



November, 2014
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Information on upcoming events
on many pages inside!



Beer break on the Plymouth's maiden voyage to New York.

The Plymouths of Ohio

By Jim Benjaminson

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 address : vlnaacf@gmail.com

This article was submitted to us by Scott Grundy, who encountered the pictured Plymouth gasoline powered switcher locomotive on his travels in 2012 and became curious about what really was the first Plymouth.

Scott's research led him to this article by Jim Benjaminson in the 1990 March-April edition of the Plymouth Bulletin. It is reprinted here in edited form.



Photo by Grundy

A scholar once wrote that you can't know where you are going until you know where you have been. It sounds a lot like an excuse for a history lesson to me.

There is a small town in Ohio by the name of Plymouth—an interesting community. Spawned from here was a fantastic array of Plymouth cars, Plymouth trucks, Plymouth tractors, Plymouth locomotives. Hey, wait just a doggone minute here! Did you read that correctly? Plymouth TRACTORS? Plymouth LOCOMOTIVES? Yes, it is not a misprint, for you see,

Plymouth, Ohio, is the home of the Plymouth Locomotive Works, builders of special railroad locomotives. In the early days they also built a Plymouth car, Plymouth trucks, Plymouth farm tractors and the aforementioned railroad locomotives. This is the reason of our need for a history lesson. But don't feel badly. Walter P. Chrysler needed the same lesson fifty-seven years earlier.

Corporate America has been made up of countless mergers and acquisitions, some dating back almost to the days of the Pilgrims landing at Plymouth Rock. In Chrysler's case, this history lesson takes us back to 1894 Philadelphia where two women named Henry Morris and Pedro Salem built a vehicle they called the Electrobat. The Electrobat was one of the participants in the Chicago Times-Herald race on Thanksgiving Day in 1895 (the first noted auto race in the United States). Over the years a confusing maze of car companies that included such makes as Columbia, Stoddard-Dayton, Brush, Alden-5ampson, Thomas, Everitt, Metzger, Flanders, Chalmers and Maxwell finally evolved in 1924 into the Chrysler.

(Continued on page 3)

If Bill Gates had a penny for every time I had to reboot my computer... oh wait, he does.

The weather was outstanding this year—highs in the low 70's and no rain until light mist or drizzle late Friday afternoon / early Saturday morning.

We did not have the large group that travelled from Alaska in some prior years, but Jill and I saw member Willy Vinton there, along with Anchorage Club President, Mike Wiedmer.

I found most of the things on my "list" pretty easily this year (the proper water pump 1/8" graphite packing cord, 2" wide brake woven brake lining, a vacuum tank fuel pump canister of the proper size for my '24 Studebaker, spare points sets for the '25 Franklin and the '32 Studebaker, the proper Bendix gear and spring for my '24, and a few other bits. But the most important things about Hershey are seeing old friends and the vast resources for gathering information. Nowhere else can you go on a mission to gather information and have better antique car expert resources.

I was looking for information on what I could do to fit an overdrive transmission to my '32 Studebaker Dictator. I spent an hour or more with Lloyd Young who is from Columbus, Ohio and fits Borg Warner transmissions to early cars. He collects Borg Warner transmissions, rebuilds them, fits them with new electrical, and custom adapts them for older teens, 20's and early 30's cars that were built before OD was available. I had brought pictures, dimensions and drawings, and we discussed several possibilities, ending the conversation with the conclusion that it could be done, but that I needed to ship him some of the parts from my transmission for him to do a custom adaptation. You see, my car has "Free Wheeling" as part of the transmission. Free Wheeling came about before development of the OD transmission and provided an over-riding gear so that the wheels were only engaged when the engine output was revolving faster than the drive shaft—this was a critical invention for overdrive, but it is integral to OD transmissions, and I certainly don't need two free wheeling mechanisms. Also I don't want to give up my current



A thousand cars for sale in the Car Corral...

Hershey

Eastern Division AACA Fall Meet



View looking over one of the vendor fields (the Chocolate South Field) at Hershey—Hersheypark's Roller Coasters can be seen in the distance.

dash control for the free-wheeling. I think we worked it all out, but I have more homework to do because a later conversation with a Studebaker friend and "expert", Jerry Kurtz (from Dover, Pennsylvania) started with a flat "you can't do that", and continued with an explanation that I would have to change out my transmission for the optional OD one from a 1935 or 36 President model. Jerry said he could sell me one he had, but I feel I need to do some parts lists and drawings study to find out which is the best way to go.

I will probably contact the AACA Library for some of that information. Jill and I started our Hershey visit at the Library for their "yard sale" of duplicate literature and books. I bought a few things there. But what I need to do now is write to them or e-mail for the specific information I need for the OD transmission swap project. They will probably have the parts lists and a manual for the '35 Studebaker President, and they will make copies of what I want for me. The other information that seemed critical is that I was told that the Motors Manual #14 had a good set of rebuild instructions for all makes of OD transmissions made between 1935 and 1950. That one took a little walking, but a copy was easily found at Hershey.

I also spent some time talking with

folks about how to make replacement top bows—the front one on my '24 Studebaker broke this summer. I talked to a number of folks who made and sold them, but what I learned is that the best way to make them is NOT to steam bend them, but is to laminate them in a jig (just like Charlie Bourque did the curved side rack pieces on his truck last winter). Armed with the right information now, I can probably do that project myself.



