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This newsletter is a publication of the Vernon L. Nash Antique Auto Club of Fairbanks, which is the most northern 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



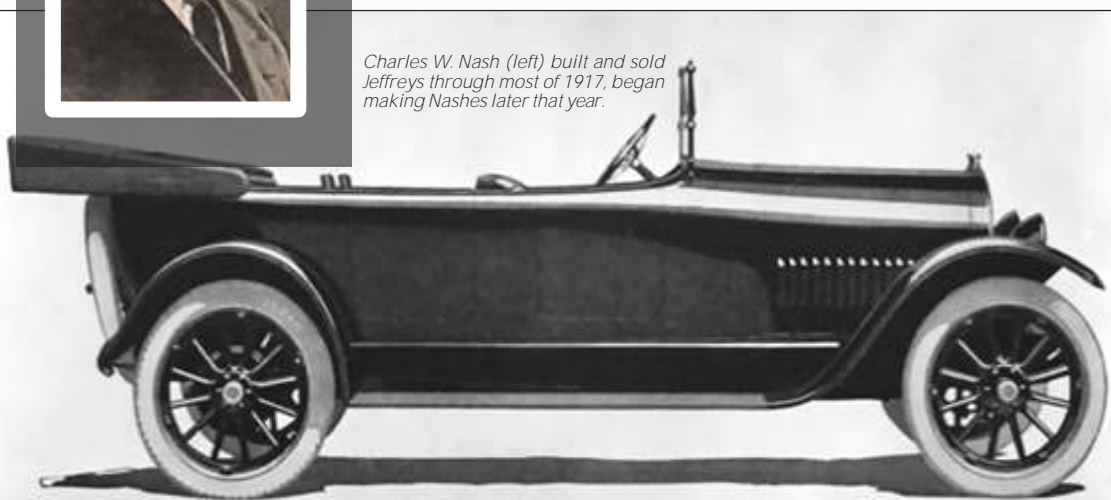
Nash's News

Antique auto news from Alaska's largest car club and most northern region of AACA



Nash Celebrates 100 Years

Charles W. Nash (left) built and sold Jeffreys through most of 1917, began making Nashes later that year.



by Michael Lamm

Charley Nash Got it Righter than Most

Unlike so many auto pioneers, Charley Nash died rich. And his daughter, Ruth, became one of America's wealthiest women, right up there with Barbara Hutton and Doris Duke.

I mention this because Charles W. Nash lived a modest life; never craved the limelight and never got it. No one ever wrote a book about him, and he didn't care. Few people recognized Charley Nash for what he really was - a brilliant self-taught manager, a natural in the art of automobile production, a man who genuinely liked people and who was liked in turn by virtually everyone who knew him.

Charisma, charm - whatever it was, Charley Nash had it. He was good value, same as his cars. They, too, were never flashy, but they got the job done reliably, economically and comfortably.

Charles Williams Nash was born in 1864 in Illinois but grew up in Michigan. His parents divorced when he was six, and the next year a judge decided that he would live with and work for a local farm family. Charley got room and board plus 50 cents a month—an arrangement that was supposed to last un-

(Continued on page 2)

(Continued from page 1)



Nash acquired the luxury carmaker LaFayette in 1923. LaFayette used a 100-hp V8, could do 90mph. The marque **didn't** sell well, soon got dropped.



Nash produced this sporty coupe for 1932. Despite the Depression, Nash's profit that year was 6.2 times greater than that of General Motors.



Nash revived the Lafayette name in 1934 as an economy model. Priced from \$585 to \$745, the no-frills series helped Nash weather the Depression.



Lafayette's grille and fenders were modernized for 1936. That October Nash announced its merger with Kelvinator in order to get George Mason.

til Nash turned 21.

But when he was 12, he decided to run away. He subsequently worked on a number of nearby farms, where he learned carpentry, repaired machinery and attended school when he could. At age 15, Charley bought 10 sheep, which had multiplied to 30 three years later, and he sold them for a nice profit. He and a friend used the money to start a hay-pressing business. At 20, on one of the hay farms, he met and married the owner's daughter, Jessie Halleck, and together they moved to Flint, Michigan, where Charley took a job as a grocery clerk. But he also moonlighted on a farm owned by Dallas Dort, a wealthy carriagemaker and landowner. Dort's business partner, William C. (Billy) Durant, noticed the ever-busy Nash, took a shine to him and put him to work stuffing carriage seats for \$1 a day. Charley Nash so impressed Dort and Durant that,

within six months, he was running their carriage plant.

Billy Durant, another go-getter, had bought Buick Motor Co. in 1904 and formed General Motors in 1908. Durant's idea was to put together an empire of car, truck and tractor manufacturers and thus dominate those markets. He promptly added Oldsmobile, Cadillac, Oakland, Reliant trucks and 16 other companies.

In the process of expansion, Durant suddenly realized he needed help so, in 1910, he brought Nash over from the carriage plant to oversee Buick. Nash hired Walter P. Chrysler as his works manager, and together they doubled Buick's output in three years.

