

Nash's News

March 2018
Volume 47, Issue 3

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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.

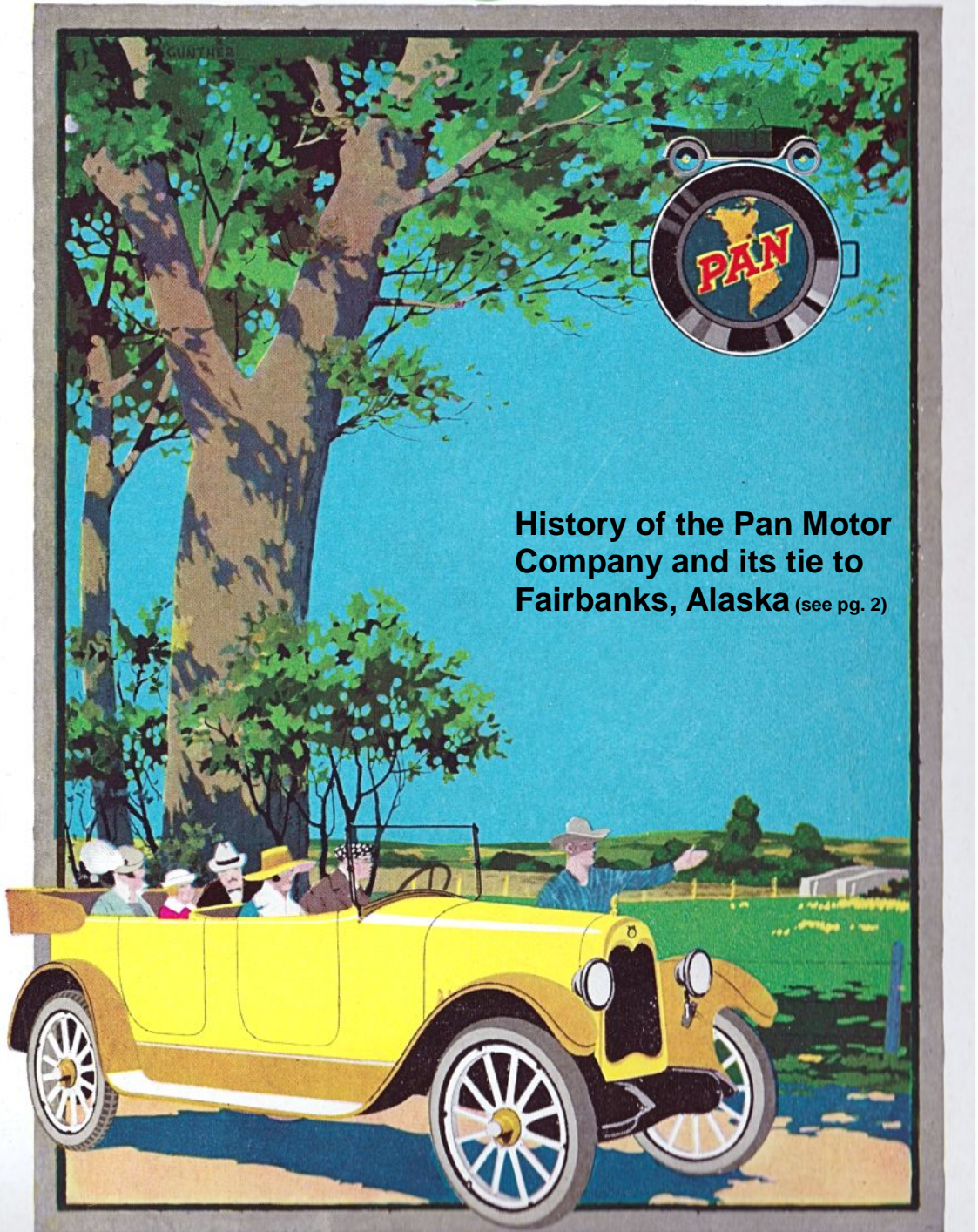


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If you have material you would like to contribute, please contact our editor, Rick Larrick, at the club email address : vlnaacf@gmail.com



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



**History of the Pan Motor
Company and its tie to
Fairbanks, Alaska (see pg. 2)**

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

Our first house, and with it a tie to automotive history and to the life of Pandolfo, who died here in Fairbanks, Alaska.

- Rick Larrick

In the fall of 1970, Jill and I moved to St. Cloud, Minnesota for work in the nearby papermill. We were already a bit into old cars and sold a 1948 Packard Henney Hearse to raise the down payment on the house we wanted to buy. That house was one lot away from the corner of 8th and 33rd Street in St. Cloud, catty-corner from the Fingerhut plant, and we bought it in January of '71. It was in



Pandolfo's gravesite in Birch Hill Cemetery in 2005

an area called Pantown. It was an older home in an older neighborhood but suited us well as first time homeowners. Then we discovered the history. Pantown was built by Samuel Pandolfo as a company town to support his new automobile manufacturing plant – the assembly plant was the factory right across the corner then housing Fingerhut. The house had been built for his Vice President of Manufacturing, L. R. Brown. Obviously, our interest in the Pan automobile and the history of the Pan Motor Company grew. The article that follows was reprinted from our February, 2008 issue, with different photos and illustrations used in this update.

