



December, 2013
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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.



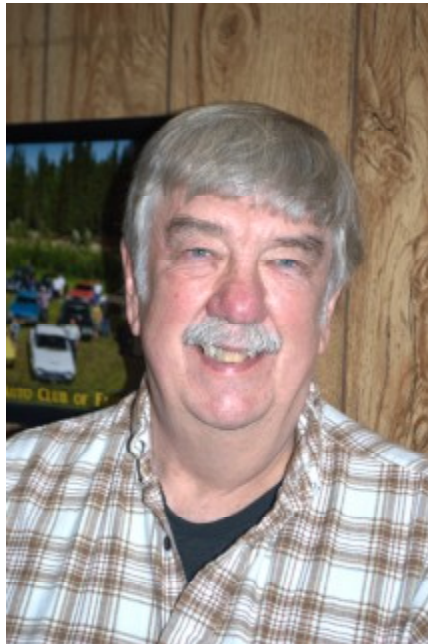
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If you have material you would like to contribute, please contact our editor, Rick Larrick, at the club email: vlnaacf@gmail.com



ELECTION RESULTS

On Thursday evening, November 14th, despite freezing rain and high winds the night before, the second of three days of cancelled school, and still over ten thousand Fairbank-sians without heat or electricity, the hardy membership of the Vernon L. Nash Antique Auto Club met to elect new officers. Attendance was good, and the membership



**John McCarthy—
2014 President**

quorum required for an election was easily met. Fifty-eight ballots were cast and by the end of the evening, with ballots counted, the winners were congratulated.

John McCarthy was elected our new President, in a contest with Willy Vinton. The new Vice-President is Bret Helms, who was unopposed.

Secretary and Treasurer positions were unopposed this year, and won by Ron Allen who continues as Treasurer and Cathi Beck who already started taking the minutes of the November meeting. McCarthy, Helms, Allen and Beck round out the four officer positions in the club with executive and fiduciary (check signing) duties.

Of the four candidates for the two

Director positions, Ed McLaughlin and Terry Whitledge garnered more votes than did either Art Casserberg or Fred Husby. As immediate Past-President, Scott Culbertson remains on the Board as a Director, and Rick Larrick leaves the Board, as does Willy Vinton.

In this issue, we have provided a picture and brief profile of each of the new officers. Each of those candidates not elected vowed to continue their involvement in club leadership. Willy Vinton, who had been on the Board for more than a decade, says he will continue to be a strong supporter, provide activity leadership, and of-course act as liaison

between our club and the Fountain-head Museum. Art Casserberg is anxious to provide leadership and support for the club. Fred Husby stepped right up at the meeting, and agreed to be the 2013 Raffle Car Chairman. Rick Larrick will continue as Newsletter Editor.



Bret Helms—2014 Vice-Pres

Club membership is high, our finances are sound, and the new leadership shows promise and appears excited to serve. See profiles inside.



John McCarthy, President

John retired from Federal Civil Service at Fort Wainwright where he was the foreman for the heavy mobile equipment maintenance and repair shop for the Directorate of Public Works.

As John tells his first antique car story: "When I was 16, I saw a 1939 Lincoln Zephyr 2 door sedan for sale in a neighboring town that had a for sale sign on the windshield. I liked the '39 Lincoln because it looked a lot like a '40 Ford which was very popular with the circle track and hot rodders way back in the '60's. After cutting enough lawns and doing some other work, I finally saved up the \$75.00 that I needed to bring it home. My friend's dad worked at a Studebaker dealership and was able to borrow a dealer's plate and we towed the Zephyr home behind his 1956 Ford Station Wagon. I remember that the car appeared massive behind the station wagon as the hood ornament was as high as the middle of the wagon's rear window. I did some work on the car but never was able to come up with all the V-12 parts that I needed to get it roadworthy. I found many old Lincolns available for parts including several convertibles and limousines with sliding glass divider partitions, but I never found another Zephyr 2 door. Then, one day, Uncle Sam came knocking. While I was in Viet Nam, my parents decided to downsize their home and the car was sold."