A 1911 Speedwell for sale in a vendor booth

I stopped by several of the more commercial vendors as well to look at what they had. I visited with Alan Schmitt of Restoration Specialties and talked about how to rebuild springs and about the proper webbing to use to rebuild Gabriel Snubbers—I didn't buy anything there because I would have just had to carry it home, but I did have my list made and I have already placed my order when I came home.

(Continued on page 3)

Money talks... but all mine ever says is good-bye.

(Continued from page 2)

Jill did not walk every row past every vendor I wanted to see. We did spend time together in several of the car club host tents we were both interested in, and on Friday Jill spent a number of hours watching the vintage auto races at the Hersheypark Stadium, while I continued on my various quests.

I spent some time at the AACA Library and Museum tent talking with the AACA Executive, Steve Moskowitz and with Fred Young, Director in charge of Publications (see my note in the Editor's Column). It was there that Jill and I ran in to Anchorage Club Pres, Mike Wiedmer.

Rain often dampens a car show, and I have to admit that Jill and I did not stay on Saturday for the big show which usually draws over 1000 entries of some of the very nicest antique and collector cars in the eastern US. The rain kept some in the trailers, but over 80% of those registered, appeared on the field and stayed until the show end at 3pm. The sun came out mid-morning, and we heard it was a great show.

On the last day, I stopped at the Post Office and picked up some flat rate boxes. I filled them full and mailed the newly found goodies—including the very heavy books (like the Motors Manual) home, rather than carry them or check them in the baggage on the flight home.

I went into the detail of my conversations and searches in this article to show how valuable a trip to Hershey can be. Hershey is not JUST a car show, and



Many chapters and other clubs have spaces at Hershey. This was the Keystone Region of the Studebaker Drivers Club, where they were selling raffle tickets on this car. '51 Studebaker President

(Continued from page 1)

ler Corporation. Nowhere was there any mention of an early Plymouth -yet there was such a marque. And while it had no part in the early history of Chrysler, it was to play at least a minor role in later years, long after Walter Chrysler introduced his Plymouth to the car buying public in 1928.

While all this automotive "sorting out" had been going on in New York, Philadelphia and Detroit, over in Plymouth, Ohio another company had been formed -this one in the year 1882 when two men named Freese and Fate formed a corporation to manufacture clay working machinery. Freese & Fate lasted for ten years, when J.D. Fate bought out the interests of his partner to

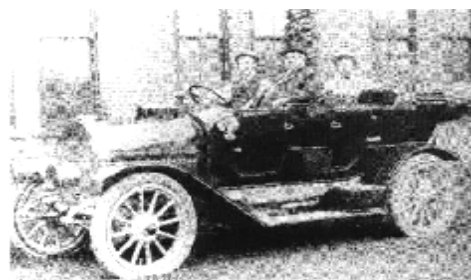


In order to be judged, vintage race cars must really race, running a 4 lap run at the Stadium

not JUST a swap meet, but it is a gathering in one place of the most hands on old car information you will ever find in one place—and most of the information is free for the asking. People enjoy talking about the hobby they love, and are willing to share their knowledge with people who ask.

- Rick Larrick

company built not only trucks, but a line of sightseeing buses as well. The first trucks were powered by "square" Rutenber four cylinder engines (bore and stroke both being 5"), with a high



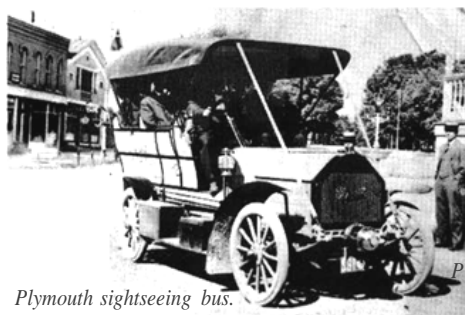
1910 Plymouth with Harley Fate (in dark suit) in front seat.

tension Splitdorf multi-unit coil ignition and Hancock valveless automatic force-feed oilers. Later Plymouth trucks utilized Waukesha four cylinder engines. A unique feature of the trucks was their "gearless" transmissions which, in actuality, were friction drives. The drive train consisted of a front drive shaft from the engine which turned a large flywheel near the middle of the chassis. Against this flywheel were two friction discs running at right angles, which transmitted power to still another rotating disc that was parallel to the first flywheel, power being transferred from this flywheel to chains running to each rear wheel.

In bus form, the Plymouth carried 20, 24 or 40 passenger sightseeing bodies. (Photos show that a much smaller capacity three seater was also built.) Wheelbase for most vehicles was 144" with a 54 1/4" wheel tread. Tires were, at least in the early days, solid rubber made by Firestone, with 32 inch wheels on the front axle and dual 36" wheels on the rear. Prices ranged from \$1,250 for a delivery wagon to \$5,000 for the largest truck. It is interesting to note these trucks were built "to order" as evidenced by a 1911 order contract, dated August 4, 1911 calling for the company to build a "1912 Model H three ton truck" for the Rose & Johnson Company of nearby Youngstown. Specifications called for a 4 cylinder Waukesha motor, 34 x 3Vz" front and dual 36 x 3" rear tires of either Goodyear, Goodrich or Firestone origin. The truck, priced at \$2,475 was to be delivered on or about August 15th -actual delivery took place September 12th when the truck was shipped to Youngstown by rail.