In 1912, GM's directors fired Durant for his reckless spending and installed Charley Nash as corporate president. Durant, meanwhile, founded Chevrolet, then sold it to GM, ending up with enough cash and stock to

(Continued on page 3)

Make the lie big, make it simple, keep saying it, and eventually they will believe it - *Adolf Hitler*



In 1939, Nash and Lafayette were totally restyled. Ex-GM designer Don Mortrude did most of the work, including that year's LaSalle-like grille.

retake General Motors. Nash and a business associate, James Storrow, had also hatched plans to take over GM, so when Durant returned, he fired Nash. Nash didn't really mind, because he realized that his own business approach - calm and rational - never did mesh with Durant's flamboyant style, so in 1916, Nash decided to go out on his own. Storrow, a wealthy Bostonian, had meanwhile purchased the Jeffery car company in Kenosha, Wisconsin, and immediately put Charley Nash in charge, with part of the deal being to rename the company after Nash. One of Nash Motors' first stockholders was Alfred P. Sloan Jr., who six years later became GM's president.

For most of 1917, Nash Motors kept turning out Jefferys - solid, reliable, good-looking cars several market levels above Fords and Chevys. Nash saw the medium price range as under-served, and his cars, now

called Nash, immediately filled that niche. Thanks to his almost instant success, Charley bought the luxury car-maker LaFayette in 1923 and next year introduced an economy car called Ajax. Neither took off, and both were discontinued after about a year. Nash also bought a half interest in the Seaman Body Co., which from then on supplied Nash with all its bodies.

From the beginning, Nash cars proved so popular that most were sold before they left the factory. Dealers came begging for franchises, and Nash's stock went through the roof. In 1919, Nash Motors profits were \$5 million, then \$7 million for 1920, rising to \$57 million in 1926.

Nash operated in an amazingly modern and enlightened way. His factories used straight-line production techniques - parts came in one end and cars

(Continued on page 8)



Top-of-the-line Nash Ambassador Eight for 1940 cost \$1195. It had an overhead -valve straight eight that developed 115 horsepower.



Count Alexis de Sakhnoffsky modified 11 Nash convertibles in the style of Packard Darrins. He tried to interest the factory in producing them



November, 2017

Sun	Mon	Tue	Wed	Thu	Fri	Sat
Newsletter submission deadline is always the 20th of the month. Send in your Member ads., events, notices, and articles to vlnaacf@gmail.com			1	2	3	4 <i>CarsNCoffee</i> 9:00—11:00am Bentley Mall
5	6	7 <i>Board Meeting Sam's Sourdough</i>	8	9 <i>Membership Meeting—AK Buffet</i>	10	11 <i>CarsNCoffee</i> 9:00—11:00am Bentley Mall
12	13	14	15	16	17	18 <i>CarsNCoffee</i> 9:00—11:00am Bentley Mall
19	20	21	22	23	24	25 <i>CarsNCoffee</i> 9:00—11:00am Bentley Mall
26	27	28	29	30		

Vernon L. Nash Antique Auto Club

- **Tuesday, November 7th: Board Meeting**, Sourdough Sam's 6:30pm.
- **Thursday, November 9th: Regular Membership Meeting** at the AK Buffet: 7:00pm meeting; dinner before (most arrive by 6pm).
- **Sunday, December 10th: Annual Meeting / Holiday Party** at the Westmark Hotel.



Antique Auto Mushers

- **November 8th: Membership Meeting**, meet at Daybreak Center, 7:00pm

National AACA Events

- **February 8th—10th: AACA National Meeting**, Philadelphia, PA



DUES

Dues are now **DUE** for the 2018 year. They are payable by returning payment to the club post office box (preferred), dropping it off at Larson's Locksmith, or bringing payment to the November club meeting. Dues are to be paid by December 31 for the following year.—If not paid by January 1st, an additional fee is charged.

Individual dues are \$55.00

\$40.00 for National AACA (paid through our local club), and \$15.00 for local dues

Joint Membership dues are \$70.00

\$40.00 for National AACA (paid through our local club), and \$30.00 for local dues for you and your associate or spouse

Please pay promptly

Suggestion: Print or cut this page out and tape it to your refrigerator so you don't miss any of our fun times!

President's Headlights

- Mike Lecorchick

Well, the snow is on the ground and **the roads are slick and icy...which to me** signals the end of driving my classic cars for this year. I have one in storage and another ready to tuck into the corner of the garage and cover for the winter. With all the car club activities scheduled, I was able to enjoy many of them and hope that I can increase the number of events I will attend next year. I was a little disappointed with the attendance at a few of the club events this year. I know that our summer is short and there are other things that need **our attention, too....but to have and maintain an active club we** need everyone's participation!

With the end of summer comes a change in club activities. November is election of officers and board members. This year we have a number of members wishing to become more involved by joining the Board of Directors. The election of officers and directors will be at the next general membership meeting on November 9th.

At the last meeting Rochelle Larson passed out Invoices for **dues to the members that were present. It's important that you** update your information and pay your dues.

The guest speaker for our November meeting has canceled. If you have suggestions for speakers at either this meeting or future meetings let me know.

