can join the good fight by enlisting in the SEMA SAN at semaSAN.com/Join without fee or obligation. SEMA SAN members respond to timely e-mail updates on bills like these as they move through the legislature.

For auto enthusiasts in the U.S., the message to law-makers and regulators has been clear: "Hit the brakes on E15." On behalf of the entire SEMA SAN, we look forward to counting you among our growing force fighting the good fight for our vehicles.

Ignited We Stand!

Editor's note: Reprinted from the AACA Rumage Box. Colby Martin is director of SEMA Action Network. For more information, go to semaSAN.com or contact Colby directly: 1575 S. Valley Vista Dr., Diamond Bar, CA 91765 Direct: 909-978-6721 • ColbyM@sema.org



Be careful out there...
Hunting Season is Open

People would worry less about what others think of them if they only realize how seldom they do.

MURPHY DOME HISTORY

Extracted from Wikipedia

The control center station was closed on 1 November 1983, and was re-designated as a Long Range Radar (LRR) site. Today, it remains active as part of the Alaska NORAD Region under Elmendorf AFB.

Murphy Dome AFS was a continental defence radar station constructed to provide the United States Air Force early warning of an attack by the Soviets on Alaska. It was one of the ten original aircraft control and warning sites constructed during the early 1950s to establish a permanent air defense system in Alaska.

Murphy Dome was initially operated by a detachment of the 532nd Aircraft Control and Warning Group, Ladd AFB (now Fort Wainwright). The station functioned as a Ground-Control Intercept (GCI) and warning station. As a GCI station, the squadron's role was to guide interceptor aircraft at Ladd toward unidentified intruders picked up on the unit's radar scopes.

The station site consisted of a power/heating plant, water and fuel storage tanks, gymnasium and other support office buildings. Two other buildings contained living quarters, work areas, and recreational facilities plus opportunities for such sports as skiing, skating, horse-shoes, and basketball. The buildings were connected by enclosed portals so no one needed to go outside in winter unless absolutely necessary. Tours at the station were limited to one year because of the psychological strain and physical hardships.

A 4,500' airstrip was constructed on a plateau east of the ground support station, with a gravel runway; during 1951 it appears to have been abandoned when reliable roads were constructed

which linked the station into the Alaska highway system. Mail was usually delivered daily after the road connection to Fairbanks was completed. During the 1950s-70s, a ski slope also operated at the site, the trails still visible in aerial photography.

When the 532nd was inactivated in 1951, the site was then operated by a detachment of the 143rd Aircraft Control and Warning Squadron of the Alaska National Guard. As part of HQ AAC plan to upgrade all remote sites to full squadrons, the 744th Aircraft Control and Warning Squadron was activated at Murphy Dome on 1 February 1953 with an authorized strength of 249 personnel.

Murphy Dome converted to an air defense Direction Center (later renamed NORAD Control Center) on 4 March 1953, and exercised control over a number of other remote monitoring stations. Ground Intercept Sites were added when they were activated. As an MCC site, its mission was to feed air defense data to the Alaskan Control Center at Elmendorf AFB where it was analyzed to determine range, direction altitude speed and whether or not aircraft were friendly or hostile.

Communications were initially provided by a White Alice TD-2 microwave A Route radio link to Clear AFS. It was inactivated in 1979, and replaced by an Alascom owned and operated satellite earth terminal as part of an Air Force plan to divest itself of the obsolete White Alice System. With the creation of Norad in 1957, Murphy Dome AFS became one of four NORAD Control Centers in Alaska. The squadron supported, administered and trained assigned personnel to perform air defense missions, support tactical missions as directed by HQ AAC, and operate and maintain the station. The USAF shared its radars with the

Army Air Defense Command Post (AADCP) for Nike missile-defense system in the Fairbanks Defense Area until the Nike sites were inactivated in 1971.

In the early 1980s, construction began on a new NORAD Region Operations Control Center (ROCC) at Elmendorf AFB, which would be responsible for managing all air defense operations in Alaska, making all manned remote radar sites redundant. The 744th ACWS was selected to man the ROCC, which achieved full operational status on 15 September 1983.

In 1983, Murphy Dome received a new minimally attended radar under Alaskan Air Command's Seek Igloo program. It was designed to transmit aircraft tracking data via satellite to the Alaskan NORAD Regional Operations Control Center at Elmendorf. No longer needed, the 744th ACWS was inactivated on 1 November 1983 and the station re-designated as a Long Range Radar (LRR) Site. This left only contractor personnel to maintain the site radar. In 1990, jurisdiction of the Murphy Dome LRR Site was transferred to the Eleventh Air Force.

In 1998 Pacific Air Forces initiated "Operation Clean Sweep", in which abandoned Cold War stations in Alaska were remediated and the land restored to its previous state. After years of neglect the facilities at the station had lost any value they had when the site was closed. The site remediation of the radar, support and White Alice communication station was carried out by the 611th Civil Engineering Squadron, and remediation work was completed by 2005.

Murphy Dome Run

*Bonus Question:
Where is the other
"Golf Ball" and how
far did it travel?*



August 11, 2013

The Murphy Dome Run was on Sunday afternoon, August 11th. The newest vintage car was the new acquisition of Scott and Linda Grundy who brought out their 1940 Plymouth Convertible. Next, as pictured above, is John McCarthy and his Model A, Don and Angie Oines in their Model A, Rick Larrick's '32 Studebaker, and

Willy Vinton and grandson Devon in Willy's Model A pickup. Also along (but left at the top to pick blueberries) were David Karpik & Katy Rice with their kids Caroline and Luke.

The group left Pioneer Park at 1:15 and drove up through the UAF and out Sheep Creek Road to Goldstream and then left on Murphy Dome Road. They followed the road

all the way to the top. The road was in very good condition this year. The return trip came down from the Dome to Old Murphy Dome Road to Spinach Creek Road and then back retracing the route back to Fairbanks.

It was a good, leisurely, 3 hour Sunday drive, enjoyed by all.

CONTACTS:

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

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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	rlarrick@alaska.net
Director	Bret Helms	460-1912	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	rlarrick@alaska.net
Website	Wilma Vinton	456-2261	wlinton@gci.net
Sunshine Club	Tracy McLeod	456-7877	tkplits@yahoo.com

NEXT MEETINGS

This month the membership meeting is back at The Bakery on Thursday, September 12th. The meeting part starts promptly at 7pm, so be there before for dinner from the menu (most folks arrive about 6pm).

The Board Meeting is at 6:30 PM at Sam's Sourdough on the Tuesday before the membership meeting. This month the Board will meet on Tuesday, September 10th. Again, dinner is before. Meeting is open if other members wish to attend.



Chester waits patiently at Hilltop



Vernon L Nash Antique Auto Club
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