(Continued on page 10)



Bret Helms, Vice-President

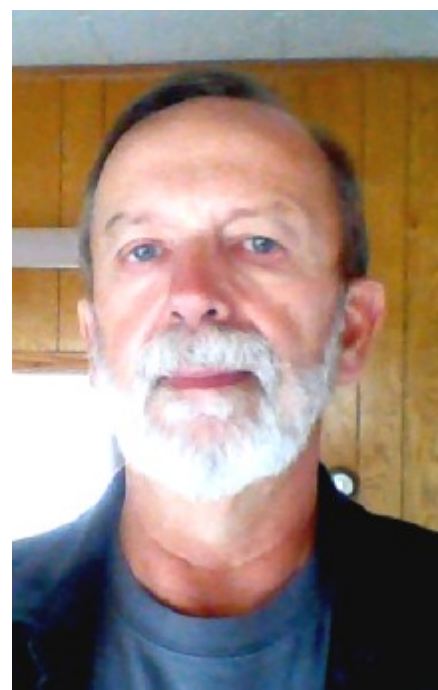
Bret is a 33 year member and Training Director for the Plumbers & Pipefitters Joint Apprenticeship Training Committee.

Bret's first "antique car" was a 1969 MGC Roadster that he bought from his brother to restore. Short version of the story about the car is that he sold it back to his brother unrestored...

Bret says his favorite "antique car" he has owned was a 1923 Model T Street Rod because "it only weighed 2000 lbs, had a 327 Chevy, a Muncie 4-speed, 456 gears, and wheelie bars. It had to be pointed in a straight line when you got on it!"

Bret joined the club in 2009 because he wanted to be a part of a club where members enjoy restoring and driving their automobiles, and where there is the opportunity to ask other club members for advice and guidance when working on one's car restoration projects.

According to Bret, club members can count on him to help provide their input on their likes or dislikes relating to club business or activities, representing their interests at Board Meetings. Bret wants to continue to assist the board in providing quality events that are of interest to the membership, and to create an environment that will promote participation from the members of the club.



Ron Allen, Treasurer

Ron Allen is a retired fund accountant and internal auditor, so comes well equipped to continue in the Treasurer position.

Ron's first car was a 1963 Triumph TR4. As Ron tells it, "I paid \$600 for it in 1971 before it was an antique while a student at UA. It was my only car for several years, one that I became quite attached to and identified with. Somehow it survived many regular pizza and beer runs between UA and downtown Fairbanks even at -40 temperatures. I met and courted my bride in it. I sold it a few years later, around 1977 when finances were a little tight. I got a regular job, raised a family and began looking for a project car many years later as I neared retirement. That was 2002. The TR4 was only a distant memory and an occasional dream. Remarkably a classified ad appeared at this time in the News Miner. It stated, "1963 Triumph TR4 free to the right person." (Really!) The generous owner had a project TR4 he had intended to restore that he kept under a tarp for 15 years. He realized he wasn't going to get time to do it and wanted to make sure whoever got it would restore it and not part it out. Like myself, he had driven it during his college years at UA. I confirmed it was my former car and convinced him I was a worthy candidate. I hauled the car home with the loose hanging fenders flapping in the breeze and the engine packed

(Continued on page 8)

Give a man a fish and he will eat for a day. Teach him how to fish, and he will sit in a boat and drink beer all day.

Mummm! I was pulling it in a trailer behind the Class C Motorhome most of the way. Did take it out and took it on a road trip to Wine country in Walla Walla Wash. (A town so nice they named it TWICE!). We went with two other cars, both Porsches.
- Kelley Rivers



Trailer the Tiger on a Snowbird Vacation

It took Kelley & Nancy Rivers 30 days to get from Fairbanks to Tucson, but they had to keep stopping to play with the Tiger and cruise it through most all of the western National Parks.

As most of us remember, Kelley bought the Sunbeam Tiger from member Marty Herzog, and has



We stopped in Sandpoint Idaho and took the TIGER out of it's cage and took a few short runs and the weather was Great. Sandpoint is located on Lake Pend Oreille the largest lake in the Pacific Northwest and used to have a military base that trained SUBMARINE CREWS in the deep waters of this Lake. This is a picture in front of my friend Robert Myers home overlooking Lake Pend Oreille.
- Kelley Rivers



Travelling "Tiger Cage" behind the Motorhome

been enjoying it since. Kelly and Nancy are snowbirding in Tucson. Kelly reports that they have gone on two TIGER runs while in Tucson with

Ron and Nancy Allen (Ron & Nancy bought a Miata). Snowbirds are enjoying the Tucson British Car Register and the Santa Cruz Valley Car Nuts car clubs while they are warm.