Pandolfo's career and life ended here in Fairbanks. Since the article, in 2011, the Pantowners Car Club paid to have Samuel Pandolfo's casket and headstone removed from Birch Hill Cemetery and re-located to St. Cloud, Minnesota. All the existing Pan automobiles except for the one in the AACA Museum are now located in St. Cloud.



Above: 8th Street in 1917 (from the promotional book "Pictorial Proof of Progress"), and below; 8th Street (Veterans Blvd.) 100 years later. The house we bought was the one on the left in both photos.



The con-man Pandolfo, his Pan Motor Company and his long journey to Fairbanks

Rick Larrick

Samuel Pandolfo founded several large enterprises on his way to Fairbanks - all with what can be politely called very creative financing. The greatest of these endeavors was the Pan Motor Company. Pandolfo's life is a fascinating story that runs mostly through the Southwest U.S., Minnesota, and then to his end in 1960 in our city.

The startup of the Pan Motor Company was unique. It was most typical to start an automobile company in the early 20th century by first designing and building a car. It was unheard of to

start one with only an idea, selling stock in a company that had no car design or prototype. But then, Samuel C. Pandolfo was not typical. Neither was the car typical. By most accounts the 1919 Pan was of fine design and well ahead of its competition.

Sam Pandolfo started as a teacher, and then in 1905, he discovered selling. He made a fortune as a young man selling life insurance throughout the southwest United States. Pandolfo was extremely persuasive, and since sales commissions were usually 90% of the first year's premium, his persuasion made him a lot of money. He took on more lines of insurance and he hired legions of salesmen who trained beneath him. His methods made those folks lots of money too. As his territory expanded, he began using the automobile as business transportation over his multi-state region as well as to display his status. He was a very effective salesman and sales manager. His creative methods gained the attention of the Texas Insurance Commissioner.

(Continued on page 3)

God invented whiskey to keep the Irish from ruling the world.

(Continued from page 2)



S. C. Pandolfo - Founder, President and General Manager of the Pan Motor Company. From the book "Pictorial Proof Of Progress © 1918

His license was revoked. But by then automobiles were becoming popular and his automobile experience as a traveling salesman left him with a bold idea.

By spring of 1916 in the United States, a network of roads was beginning, cars were becoming more reliable, and prices were becoming more affordable. Sam Pandolfo had definite design ideas from his sales days – for things like seats that reclined to a bed, a cookstove for the rear bumper, and extra fuel and water tanks that fit

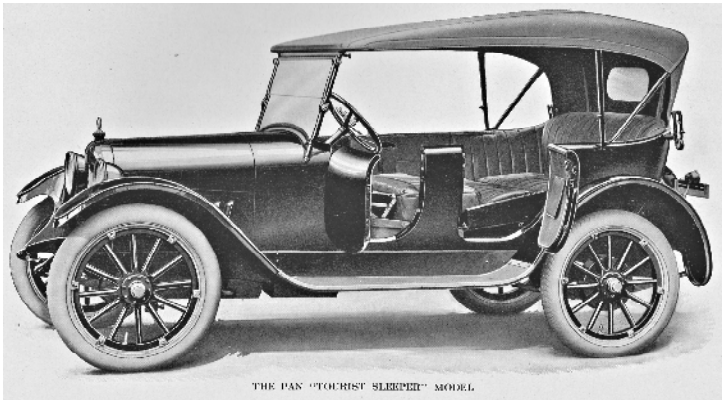
securely to the running boards. He enlisted two other individuals, and together the trio started selling stock in this idea that was to become the Pan Motor Company. By fall, the three were bound for Chicago where they made several important contacts and arranged for Delaware incorporation of their company. The company was capitalized at \$5 Million – but that meant that Pandolfo was authorized to sell \$10 Million of stock, because for every \$10 Share, half – or \$5 – went to the "Capital Fund" and the remainder to the "Surplus Fund". Pandolfo was to pay all stock sales expenses from the "Surplus Fund" and all expenses of the company until the company found a location – but whatever was left was Sam Pandolfo's to keep. The *Automotive Trade Journal* carried the news of the new company, and it was greeted with quite some fanfare.

With no car as yet and no factory, Pandolfo kept up a blizzard of pamphlets, letters and brochures both to prospective stockholders and to those already subscribed. With a growing hoard in the capital fund, Pandolfo contracted the engineering firm of Reed & Glasser in Indianapolis to design and build a prototype car. He ordered ten. His instructions were for "a handsome car, rugged enough to withstand the Western terrain, with a ten-inch clearance for the hog-back roads it would have to travel, with a seat the folded down to make a bed, and to sell for less than \$1500." He then started writing to Chambers of Commerce through the U.S. to find a suitable location for a factory. Persuaded by several leading bankers and businessmen of the city who wished to invest in his company, Pandolfo chose St. Cloud, Minnesota for the plant.

