



March, 2014

Volume 43, Issue 03

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Something new this year:

# Valve Cover Races!

John Binder got enthused about the idea to do an inaugural Valve Cover Race at the Carlson Center Show this spring. He easily recruited Dave Rockney to build us a track. Membership approved funds to build the track at the February meeting, and Willy Vinton agreed to be our first Valve Cover Race Chairman.

Valve Cover Racing has been around for a decade or so as a fun event hosted by many Car Clubs around the country. It's kind of like the hot-rod / metal version of



Picture from the LeMay Races in Tacoma, WA

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](mailto:vlnaacf@gmail.com)



Riverside Corvette Club Races in British Columbia

Pinewood Derby racers that younger folks do. Rules vary (see ours on page 6), but generally you can't physically modify the bottom edge of the valve cover, the racer must be under 10" wide and 10" high, must be powered by only gravity, and the fastest one wins!

**For 42 of you,  
this may  
be your last newsletter....  
Those members who have  
not renewed their membership  
with payment by  
March 1st will be dropped  
from our e-mail or postal  
mail mailing lists.  
Be sure your  
membership  
is up to date!**

I know a guy who's addicted to brake fluid. He says he can stop anytime.

The following article is the second of a series excerpted from Chapter XVI of the 1919 second edition Education and Engineering Series book, *The Gasoline Automobile*, written in 1915 by George W. Hobbs and Earl L. Consoliver, and updated for the second edition by Ben G. Elliott and Consoliver. It was published by the Extension Division of the University of Wisconsin through McGraw-Hill, last copyrighted in 1919. The book was found at Hershey this fall, and on-line checks show that this book is in the public domain, digitized in the Hathi Trust Digital Library and also Google-digitized.

## Operation and Care: How to Drive

**343. How to Drive.**—There is “good form” and “bad form” in driving a car the same as in doing anything else. Most of the pleasure of motoring comes from knowing how to drive easily. Proper driving also means minimum strain and wear on the car. It prevents unnecessary stress and wear on the motor and transmission system, and saves the gasoline and lubricating oil. In starting the automobile, the object is to have the car pass from a stationary position into rapid motion with the least amount of stress on the motor and transmission, and also with the least discomfort to the occupants of the car. In doing this, a steady pull should be maintained on the driving mechanism from the time the car is started in the first speed until it is under full headway. Starting with a jerk, or passing unevenly from one speed to another, strains the motor, racks the frame, injures the tires, and causes various troubles with the driving mechanism. Having started the engine with the gears in neutral position, the proper method of gear shifting is as follows:

Advance the spark lever about two-thirds of the way around the quadrant, throw out the clutch, and throw the speed change lever in the first of low gear position as in Fig. 536. Let the clutch in easily but firmly and increase the motor speed gradually, either by the foot accelerator or by the hand throttle, until the motor picks up the load. Try to accelerate the engine as the clutch is let in. The mechanical act of shifting gears is very simple, but the knack of learning to perform the