December, 2013

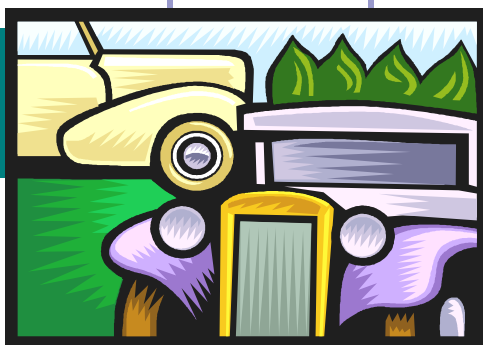
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3 BOARD MTG—Sam's Sourdough	4	5	6	7
8 HOLIDAY PARTY	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Vernon L. Nash Antique Auto Club Region AACA

- **Tuesday, December 3rd: Special Board Mtg**, 6:30 pm Sam's Sourdough Cafe
- **Sunday, December 8th: Annual Membership Meeting and Holiday Party**, at The Westmark Hotel Gold Room. Reservations Required. Social hour at 4pm. Dinner at 5 pm. Meeting and gift exchange after dinner
- **Thursday, January 9th: Membership Meeting**, The Bakery. Meeting at 7pm, dinner before (~6pm)

Antique Auto Mushers Region (Anchorage) AACA

- **Sunday, December 15th: Auto Mushers Christmas Party**, at the Ishams (Call Tamea)



National AACA Events

- **Thurs—Sat, February 6-8: AACA Annual Meeting**, Philadelphia, PA
- **February 20—22nd: AACA Winter Meet**, Port St. Lucie, Florida—hosted by the Treasure Chest Region.

DUES ARE DUE!

Dues are still \$50 for a single membership and are \$65 with a spouse (or associate). Of these dues, \$35 pays for the AACA Magazine, Antique Automobile, and your AACA dues.

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 flat-headv81947@gmail.com



LOST: PURPLE PICKUP: I'd like to put in a request to all members for info on Dusty Johnson's old '52 ford pickup. It was purple the last time that he saw it and he had (regrettably) replaced the old flathead V8, when he had owned it. He also says that when he saw it last, it had the bed next to it. Any info would be appreciated. I'm willing to act as point of contact at 441-1272. Thanks! Art Casserberg

President's Headlights - John McCarthy

SYNCHRONIZING THE GEARS FOR 2014

First words from your newly elected president

The Vernon L. Nash Antique Auto Club of Fairbanks consists of a diversified group of people and a mismatch of automobiles stirred together under one common denominator. We all love classic and antique automobiles. While some of us are purists not wanting to modify anything on our

car, others are busy chopping tops, modifying steering, braking and other systems. Regardless of your philosophy, one thing remains certain. As all of us turn into classics and antiques, in the VLNAACF world, things are also constantly changing. This year, cars built in 1989 are eligible for club membership. Twenty five years doesn't seem like that long ago. Fast forward to the not too distant future, we will be welcoming new members with Toyotas and Saturns, Ford Fusions and Chevy Volts.

Meanwhile, as we drive into 2014, each of us as a car club member should set a goal to enjoy our club, our cars and the camaraderie of our friends and families. Our membership has elected a board that appreciates and is enthusiastic about old cars and the success of our club. Together, with your help and participation, we can look forward to a new year full of old car adventures and events. I appreciate your trust in allowing me to lead the board and the VLNAACF in 2014. Let's shift into high gear and make this year the best year ever.

- John McCarthy

President's Tailights - Scott Culbertson

Hello fellow club members. This month John McCarthy will begin the role of club president. Over the past two years that I have been club president, the club has continued to grow in membership and finances. With growth comes additional challenges. It is important that we take a moment to reflect on a few of these and how we as club members deal with them.

Our club has over two hundred members. If we all honestly showed up to a membership meeting the Bakery restaurant wouldn't be able to hold us. But as it is with many social organizations, it is a smaller core group of members that attend meetings and deal with club business. It is important that we try and engage

all members, but without making long time members feel forgotten or our hard workers feel unappreciated. Sometimes, we have to accept that not everyone is going to take part in every activity.