Truck production continued

(Continued on page 9)



Plymouth sightseeing bus.

form the J.D.Fate Company, which continued to produce day working machines. The year 1909 found Fate joining forces with a group of investors from Toledo (for those needing a geography lesson, Toledo is about a hundred miles south of Detroit) to form the Plymouth Truck Company.

At first they planned to build the new line of trucks in Toledo but it wasn't long before production had been moved to Plymouth where it would remain. The



November, 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	36	4	5	6	7	8
9	10	11 BOARD MTG—Sam's Sourdough	12	13 MEMBER MTG— Sam's Sourdough	14	15
16	17	18	19	20	21	22 Garage Tour
23 /30	24	25	26	27	28	29

Vernon L. Nash Antique Auto Club Region AACA

- Tuesday, Nov 11th: **Board Mtg.** 6:30 pm Sam's Sourdough Café
- Thursday, Nov 13: **Membership Meeting** 7:00 pm at Sam's Sourdough Café; dinner before—**BOARD AND OFFICER ELECTIONS**
- Saturday, Nov 22: **TOUR OF BURNIE HALL'S FABULOUS GARAGE**, 6223 Old Airport Way, 11:30 am.
- Sunday, **Dec 14th: ANNUAL CLUB HOLIDAY PARTY**, 4:00 pm Social Hour; 5pm Dinner at the Westmark Hotel Gold Room.

Antique Auto Musers Region (Anchorage) AACA

- Nov 12th: **AAMA Monthly Meeting**



Keep up with what's happening on Facebook! If you are not a member of the **Members Only: Antique Auto Club of Fairbanks** page, then e-mail Wilma Vinton to join this special group.

National AACA Events

- Feb 12-14 **AACA National Meeting**, Philadelphia, PA

Member Advertisements

Waste Oil? If anyone needs to get rid of used oil, I, Marlen Pruett can take it! I have a new approved waste oil burner. Marlin Pruett upisgreat@gmail.com

Wanted: Looking for a right hand truck exhaust to use on a '49 Ford coupe, making it into dual exhaust.—Call Rochelle 590-8593

Sunshine Club

A get-well card was sent to Debra Dussman in hopes for speedy recovery.

A get-well card was sent to Bernie Hall wishing a quick recovery after his total reverse shoulder replacement.

Tracy McLeod is the Sunshine Contact. Please send her an e-mail if you know of a club member who could use a little "sunshine". e-mail: tksplits@yahoo.com

President's Headlights

- John McCarthy



As you know, November is election month and we will get to vote for those individuals who will guide our club through 2015. We have a slate of worthy candidates and I urge you to grasp the opportunity to help select the persons who you feel will do the best job of representing your viewpoints and ideas. As the club's retiring president, I wish all the candidates my best and I am looking forward to working with you as I transform from president to first director board member.

Raffle tickets for our 1967 MGB have been printed and will be ready for distribution starting at our December membership meeting at the Westmark Gold Room. The MGB should be ready to cruise in the spring after we tend to a couple maintenance chores. The car is presently in Don Oines' garage and he will have an area ready for work parties in the near future. I am pleased to announce that Tammy Pruitt and Cindy Helms have stepped forward to co-chair the ticket sales for the raffle car.

Membership dues notices have been distributed for 2015 and can be paid at the membership meeting, by mail to our

VLNAACF address, or in person to membership chair Rochelle Larson. Please help make Rochelle's job easier by paying early and updating your personal information and vehicle listing on the renewal form.

Nathan Helms has established a committee to choose the club's most improved vehicle award for 2014. He and the committee have a few cars to look at and are soliciting more nominations. If you have recently completed a vehicle and would like to have your car considered for the award, or you know a club member to nominate for the award, please contact Nathan, ASAP.

We are working on garage tours for the winter months to check out club members' projects and to keep us all connected through the winter months. First one is coming up Nov. 22nd at Burnie Hall's. Announcements as to when and where these will take place will appear in the newsletter and via email notification.

We are still looking for a local non-profit organization to receive our annual charitable donation. We must receive a letter of request from the organization for them to be considered. The winning non-profits' representative and spouse are invited to attend our December / Holiday Party meeting where the donation will be awarded.

The Holiday Party should be a grand affair with the festivities planned for the Westmark Gold Room on Sunday, December 14th. We will have a buffet meal, North Star Strings, slide show of past club events, 50's and 60's style music and a Chinese gift exchange. Submit your \$10.00 per person attendees fee to membership chair Rochelle prior to the November 28 deadline so we can have an accurate headcount for the buffet. The Chinese gift exchange should be in the \$20.00 to \$25.00 value range.

Sam's Sourdough Restaurant is our selected board and membership meeting location for the winter months. Don't forget the November 13th membership meeting where we will vote for our 2015 board members. Election results will be available at the end of the meeting. Hope to see you there.

~ John McCarthy ~

Anniversaries



6 - Mary & John Blankenship



Club Member and Former Club President, Ray McLeod, visited his dad in Arizona this month.