News in St. Cloud in March, 1917 was of the new factory. Early news stories said it would consist of three large units costing \$5 Million to construct. One new plant would make pleasure cars, one trucks, and one farm tractors. By summer buildings were being constructed on the site. Also by summer, a whole new subdivision of houses was being built – 52 new homes in 25 different designs and sizes, along with paved streets and sew-

ers. By June the ten prototype cars arrived. In a giant promotional picnic, more shares in the new company were sold. The turnout at the picnic exceeded the population of the town, with an estimated 70,000 persons attending. Parking had to be provided for 5000 cars (in 1917!) and 15,000 pounds of beef was served. Most importantly lots of new shares of stock in the Pan Motor Company were sold.

Despite the restrictions of an ongoing world war, the plant grew and grew. The assembly buildings were connected by tunnels. The most modern drop forge plant in the nation was built, along with a heat treat plant, die shops, and the engineering building. Some of the best and brightest automotive engineers and plant leadership was hired from the major auto companies in Detroit and brought to St. Cloud. A tank tread tractor was designed and a prototype built. As the factory was going up, a second generation prototype car, the Pan 250 was designed and assembled. This car further developed many of the design details Pandolfo wanted to promote – the "tourist sleeper body" and the "Pandolfo Combination Compartment Tank" that mounted on the rear bumper with not only storage for extra gas and oil, but an ice box for sandwiches. Price of the car was \$1250 fob St. Cloud.



Pan Tourist Sleeper from the book "Pictorial Proof of Progress © 1918

By 1918, the plant was a reality. While car production was sporadic, and centered mostly on cars for promotions and some targeted give-aways, much of the capacity of the drop forge plant had been sold to the majors, and it was busy making parts for Chevrolet, Nash, Buda, the US Navy, and others. The drop forge plant was impressive, with 17 large forge hammers that had been obtained through special permission of the War Industries Board.

In the fall of 1918, three Pan Model 250 cars made an 11,000 mile promotional tour of the Southwest US. On September 28th the Pans became one of the few model cars to make the trip to the top of Pike's Peak (and back) without modification or incident. Promotion efforts increased. Pandolfo believed that large investors would not invest in a company without that company having a strong background in the business, so he targeted his stock sales only to small investors. A typical sale was for 10, 25, or 50 shares (@\$10 per share), and the sale was often done on the new installment basis (with the first proceeds going to Pandolfo, just like in the days of selling insurance). Agents (many of whom formerly sold insurance for Pandolfo) were hired in many states for a 15% commission paid from Pandolfo's share. One attraction of the stock was that every

(Continued on page 10)



March, 2018

Sun Mon Tue Wed Thu Fri Sat

<div>Newsletter submission deadline is always the 20th of the month. Send in your Member ads., events, notices, and articles to vlnaacf@gmail.com</div>				1	2	3CarsNCoffee 9:00—11:00am Bentley Mall
4	5	6Board Meeting Sam's Sourdough	7	8Member-ship Meeting AK Buffet	9	10CarsNCoffee 9:00—11:00am Bentley Mall
11	12	13	14	15	16	17CarsNCoffee 9:00—11:00am Bentley Mall
18	19	20	21	22	23	24CarsNCoffee 9:00—11:00am Bentley Mall
25	26	27	28	29	30	31CarsNCoffee 9:00—11:00am Bentley Mall

Vernon L. Nash Antique Auto Club

- Tuesday, March 6th: **Board Meeting**, Sourdough Sam's 6:30pm (most have dinner before)
- Thursday, March 8th: **Membership Meeting**, AK Buffet 7pm (most have dinner before)

Antique Auto Musers

- Wednesday, March 14th: **Membership Meeting**, 7pm Day Break Center.

National AACA Events

- April 5-7: **Southeastern Spring Meet**, Charleston NC
- April 19-21 **Western Spring Meet**, Tucson, AZ



FEBRUARY BIRTHDAYS

10 - Johnie Newman
15 - Rick Larrick
18 - Will Chase
31 - Donna Krier

Note: there were three other active members who had birthdays, but they weren't listed because their dues have not been paid for 2018.

DUES

Dues are now **PAST DUE** for the 2018 year. Dues are to be paid by December 31 for the following year. Members who have not paid by the March Board Meeting will be dropped from the rolls and will no longer receive the newsletter or other benefits.

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

On February 13 the club held its summer events planning meeting. The kickoff for the summer events will be the Carlson Car Show June 1, 2, and 3.

I was contacted by Scott Hulse of the Antique Auto Musers of Anchorage. The dates for the joint meet are August 3, 4, and 5. At the present time only the date has been set, the venue and activities are still being worked out. Saturday is the pre-show for the Jay Ofsthun Memorial Show and Shine on Sunday. At Sunday's show there are typically between 300 and 400 cars. Scott said that they may include a visit to the show and shine as part of the joint meet. Sunday is normally drive home day but if anyone would like to stay for the car show Sunday it would mean driving home late Sunday or Monday.

The Outdoor Show is April 20, 21, & 22. I have reserved our same booth space to sell car raffle tickets for this year. During the April meeting we will pass around a signup sheet for booth sitting.