Over the last two years we have had great raffle cars and this has had a very positive affect on our clubs bank account. While we have the opportunity to do many wonderful things, we have to remember that our club size has made us a big bureaucracy. Gone are the days of club business being decided in one meeting around someone's kitchen table. For our club to do the smallest thing requires two face to face public meetings and two or three days of emails. We can't stop on a dime and we can't change our



minds without 30 day's notice. For one thing it takes that long to notify membership and get word back. So we need to remember that this is not the same club it was twenty years ago or even ten years ago. We are a very large organization and we have to work harder not to become impersonal and continue to try and include everyone and their ideas.

I wish John the best in his new role.
- Scott

Birthdays



- 1- Howard Hansen
- 5- Ron Dane
- 6- John McDonald
- Ralph Moore
- 9- Brenda Wilbur
- 12- Tony Miller
- 13- Paula Beal
- 17- Lisa Casey
- 20- Colleen Kimzey
- 26- Dan Portwine
- 30- Robert Holmes
- Cindy Helms
- Laurel McLaughlin

Anniversaries



- 15- Wilma & Willy Vin-ton
- 16- Deborah & Jim Hanks
- 17- Susan & Jeff Cook
- 19- Sharon & Terry Whittedge
- 22- Angie & Don Oines
- 23- Lupita & Tony Miller
- 26- Wendy & Ken Uzzell

Sunshine Club



Tracy reports that she sent a sympathy card to Jean Middleton on the death of her husband JJ (John). JJ and Jean have been members of the club for several years, participating in meetings and working on and driving their Model A.

Rick Larrick had a hernia repair, or in car terms, he says he "blew out the side wall on his spare tire" A proper patch was installed and all is set to continue the journey.

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

EDITOR'S LEFT (on) BLINKER



We have a super group of officers for this new year, which should bode well for club activities and organization going into the future! I really appreciate their response to my request for the biographical information and answers to interview questions published in this edition. Hopefully this lets all our members "get to know" our Board more quickly, and makes the Board more accessible for membership input, opinions and suggestions. Thank you to all who ran for office, and congratulations to the newly elected!

I noticed in the Daily News-Miner, that Dr. Kathleen Rice, optometrist with the Eye Clinic of Fairbanks (and very active club member) earned certification from the American Board of Optometry. This is pretty prestigious, in that she is only one of ten optometrists in Alaska to be board certified.

Continuing about Katy Rice, it is reported that either she or her husband, Dr. David Karpik, have a sign hanging in their office that reads "If you don't see what you're looking for, you have come to the right place".

I enjoy editing the newsletter. It takes a lot of time, but I find it is manageable if I stay ahead of it. That means I start working on the next issue, little bits at a time, as soon as this one is published. I am also starting to collect a file of future articles either written by me or (best) submitted by others. I am finding some outside sources willing to share with us as well. But the core of a successful newsletter is stories by and about club members. As I have said, I am the editor—not the newsletter writer. Members enjoy reading articles by and about other members, so please get inspired, and send me your stuff for a future issue!

BORED NOTES FROM BOARD AND MEM- BERSHIP MEETINGS IN NOVEMBER

- The charitable gift recipient of the 50/50 proceeds plus Holiday Party Reservation reserves was discussed and recommended by the Board. It was later approved in the membership meeting. This years recipient is the new Fairbanks Youth Advocate Facility. Other letters were received from: The North Star Council on Aging, Fairbanks Counseling and Adoption, Loving Companions Animal Rescue, Open Arms Child Development Center, the Fairbanks Community Food Bank, and the Morningstar Ranch. The wide range of worthy appeals made for a long discussion at the Board of Directors Meeting.
- It was decided that the donated '50 Ford Coupe, given to the club recently, was not a good candidate for a club raffle car project, but was a very sound car if an individual wanted a restoration project. It was decided to do a silent auction at the Holiday Party. The car can be seen at Willy Vinton's house. Sealed bids should be brought to the Holiday Party or

dropped off at Larson's Locksmith by the Friday before. Our Treasurer, Ron Allen, will open the sealed bids at the Party and announce the winner.

- The Fountainhead Auto Museum has asked the club to participate in the 3rd Midnight Sun Cruise-In, helping organize and staff the Car Show and host the Tour De Fairbanks as in past years. The Board tabled a vote to allow the Museum to respond to some club questions and concerns. A decision will be made in January.

2013 ANNUAL MEETING & HOLIDAY PARTY



Westmark Hotel

Gold Room

Cash Bar Reception 4pm

Dinner 5pm

Meeting and "Chinese" Gift Exchange after dinner.