Birthdays



- 1 - Charlie Bourque
Rick Crisenbery
- 2 - Joyce Tekin
- 4 - Dale Oines
- 5 - Pat Crisenbery
Melody Simmons
- 6 - Ray McLeod
- 7 - Dan Tempel
Nathan Helms
- 8 - Rhonda Morgan
- 10 - Randy Britschgi
- 14 - Mary Blankenship
- 15 - Beccy Monsma
Jack O' Brien
- 19 - Burnie Hall
Eugene Reed
- 21 - Ruth Ann Domke
- 25 - Ruth Haynes
Jeff Cook
- 27 - Kathy Capps
Rochelle Larson
Larry Dotson

DUES

**\$ ARE \$
DUE!**

Rochelle has mailed out invoices, and membership dues are now payable for 2015. Remember that payment is due by the Holiday Party for the following year. Help Rochelle out by paying promptly.

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.

Those who have joined since July of 2014 may have a credit toward next years dues, so you should call Rochelle for the correct amount.

EDITOR'S LEFT (on) BLINKER



A recent reminder email from National AACA sparked the thought about my making a comment about copyrights as they relate to this newsletter. Anything original is covered by copyright by the U.S. government. That copyright protects the owner's right to control any use of that new and original material for 120 years into the future. Since 1989, things that are drawn, written, or photographed do not have to have the familiar © copyright symbol to be protected. All that the author needs to do to protect his copyright after someone reprints his artwork or article is to then register it within 3 months and send an invoice and/or cease and desist order to the person whole copied their work.

Now, with the internet, it seems that everything gets exposed (we email our newsletter and it also appears on our webpage for anyone to see). If a professional person wants to protect his or her copyright, there are services that for a fee will scan webpages and blogs just looking for copied versions. Then they provide legal help to the author to bill the offender or sue if needed in order to get payment. Sometimes this service takes a while to process all the information, so often the invoices for the pirated copies can take a year or more before they come. But they do come more and more frequently. A number of our members have sent me cartoons or stuff they have clipped from the Internet to publish. In most cases, I don't do it and try to explain why. I some cases I try to find the author or artist. If I do, then I e-mail or write to them and ask permission to re-publish it. Usually the permission is granted, and I can use the material with the credit listed.

Technically, the material in this newsletter is also copyrighted, even though our club really doesn't care if it is used. To cover that, we have that notice on the front left of the cover page, which grants permission as long as we are given credit and given a copy of the published article.

What everyone really wants to read is information about our club and our activities, and articles that our club members have written. Please take an hour or two and write an article for the newsletter, and send in those pictures that you want us to publish.

- Rick Larrick

2015 RAFFLE CAR

The Raffle Car is in Don Oines' garage for the winter and Don will also be heading up work parties to finish up any needed work on the car. Ron Allen put together a pretty comprehensive list of items needing work. Ron did this while he had the car stored at his home garage during the late summer. President John McCarthy has arranged for the printing of 3500 raffle tickets, Tammy Pruett and Cindy Helms will Co-Chair raffle ticket sales. Don will be soliciting help in supplying labor for several work parties this fall and winter. Starting with the Holiday Party, Tammy and Cindy will be coordinating raffle ticket sales events.

The original ad above is for the 1967 MGB, and as you can see from the logo, Austin Healy was marketing an "escape from dull driving" with its little sports car—as will we!



CPR CLASS : Wilma Vinton led our 1st CPR Class on Saturday, Oct 25th. Many thanks to Vonna Husby for providing her Raymond James Office as a meeting place, and also to MICP and AHA Instructor Jenny Brown for volunteering her Sat afternoon to help Wilma with the class. Another class will be scheduled in the spring for those who missed this one. Bear's collapse at the Golden Days club picnic prompted much club discussion on first aid preparedness on our club excursions and events. Those attending are probably now a bit more prepared and capable, and a lot more confident than before.

Ruth Ann Domke sent a note that she was all settled in to her "new digs" in Kokomo and wanted to communicate her new address:

3025 West Sycamore St, #504
Kokomo, IN 46901-4178

Note from Editor—looking forward to your article about the Jackrabbit, Ruth Ann! (see back page)

National News: From the publication "The Rummage Box", reprinted with permission



AACA YOUTH SCHOLARSHIPS

By Earl Mowrey
VP—Youth
Development
Programs

Each year the AACA provides five (5) cash scholarships of \$1,500.00 each to deserving individuals who are pursuing a college degree. The following scholarships are offered.

AUTOMOTIVE TECHNOLOGY SCHOLARSHIP

Cash award to a student currently enrolled in an institution of higher learning leading up to a degree in antique automotive technology and or restoration.

YOUNG PEOPLE'S AWARD

A cash award to AACA member, child or grandchild of an active AACA member in good standing for at least five years, who has been accepted into an accredited institution of higher learning or is now enrolled in such institution, i.e., a four-year college leading to a bachelor's degree or a two-year vocational education program leading to a degree. Applicant must be nominated by a Region or Chapter of AACA and must be no more than 25 years old.