I would like to congratulate Rick Larrick for winning the Master Editor award and the Ann S. Eady Memorial Award presented by the Southeastern Region of AACA. The award is presented to the editor of a region or chapter newsletter for their contribution to the general welfare and spirit of the Antique Automobile Club of America. **Congratulations, Rick.** (round of applause)

Mike

Member Ads



FOR SALE: 1977 Alfa Romeo, 5-speed, convertible, runs well.

Needs new home! \$5,000 OBO.

Call John McCarthy 907-347-5056 for information.



For sale: 1928 Hupmobile opera coupe this is a good running car that has been a part of Fairbanks since the early 1970s. price on this car is \$16,000.00.

1925 Chrysler model 70 touring car that is a great car and is ready for the summer tours. Been in Fairbanks since the early 1970s also. Price \$25,500.00.

Contact Willy Vinton 388-8252 to view these cars.



SUNSHINE REPORT:

A sympathy card was sent to Ralph Moore on the passing of his parents.

- 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.

FEBRUARY ANNIVERSARIES

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

Member Ads

The Irish only put 239 beans in their soup... because one more would be too farty

The 2018 VNAACF planning meeting of 2018 was held February 13 at the Fountainhead Antique Auto Museum at 7 PM. Thanks go to Fountainhead for hosting, Willie Vinton and volunteers for set up, and Wilma Vinton for picking up the pizza! I didn't get an exact nose count but attendance was 22-25 people. Mike Lecorchick started off the meeting at 7 PM and Jeff Creamer gave a brief outline as to how we would gather ideas on what sort of activities the club would consider for ways to spend our summer days and evenings. Jeff Creamer stood at the front of the group and polled the group for ideas, then wrote those on a dry board for the first hour, then came the scheduling and putting the activities on specific dates on calendars that Rochelle provided. The group provided over 30 ideas to start scheduling with.

Without getting into the specifics of every activity, the main highlights of the summer will be starting in May when the 49th State Street Rod group will be hosting a show the first weekend in May, followed by the Howling Dog Motorcycle Show on the 19th at 4 PM., all antiques and classic cars invited as well. Wednesday Night Runarounds will be

kicking off as well, date to be determined, though the park won't be officially opened till Memorial Day weekend.

First weekend in June will be our Annual Carlson Center Car show, with this the month for the Adventure Before Dementia tour to Kodiak island June 15th to the 22nd; and there will be several fun activities for the bulk of the club with a Mondo run, slow poke tours, Tailgate party, and a Willy Rally as well! Chena Lakes will be the venue for the monthly membership meeting, watch for details in the newsletter.

July will include Chena Hot Springs, a local history tour, another show in Palmer by the 49th State Hot Rod Club (5th – 8th), a Delta run, picnics, and of course Golden Days parade and the car drawing! The monthly membership meeting will be hosted by the Howling Dog again, (Thanks Ralph Glasgow!) which will be providing free brats to the group! Wednesday Night Run-arounds will be continuing with maybe some "neighborhood trolling" thrown in for variety!

August plans have us doing a Knotty shop run, Ivory Jacks, a North Pole barbeque run, another Mondo run, and

possibly a Food Bank volunteer day if scheduling allows. Membership meeting is planned for Tanana Lakes Recreation area for this month.

Things will quiet down again in September, we will do a fall color run to Chatinika Lodge on the 8th, with other activities being weather dependent so watch your emails this month for last minute additions to the schedule. We are looking into the possibility of a dinner cruise for the monthly meeting for September, we will let you know well in advance if this comes to be.

As of this writing, there has not been an exchange of info with the Anchorage club for a joint meet yet, so there may be some adjusting of the group plans. While we did our best at the planning meeting to assign designates leaders/POC's for every event planned, there are still several events that need a person to be responsible for. Keep this in mind as we work toward getting the calendar published; I encourage everyone to step up and lead an activity!

Thanks to all who attended, your participation is greatly appreciated!

- Jeff Creamer

EVENTS PLANNING MEETING Feb 13, 2018



Left: Jeff Creamer moderated a compilation of ideas from every member in attendance as he went around the table asking for event ideas. Above: members listen as Wilma explains her idea to the group as part of the idea session. Later, events were filled in on the calendar, with tentative dates and PPRs. The Board has further work to do before the schedule is published in next month's newsletter.



The roundest knight at King Arthur's round table was Sir Cumference. He acquired his size from too much pi.

NATIONAL NEWS

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Military Sponsorship Program

Bob Parrish, Vice
President, National
Awards

The Military Sponsorship Program has been a success in our Tidewater Region, due in part to the many veterans that reside in the Greater Hampton Roads, VA area. The program accepts applicants that are not only retired Military veterans, but all veterans regardless of years of service. They are not required to produce discharge records or any other types of proof of service, but just state the branch of service, years of service and their separation date to qualify.

AACA feels that by providing a one year complimentary membership, it is also a way of expressing our appreciation for their service to our country. They have been the protectors of our freedom for which we are all grateful.

There are many veterans that have an interest in classic cars and this can be the introduction needed to advance their interest and provide new members to AACA and our local Regions.

The AACA program coordinator, Holly Forester, sends a list of the new Military Sponsorship members to the nearest Region for follow-up to invite them to the nearest local club. We have found this to be successful at TRAACA (Tidewater Region) We at Tidewater, as do some other Regions, provide a complimentary one year Region membership as well.