Reservations (call Rochelle) need to be made by the end of the day Monday, 11/25!

Please bring a modest gift (under \$25) for the gift exchange

2014 RAFFLE CAR TICKETS to be distributed at the HOLIDAY PARTY

The Board has the tickets all printed for the club raffle of the '68 Volkswagen Beetle (pictured below). Again only 3500 tickets were printed, so the odds remain very good and the tickets should again be very easy to sell. Fred Husby (pictured right) is this year's Raffle Car Chair. He will be coordinating work on the car, display of the car, and event ticket sales in the new year. I suspect we will see Fred driving the car at club events and at summer Run-Arounds...





Cathi Beck, Secretary

Cathi Beck and Tony Martin just recently joined the club, and have jumped right in. Cathi is our new club secretary, and Tony has volunteered to take over as our new webmaster. Cathi says "We joined the club this summer after meeting the group several times out driving Tony's Monte Carlo. You all were such a great bunch, and we thoroughly enjoyed it!"

Cathi was the Circulation Manager for the Daily News-Miner for the past 15 years.

Cathi's first car was a 1966 cherry red Ford Fairlane, with black interior. She was second owner, with the car having been bought new by Fancullo Farms. Cathi tells a few car stories: "My father bought the Fairlane for me when I was 16 to drive. I kept her polished and gassed up and she was always full of friends heading off to games, dances or the rodeo!! I had that car till I graduated then sold it to get a pickup to pull my horse trailer. My grandfather and dad had a 56 Ford pickup I wanted, but instead I got a 59 Ford 4x4 to pull the trailer. Big green monster of a truck. My granddad in Minnesota had an old black Studebaker pickup I learned to drive in. I don't remember the year of the truck. I drove a 49 Willys for a bit to. I've always loved old cars. Someday I'll have my Mustang!!"

Cathi wants to work with the club to increase membership, seeing a need both for better awareness of the club by the public and a need for better inner-club communications. Getting more youth interest would be a bonus.



Ed McLaughlin, Director

Ed is retired from the UAF Department of Mineral Engineering. He spends his time enjoying community activities and working on car projects. Ed has been a member of the club since the 1970's when Carl Jeglum invited him to join, since Carl knew Ed was interested in old cars.

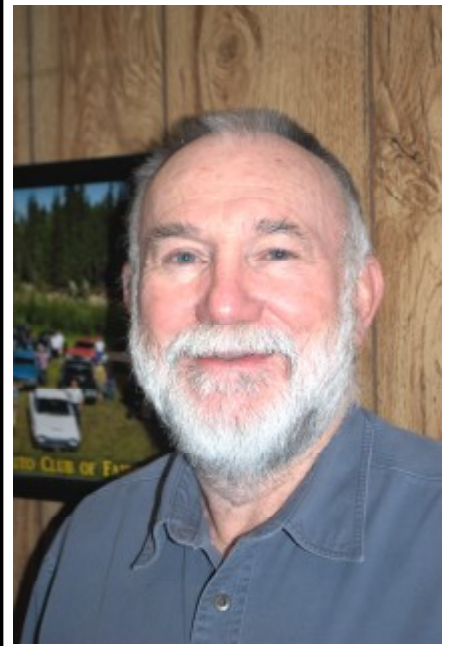
Ed's first project car was a '72 VW Super Beetle, bought from a News-Miner ad. Although Ed says it needed little work, that project got him beyond just being interested in old cars to working on restoring old cars.

Until recently, the yellow "McBug" '62 Volkswagen was Ed's favorite "antique car", but he now claims to have a new love, in that his recently acquired '57 BMW Isetta is proving to be a far more interesting lady.

Ed and his wife, Laurel, are very active in the club, and Ed plans to continue active support of the Board and of membership.

When asked about improvement ideas or things the Board should do, he listed several ideas:

- An organized agenda for each general meeting.
- Better use of a sound system so all are able to hear comments and questions.
- Involve more members in leading and attending club activities
- Have members working on projects report on status at each club meeting



Terry Whitley, Director

Terry is rejoining the board after serving before in 2012. Terry is Professor of Chemical Oceanography in the Institute of Marine Science up at UAF in the School of Fisheries and Ocean Sciences. He has spent much of his time leading the design team to construct the 261 foot ice-breaking research vessel, the Sikuliaq, which is now undergoing sea trials in the Great Lakes.