SCHOLARSHIP AWARD

A cash award to an AACA member, child or grandchild of an active AACA member in good standing for at least five years, who has been accepted into an accredited institution of higher learning or is now enrolled in such institution, i.e., a four-year college leading to a bachelor's degree or a two-year vocational education program leading to a diploma. Applicant must be no more than 25 years old.

*Please note that one award is for an individual enrolled in an Antique Auto Major and can be of any age.

The remaining scholarships are for individuals, no more than 25 years old and enrolled in any curriculum that leads to a degree.

The AACA is committed to giving back to our members. Please take advantage of our program offer before December 1, 2014 and help the AACA secure a promising future. Anyone interested in applying can download the forms from the AACA website (aaca.org/junior/junior/scholarship.htm).

Minutes VLNAACF Membership Mtg, October 9, at Sam's Sourdough

The Membership Meeting was called to order by President John McCarthy at 7:04 p.m. Board members John McCarthy, Bret Helms, Ed McLaughlin & Scott Grundy were present. Ron Allen, Scott Culbertson and Terry Whitledge were absent. A total of 36 club members attended. A quorum was attained.

Secretary, Scott Grundy greatly abbreviated the minutes from the September Membership Meeting and the October Board Meeting.

Little financial activity has occurred recently, so last month's financial status was reported by Scott Grundy.

Membership status was reported by Scott Grundy as unchanged (225).

Brenda Wilbur moved, and "Blue" Hinchliff seconded to accept the minutes, treasury and membership reports as read. Passed unanimously.

Brenda Wilbur stated she had to leave town and thanked her co-chair Joyce Tekin and husband Paul for the results of the Election Nomination Committee they accomplished in her absence. Joyce Tekin identified all candidates for the officer and director positions. Joyce stated they had worked hard but had not acquired a candidate for president. After discussion, Wilma Vinton volunteered to fill the office of president to the glee of the membership. Only the two director positions require an election runoff; there are four candidates for the two positions. Election will occur at our November 13 membership meeting; ballots will be tallied and the results will be announced at the end of that meeting. [Ed Note: Ballot is on page 10.]

Joyce Tekin also reported the many details regarding our Holiday Party on December 14 at the Westmark Hotel.

Nathan Helms indicated the Most Improved Vehicle Committee has received two candidate vehicles and solicited more nominations. The review committee is composed of several past recipients of this award.

Wilma Vinton advised she will teach a CPR class soon to interested members. Details to be announced.

Previously, the membership agreed to send a club pin to each participant of the Dutch Volvo Panama to Fairbanks Rally Group. A tally of total attendance will be acquired soon. Scott Grundy agreed to acquire additional club pins.

President McCarthy indicated:

1) Dues notices have been distributed. He encouraged a prompt response and update



Secretary Grundy reads minutes Oct 9

of all personal information including the list of vehicles owned.

2) The chair for the Raffle Car Committee remains open; later in the meeting, Tammy Pruett and Cindy Helms agreed to co-chair the committee. President McCarthy said a check was issued to the J C Taylor Insurance Company to cover our raffle car, there was a signup sheet circulating for volunteers to work on our MGB raffle car, and there were no missing 2014 raffle car tickets - the confusion was the result of a bookkeeping error.

3) Our club remains open to a local non-profit organization to receive our annual charitable donation. We must receive a letter of request from the organization. No nominations have been received to date.

4) He hopes to establish a tour of a club member's garage each month.

5) A photo was taken of some of our club's Model A's and a 1932 Studebaker. It was posted nationally on the MAFCA website for the simultaneous Model A Day and Drive Your Studebaker Day.

6) Our cars & coffee and run around events are finished for the year.

Announcements:

Early in the meeting a guest of Ed McLaughlin announced she had a nice 1976 VW Camper Van for sale at a reasonable price of \$1,000 to a member who would restore the vehicle.

Marlen Pruett indicated there was a huge 80X150 foot metal building for sale for only \$70,000.

Vice President Bret Helms announced the upcoming birthdays and anniversaries.

Wilma Vinton won the 50/50 raffle for \$55!

At 7:55 p.m. Julio Merced motioned and Theresa Chase seconded we adjourn. No dissenters.

Respectfully submitted,
Scott Grundy,
VLNAACF Secretary

Without ME, it's just AWESO.

The selection committee is still looking for names of potential winners of the VLNAACF Most Improved Vehicle award for 2014. We currently have two candidates and are actively looking for others.

—Nathan



Nathan Helms with the award last year

VLNAACF Most Improved Vehicle for 2014

Objective: Recognize VLNAACF members for outstanding hands-on car restoration work.

Judging Criteria were in last month's newsletter. If you want your vehicle considered, contact Nathan or Bret Helms now!