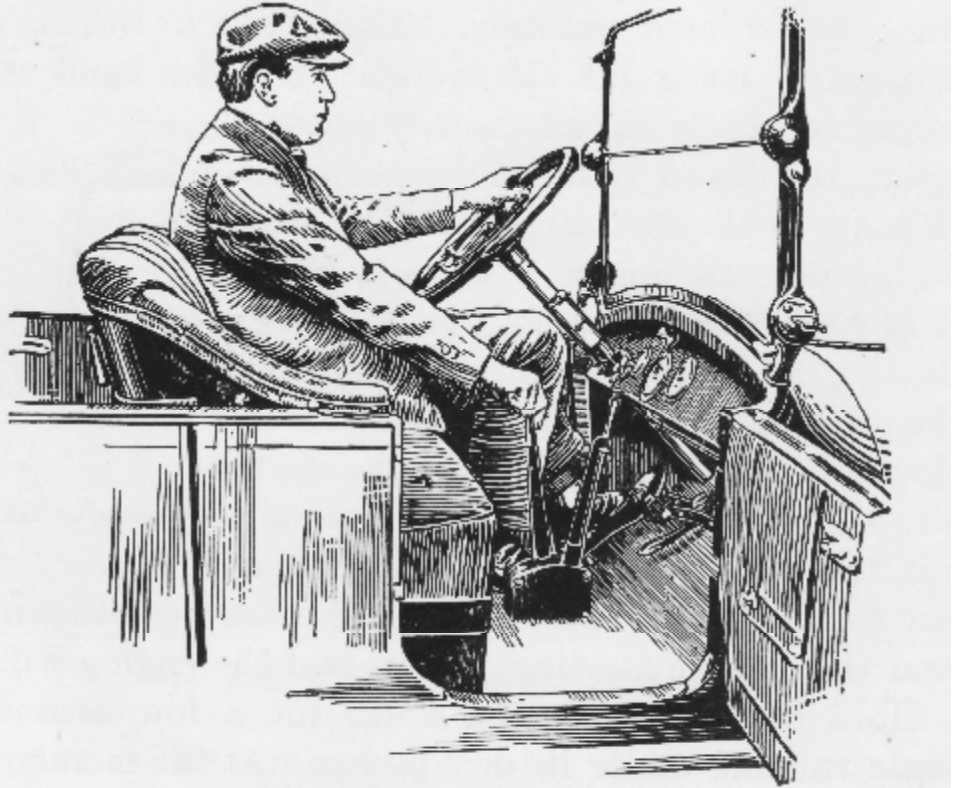


FIG. 536.—Shifting gears.

operation takes practice. As you engage the gears for any speed and begin to let in the clutch, give the motor more gas at the same time. Once you have learned to do this properly, you will never give it a thought.

In changing from first to second speed, release the accelerator or throttle hand lever, then throw out the clutch, change to second speed, and again let in the clutch, at the same time accelerating the engine. Repeat the same operation on going to a higher speed.

Just before shifting gears, the engine should be throttled by removing the foot from the accelerator, so that the two gears which are going to be meshed are running at the same speed. This permits a smooth shifting of gears, and also prevents the motor from racing. Then as the clutch is let in, the engine should be accelerated to give it sufficient power.

When the car is in high speed, assume a comfortable easy position. Do not sit sideways in the seat nor take your hands from the steering wheel. If

one sits in an easy upright position, driving does not become tiresome, and it also give a person better control, as he does not have to move from his position in order to operate any of the levers. Also, an erect and alert driver makes a better appearance than one who slouches in his seat and handles his car carelessly.

**344 Use of the Brakes.**—The operation of stopping a car smoothly is just as important as knowing how to start it. The best results are obtained by beginning to pull up the car early enough, so as to apply your brakes gradually, thus bringing the car to a stop without straining the mechanism or jolting the passengers. Do not wait until you are within a few feet of the stopping place and then have to use the emergency brake or jam the brakes down hard. Applying the brakes hard is not only an unnecessary strain on the mechanism, but is very hard on the tires since, when the wheels stop, the road acts as a file on

(Continued on page 3)



## Two wrongs don't make a right - three left turns however do

(Continued from page 2)

the tires.

Sometimes it is necessary to make an emergency or quick stop. In doing this the operator does not take time to slow down his engine, but presses both foot pedals and applies the hand emergency brake at the same

time as shown in Fig. 537. In pressing both pedals, he releases the clutch and applies the service brake. The braking effort is further increased by the application of the emergency brake.

In descending steep hills, it is often convenient to use the engine as a brake. This can be done by closing the throttle and shutting off the spark. Then

by leaving the clutch in, the car is forced to run the engine against compression without receiving any power from it. The gear shift lever may be left in high, intermediate, or low speed. In the low speed position, the engine will have more of a braking effect than in the high speed position, because it must be turned much faster for the same speed of the car. If the grade is long and

steep, the foot and emergency brakes should be used alternately. This equalizes the wear on them.

*Next Month: "Speeding", along with "Speedometers" and of course "Care in Driving" are explained along with "Driving in City Traffic" and "Skidding". "An expert driver can keep his car straight under almost any conditions, but it is impossible to explain just how he does it, except that he knows his car and becomes a part of it".*

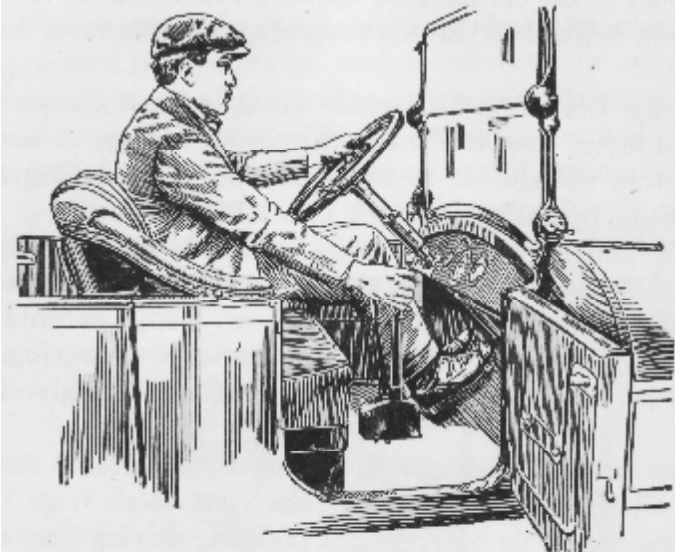


FIG. 537.—Emergency stop.