December is the Annual Meeting and Christmas Party at the Westmark Hotel.

Next, the club will start planning our 2018 summer's activities.

Mike L.



November BIRTHDAYS

- 1 - Charlie Bourque
Mike Lecorchick
Rick Crisenbery
- 2 - Joyce Tekin
- 4 - Dale Oines
- 5 - Kelley Rivers
Pat Crisenbery
- 6 - Nate Jankowski
- 7 - Dan Tempel
- 8 - Rhonda Morgan
- 10 - Randy Britschgi
Stella Carpenter
- 12 - Gary Olson
- 15 - Beccy Monsma
- 16 - Hunter Binder
- 19 - Burnie Hall
Eugene Reed
- 21 - Ruth Ann Domke
- 25 - Jeff Cook
Kelly Oines
Ruth Haynes
- 27 - Rochelle Larson
- 19 - Donna
Wojciechowski

November ANNIVERSARIES

- 26 - Nancy & Kelley Rivers

SUNSHINE REPORT:

One card request was received: A sympathy card was sent to John and Rhonda Morgan for the passing of his mother.

Thanks!

Tracy McLeod

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.

For a postal mail address contact Tracy or a Board member.



**VLNAACF Membership Meeting Minutes
October 12, 2017
Location - AK Buffet**

President Mike Lecorchick brought the meeting to order at 7:00 p.m.

There were 39 members in attendance.

Donna Wojciechowski read the BOD meeting minutes from October.

A MOTION WAS MADE BY SCOTT GRUNDY AND SECONDED BY JULIO MERCED TO ACCEPT THE SEPTEMBER MEMBERSHIP MEETING MINUTES. PASSED UNANIMOUSLY.

Treasurer's Report - The treasurer's report was given by Wilma Vinton. A MOTION WAS MADE BY MELINDA HARRIS AND SECONDED BY BRENDA WILBUR TO INCREASE THE MERCHANDISE BUDGET \$1200 AS ADVISED BY OUR TREASURER. PASSED UNANIMOUSLY.

Membership Report - Rochelle gave us an update. We have 240 members. 46 single and 97 joint memberships.

EVENTS:

Annual Meeting - The Tekins gave us an update. The annual meeting will be on December 10th at the Westmark. The doors will open at 4:00 and there will be a no host bar. The dinner will start at 5:10 with the meeting to follow. The entree will be Prime Rib and Chicken Dijon. The cost is \$32/plate. Please RSVP by the end of November for a head count. There will be a \$10 reservation fee. The North Star

String Quartet will provide the music.

OLD BUSINESS:

2018 Raffle Car - John McCarthy gave us an update. The car is in the K Mart building for the winter. Raffle tickets will be available at the annual meeting to pick up to sell.

Most Improved Vehicle - Ralph Moore gave us an update.

Logo Items - Rochelle gave us an update on the logo items that are available.

501C3 - Wilma gave us an update.

Nominating Committee - Jeff Creamer gave us an update. There are 5 people interested in filling the 2 directors positions that will be open next year. They are Jacob Anderson, Karl Westphal, Ralph Moore, Lloyd Romero and Doug Cline. There were no nominations from the floor. A MOTION WAS MADE BY WILLY VINTON AND SECONDED BY BRET HELMS TO ACCEPT THE NAMES FOR NOMINATIONS AND CLOSE THE NOMINATIONS. PASSED UNANIMOUSLY.

Charity Donations - Every year the club donates \$1000 to a non profit organization. The organization must be a 501C3 non profit. The non profit can qualify every 3 years. Letters should be mailed to the club's PO box and the board should receive the requests by the next board meeting which is November 7.

50/50 - The total this month was \$140 and the lucky winner was Scott Culbertson.

A MOTION WAS MADE BY JEFF CREAMER AND SECONDED BY JILL LARRICK TO ADJOURN THE MEETING AT 7:42. PASSED UNANIMOUSLY.

Submitted by: Donna Wojciechowski

**DON'T FORGET:
Nominations for
Annual Charity
Donation are due
by November 7th!**

If you know of a charity or service organization who would benefit from a donation from the club (typically \$1000), please make sure the Board has a letter from that organization requesting the donation and stating the purpose of the organization and the intended use for the donation. The donation will be presented at the Annual Meeting / Holiday Party, and a representative of the organization will be asked to attend and accept the donation.

NATIONAL NEWS

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IMPORTANT!!!

2018 AACA National Board of Directors Election

In the September/October edition of *Antique Automobile* is a postpaid ballot for the 2018 Board of Directors election. It is your ONLY ballot and must be filled out according to the instructions or it will not be counted.

Please read the biographies of all the candidates listed in the magazine and vote for the 7 of your choice. Our candidates this year come from widely different backgrounds, so please give serious consideration to those who match your ideas of what is important to the future of the club. All ballots must have 7 names selected or they will be considered "not valid" and will not be counted.

Your ballot must be postmarked by November 15, 2017.