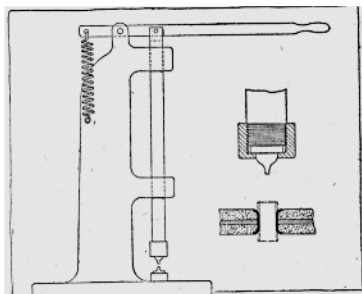
I would encourage other Regions to get involved with this program to help increase AACA membership and Region membership. You will find that Military applicants have many leadership skills and a can-do spirit.

Applications can be found on the AACA web site, or by contacting AACA Headquarters



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



Hollow Riveting Press (no. 561)

The fastening of hollow rivets which are required on some types of clutch facings may be accomplished with great speed by means of the press shown. It consists of a casting on which is mounted a vertical plunger operated

by a lever. The lower end of the plunger is provided with a nut which holds the upper half of the die in place. The lower half rests on the bed plate.

This press is useful in many other kinds of work - Mr. Breitenbach, Brady-Murray Motor Corp., New York



2018 ABDT

By Scott Grundy

The 2018 Adventure Before Dementia Tour (ABDT) will be a real dandy! We're going to **Kodiak** – Alaska's Emerald Isle!! For extra fun, we're joining our Anchorage compatriots, the Antique Auto Musers of Alaska (AAMA), to spend three fun-filled days touring Kodiak. Our caravan will depart from Fairbanks on Friday morning, June 15 and return the following Friday, June 22.

There is much to see and do in beautiful Kodiak. Most exciting is the AAMA members have access to the state's satellite launching facility and our nation's largest U. S. Coast Guard base; we will receive informative tours of these and other very interesting facilities! We will also tour the Ft. Abercrombie Historic Park (WWII defense site & museum), drive to the base of wind turbines atop highly scenic Mt. Pillar, visit a saltwater fishery research center, browse local museums, drive scenic roads to beautiful coastal bays, and more.

The ABDT is organized to facilitate you driving your vintage vehicle, but as usual – join the fun and drive anything you wish! Two days of highly scenic transit are planned to and from Homer. We will overnight in Wasilla. But you do not have to caravan with us. Just meet us in Homer. We will depart Homer on the morning of June 17 for a daylight (whoopie!) sail to Kodiak. Then we'll depart Kodiak on the evening of June 20 for an overnight return to Homer. If you wish to visit longer in Kodiak and/or Homer to go fishing or whatever, feel free to do so!

The 2018 ferry schedule was just announced so there's plenty of berth and cargo space available. But space can quickly fill to capacity mainly with commercial vehicles now, and later with private (tourist) vehicles. So, it's essential to reserve space on the ferry NOW for you and your vehicle. You can always cancel later



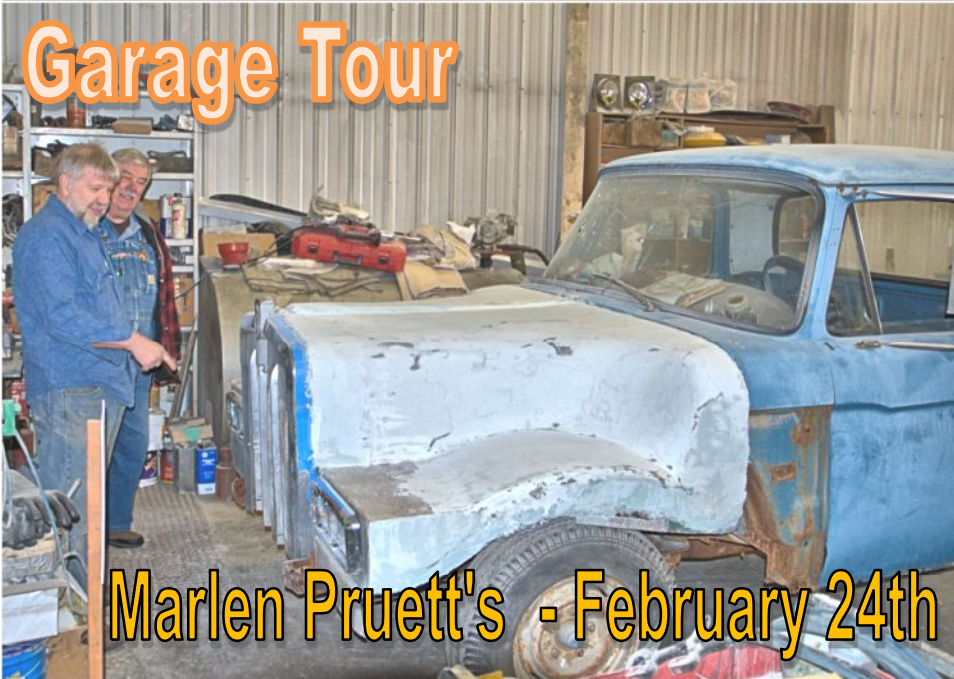
Members on the last Kodiak tour at the lodge in Kodiak.

but understand a graduated cancellation fee is applied except in the event of an emergency. Just don't miss this wonderful opportunity to join the fun and also to get to know some terrific Anchorage folks. Contact me (Scott Grundy) by email for reservation details at sgrundy55ply@gmail.com or Rick Larrick at larrick-rick@gmail.com.