3rd MIDNIGHT SUN CRUISE-IN  
JUNE 20-21, 2014



**Fountainhead  
Antique Auto Museum**

## PLANS FOR THE 2014 "ADVENTURE BEFORE DEMENTIA" TOUR TO Homer / Seldovia

**Make reservations now!**

**Saturday, Aug. 2:** We'll cruise 365 miles to Anchorage via the beautiful Parks Hwy. Stay two nights in the center of town at the Creekwood Inn. Those who wish, may participate in a car show that evening.

**Sunday, Aug. 3:** Participate in, or view, the annual Jay Ofsthun Show & Shine extravaganza in downtown Anchorage. It's Alaska's largest car show!

**Monday, Aug. 4:** Drive 226 miles to Homer, sightsee en-route and check-in at the Best Western Bidarka Inn (for three nights). We'll tour and play on the famous Homer Spit that evening!

**Tuesday, Aug. 5:** Hopefully we'll be able to tour the U.S. Coast Guard buoy tending vessel (Hickory) in the early morning. Then we'll hop on a state ferry or wildlife tour boat to Seldovia without our cars. We'll have three hours to have lunch and tour the boardwalk, harbor, shops, Russian Orthodox Church, etc. in this very quaint village. Or you are free to stay and play in Homer.

**Wednesday, Aug 6:** Free day to sightsee, fish, sail, or? There is much to see and do in beautiful Homer. Plus we may show our cars.

**Thursday, Aug 7:** Cruise 341 miles back north through highly scenic areas and stay overnight at the beautiful Majestic Valley Lodge on the Glenn Hwy. Stop to view the tractor collection en-route. We'll have our traditional "Last Supper" (Banquet) that eve in the Lodge at Majestic Valley.

**Friday, Aug. 8:** Return to Fairbanks via the highly scenic Glenn and Richardson Highways (321 miles).

Contact Scott Grundy to sign up for this scenic tour and secure your housing at a discount. Scott is traveling so you can try his cell phone at 907-322-9283 or Linda at 9284, but email is best ([grundy@mosquitonet.com](mailto:grundy@mosquitonet.com)).



Group picture from 2013 Tour



# March, 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5	6	7	8
9	10	11 <b>BOARD MTG—Sam's Sourdough</b>	12	13 <b>MEMBER MTG—The Bakery Restaurant</b>	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	

## Vernon L. Nash Antique Auto Club Region AACA

- **Tuesday, March 11th: Board Mtg.** 6:30 pm Sam's Sourdough Cafe
- **Thursday, March 13th: Membership Meeting**, The Bakery. Meeting at 7pm, dinner before (~6pm)
- **May 31st—June 1st—Carlson Center Vernon Nash Members Only Car Show**
- **June 14th: Juneteenth Parade**
- **June 21st & 22nd: Fountainhead Midnight Sun Cruise-In**

## Antique Auto Musers Region (Anchorage) AACA

- **March 12th: Membership Mtg—** 7:30pm Robbie's Clubhouse
- **June 6th & 7th: JOINT MEET with VLNAACF at Majestic Valley Resort**



- **June 22-26: Long Distance Model A Tour to Wiseman** (contact Jim Fredenhagen @ 907-243-5214)

## National AACA Events

- **April 3-5th: AACA Southeastern Spring Meet**, Charlotte, NC
- **October 8-11th Hershey Eastern Fall Meet**, Hershey, PA

## Birthdays



- 6- Donna Culbertson  
Karmen Shoemaker
- 11- JoAnn Murphy
- 15- Rick Larrick
- 16- Mike Thomas
- 18- Will Chase
- 19- Leslie Yamamoto
- 20- Judy Weber
- 21- Roby McHone
- 23- Ted Kimzey
- 25- Chuck Kirschner
- 28- Squeaky Benham  
Joyce Chace
- 31- Donna Krier

## Anniversaries



- 12- Marnie & Lambert Hazelaar
- 14- Carrie & Charlie Jurgens

## President's Headlights - John McCarthy



February 12, 2014 marked quite a tragic incident for the car world when a 40 foot sinkhole swallowed eight vintage and rare Corvettes inside the National Corvette Museum in Bowling Green, Kentucky. Hopefully, all the cars will be successfully removed and the restoration project, overseen by General Motors Mechanical Assembly Facility, will be successful.

February also marked a local tragic incident with the passing of Corvette owner, VLNAACF member and friend, Marv Wright. Marv passed away on February 18th. He was an active participant in our Wednesday run-arounds, our annual car show, and he rarely missed a membership meeting. His Corvette will remain in the Wright family. At Marv's request, his ashes will be kept in a Chock Full of Nuts Coffee can, his urn of choice, until his ashes are dispersed. He was my friend and I will sincerely miss him.