25 Years Ago

Photo above is from the Nenana Parade in 1992. The automobile in tow is Dick Sleep's Poppin' Johnny, which as the News Miner put it, was "a concoction of old auto parts and powered by a 1908, 4 horsepower Witte engine". Dick was a long time member of our club. Current members should recognize the towing vehicle as that restored by Scott Grundy as "Miss Ghezzy".

Dick Sleep built the "Johnny" in 1953 while in Portland, OR., parked it in the 60's and "rediscovered" it in 1992 and had it shipped to Fairbanks, where he completely tore it back down, sandblasted and cleaned, and painted it. The car had a top speed of 12 mph as powered by its 520 pound, 4-hp engine. The single cylinder engine ran at up to 175 rpm. The engine was all cast iron - the piston and rod weighed 17 pounds. Dick drove it in the Golden Days' Parade in 1992.



EDITOR'S LEFT (on) BLINKER



The first family car I remember was this 1951 Nash Ambassador, shown here

taken with my then new Baby Brownie Special camera - one photo in 1954 and one in 1955. My father traded it in in 1955 on a new Buick Century. I wonder if I can find film for that camera...?

My wife Jill's family always drove Nashes, so Mike Lamm's article was of special



interest to both of us. The photo is Jill and her cousin Pam at the front of a 1961 Nash Rambler Classic with her father and brother standing behind at a Pure station on their way to college at Miami in Oxford, Ohio in 1967..

Well, we knew he was notorious, just not how far the notoriety had spread! Now all the world knows about John Dee McDonald thanks to the front page spread in the Daily News-Miner on Monday, October 16th: Read it at http://www.newsminer.com/news/local_news/car-collecting-is-a-lifestyle-for-mechanic/article_46db0e54-b24e-11e7-9391-1f30765e064c.html

(if the above link does not work by clicking on it, then copy and paste it into your computer browser.)

Overheard



On our September run to the Monderosa Restaurant Scott Grundy proudly drove his newly acquired very low mileage (17,000) 1992 Mazda Miata sports car. At the first poker card drawing location, "Bear" Schmit asked Scott if he was driving "That little yellow thing." After Scott replied in the affirmative, Bear asked, "Do you have to put the top down to get in?" Scott said no, and then facetiously said he had a specific procedure he must follow to get in and out of the small car to avoid dislocating his knees. Bear smiled and then asked, "What are you having, an end-of-life-crisis?"

A good time to keep your mouth shut is when you are in deep water.



The 1941 Nash 600 pioneered the fully integrated monocoque body type with stressed skins—the first American car to use this modern architecture

(Continued from page 3)

went out the other—a system he'd developed for Dort carriages. He also believed in keeping supplies and raw materials to a minimum, what we now call "lean manufacturing." That way Nash didn't have a lot of money or space tied up in parts. And he valued his workers. He knew many by name, and they, in turn, often called him Charley. He ate with everyone else in the company cafeteria, his modest office was always open, he visited his assembly plants regularly and solicited suggestions to improve any aspect of the business, taking advice not only from workers but also dealers and the public at large.

The Nash brand had become so popular that, by 1928, production topped 138,000 cars. The Depression, however, took a huge toll on sales, as it did with



Under its new president, George Mason, Nash began experimenting with small cars in 1949. This drawing preceded the 1950 NX1.

all automakers, and for 1932, the company produced only 17,696 cars, then a mere 14,973 for 1933. Unlike so many vehicle manufacturers, Nash managed to hang in, partly because the company was debt free and partly because Charley realized he'd need a less expensive car to survive. That car was again named Lafayette (with a small F this time), and Nash offered it from 1934 through 1940. In 1932, Charley Nash retired as company president but stayed on as board chairman. He'd looked around for someone to replace him as president, and his old friend, Walter Chrysler, suggested George Mason, who at that time headed Kelvinator, a company that made refrigerators. Mason had worked for Studebaker, then Dodge, and he'd also raced motorcy-

(Continued on page 9)



Nash's much-loved Airflyte series began in 1949 with a roomy, practical fastback suggested by two ex-Hudson designers, Ted Pietch and Bob Koto.



The Airflyte, fondly referred to as the "bathtub Nash," enjoyed great success, thanks to post-war seller's market. It continued with few changes through 1951.

The first five days after the weekend are the hardest.



The Rambler, introduced in March 1950, became **America's** first postwar compact. Offered as convertible or wagon, its 82-hp Six delivered 30 mpg



Nash had a go at stock-car racing, mostly on smaller local tracks, but in 1951 NASCAR and USAC were dominated by Hudson Hornets.



In 1952, Nash introduced a handsome, all-new body style attributed to Pinin Farina. It was actually done at Nash under Edmund Anderson.



Pinin Farina, right, did design the second-generation Nash-Healey for 1952. Nash-Healey preceded production Chevrolet Corvette by two years.

cles, so he knew the auto industry.

In 1936, Charley Nash asked Mason to take over Nash Motors. At first Mason turned Nash down, but the two men came to an agreement whereby Nash would buy Kelvinator, bringing Mason with it. Thus the next year the company became known as Nash-Kelvinator, and Mason took over the day-to-day running of both enterprises. Mason turned out to be a very good choice, and he ran Nash - Kelvinator during its successful and profitable pre- and postwar years.