I used to have a fear of speed bumps... but I slowly got over it.

Garage Tour



Marlen Pruetz's - February 24th

Marlen and Tammy Pruetz's Garage Tour

"Wow! Check out the neat auto rotisserie." "Man, I sure wish I had a garage this big...and a heated floor!" "Look! Marlen's building a fiberglass tilt Kenworth front clip for his '66 F-100!"

These were some of the comments heard during the February 24th tour of Marlen and Tammy Pruetz's garage in North Pole. Marlen was on hand to show us his 1966 Ford F-100 that he is rebuilding. According to Marlen, the F-100 has been a long term project incorporating a Kenworth truck grille and a hand-crafted fiberglass tilt front hood to customize the half ton pickup. He, along with his wife Tammy, are also working on a '76 VW Westfalia van. In the summertime, the Pruetzs are often seen in their other collector vehicles, namely Marlen's VW bug and Tammy's '83 Datsun 280ZX that are stored in a different building on site.

The Pruetzs entertained eighteen club members that enjoyed the afternoon checking out their garage and snacking on hot dogs, mac salad and chips. Thank you Marlen and Tammy for sharing your shop and projects with your Vernon L. Nash car club friends.

- John McCarthy



Photos: Top: Marlen talks about how he is working up the fiberglass hood for the F100 to look like the big Kenworth trucks he drives. Immediately above: Marlen explains the rotisserie he is using - the truck bed is mounted on it. Left: John McCarthy checks out the nice job Marlen did on the cab floor.

VLNAACF Meeting Minutes February 8, 2018

President Mike Lecorchick brought the meeting to order at 7:00 p.m. There were 29 members present.

A MOTION WAS MADE BY MELINDA HARRIS AND SECONDED BY THERESA CHASE TO ACCEPT THE MINUTES FROM THE JANUARY MEMBERSHIP MEETING. PASSED UNANIMOUSLY.

Melinda Harris, acting Secretary, read the minutes from the February BOD meeting.

The Treasurer's report was given by Mike Lecorchick and A MOTION WAS MADE BY JOHN MCCARTHY AND SECONDED BY RALPH MOORE TO ACCEPT THE TREASURER'S REPORT. PASSED UNANIMOUSLY.

Membership Report - Rochelle Larson reported to the membership that we have 200 members. 34 single and 83 joint with 26 still unpaid. There will be no late fee for late membership renewals.

EVENTS:

The events planning committee meeting will be on February 13 at 7:00 p.m. at the Fountainhead Car Museum. We will need a head count on people attending so we will have enough pizza.

Garage Tours - John McCarthy is looking for someone to volunteer to have a garage tour for February.

ABDT - Rick Larrick gave us an update.

Raffle Car - The raffle car is still in warm storage. John McCarthy handed out posters to be distributed.

Logo Merchandise - Wilma looked at jackets and vests at Santa's Stitches. Rochelle and Wilma are ironing out the details on pricing.

NEW BUSINESS:

Guest Speaker - The guest speaker this month was Samantha Kirstein from the Fairbanks Community Food Bank. Samantha went into detail about how the food bank helps out the community with the amount of boxes of food that they put together for people who are in need. If members would like to donate to the food bank as a way of giving back to the community the food bank can always use non-perishable foods. Theresa Chase has volunteered to take any donations to the food bank herself. All you have to do is bring your donations to a membership meeting and give it to Theresa. Members can take their donations to the food bank and their address is 725 26th Avenue. They are open Mon-Fri 9 to 5 and on Saturday 10-2. Their phone number is 457-4273.

50/50 - The total this month was \$120 and the lucky winner was Bear. He generously donated his winnings to the Fairbanks Community Food Bank.

A MOTION WAS MADE BY BUB LARSON AND SECONDED BY PAUL TEKIN TO ADJOURN THE MEETING AT 7:36 p.m. PASSED UNANIMOUSLY.

Submitted by: Donna Wojciechowski



I've known the shape of the accelerator pedal on my 55 Olds since I was a kid. It's a simple black rubber pedal that flares at the base a little where the hinge is. On closer inspection there are vertical ridges in the rubber and a rectangular indent at the base.



The pedal seems perfectly functional. It grips my foot and when you press it the car accelerates. I never gave a second thought to a possible function of the design until I saw this GM advertising picture:



I researched the history of this design and discovered that it was part of a marketing effort to make cars more "female friendly" after WWII. Power steering and power brakes were part of this effort to increase the female auto customer base. As seats lowered in response to sleeker roof-lines the pedal geometry required a more forward push on the pedal. This required women in heels to flex their ankles at an awkward angle and lose their heel contact when they pivoted the foot to the brake.

The solution above lasted in various forms only until the mid-1960s when Ford introduced the modern hanging pedal. This allowed a woman wearing heels to slide her foot under the accelerator and find the perfect pivot point for the length of her heel.

- John J Tiemessen



Snowbird Droppings...