Terry joined the club in 2000 because Squeaky Benham saw him gassing up his Model A at Fred Meyers and invited him to attend a meeting.

As Terry tells it, " My first "antique car" was a 1930 Model A Ford Coupe I bought from a high school acquaintance in 1958 for \$75 (he needed the money to buy a beautiful new Edsel convertible) so I have owned the car for 55 plus years (At some personal peril I occasionally remind my wife that the Model A has seniority over her). I drove the car for more than a year as my only car. It was a farm vehicle so it was equipped with a hitch that was used to pull hay racks during the summer hay bailing season. During the first few months of ownership I removed by scraper and hand sanding several coats of "barn paint" of various colors and then painted it with brown primer. Eventually it was given another coat of primer that was a mixture of light primer

(Continued on page 8)



Scott Culbertson, Director

Scott is Lead Admissions & Registration Coordinator for the College of Rural and Community Development at the UAF. Translated, that means he is head of student services for that college, admitting students, getting instructors approved, creating courses, registering students and entering grades. Student issues from Kotzebue to Dutch Harbor to Tok all become Scott's problems to resolve.

Scott got involved in the hobby and the club when he purchased his 1935 Dodge. The Dodge was the last car Scott's father-in-law, the late Paul Camarata, restored, and Scott purchased it in 2007 to keep it in the family. Scott says "A few years before Paul passed, he purchased the 35 from Willy Vinton and did a frame off 20/20 restoration. She still runs good; the only problems coming from me letting her sit too long. Since I have acquired the 1930 Willys Knight 66b from Ruth Ann Domke and more recently a 1933 American Austin out of New York, with the help of Willy Vinton. Both the Willys and the Austin are fully restored, and I have had the difficult task of deciding what to drive and to what event. I hope now with less club business to deal with that I will find the time to do some maintenance on the Dodge and get all the cars to some events this next year."

Scott says his favorite antique car is his 1930 Willy Knight because it's such a head turner and people can't help but stare and wonder. Also every few months more of the car's past comes home—most recently came a set of 1934 Kansas license

plates that were on the car when it was uncovered in a barn in the late '60s. Bernie Saupe (one of the car's former owners) handed them to Scott when Scott purchased a carburetor from Bernie.

Scott is looking forward to, in his words, "taking a back seat and fewer hours at the wheel" of the club. He would like to see us publish a pictorial club directory so we can put a face to each name.

Scott will stay active on the Board of Directors, serving, as he says "as past president, advising John on where the pot holes are and what is really in the trunk."



(Continued from page 2) Ron Allen

in pieces in boxes. Soon after that I joined the Vernon Nash Car Club, and with the advice and help of a few new and special car club friends, the car restoration was completed, roughly five years later. One other coincidental item: I lived in 102 MacIntosh hall at UA for a year while regularly driving the TR4. Some time after getting the car back I received an old license registration form belonging to the former owner along with the title. His address on that registration form; 102 MacIntosh Hall, my former dorm room.

Ron would like to see a policy and procedures manual developed to record policy not covered in our bylaws and to assist officers and volunteers in the performance of their specific jobs. Ron also has been working hard on helping the club to receive 501C3 tax exemption status, and wants to see that through so that it will enable the club to receive tax deductible donations from others and would further the club's ability to not only support our mission but to also improve our charitable donations.

(Continued from page 7) - Terry Whittedge

and a bit of Studebaker maroon paint so everyone in town called it the "Purple People Eater". I eventually removed the fenders and drove the car as the class float in my senior year high school Homecoming parade. During the 60's the car was dismantled two times to do a partial restoration but finally in 1992 I had enough resources to start a complete restoration which took about 4 years. I nearly sold the Model A several times when I thought I needed the money but we had a convenient barn on our farm where it rested during my college years and the first couple of decades of work in New York and Texas."

Terry goes on to tell, "I gave my father a real "sales job" about why I needed a car when I was 15 years old but he finally consented. So we drove south of town to pick up the car and tow it home. As we were pulling into the driveway of the house and barn my father casually commented "Oh, that is the house where I was born". Before that time I had no idea (typical 15 yr old?) of the multiple places he lived in his early life between WW1 and the 1929 depression. I later worked with my father to restore 1917 and 1926 Model T Ford touring cars that I still regularly drive when I visit my home town.