Just as the newsletter was about to go out, we heard of the passing of Gary & Shirley Nash's youngest son, Kurt. Our condolences go out to Gary's wife Jill, and to Kurt's brother Chris and sister-in-law, Mechelle. For many long time members of the Vernon Nash Car Club, they watched Kurt grow up at car club activities.

We had a very productive events planning meeting organized and conducted by Rochelle Larson. Once again, we have a very active summer with lots of events and activi-

ties. The meeting was at the Fountainhead Auto Museum and many thanks go out to the club member participants that helped build our events calendar for this driving season. We still have a few events that need a PPR (primary person responsible). Most of the events that require more complex organization have been filled. Why not try your hand at leading a Saturday event to the Mondo, Hilltop, or Delta? The club will appreciate it, you'll get to know more of our members, and you'll have fun. If being the primary person is not your thing, try being a part of a larger event such as raffle car ticket sales, the Carlson Center Car Show, Fountainhead Show, Golden Days events, or simply submit an article to our award winning newsletter. Your participation is the key to a successful, smooth running club.

Please ensure that you have paid your club dues. We will drop those members that have not paid 2014 dues at the March Board Meeting. Check out the Valve Cover racers in this edition. We've already had lots of enthusiastic response regarding these grown-up toys. Get your car parts ordered. The year is about to get really, really busy.

If you know someone that smokes, talk to them about quitting. We don't need the early demise of any more friends and family members due to cigarettes. And Marv, I wish you God's speed to Corvette heaven.

- John

## Marvin Wright

The club lost a regular and enthusiastic member on February 18th when Marvin Wright passed



away. Marv was a regular at nearly every meeting, local club event or car show, and his opinions and friendly conversation will be missed by the rest of us. There was a good turn-out of club members both at the funeral service and at the Celebration of Life held on Saturday, Feb 22nd. Condolences were expressed to Marv's wife Tas, brother and club member Bill Wright, and to the rest of the family.

## Kurt Nash

Just before sending out the newsletter, we heard that Kurtis Nash passed away. Kurt was the youngest



son of Gary and Shirley Nash, grandson of Vernon L. Nash, stepson of club member Jill Nash, and brother to members Chris and Mechelle Nash. Pictured is Gary with his two sons, Chris and Kurt in 2003 at the Carlson Show (Kurt is on the right in the hat). A memorial service will be at the Elks Lodge Thursday, Feb 27th.



### Valve Cover Racer Rules:

1. Racer must be built with an original valve cover from an internal combustion engine, and must retain the original gasket surface. Please sand or file any sharp edges that could cause injury, without destroying the original mounting surface to the point it cannot be re-used.
2. Racer must have no moving parts other than the axles or wheels.
3. Racer must have no means of propulsion, other than gravity, and must have no shifting or liquid weights.
4. Racer must have a minimum of three (3) wheels.
5. Nothing can protrude on either end of the valve cover.
6. Tires (wheels) must not exceed 4 inches in diameter and must have a non-metallic area touching the track. No DVDs CDs, etc., may be used. Skateboard, in-line skate, roller skate, or homebuilt wheels with a minimum of 1/4" face are OK. Wheels may be mounted either inside or outside of the valve cover.
7. The maximum length of the racer must not exceed 30 inches. The width may not exceed 10 inches from the outside of wheel to outside of wheel. Total weight may not exceed 10 pounds. Maximum height can be 10 inches.
8. Valve covers must retain the original gasket surface, and must not leak oil; dripping oil on the track will disqualify the entrant.
9. Racer may be painted or unpainted. The use of graphics or decals is OK. No holes may be cut into the valve cover or external modification are allowed that would prevent it being reinstalled and run on Mom's car. External add-ons may be done using existing mounting holes only.
10. The maximum distance from the track to the front edge of the valve cover is 3 1/2 inches to accommodate the release pin for the starting gate.
11. The length from the front of the valve cover to the rear axle may not exceed 22 inches.

- Willy Vinton, 2014 Valve Cover Race Chairman

### How to build a winning Valve Cover Race Car

If you are an organized and lucky scavenger, you can build a valve cover racer in a single Saturday. Be creative with the engineering if you want to win – paint jobs only make them look fast, it's what's under the cover that counts, just like the big cars! Here is what I did:

The most important part of a valve cover racer is the wheels. While you do need a valve cover, just about any valve cover will do – but not just any wheels. Wheels need to be wood, rubber, or plastic –



not metal as it will mar the race track and thus are forbidden in the rules. The most direct way to get a set of good wheels is to steal them from you grandkid's skateboard or in-line skates. (If you don't have a suitable grandkid, then you may need to mug a kid with either a skateboard or on rollerblades). Skateboards are good because they also have adjustable trucks (going straight is important), but skateboards have wide wheels and the trucks sit high. The fastest are narrow hard plastic wheels. Rollerblade type in-line skate wheels are better than skateboard wheels because they are narrower (and besides two of you can go together to mug just one skater for eight wheels – you have to be a lone mugger for just the four wheels from a skateboard). If you wimp out on the mugging, and your grandkid is wise to your trying to steal their wheels, then you can do what I did and go to Value Village and buy a used pair of in-line skates. Both in-line skate wheels and skateboard wheels have