Bret and Cindy Helms were at the Carlisle Autofest in Lakeland Florida, and sent this photo with "Eddie Munster" (Butch Patrick)

Jeff Cook sent the photo below from Arizona City on February 8th. Says "They look forlorn because they miss the VLNAACF." L-R: Jerry Krier, Bernie Saupe, Steve Tandy, and Phil Tannehill.



Kelley Rivers sent the Droneroamers.com photo above of the Cars'NCoffee in Tubuc, Arizona.

Kelley Rivers sent the Droneroamers.com photo below of the Tubac Golf Resort Car Show



.There is a new glue called “James Bond”... it’s a chemical agent.

(Continued from page 3)

holder would save the “middleman’s profit” of 15% on a new Pan, with a discount for that amount to shareholders purchasing a car direct from the factory – when the new cars were available. Stock sales were brisk at over \$400,000 per month, and enough stock was sold to guarantee capital for the new car launch, to make Pandolfo personally a very rich man, and lastly to attract the attention of the Minnesota State Securities Commission. Long hearings were held with great publicity – but Pandolfo was cleared with a slap on the hand and stock sales were permitted to continue, although with reduced commissions.

As the war ended in the fall and the all new 1919 Pan Model A was designed, the promotional effort accelerated further, despite a grand jury investigation of Pandolfo and his Board of Directors, this time on mail fraud in the sales of stock. In June, the first of the hand built Model As were produced with nearly all Pan produced parts. To juice the sales of stock for continuing capital, a grand leather bound promotional piece called “Pictorial Proof of Progress” was produced to document the company. Extensive pictures of the plant, the cars, the production lines, and the Pan Town neighborhood were included – all proof of the successful new car and the Pan Motor Co.

By spring of 1919 the first assembly line production order for 30 of the all new Pan Model A went to the plant. Nearly all parts were locally manufactured, and because it was assumed that local production would be less expensive, the price of the new car was set at \$1058. While the test trips of the new automobile were all grand successes, most publicity was now centered on the multiple grand jury investigations underway. The charges of mail fraud were brought, and multiple lawsuits were filed against Pandolfo and the Pan Motor Company.



Pan, at the AACA Museum at Hershey, 2010

The trial before Judge Kenesaw Mountain Landis was long and colorful. Counter allegations of a conspiracy against the company were made. The focus of the trial was the optimistic claims of target production dates and milestone claims made in the early literature and letters to share-holders which were claimed to be intentionally misleading. While the details of the case against Pan mostly centered on the inflated claims in the stock sales publicity; most legal experts today would probably concur that the evidence used to convict him would never be allowed in court today. Over 600 pages of testimony were taken from more than 200 witnesses.

Pandolfo was convicted of mail fraud, but all members of the Board of Directors of the Pan Motor Company were acquitted. Pandolfo resigned as President of the Pan Motor Company. Judge Landis sentenced Pandolfo to ten years in prison and a \$4000 fine. The conviction was appealed.

Production of the Model A began and plant started in full swing, but financial problems due to the adverse publicity and due to Pandolfo not being available with his stock sales expertise began to plague the Pan Motor Company. Pandolfo was occupied with his appeal and with his new venture, the Pandolfo Manufacturing Company. The Manufacturing Company had been founded at the same time as the Motor Company, but separate and wholly owned by Pandolfo. The company’s Handy-Pandy Metal Folding Table was ahead of the TV tray by 25 years. Also produced was the Combination Compartment Tank, the “Simmons Wheel of Steel”, a fender mounted luggage rack called the Handy-Pandy Luggage Carrier, a coffee maker, a contraption called the “Spud-Masher”, and several other items advertised as “Made-O-Metal” brand. Pandolfo was also occupied with the IRS which was pressing claims of nearly a half million dollars in taxes and penalties against his 1917, 1918, and 1919 incomes.

By early 1922 everything collapsed. Production ceased at the Pan Motor Company after producing nearly 750 cars (several remain today). His house burned and his wife left him. The Pandolfo Manufacturing Company was auctioned at Sheriff’s sale, Pandolfo’s property was foreclosed for taxes, and Pandolfo’s appeal failed and he was ordered to serve his sentence. He again appealed – this time to the Supreme Court. In 1923 the Supreme Court refused to hear his case and ordered him to serve his sentence. Pandolfo went to Leavenworth. What remained of the plant and property of the Pan Motor Company was sold to the Diamond Motor Parts Company (later to become National Bushing). Stockholders received nothing.

Pandolfo was released in 1926 and returned to St. Cloud where he was literally greeted with a brass band and a hero’s town celebration. It only took him a year before he started a new enterprise – this time a “health food” greaseless do-nut shop and a contract with a Chicago manufacturing plant for production of the “Pan’s Peerless Greaseless Do-Nut Cooker” which he would

(Continued on page 11)



A certificate for 10 shares of Pan Motor Company Stock from my collection

A book fell on my head... I guess I only have my shelf to blame.