In his personal life, Charley's wife, Jessie, had given birth to three daughters despite the fact that her health had never been good. Charley became a doting, attentive father and gave Jessie and the girls as much attention as he could. In 1938, the family moved to Beverly Hills, California, but after World War II, Charley

began to have heart problems. Jessie's health also deteriorated, and she passed away in August 1947 at age 83. Charley worked for another six months, then retired for good and passed away on 6 June 1948, aged 84.

The Nashes had been married for 63 years. They left a considerable estate. In today's dollars, Charley Nash would have been a billionaire. He left 75% of his fortune to their daughter, Ruth, who'd somehow convinced her father to favor her in his will. The other 25% of his estate went to Ruth's sister, Mae continued to live comfortably in Beverly Hills, while Ruth lived mostly aboard her yacht with a crew of eight. She'd married C. Hascall Bliss, himself quite a wealthy man, but he passed away in 1975, leaving Ruth to sail be-

(Continued on page 10)

If a man says something in the forest, and no woman hears him, is he still wrong?

tween her homes in Palm Beach, Florida, and Sag Harbor, Maine. Ruth gave lavish parties aboard her yacht and enjoyed rubbing elbows with the likes of Pat and Dick Nixon, Margaret Roebling of Brooklyn Bridge fame and other affluent luminaries of her day. She died at 105 in 1999.

During WW-II, George Mason could see that independent automakers like Nash were going to have a tough time competing with GM, Ford and Chrysler, particularly after the postwar seller's market died down. As early as 1946, Mason urged Packard to merge with Nash, but Packard turned him down. Later Mason lobbied not just Packard but also Studebaker, Kaiser, Willys and Hudson, arguing that they all become one. The others balked, but Hudson, which by 1953 was nearly bankrupt, agreed, and American Motors was born.

George Mason, before he died in 1954, saw a fu-

ture in small cars. He launched the compact Rambler in 1951 and the diminutive Metropolitan in 1954. George Romney succeeded Mason and, in 1970, AMC bought Kaiser Jeep Corp. In 1987, Chrysler Corp. purchased AMC, mostly for its Jeep division. So in the tradition of what goes around, Nash and Chrysler joined forces once again. 🚗

COPYRIGHT AND EDITOR NOTES: The "Nash Celebrates 100 Years" article was included in the newsletter at the suggestion of its author, Mike Lamm, and is reprinted with his permission. Credit also goes to the Ironstone Concours d'Elegance, where it was used in their program this year. Michael Lamm is a Director of the Ironstone Concours d'Elegance in California. Mike was managing editor of Motor Trend in the 1960's and is the Publisher at Lamm-Morada, Inc., in Stockton, CA. In correspondence with Mike, he thought that the 100 year anniversary of Nash would be of interest to a club with our name. I found the article very interesting history, and I am sure it is also of interest to the several folks in the club who are proud owners of Nash Metropolitans! - Rick Larrick,

PHOTOS AND TECHNICAL HELP COURTESY RON KIMBALL, JIM DWORSCHAK, LARRY DAUM, NASH CAR CLUB OF AMERICA



Nash had offered a bed feature since the mid 1930s. By 1953, all seats folded flat, and dealers sold fitted window screens to keep out flying insects.



The tiny Metropolitan used British running gear, was available as coupe or convertible. The series remained in production from 1954 through 1962.



Ramblers grew larger over time and eventually became better sellers than their larger cousins. This 1955 hardtop has optional continental kit.



By 1956, full-sized Nashes shared bodies with Hudson. Both offered Packard-sourced V8s and General Motors Hydra-Matic transmissions

I wear the pants in this house (my wife just tells me which pair to wear).



Remember this character?

By Scott Grundy

Yes, it's the infamous Carl Jeglum! (Please bear with me as I lay the foundation for my incredulous reunion with this character.)

When I worked for the state, I occasionally crossed paths with Carl who was a federal Bureau of Land Management (BLM) employee. A meeting with Carl was always a happy event, so when I joined our club in 2005 I was delighted to learn Carl was a member. Well sort of, Carl had just sold his Model A ("Henry") and was moving on. I was disappointed.

Then I heard he had married Connie Monroe also a BLM employee, a very lovely lady, and they wintered in Yuma, AZ. Well, we keep a motorhome in the lower 48 - usually in AZ. For years, I hoped to attend the Alaska Day celebration held on Valentine's Day in Yuma. We finally made the grand event last spring. I wandered thru the hundreds of attendees but Carl & Connie were nowhere to be seen. Dead end again.

Carl's name came up in a recent discussion I was having with our always interesting club member Ed McLaughlin, and I asked Ed if he had any contact information. Ed didn't, but said he had an interesting photo. I laughed when I saw the above photo as it epitomizes Carl's personality.

That was the end of it until the Grundys were on a recent European tour of the Baltic countries. As we were queuing up to depart the ship for a land tour, who do you think walked up behind us! Carl and Connie of course! I was incredulous and delighted! A small planet indeed. The Jeglums reside in College Place, WA and are now on our Christmas list!