*(Continued on page 7)*



At the Planning Meeting on 2/18, starting with Rochelle Larson and going counter-clockwise, were Charlie Bourque, John McCarthy, Will Chase, Greg Oslund, Jill Larrick, Bret Helms, Wilma & Willy Vinton, Rod Benson, Bub Larson, John Binder, Jay Cowell, Dave Rockney, Fred & Vonna Husby, Dave Karpik, and Editor

(not pictured). Also that evening was a meeting of the Valve Cover Race Committee. The 2014 Calendar is pretty full, and most events have PPRs (Primary Person Responsible) set for organizing and publicizing the events, so look for events in upcoming newsletters. Rochelle will give a full calendar report at the March Meeting 3/13.

(Continued from page 6)

¼" ID bearings, so you can put them on your racer with just ¼ bolts; put a washer on either side of the bearing.

You can borrow a valve cover from about any car, and I said borrow because one of the rules is that you can't modify it to the extent that the bottom gasket lip is changed – thus you can put it back on your wife's car when the race is over. If you have to steal one, go for an in-line six. Size of most any valve cover probably will fit the rules – the rules are easy: Max 10" high; Max 10" wide; Max weight is 10#. The only dimension that isn't 10 is the length – and the max length is 30".

When you design and build your undercarriage, make sure at least one set of wheels is perfectly straight and the other -or both- are in some way adjustable so that you can properly align (and between race heats, correct) your racer so that it goes straight down the middle of the track.

Gravity is your motive force. Heavier is better. When your carriage is complete and you sit your valve cover on, your racer's weight will probably be well under 10#. You can use about anything for dunnage, but the most straight forward way to get a lot of weight into a small space is to find some used tire weights. They are ideal in that they are dense (10# is a heavy racer), you can keep your racer's center of gravity low, and you can match them up to get very very close to that 10# maximum at race weigh-in. It would be a real pain to have to steal enough weights off cars parked in the snow in the Wall Mart lot, so the easy way is to go to one of the tire dealers and beg. I got mine at Alyeska Tire, where they were anxious to sell a whole 5 gallon pail for \$10 (I just got humble and begged for the two hands cupped amount that I needed). I then went to the Post Office with all my parts and pieces in my valve cover and used a postage scale to measure out my weights to bring the total up to 9 pounds and 15 ounces.

Now, go out and build a racer to beat mine. (I dare ya!) - Rick

## Snowbird Droppings...



Anonymous I-phone picture received at club email—A very pretty Buick, and it sure looks like Robbie Casey next to it



## WORKS IN PROGRESS



*This space is for you to tell the club about your latest project. There may be other club members with similar projects that can share information with you. Having an unusual restoration problem? Trouble locating parts? This is your corner to air your concerns. - Ed McLaughlin*





## EDITOR'S LEFT (on) BLINKER



### Nash's News wins Master Editor Award from National AACA

I was very proud, and as Editor, honored, that the Vernon L. Nash Antique Auto Club Region of AACA won one of the Master Editor awards for our 2013 publications. I have enjoyed editing, and writing for and assembling pictures of our club events over the past two years.

In 2012, the newsletter won an "Award of Excellence", and then I really looked at what the criteria were for the national AACA honors. As it turns out, the content criteria were such that by following their model, it made some pretty significant improvements in our Nash's News!

Each month, in addition to our regular postal mail list, we mail a copy of our newsletter to the AACA National Headquarters, to the current President of AACA, and to three members of the AACA Publications Committee. The Committee reviews the newsletter for style and content, and it is based on their review that awards are given.

For us to have a good newsletter, it does take some effort in planning, event reporting, and editing. It also is very dependent upon members supplying content in the way of articles and advance publicity for events. As we have said in the past, the articles submitted do not have to be complete works of art—we now have three persons on our "newsletter editorial committee" and any of the three of us will help you write and format your story for an article in the newsletter. Many thanks to John McCarthy, who has been helping me with the newsletter for the past two years, and welcome to Scott Grundy who has just started working as part of this "editorial committee". If you'd like to help, please let me know!  
- Rick