Terry's favorite "antique car" that he has owned is a 1957 Corvette because he says he lusted to obtain one for more than 35 years before he could afford one. He also has a great love affair with his 1974 Fiat 124 Spider which he bought when he graduated from college. "I have looked to find two other cars that I once owned and dearly loved (1952 Oldsmobile 98 Convertible and a 1962 Chrysler Newport hardtop). I have since learned that there are only three of those Olds 98's that are known to exist."

In serving as Director, Terry will continue to arrange club events for "slow poke" (30 mph) vehicles, and wants to do more to help interface the club more with the Fountainhead Museum. As he always has, he can be counted on to organize and participate in club driving events. Terry looks for the new Board to make the general membership meetings more interesting by adding "Technical Moments". He will help with the new Policy and Procedure manual, and he wants to see if the Club could arrange some "Garage Tours", visiting club members in their shops and garages as they work on their cars or do a "show and tell / how to do".



Cars on Stamps: The first one - July 1, 1913

The earliest U.S. Postage stamp that I can find with the image of a car or truck was issued in July, 1913. It was a 15 cent stamp honoring Automobile Service, and was a Parcel Post stamp. The service was created in 1912 by Congress as Fourth Class Mail. In 1913 it was expanded by Congress to include former 2nd and 3rd Class Mail and was formally named Parcel Post. The rate was 1 cent for the first 4 ounces and 1 cent per ounce heavier. The series of stamps authorized in 1912 and issued in 1913 is the only series of postage stamps identified as U.S. Parcel Post, because later in 1913 the Postmaster General directed that regular postage stamps could be used on Parcel Post. Any remaining

postal inventory of unsold Parcel Post stamps was destroyed in 1921.

By 1918, the Post Office had quite a large fleet of trucks delivering parcel post shipments. Farmers were able to ship eggs and other produce directly to the customer, and in fact back in 1913, six eggs were the first objects sent by parcel post from St. Louis, Missouri to Edwardsville, Illinois. Mailed at noon, the eggs returned to St. Louis seven hours later, baked in a cake. Anything, including small animals, that did not require food or water while in transit, was accepted as parcel post.

Rural Free Delivery had begun in 1896. RFD meant that persons living outside the town limits no longer had to go to the post office to collect their mail. Mail Order Service had begun in 1872, with Montgomery Ward being the first company to offer merchandise delivered by the US Post Office. RFD combined with Parcel Post was a boon to folks in rural areas, and led to the rapid expansion of catalog mail order service from Sears, Montgomery Wards, and JC Penney. Parcel post service is still quite critical to rural life in Alaska.

The image is from my stamp collection. I was surprised when I started looking through it for stamps that had images of cars or trucks on them. There are very few until quite recently. From time to time I may do articles on others.

- Rick Larrick

National News: From the publication "The Rummage Box":



The Most
Important
Person in AACA
By Tom Cox
AACA President

Having first joined AACA at thirteen, I have worked in a lot of capacities within my own Regions, and have experienced a lot of great events through the hard work of many others. As we know, any organization is only as good as the sum of its parts. In AACA those parts are people who volunteer their time, effort, and personal resources for the enjoyment of others, and I suspect for a bit of self satisfaction... but who amongst them is the most important to our club?

We love our shows and tours in AACA whether they are local or national. All of these events require a lot of dedication and planning. Planning routes to drive as well as the all important places to eat and sleep are both important and time consuming. Those who plan them have often been through the entire experience several times before the rest of us ever arrive. The shows require trailer parking,

judges, a nice show field, awards dinners, and awards. There are usually committees that work weeks if not years to make sure all of it goes off to our satisfaction and enjoyment. We wouldn't have an AACA experience were it not for these members.

Ah, and then there is judging and all we learn about authenticity in preserving our original cars and correctly restoring our projects. AACA judges are the back bone of our efforts to be good conservators of our vehicular history. These guys and gals spend years honing their skills and building their knowledge. We could hardly get along without the roadmap they provide.

There are also all of those folks who often work on all the Region and Chapter Boards of Directors. Everyone from Presidents to Club Secretaries often take care of the necessary background drudge work that a lot of us would love to avoid. I cannot think of ever hearing of a Club Secretaries award, but without them we wouldn't be able to keep track of what we've done and where we are going. The same can be said for all of those who volunteer at this level. They are the lubricant that keeps the clubs going.