FOLLOW-UP NOTE ON STEWART VACUUM FUEL PUMPS:

Last issue, I wrote an article about how to repair or rebuild these pumps. At Hershey, I met someone who does this for a fee. He not only rebuilds them as the article explained, but coats the inside of the tank to prevent future corrosion. He charges about \$200 for a rebuilt unit. (I found old "as is" units in visibly rebuildable condition from \$70 to \$160 at the meet). - Rick Larrick

VLNAACF CLUB STORE



Rochelle Larson has the above items for sale to members at Larson's Locksmith. Drop buy and pickup a club item for yourself or a gift for the "better half" (remember the Holidays), or call Rochelle for her to put the item aside for you for the next meeting. Available are the following items:

1. **Club Magnetic Signs** for your car \$16 per pair (and \$8 each for more)
2. **Club Lapel Pin** for your sport coat or jacket \$2 each
3. **Red Ball Cap** \$8 each
4. **Club Lined Jacket** (embossed with your name)
\$41 each for M, L, or XL; \$44 each for 2XL or \$27 for 3XL
5. **Solid Red T- Shirt**
\$12 each for M, L, or XL; \$14 each for 2XL or \$16 each for 3XL
6. **Red Ring T-Shirt**
\$20 each for M, L, or XL; \$22 each for 2XL or #24 each for 3XL
7. **Blue Ring T-Shirt**
\$20 each for M, L, or XL; \$22 each for 2XL or #24 each for 3XL

Tour of Burnie Hall's Premier Garage - Don't miss it!

When: Saturday **Nov. 22, 2014** at 11:30 a.m.

Where: 6223 OLD Airport Way (First left off Airport Way after Pike' Restaurant, R on Old Airport Way past FedEx to warehouse on right with galvanized siding at 6223 Old Airport Way with lots of old rigs outside. Edsel's, T-Birds, military ambulance, etc.!

Why: Incredible "Toy Shop" with two car lifts, fabulous "Man Cave" with bar, office, parts washer, tools beyond belief, fabulous Fords and more!! Be certain to bring your camera!

When we're finished drooling we can have lunch at Carl's Jr., 1391 Univ. Ave.!! Doesn't get any better than this folks - see you there!

Any questions call Scott Grundy: 457-3526 home; 322-9283 cell

New email: sgrundy55ply@gmail.com

ANNUAL MEETING / HOLIDAY PARTY



The Vernon L. Nash Automobile Club of Fairbanks Annual Holiday Party will be held on Sunday, December 14th at the Westmark Hotel downtown. Cash bar starts at 4pm, and dinner is served at 5pm. After dinner, we have a brief amount of business which is why it is the "annual meeting" - things like induction of officers, formal review of our raffle fund income and expenses, presentation and acceptance of our annual club charity donation, kick-off of our raffle ticket sales for the 2015 raffle car, and the coveted "most improved award". But the main order of business is always FUN.

As in the past several years, the club has grown big enough and with the number of meals having to be guaranteed to the hotel, **YOU MUST MAKE A RESERVATION**, and that reservation must be accompanied by a \$10 fee per person. That \$10 holds your place, but it really gets split in half with the first half going to door prize cash and the second going to our selected charity. The reservation form is Page 11 of this newsletter. **A COPY OF THIS FORM MUST BE RETURNED WITH PAYMENT**—it can be brought to the Nov meeting, mailed to the club post office box (should be post-marked by November 24th), or it can be hand delivered to Rochelle at Larson's Locksmith by the 24th, or (if you are really a procrastinator just get it to Paul or Joyce Tekin *before* the 26th when Paul & Joyce have to make the hotel meal guarantee!).

Meal is again a buffet with meat choices being either Prime Rib or Apple Almond Chicken with Madeira Sauce. There are also vegetables, salads, rolls & butter, and a cake for dessert. If you are a member, price is free. If your membership is "joint", then your spouse or member associate gets a free meal too. If you want to bring someone not on our membership roles, then the guest price is \$33 / or \$16.50 if the guest is under age 13. The club picks up the tip for everyone.

Don't forget your exchange gift for the "Chinese Gift Exchange" - gifts should be in the neighborhood of \$25 value each, and should be marked "girl" or "boy". The gift exchange is after dinner and always a bit of jolly good holiday fun!

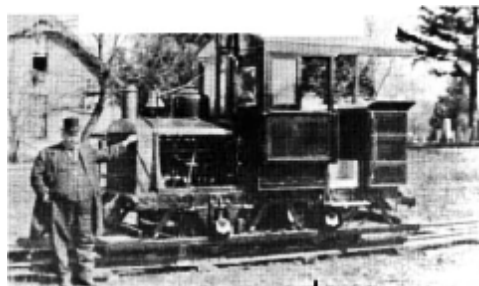
(Continued from page 3)

through 1915. Actual production figures are unknown but a figure of 150 to 200 has been published by the company. With truck production successfully underway the company's directors decided in 1910 to give automobile production a try.

Basically the Plymouth car was little more than a 7passenger touring car body mounted on a 112" wheelbase truck chassis. Under the hood was a four cylinder 40 horsepower Wisconsin engine backed up by the Plymouth truck's double friction drive transmission and chain drive. No doubt the Plymouth car's most unusual feature was the dome on top of the hood which accommodated the gravity flow gasoline tank. The filler cap, which measured 8" across, was designed to aide the motorist who had to fill the tank using a three gallon bucket!

On the Plymouth's maiden voyage all went well on a trip to New York City but at Atlantic City a cylinder casting broke. The Plymouth had to return home on the back of a railroad car. Whatever the fault might have been, it prompted the company directors to decide to stick to truck production. (Rumor has it that the car was dismantled and its usable parts went into a truck.) Exactly how many cars were actually built is somewhat of a mystery. The company today claims only one car was produced, while other published reports have stated that as many as three cars were built. We had hoped to have a picture for this article that is claimed to exist showing all three cars together, but to date we haven't been able to track that picture down.