### BORED NOTES FROM BOARD AND MEMBERSHIP MEETINGS IN JANUARY

- The membership meeting was called to order by President John McCarthy at 7:02 pm.
- President McCarthy asked for introduction of guests and/or new members. Dusty Johnson was with us; Dusty is a former member visiting tonight but promising to rejoin now that he is back in town.
- President McCarthy reported that there was no financial report for this month. He reported on the status of our IRS re-application for 501c7 status, saying that the only feedback was a demand for an additional \$100 in application fees based on their assessment of our club outside income.
- Membership status was reported by Rochelle Larson as 234 club members, but 42 memberships are currently still unpaid. We gained one new member (Mark Crook). She reminded members at the meeting she will drop unpaid members in our March 1<sup>st</sup> reporting to National AACA and that our practice is to vote removal of all members whom have yet unpaid dues at the board and membership meetings in March.
- Rochelle also reported on the upcoming Events Planning Meeting next Tuesday at the Fountainhead Museum.
- Rick Larrick asked if anyone knew of any Ferrari owners in Alaska. This was in response to a request forwarded to us by



club supporter Amy Erickson, Director of the DMV. The magazine Forza (for Ferrari owners / lovers) is looking to write a feature article on Ferraris in Alaska and they are looking for subjects and pictures.

•Fred Husby reported on the Raffle Car Ticket Sales. He said that we are all set for selling tickets at the Women's Show on April 4<sup>th</sup>, 5<sup>th</sup> & 6<sup>th</sup>, and have a show spot inside for car and ticket selling at the Outdoor Show, which is April 25, 26 & 27<sup>th</sup>. He will have sign-up sheets at the March and April meetings. He reported that he and Terry Whitledge were working on a poster or flyer design, and that the flyer can be updated later when we have spring pictures of the car. He also gave the newsletter editor information for publication in the next Nash's News.

•John Binder reported on the Carlson Show. He has managed to get the dates moved off Memorial Day weekend to the weekend after – so this year's show will be move-in on May 30<sup>th</sup> and Show on May 31<sup>st</sup> and June 1<sup>st</sup>. The Carlson Center will be raising admission from \$4 up to \$5. He asked for more input on the Feature Class and that without more input it would probably be his favorite choice of "Studebaker"; Willy Vinton suggested Volkswagen, but did not seem to generate too much excitement. John will continue many of the activities of last year, including the Kid's corner. John is still looking for co-chairs to head up The Calling Committee, Advertising and Promotion, Awards, and the new Valve Cover Race. John reported on his idea to do an inaugural run of Valve Cover Races at the Carlson Show, and the group responded with some enthusiasm. Dave Rockney has done research on a track design and agreed to fabricate a wood two-car heat race track. Willy Vinton moved and Art Casserberg seconded a motion to allocate up to \$500 to fund such an effort. Later in the meeting, Willy agreed to chair this year's inaugural race. Car fabrication rules and race rules will be put together for publishing in the March Nash's News. There was a lot of discussion during and after the meeting about how this could become a regular event at club activities.

•Rick Larrick reported Club preparations for the Fountainhead Midnight Sun Cruise-In. Field set-up, stuffing packets, etc. will happen on Friday June 20<sup>th</sup>, with registration opening that evening. The

(Continued on page 9)



(Continued from page 8)

event is June 20<sup>th</sup> – 21<sup>st</sup>, with a dinner cruise on Friday evening and the show on Saturday. Terry Whitledge will organize the Tour De Fairbanks on Saturday afternoon. Rick will get volunteers to sign up at the May membership meeting. Members get reduced price registration, and volunteers get complimentary Museum guest passes. Willy Vinton filled in on other plans and arrangements for the event, and reported that hotel rooms are already being reserved by out of town entrants.

•John McCarthy reported on Juneteenth. The Parade will be June 14<sup>th</sup>, lining up at 9:30 and parading at 11:00 am from the J. P. Jones Center. The organizers are excited about the response they had to the cars last year, and that is forming the basis for them wanting to expand the parade.

•It was reported that the Joint Meet, which is hosted by the Anchorage Club, is June 6<sup>th</sup> & 7<sup>th</sup> at Majestic Valley Resort. A cruise down the Richardson on Friday afternoon will be organized for those attending, and it is hoped for a good turnout from our club.

•President McCarthy commended Wilma Vinton on her work in rejuvenating the Web Page and starting the Facebook Page. Wilma reported that there are, and will be two Facebook pages – one very public for anyone to post in, and one “secret” or private – open only to club members to view and post in. is up and has a dozen or so club-member “friends”. The public web page is “Antique Auto Club of Fairbanks” and the secret page is “Members Only: Antique Auto Club of Fairbanks”. Wilma also made an appeal for more 2013 event pictures for the Web Page. Wilma also reported on her efforts to organize a “cloud” space or Google “Drive” to hold all our club documents such as event procedures, etc., as well as past newsletters – this would be very helpful to new board members and new event chairpersons.

•President McCarthy read the birthday and anniversary list for February.