We all love getting our newsletters and checking out our websites. Seeing what our friends are up to when snow is on the ground, and searching for the next part or project can be done in the comfort of home

through the newsletter and website. Those great pictures of all our friends and cars as well as the calendar to let us know where to go and when, not to mention countless articles for our edification and enjoyment come to us through the efforts of newsletter editors and webmasters. They are unquestionably the glue that holds our club together by keeping us connected.

Throughout this year as National President, I've met hundreds of our volunteers. They work long hours without pay and often without the recognition they richly deserve. Who amongst them is the most important? I can tell you that our club would not exist if any of them weren't there. There would be no monthly smorgasbord meetings, local events, or national shows, or tours, and no direction for our club, and no information to share. I hope we can all think about this for at least a moment. Any of these people could easily be the most important person in AACA. I hope you will do what you can to thank them, and more importantly think of how you can help them. After all, we are a family, and families help each other.

P.S. I have a soft spot for all those editors and web masters. I know from experience that material is often hard to come by. Take a moment to write something or send something in to them. It will make their lives easier and your Regions and Chapters stronger!

THE ADVENTURES OF TROLLELLA

- Wilma Vinton

Trollella had an amazing time in Pebble Beach, CA. She got a ride on a Gnome Rohne (see the picture), played on the Monterey beach, and rode to the winners circle in the 1906 Pope Toledo. She had hoped to dress up in the correct period costume, but couldn't find the perfect dress her size-- so she improvised and went for the 20's look. She tried to convince Willy that she should be able to drive into the show, but the clutch was a little touchy in the Pope and he feared she would run over a few pedestrians....maybe next year!



(Continued from page 2) John McCarthy

John says his favorite car is the 1967 Ford Ranchero. "I drove one for several years, now own two of them, and expect that a restoration will come up in priority in the future."

"I don't remember how long ago I joined the club. I was looking for a car club, wasn't real happy with the operation of the other more modern car club in town, and I was invited to join by Greg Oslund who I knew from my days on Fort Wainwright."

"My goal as the car club president is too insure that the club remains a fun organization with emphasis on family and friends. I plan on being open to suggestions and insuring that the board makes decisions that will fairly represent the membership."

THE (Continuing) ADVENTURES OF TROLLELLA

(How I spent my winter vacation)

By Trollella (and Marilyn Naquin)

Dear Diary,

Merry Christmas! My cousins have finally arrived. Their names are Trollellie and Trolleddie. Tonight we are going to ride around town looking at Christmas lights. One nice thing about being here for the holidays is no snow and many homes and businesses decorate for the holidays. The county court houses are also decked out for the season and every town has a parade. We went to a park with 100 decorated



Christmas trees it was a beautiful display. Here's a few photos of lights.



What will you open (or steal) at the Holiday Party this year?

3rd MIDNIGHT SUN CRUISE-IN



**Fountainhead
Antique Auto Museum**

JUNE 20-21, 2014

Remember, once you get over the hill, you begin to pick up speed



Item	Description	Pricing	No. Wanted	Size	Price
1	Club Magnetic Signs	\$16 per Pair (\$8 each for more)			
2	Club Lapel Pin	\$2 each			
3	Red Ball Cap	\$8 each			
4	Club Lined Jacket	\$41 each for M, L, or XL			
	(embroidered with name)	\$44 each for 2XL			
		\$47 each for 3XL			
5	Solid Red T-Shirt	\$12 each for M, L, or XL			
		\$14 each for 2XL			
		\$16 each for 3XL			
6	Red Ring T-Shirt	\$20 each for M, L, or XL			
		\$22 each for 2XL			
		\$24 each for 3XL			
7	Blue Ring T-Shirt	\$20 each for M, L, or XL			
		\$22 each for 2XL			
		\$24 each for 3XL			
See Rochelle Larson to purchase items			TOTAL		

CONTACTS:

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NEXT MEETINGS

This month the membership meeting is the Holiday Party at the Westmark on December 8th—reception at 4pm / dinner at 5pm. There is no meeting on Dec. 12th. The next regular membership meeting at The Bakery is on January 9, 2014. The meeting part starts promptly at 7pm, so be there before for dinner from the menu (most folks arrive about 6pm)

The next Board Meeting is a special one at 6:30 PM at Sam's Sourdough on the Tuesday, December 3rd. Again dinner before. Future Board Meetings are the Tuesday before the Membership Meetings.



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