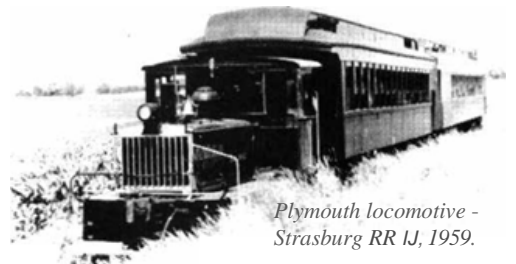
An interesting occurrence that would change the course of the company took place at the truck plant in 1912 when the Bigelow Clay Company asked the firm to build them a special truck—actually more of a locomotive



First prototype Plymouth locomotive with Harley Fate, 1912

than a truck, as the "truck" was to be built to run on rails. Several experimental locomotives followed the Bigelow order and on March 20, 1914, locomotive serial number one was delivered to the National Fire Proofing Company in Haydenville, Ohio. Called the Model AL Type 1, it was built with a 36" gauge (tread to us automotive related people). It is interesting to note that the 1912 "locomotive" for Bigelow and the experimentalists that followed all continued using sequential truck serial numbers.

By 1915 Plymouth truck production had come to a halt, the plant now concentrating on building Plymouth



railroad locomotives. Each locomotive was built to order, much as the trucks had been done, with size and power matched to the customer needs. By October, 1920, locomotive number 1000 was delivered to the Central Sugar Company in Salamanca, Cuba. This was an unheard-of production figure in the locomotive field. Engine number 2000 came in 1925; number 3000 in 1928, 4000 in 1939, 5000 in 1946, 6000 in 1957 and number 7000 in 1974.

J.D.Fate Company merged with Root-Heath Manufacturing Company in 1919 to form Fate-Root-Heath, a privately owned concern. F-R-H, in 1969, became a wholly-owned subsidiary of Banner Industries. Recently the locomotive works was purchased by the employees of the company, which now goes by the name of Plymouth Locomotive International, Inc.

An interesting sidelight to this story took place in 1933 when Fate-Root-Heath decided to enter the farm tractor business. They marketed a small unit called, naturally enough, the Plymouth 10-20. The tractor was powered by a 20 horsepower Hercules IXA four cylinder motor 13" bore x 4" stroke). An unusual feature was the "speed gear" of the four speed transmission. For field work the tractor could work as slow as one mile per hour but for "transport" fourth gear provided a startling 25 miles per hour top speed. Standard equipment included steel disc wheels with rubber tire wheels offered

(Continued on page 10)

2015 VLNAACF ELECTION BALLOT

This will constitute as the voting ballot for the Vernon L. Nash 2015 Officers and Board of Directors.
Please detach/print this form and do one of the following:

- Mail it to Vernon L. Nash Antique Auto Club P.O. Box 71253 Fairbanks, AK 99707 (postmark by 11/5)
- Drop it off at Larson Locksmith 1249 Noble St.
- Bring it with you to the membership meeting: Thursday November 13th

If you are viewing this with your computer and are unable to print the form, copies are on hand at Larson Locksmith for your convenience and will also be available at the November 13th Membership Meeting.

The following incumbents are running unopposed:

Vice President: Bret Helms	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Treasurer: Ron Allen	Yes <input type="checkbox"/>	No <input type="checkbox"/>

The following have agreed to run as new Board Members and are unopposed:

President: Wilma Vinton	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Secretary: Scott Grundy	Yes <input type="checkbox"/>	No <input type="checkbox"/>

Outgoing President, John McCarthy, fills the First Director position, two others are elected below:

Board of Directors please vote for TWO individuals:

Charlie Bourque <input type="checkbox"/>	Tom (Blue) Hinchsliff <input type="checkbox"/>
Ed McLaughlin <input type="checkbox"/>	Paul Tekin <input type="checkbox"/>

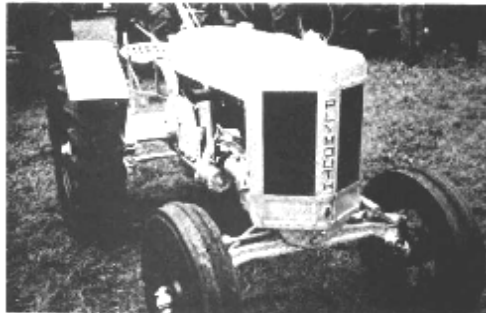
All ballots will be tabulated at the November 13th membership meeting and results announced before the meeting adjournment.

(Continued from page 9)

as optional equipment. Also available was a power take off unit in any of the three positions on the tractor (side, draw bar or spline shaft at the rear). Following the practice of the 1910 Plymouth car, the Plymouth tractor combined the hood and gas tank into one unit. Optional implements included a "Plymouth Foot Controlled Cultivator" and the "Plymouth Full Floating Plow". Emblazoned prominently on the vee'd radiator shell was the name PLYMOUTH. Needless to say, these activities did not go unnoticed in the Chrysler corporate offices at Highland Park. To have the Plymouth name on this little tractor simply would not do and Walter Chrysler decided to do something about it. He was in for a little lesson in history!