(Continued from page 10)

promote. He raised money by issuing personal notes paying 7% interest and being perpetually renewable as long as the interest was paid. Going one step further, he would also accept a personal note from creditworthy individuals for the entire principal and then sell those notes to small town banks that would cash Pandolfo out. He traveled the west putting on vaudeville shows with hired performers to gather a crowd so that he could pitch his promissory notes and his Do-Nut pans. Again selling Do-Nuts was not profitable, but the promissory note scheme (just like the insurance business and Pan Motor stock) was bringing in lots of cash and profitable commissions for Pandolfo. The business grew. In 1930 it incorporated and started selling stock. The Pan Health Food Company was now making Do-Nuts, Pan's Potato Chips, Pan's Grandma Cookies, and Pan's 10-cent Fruit Pies. Brochures were published and were noted for clever sayings. One ad listed his motto:

PANDOLFO'S MOTTO IS

A Quitter Cannot Win, and a Winner Never Quits
Also – Any Dead Fish Can Float downstream,
But it Takes a Live one to Swim Up.

The Pan Health Food Company was driven into receivership in 1931. It seems Pandolfo rarely made full payment on any installment purchase, and defaulted on many of the notes. With capital hard to raise in the 30's despite whatever clever promotion, Pandolfo kept mostly to himself throughout the decade.

In 1938 Pandolfo went back into insurance with its lure of up-front cash. He founded the Old Line Insurance Shares Corporation, incorporating in New Mexico. By all accounts, his corporate bookkeeping was creative. By November of 1942 he was back in Leavenworth, again for mail fraud and violating the securities and exchange laws. In 1944 he applied to the President of the United States for a pardon, which was at first denied, but he was paroled as soon as eligible in 1946 at age 71. Six days later he was back at work, successfully selling insurance for Banker Union Life in Colorado, and somehow on November 9, 1947 he quietly received his pardon. He largely stayed out of the public spotlight, only surfacing publicly again in 1949 as a focus of interest with the ongoing fraud trials of Preston Tucker and the natural comparisons of Tucker Motors to the Pan Motor Company.

By 1956, either Pandolfo got bored, or more likely his past methods began to catch up with him again, so at age 81, like others before him, he sought broad opportunities and fresh territory in Alaska. In preparation for Alaska, he gathered volumes of letters of recommendation from congressmen, senators, and others of influence.

On November 18, 1958 the State of Alaska incorporated the Alaska Reserve Underwriting Corporation. While Samuel Pandolfo was President, he did not have himself listed as one of the incorporators. Two of the individuals were from the lower 48, but the remaining seven were all from Point Barrow, Alaska. The registered office for the corporation was "Brower's Store in Point Barrow" and the corporation's purpose was "to form all kinds of insurance companies, purchase real estate, everything". Capitalization was \$1,562,500. Samuel Pandolfo and his second wife, Agnes, settled in Fairbanks (the listed principal place of business for Alaska Reserve Underwriting), taking residence in Apartment 534 of the Northward Building. He published a 56 page biography, "A Brief History and Background of Samuel Pandolfo" to explain himself as he began anew in insurance. Records of the Alaska Reserve Underwriting Company were stricken in 1962 as it was by then out of business.

Samuel Clements Pandolfo died at St. Joseph's Hospital on January 27, 1960. He was survived by his wife Agnes, a sister Lena in Arlington, Virginia, his son Samuel in Denver, and his daughter Vivian in El Paso. Services were held at the Fairbanks Memorial Chapel on February 1st, and he was buried in Birch Hill Cemetery, where today a marker celebrates his founding of the Pan Motor Company.

Members interested in Pandolfo should read John Dominik's book "The Legend of Sam Pandolfo". I also have some literature, stock certificates, and a copy of the large 1918 leather-bound Pan book "A Pictorial Proof of Progress". In the early 70's Jill and I lived in the Pan Town home that was built for and belonged to Leroy Brown, Pan's Vice President of Manufacturing. (We sold a 1948 Packard for down-payment on the house). For a good summer trip, drive your old car up to Birch Hill and pay your respects to Fairbank's only true auto baron!

Bibliography:

The Legend of Sam Pandolfo, by John J. Dominik, 2003

The St. Cloud Times (11/6/2003 and 12/27/2005)

Pantowners AACA chapter website

A Pictorial Proof of Progress, Pan Motor Company, 1918

Cover photo is a plate from A Pictorial Proof of Progress, 1918



EDITOR'S LEFT (on) BLINKER

- Rick Larrick

I was quite surprised when I stopped by the Post Office on February 14th. As reported in last month's column, I knew I had won another Master Editor award. The very big surprise was the second award in the package. It was the 2017 Ann S. Eddy Memorial Award. The award is presented each year to the "Editor of a region or chapter newsletter for their contribution to the general welfare and spirit of the Antique Automobile Club of America. Presented by the Southeastern Region of AACA." The actual trophy is Ann S. Eady's typewriter which is on display at AACA, but the award that came in the mail is pretty nice sitting on the shelf near where I put together the newsletter each month! - Rick

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NEXT MEETINGS

The Membership Meeting is **Thursday, March 8th - at the AK Buffet**. Meeting starts at 7:00 pm, with dinner before (most members arrive about 6:00 pm).

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



Kelley Rivers' Sunbeam Tiger at the Tubec Golf Resort



Vernon L Nash Antique Auto Club
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