P.S. The chap in Fox who purchased Carl's 1931 black Tudor A, with red wheels and red body stripe was a medium-sized skinny man. Doesn't sound like it was "Bear." Any ideas?



Editor's note: Carl was VLNAACF President thirty years ago in 1987. Photo left, above, is Carl at the 1987 Holiday Party at the Palace Saloon.



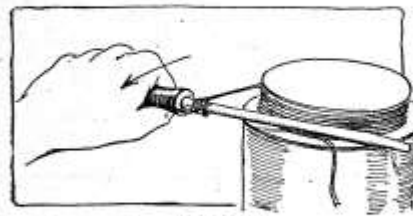
Jim Gibertoni sent in this phone pic of him in his brother's hot rod.

Automobile Repairshop Short Cuts

These short cuts and repairshop kinks are taken from the 1918 book of the above title as published by the U.P.C. Book Company

Removing Can Tops (No. 498)

The unscrewing of can tops that are stuck is sometimes difficult because the diameter of the can may be too big for a pipe wrench, and even if one can be used there is danger of denting the cover and thus making removal more difficult.



(No. 498)

Removing stubborn can tops

A simple solution is to take a length of stout cord, wet it thoroughly, and then wrap it around the cover. The free end of the cord is tied to any convenient lever, such as a screwdriver, and then pressure is applied to the handle.



Lloyd Romero

ELECTIONS ARE November 9th

Folks on this page have accepted nomination for election for the two open Board of Directors seats. If elected, they will serve 2 years. Use the ballot on Page 13 to vote for two. Mail the ballot or bring the ballot to Larson's Locksmith so that it is received by 5pm on November 9th, or vote in person before the November Membership Meeting which starts at 7pm at the AK Buffet.

- Jeff Creamer, Nominating Committee



Ralph Moore

I've lived in Fairbanks for 20 years, always loved old Cars, started a 1945 pick up project when I was 17, had it till I moved to Alaska.

I couldn't keep the old car bug away so I started building my current car about twelve years ago. I really love V8 flatheads, and am putting one in my current project, a 35 Ford coupe.

I really enjoy the car club outings and being with like minded car enthusiasts. I would be happy to serve on the board of directors.

Thank you, Ralph Moore

My name is Jacob Anderson, I've lived in Fairbanks for two winters now, going into my third. I grew up in Washington state and

moved to Fairbanks in 2015 for work. I've been interested in classic



Jacob Anderson

cars since my childhood. I grew up around my dad's 1969 Plymouth Satellite convertible. My first car was a 1962 Buick Skylark coupe which I had painted and got running. It had a 215 v8, four-on-the-floor, a posi and three sway bars. I was about to leave for college, so I had to sell it for a more "reliable" vehicle. Soon after I moved to Fairbanks I finally found the 1967 King Midget Model III I could buy. It only took 10 years to find it. I have recently added a 1971 Ford F250 affectionately known among my friends as the "camper truck." Also among my fleet is a 2007 Ford ranger, a 1999 Ford ranger, a Harley Davidson 883 sportster, (yeah, I know... I figured I couldn't knock it till I tried it). Everything of course are on-going projects, from planning engine swaps to redesigning suspension systems. In my limited free time I go four wheeling, snow machining, and go on road trips. I really enjoy what I do and I do it to the best of my ability. It's a fun lifestyle, but by golly someone has to do it!

Thanks, Jacob Anderson



Doug Cline

I have been involved in antique vehicles my entire life. When I was young my father had a 1951 Chevy pickup as his daily driver. There is not much I remember about it but I do remember learning to drive and going to High School and College in a 1950 Willys CJ3A. That Jeep was the love of my life until my Father sold it while I was assigned to Korea in the Army. I learned much about vehicles with my father and my grandfather. When my grandfather became too old to drive his truck any longer he gave it to my father. A 1949 Ford F1 which started my love of the original F-series. I helped him remove the flat 6 and install the flathead 8. Later, when we needed a parts truck for the F1 we purchased an F2 from a local orchardist. Turns out this was a fully functional truck that just needed a little TLC. In 1999 I began the long journey of restoration. It is the truck pictured below.

I came to Alaska with the US Army. My family and I were not in the Fairbanks area long when we fell in love

(Continued on page 13)

My wife, Martha and I met in college and have been together since 2001 the year before she graduated.



Carl Westphal

In 2004 we moved to Fairbanks from Healy. We have two kids, Clifford and Madrona and enjoy camping and canoeing in the summer. I work for the University of Alaska Fairbanks as a locksmith and am on call almost half of the year. I've only been a member of the car club for the last year, but previously I was part of the Tailgaters truck club when my son was born. I haven't had a car that qualified as old enough and I let that stop me from joining the club. I started coming to Cars and Coffee with David Karpik when he was visiting and enjoyed the company so I continued last winter. Cars and coffee is probably my favorite club event. Working on, looking for, surfing craigslist for, and dragging home project vehicles probably constitutes most of my hobbies; all of which try Martha's patients. Given the choice between yard work and helping rescue a car I'll choose the car al-

(Continued on page 13)

Forgive your enemies - nothing annoys them more.