•Willy Vinton won \$48 in the 50/50 drawing.

•John McCarthy made available a number of 2014 calendars given to the club by NAPA.

•Blue Hinchsliff moved for adjournment; Ross Beal seconded and the meeting ended at 7:53 pm.

## Sunshine Club

Long time very active club member, Marvin Wright passed away on February 18th. A card was sent from the car club to Tasanee and to his brother, Bill.

A sympathy card was also sent to Nee Nakpravit with condolences on the passing of her younger brother.

Cards were sent to Jill Nash and to Chris & Mechelle Nash on the death of Kurt. Kurt was Gary & Shirley Nash’s youngest son, stepson to Jill, and brother to member Chris Nash. Our club is named for Kurt’s grandfather, Vernon.

*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](mailto:tksplits@yahoo.com)*

## 2014 RAFFLE CAR

The first public ticket sales event will be the Women’s Affair on April 4th, 5th & 6th at the Carlson Center. We will be sharing a booth with Raymond James / Vonna Husby & Associates (buying a chance on a raffle car is a good investment and appropriate to sell at a financial planning booth). I will be looking for members to:



1. Help set up on Friday before 6pm.

2. Staff the booth (in 2 hour segments) on:

A. Friday, 6:30pm—8:30 pm—Wine Tasting might help sell a few more tickets....

B. Saturday, 10am—5pm

C. Sunday, 11am—5pm

Show passes will be available for our members to pass to one another as we change shifts.

Plans are to have a flyer / poster made in time for the show, and we should also have the posters for the Carlson Center Vernon L Nash Members Car Show on display. Theme of the booth is “Financial Roadmap for Women—Living Life on Purpose”, so we should also have membership applications at the booth to recruit new members of the fairer sex who want to gift or impress their boy friends / husbands/ sons / dads.

Please let me know if you want to sell tickets at the booth. I will have sign up sheets at the March and April Membership Meetings.

- Fred



# Cars on Stamps: Special Delivery – April 25, 1925



The second earliest U.S. Postage stamp that I can find with the image of a car or truck was issued in April, 1925 (see the article in the November, 2013 Nash's News for the first). It was a 20 cent stamp with the image of a Post Office Truck.

The United States Postal Service offered special delivery from 1885 until 1997. Special Delivery Service meant the letter would be dispatched more immediately and directly from the receiving post office to the recipient rather than being put in the mail for distribution on the regular delivery route or time schedule. At the beginning the service was only available to post offices which served places with a population of 4000 or more, but it was expanded to all post offices a year later.

The 20 cent Post Office Truck stamp was issued for use on parcels, which were first included as eligible for Special Delivery on February 28, 1925. This stamp, and the 10 cent Motorcycle Delivery stamp, were primarily used for parcels. The Special Delivery of parcels was available "At any United States post office" as stated above the truck on the stamp.

Since the beginning, people have complained about slow delivery by the Post Office. The origins of Special Delivery are just such a complaint made by a Joseph Fay in 1869 to Congress. The letter was read into the Congressional Record to acknowledge the complaint of slow delivery and desiring a special preferred service, even if at additional cost. In 1883, Postmaster General Wanamaker first discussed the issue and later the Universal Postal Union established an international special service

for an additional fee on international mail. Wanamaker petitioned Congress to establish the service in 1885.

The delivery really was special. While no special treatment was done in transit between post offices, once the letter arrived at the delivery post office, it was dispatched by specially appointed messenger. These messengers were generally boys 13 to 16 years old whose compensation was 8 cents of each 10 cents in postage to deliver each letter or package. The parcel rate was added in 1925, because prior to that you could send anything for the additional special delivery rate and have the kid deliver it to your doorstep for the same compensation— that included a 70 pound tire for the same 10 cent special delivery fee as a letter.

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 will do articles on others.

- Rick Larrick

*(for the first Cars on Stamps article, see December, 2013)*

## Member Advertisements

This is the second month with no ads from the Vernon Nash Club members. But Senator Ted Stevens' Model A is still available—being sold out of the estate by Ben Stevens in Girdwood. Asking price is \$18,000. Check out the AAMA Tinkering Times for more details.



## Counting Cars

- John Binder

One thing my boy and I share is the pleasure of discovering cool vehicles hidden away from the rest of the world. The proverbial "barn find" pre-occupies our imaginations as we fantasize about finding something special. It's an activity that binds us as we fall deeper into the car culture.