Miles Christian, former president of Fate-Root-Heath, and a family member of the founding company fathers, tells the story: "Legend has it that when we started building a line of farm tractors, Chrysler sent a team of high-powered lawyers down here to tell us we must drop the name "Plymouth". But then they discovered we had prior use of Plymouth on trucks and a car. We

wound up selling the name "Plymouth" to Chrysler for only **one** dollar and



Plymouth tractor -John Hoff-

changed the name of our tractors to "Silver King". The tractor name change took place in



Silver King tractor -Kottag,

1935. By 1936 the Silver King offered an unusual three-wheel tractor powered by

the same Hercules engine. Another three-wheeler, the Model 600 (and subsequent 660 and 720 models) appeared in 1940, powered by Continental engines. Road gear on these tractors hit a top speed of 30 miles per hour. Later models returned to four wheel configurations, the Silver King remaining in production until 1956 when the tractor works was sold to the Mountain State Fabricating Co. of Clarksburg, West Virginia.

Today Plymouth Locomotive International concentrates solely on railroad locomotives, all still being built "to special order" under the Plymouth name. [Scott's note: *The Plymouth Locomotive Company closed in 1997 but re-opened as a service and parts company in 2001 under the ownership of former employees.*]

We know where we've been - and we know where we're going. A history lesson learned well.

Special thanks to: Donald Barnthouse, Marketing Manager Plymouth Locomotive International & his secretary, Juanita; Loyd Groshong; Henry Mills; John Denny, Jr., railroad historian; Thomas F. Root; David Hamley, railroad historian; John J. Hiltso, railroad historian; Mary Cattie, Free Library of Philadelphia; Joe Wells; Ron Pfleegor; John Hoffman

Holiday Party Dinner

(Vernon L. Nash Antique Auto Club Annual Meeting & Dinner)

Please return this form with your reservation fee(s) and guest payments at the November 13th club meeting, or to Larson Locksmith, 1249 Noble St., or mail no later than November 22, 2014 to:

VLNAACF
Box 71253
Fairbanks, AK 99707-1253

DINNER at the Holiday Party will be a **BUFFET** meal at the Westmark Hotel Gold Room on Sunday, December 14, 2014

*Cut out or copy and send in
with your check to make your
reservation for the Holiday
Party / Annual Meeting.*

Social Hour (Cash Bar) 4:00 pm
Dinner 5:00 pm
Program 6:00 pm
Gift Exchange

The dinner is a buffet meal. Meat choices available on the buffet are:

PRIME RIB

APPLE ALMOND CHICKEN WITH MADEIRA SAUCE

Salads will be served at your plate. Sides on the buffet include 2 vegetables, parsley potatoes and rice pilaf. There are rolls & butter, & coffee or tea. There is cake for dessert.

_____ Members @ \$10.00 Reservation Fee* = \$ _____

_____ Adult Guests @ \$33.00 Meal Cost = \$ _____

_____ Children under 13 @ \$16.50 charge = \$ _____

Make your check payable to:
VLNAACF

TOTAL = \$ _____

MEMBER NAME (S): _____

*Reservation Fee is split 50% for cash door prizes and 50% for our selected charity

QUESTIONS / SPECIAL DIET NEEDS?: Call Paul or Joyce Tekin at 488-2992

CONTACTS:

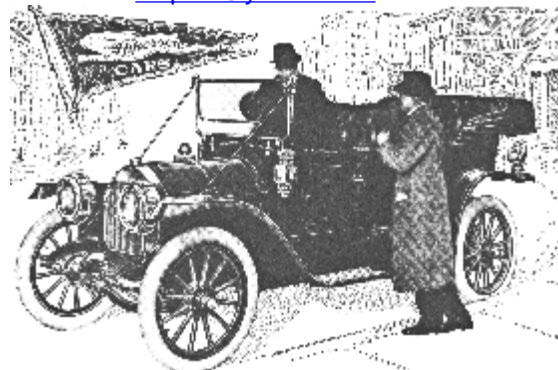
VLNAAC Website: <http://local.aaca.org/fairbanks/>

President	John McCarthy	452-8805	gt500@acsalaska.net
Vice-President	Bret Helms	460-1912	helmsbret@gmail.com
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Director	Scott Culbertson	451-7911	sdculbertson@gci.net
Director	Ed McLaughlin	452-5234	mcbug@gci.net
Director	Terry Whitledge	479-6814	whitledge@gci.net
Membership Chair	Rochelle Larson	590-8593	rochelle1987@hotmail.com
Merchandise	Rochelle Larson	590-8593	rochelle1987@hotmail.com
Newsletter	Rick Larrick	457-4344	crlarrick@alaska.net
Website	Wilma Vinton	456-2261	wlvinton@gci.net
Sunshine Club	Tracy McLeod	456-7877	tksplits@yahoo.com

NEXT MEETINGS

The membership meeting is always the second Thursday of the month. The November Meeting is Nov. 13th at **Sam's Sourdough Café**, on University, near College Rd. All the winter meetings (except December) will be held at Sam's Sourdough Restaurant, in the back room with the car pictures. Meeting is at 7pm. Come in early (6pm) for dinner with us!

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



The Apperson Jackrabbit was built in Kokomo, Indiana.



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