2018 VLNAACF ELECTION BALLOT

This will constitute as the voting ballot for the Vernon L Nash Antique Auto Club of Fairbanks 2018 Officers and Board of Directors. Please detach/print this form and do one of the following:

- Mail it to VLNAACF P.O. Box 71253 Fairbanks, AK 99707 (postmark by 11/01/2017)
- Drop it off at Larson Locksmith 1249 Noble St.
- Bring it with you to the membership meeting: Thursday November 9th, 2017, by 7pm.

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 9th Membership Meeting.

The following incumbents are running unopposed:

President: Mike Lecorchick	<input type="radio"/>
Vice-President: Scott Culbertson	<input type="radio"/>
Treasurer: Wilma Vinton	<input type="radio"/>
Secretary: Donna Wojciechowski	<input type="radio"/>

Past President, John McCarthy, fills the First Director position, and Directors Melinda Harris and Jeff Creamer have one year left in their term. Please vote for two of the five candidates below for the two year term expiring in 2019:

Board of Directors – Please vote for only TWO individuals:

Jacob Anderson	<input type="radio"/>
Doug Cline	<input type="radio"/>
Ralph Moore	<input type="radio"/>
Lloyd Romero	<input type="radio"/>
Carl Westphal	<input type="radio"/>

All ballots will be tabulated at the November 9th membership meeting and results announced before the meeting adjournment.

(Doug Cline—Continued from page 12)

with the area. Within 2 weeks of our arrival we bought a house and have grown roots. That was 2014 and we now have our oldest (also Army) attending UAF as an ROTC Cadet. Our daughter is the JrROTC Colonel at North Pole High School. Our youngest is 13 and still working out who he is.

My wife and I met in College and were married over 20 years ago (wow doesn't seem like it). I am a Medical Technologist and have a Master's Degree in Microbiology. I am retiring from the US Army after almost 33 years. I may have been raised in Eastern Washington but over the time in the Military I have lived in many different places. I am happiest in Alaska. How many people can say they are from the North Pole. I have fun with that when I travel.

I have been a member of the Vernon Nash Car Club since 2014. I have attended a few events and really enjoy spending time with other car enthusiasts. Most of the time I am in the background but I want to help the club in any way I can.

Thank you,
Doug Cline.

Cut out the above 2018 VLNAACF Election Ballot and mail it, drop it off at Larson's, or Bring it to the November Membership meeting by 7pm at the AK Buffet on Thursday, November 9th.

(Carl Westphal—continued from page 12)

most every time.

I helped friends rebuild 50's Jeeps, early Toyota 4x4s pickups and Land Cruisers, and a couple Scouts that came through the high school shop. Surrounded by Jeeps, Land Cruisers, and Scouts but being partial to Fords I always looked for an equivalent. I found a Ford GPW at one point but didn't have the money to buy it. Then I noticed my neighbors Bronco that he had always had and hunted with. It had terra tires and a winch and he took that thing everywhere, though rarely on the road. I was hooked but didn't have the money to buy one back then.

When I left college to work for a while trying to decide what I wanted to be when I grew up, (still not sure) I saved up and bought my first Bronco; a 1968 fiberglass bodied ex-mud racer. I foolishly

thought I could put it back on the street. I soon realized I was undoing everything the previous owner had done to race it and I stopped, I sold it to my brother. A few owners later I bought it back, in 2016, something about never getting to drive it nagged at me. I've had several other Bronco's over the years early and late model versions, many other 4x4 trucks, and a '69 Mustang that was a basket case but was loud and fun. I have a bad habit of buying project vehicles that are more work than they will be worth. I drove tow trucks for a few years and I still enjoy dragging vehicles from unlikely places and giving them a chance at a life again. My kids enjoy trying to hitch rides in other people's cars at events and Martha and I enjoy the comradery of the group.

Thanks,
Carl Westphal

Most Improved Award 2017

It is that time of year when a very special committee in the club, made up of the past winners of the Vernon L. Nash Antique Auto Club's Most Improved Vehicle Award, will start to work to find a winner for 2017.

The award was started in 2005 by then Club President, Willy Vinton. When asked about his inspiration for starting the award, Willy said the goal with the award was to give folks an incentive to do some restoration work, to do more hands on, and to just generate more interest in the hobby.

In preparation for the second annual award, Ron Allen worked with Willy to formalize the eligibility and judging requirements. As a minimum for consideration, the car must be a classic or antique as permitted by the AACA for membership, it must become finished (or nearly finished) sometime in the current year (2017), and must have a significant amount of hands-on work done by the owner. Modifications from the original design for uniqueness or high performance should neither add nor deduct scoring points.

There are four Judging Criteria. Each carries approximately equal scoring weight in the collective judgment of the committee. The four criteria are:

- 1) The total improvement done to the vehicle from the time of the owner's start of restoration to the completion in 2017.
- 2) The amount of hands-on work performed by the owner.
- 3) The quality of the work done.
- 4) The reason for the owner's interest in the car, the associated story, history, or etc.