The search has become sort of a contest, which has us peering into back yards, casing old garages and cruising the back roads for weathered storage sheds and junk yards. The danger of seeming to be an oddball, peeping tom, or a burglar doesn't stop us from sneaking peeks of any likely storage spots that might hold an interesting automobile. Searching for cars put away and forgotten, or abandoned waiting to be discovered, is one thing we can sit and talk about for hours. Hunter is ahead by one '57 Desoto after trailing me, for a time, by a '58 Packard Hawk. I should be in the lead, but because it was a tip from Bub Larson, Hunter refuses to count the 1956 Dodge Custom Royal I took him to see in south Fairbanks. We're still arguing whether a lead from a club member counts as a find. I fear this game could be going on for a while, maybe through my son's lifetime. So if you see a chubby face pressed against the window of your shop or a young man's head sticking over the backyard fence making eyes at your car, take a second to make sure it isn't Hunter or me before you pull the trigger.





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



Somewhere  
Southeast of  
Laramie  
By Myron Smith  
VP-Youth  
Development

*My son Nathan & I enjoy junk yards, I have enjoyed them since I was a child. One of my memories is riding out a rainstorm in a peach colored '58 Impala coupe that in the condition it was then would be considered an easy restoration. Nathan, while wanting to do perfect work particularly enjoys the imperfect. The fresh out of the pasture cars that have been mechanically rebuilt but left cosmetically the way they found it we find particularly of interest. Vintage cars & trucks are interesting no matter what the condition.*

*Antique cars are to be enjoyed no matter what the condition, and no matter what the age of the owner. Some articles cannot be improved on. This one came to me, not from not near Laramie WY but from Laramie. I could not express thoughts better than Ted Preston has in the following so I offer here his thoughts in its entirety:*

How can I get this restoration project moving?

It's winter time, when some of us have free time evenings and weekends to work on those project cars hiding in our garages. I've had one of those in my garage, too. I'd like to say that I've been working on it for the past six years. In truth I worked on it for about six months, then it sat for almost six years, mostly disassembled, and largely in the way. It seems I needed some motivation to complete the project.

I remembered loving how the car drove when I first bought it. I liked it so much that I wanted to build it into a practical, classic daily driver. Seeking motivation, I decided I should reassemble the car enough to drive again, and that might motivate me to get it finished. Mission accomplished!

I put the car back on the road a couple months ago, installed a drivers seat in the otherwise stripped interior, drove it a thousand miles or so,

and shook out some drivability bugs. I liked driving the car just as much as I had six years ago, and I was, in fact re-motivated to get it finished.

When I left off with restoration progress all those years back, I left the car with fresh paint on the hood and front fenders, and the rest in primer. I found myself wanting to spray paint and finish the bodywork . . . in November in Wyoming. It worked out better than I had hoped, thanks in part to some unseasonably warm weather. I found that you can easily sand, mask and spray a single panel at a time in the evening after work. It produces a marvelously motivating feeling when you watch the paint job proceed in that fashion, and the car looks a little better every day!

I also learned that my amateur painting skills produce a much better finish this way than when I try to paint a whole car at once. Spraying a single panel gave me far more time and concentration to control the paint film, and my home air compressor was able to keep up just fine. It always struggled to keep up when I sprayed a whole car at once, even a small car.

My paint job is complete now, and I found the motivation I need to finish this project. A new interior upholstery kit is on order, and I look forward to seeing the car finished by spring.

I hope some of the rest of the High Wheelers and Oak Spokes can find their own inspiration to make progress on their projects during these long winter evenings. I'm planning, as the new President of the High Wheelers, to implement a regular monthly garage night, and encourage the members to gather for wrenching and socializing in the environment I enjoy so much: the garage on a long winter evening!

Don't ever feel embarrassed to drive your project car. Getting it out on the street again may remind you why you started that project in the first place! Should we hold a joint "project" car show in the



## Fountainhead Museum wins AACA Award

At the Annual Meeting February 8th in Philadelphia, Tim Cerney's Fountainhead Museum received the AACA Plaque for "Outstanding Achievement in the Preservation of Automotive History". Many congratulations to Tim and Barbara, Willy Vinton, Nancy Dewitt, and the many others at Fountainhead Properties who work to share this museum with the Fairbanks Community. As an AACA Region, our club is very fortunate to have such a great resource locally.

spring, where we can all show off our progress? It may also be a way to reach out to the next generation of restorers, whose rides aren't quite up to normal "show standards."

Happy wrenching!

Ted Preston President,  
Hi Wheelers Chapter

Thank you Ted,  
Myron Smith VP Youth Development

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### NEXT MEETINGS

The membership meeting is always the second Tuesday of the month. March's Meeting is March 13th at our usual spot at The Bakery Restaurant on College Road. Meeting starts at 7pm and most folks arrive at 6pm for dinner from the menu before.

Board Meetings are the Tuesday before the Membership Meeting—this month on March 11th— at Sam's Sourdough Restaurant on University. Meeting starts at 6:30pm, with dinner before. Board Meetings are open to members.

*Ross was first to post a picture of his ride on our new Facebook page!*



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