Nominations are open for cars and their owners eligible in 2017. Traditionally, the judging committee is chaired by the prior year's winner. Ralph Moore won in 2016 and is this year's chair. He will organize a judging team made up of several of the award's dozen prior winners, and he will present the award at the annual Holiday Party and Annual Meeting on December 10th at the Westmark.

Ralph and the award committee will be looking for the following information from club members who would like for their restoration work to be considered:

- 1) Year, make, and model of the vehicle.
- 2) Before and after photos (the after photos are the most important for the judging).
- 3) A brief summary of the work done, approximately when the work was done, and what hands-on work was performed by the club-member owner. Unusual challenges, difficulties, and successes should be mentioned.
- 4) Human interest information about the car—Why or how the owner obtained it, the history of the car or history of the owner with the car, etc.

Call Ralph (347-1675) if you want to be considered. Material can be e-mailed to Ralph (flatheadv81947@gmail.com), or mailed to the club address, or hand delivered at one of the club meetings. Once the award committee has several nominations, they will meet.

Past Winners:

Ron Allen (2005)	Marvin Wright (2011)
Kirk Larson (2006)	Charlie Jurgens (2012)
Dave Rockney (2007)	Nathan Helms (2013)
Ed McLaughlin (2008)	Mark Crook (2014)
Bret Helms (2009)	Willy Vinton (2015)
Don Oines (2010)	Ralph Moore (2016)

Member Ads

Powder Coating Service: I have the set up to do powder coating and will be doing it this winter, I can blast parts prior to coating, or you can bring them to me already cleaned up. I have a reasonable amount of colors available, and if not I can order your color. Price will vary according to size and complexity of the part, along with how dirty/rusty it is. I will need to see the part first. I will more than likely do most work on the weekend as I have one of those nasty jobs that take up all my time during the week. If you are in a rush let me know and we can talk. Call Ralph Moore 347-1675

Annual Meeting / Holiday Party

Mark your calendar for the annual business meeting to be held on Dec. 10th at the Westmark Hotel.

There will be a cash bar starting at 4pm with music provided by the North Star Strings. A meal provided at 5:10pm. The meal will be buffet style including the following:

Plated salad
Prime Rib
Dijon Chicken
Chef choice of 2 vegetables
Parsley Potato
Rice Pilaf
Coffee

There is a \$10.00 reservation fee for members so please make them as early as possible. Money can be given to Rochelle Larson, Paul or Joyce Tekin. Guests pay \$32.00 and children under 13 years are free, over 13 years pay \$16.00

After the business meeting a Chinese Auction gift exchange will be held. If you would like to exchange a gift we have set a \$20.00 dollar limit but you may spend more if you like.

Your hosts for this event are Paul and Joyce Tekin please contact them if you have any questions.

Hope to see everyone there for a fun evening and the last meeting of the year.

Paul & Joyce Tekin



HOLIDAY GIFT EXCHANGE

If you wish to participate in the "Chinese Auction" type Gift Exchange at the Holiday Party Dinner, don't forget to bring a gift. One gift per person participating—can be marked for "Man", "Woman" or non-gender. Cost should be about \$20. Bring a gift and then choose a gift (and try to keep it).

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 9th club meeting, or to Larson Locksmith, 1249 Noble St., or mail no later than Friday, November 24, 2017 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 10, 2017

**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
DIJON CHICKEN

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

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

_____ Adult Guests @ \$32.00 Meal Cost = \$ _____

_____ Children 6-12 @ \$16.00 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://fairbanksaaca.org>



President	Mike Lecorchick	322-7525	Mike.lecor@gmail.com
Vice-President	Scott Culbertson	978-0061	srculbertson@alaska.edu
Treasurer	Wilma Vinton	388-7766	vlvinton@gmail.com
Secretary	Donna Wojciechowski	490-6740	culligan@gci.net
Director (past President)	John McCarthy	347-5056	gt500@acsalaska.net
Director (term expires 2017)	Paul Tekin	488-2992	jptekin@gci.net
Director (term expires 2017)	Charlie Bourque	479-4830	cb.alaska@alaska.net
Director (term expires 2018)	Melinda Harris	378-6744	mharris907@gmail.com
Director (term expires 2018)	Jeff Creamer	378-9061	jcreamer@gci.net
Membership Chair	Rochelle Larson	590-8593	rochelle1987@hotmail.com
Merchandise	Rochelle Larson	590-8593	rochelle1987@hotmail.com
Newsletter	Rick Larrick	457-4344	larrickrick@gmail.com
Website	Michael Farrell	328-8434	mrfarrell2@alaska.edu
Sunshine Club	Tracy McLeod	456-7877	tksplits@yahoo.com

NEXT MEETINGS

The Membership Meeting is **Thursday, Nov 9th** at the AK BUFFET Meeting starts at 7:00pm; come dine before the meeting starts at 6pm.

The Board Meeting is **Tuesday, Nov 7th** — at Sam's Sourdough . Meeting starts at 6:30pm, with dinner before. Board Meetings are open to members.



Jerry Krier's Chrysler, now found at the Fountainhead Museum



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