

JUNE 2021

Volume 50, Issue 4

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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***



New in my garage!

(see "Bucket List" page 6)



JUNE, 2021

Sun Mon Tue Wed Thu Fri Sat

<p><i>Newsletter submission deadline is always the 20th of the month. Send in your Member ads., events, notices, and articles to vlnaacf@gmail.com</i></p>		1	2 RunAround	3	4	5 CAR SHOW FDI Warm Storage
6	7	8 Board Meeting: The Bakery	9 RunAround	10 Membership Meeting - LIONS PARK, off Danby Rd.	11	12 CarsNCoffee Bentley Mall
13 MONDO RUN	14	15	16 RunAround	17	18	19 CarsNCoffee Bentley Mall
20	21	22	23 RunAround	24	25	26 CarsNCoffee CHENA HOT SPRINGS RUN
27	28	29	30 RunAround			

Vernon L. Nash Antique Auto Club

- **Note:** CarsNCoffee time is 8:00 to 10:00 am each Saturday at Great Harvest Bread at the Bentley Mall.
- **Note:** Every Wednesday evening, gather at the Pioneer Park front lot at 6:45 pm for a Run-Around cruise. (W. Vinton / M Lecorchick, PPRs)
- **June 5th: CAR SHOW**, FDI Parking Lot, (Willy & Wilma Vinton, PPRs) -see pg. 3
- **June 8th: Board of Directors Meeting**, The Bakery, 6:30 pm (dinner before).
- **June 10th: Membership Meeting**, Lions' Park off Danby Rd. Picnic at 6:00 pm (club buys meat; bring a salad or dessert) Meeting starts at 7:00 pm
- **June 13th: Mondo Run**; Leave Cars'N Coffee at 10:30 am. (Donna Wojciechowski, PPR)
- **June 26th: CHS RUN**; Leave Cars'N Coffee at 10:00 am (Bret & Cindi Helms, PPRs) - see pg. 4
- **July 10th: Ivory Jack's Poker Run** (Paul & Joyce Tekin, PPRs)



Antique Auto Musers

- **June 9th: Membership Meeting**, meet at Turnagain Social Club, 6:30 pm

National AACA Events

- **June 3rd—5th: AACA Annual Convention**, Williamsburg, VA
- **June 17th - 19th: Eastern Spring Nationals**, Saratoga Springs, NY



JUNE ANNIVERSARIES

- 2 - Judy & Bernie Saupe
- 6—Joanne & Dan Portwine
- 7 - Doris & Robbie Casey
- 11 - Linda & Scott Grundy
- 13—Karine & Ron Dane
- 15 - Lois & Greg Oslund
- 17 - Deborah & Dave Rockney
- 20 - Denise & Peter Lundquist

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

I love the way the earth rotates! It really makes my day.

CAR SHOW

Open car show - everybody with a car to show, regardless of make, model, age, or condition is welcome! If you are proud of it, come share it with Fairbanks!



FOOD FIGHT

At least two food truck vendors will be there, maybe more! Come and eat with us at your favorite street vendor. Participants registering a car will receive a \$5.00 coupon to use at the food trucks.

SPECIAL GUESTS

The Kanku Kruzers car club with their modified and hot rod rides will be up from the Kenai Peninsula to visit Fairbanks and all our gearheads and motor fans.



SATURDAY, JUNE 5TH

CAR SHOW REGISTRATION OPENS AT 9:15 AM

CAR SHOW RUNS 10:00 AM UNTIL 3:00 PM

PUBLIC WELCOME: THIS IS AN OPEN CAR SHOW FOR ALL WHO BRING AND REGISTER THEIR RIDE TO SHOW

OLD K-MART PARKING LOT / FDI WARM STORAGE

3121 AIRPORT WAY, FAIRBANKS, ALASKA

For more info, or to volunteer to help, contact Willy Vinton at 907-388-8252




Now the path of an Interstate Highway, this photo is of autos travelling through Snoqualmie Pass in 1913 (Photo courtesy UW Special Collections (UW5279)).

FIRST AUTOMOBILE CROSSES SNOQUALMIE PASS IN JUNE, 1905

By Greg Lange, Posted 1/25/2003
HistoryLink.org Essay 5123

During the summer of 1905, probably in June, the first automobile to drive through Snoqualmie Pass in the Cascade Mountains is an 1898 Fryer-Miller carrying Bert Harrison, Jr. and a passenger.

The automobile traveled from Indianapolis to Seattle. From the east side of the Cascades, it took the car two days to reach Snoqualmie Pass from Kittitas Valley.

The next motorized vehicle to surmount Snoqualmie Pass was a Winton auto. Charles L. Ray and John Kelleher of Ellensburg drove it over the pass during the week of July 12, 1905. (HistoryLink is open source) 

National News:



TOYS

By Fred Trusty
Vice-President - Membership

I grew up in the muscle car era of the 1960's and ever since I can remember I've been fascinated with anything mechanical. I'm not sure where this fascination came from. My father had absolutely no mechanical ability whatsoever and was never interested in cars or anything mechanical.

As a young boy, I had lots of old metal toy trucks. I would park them all neatly in a row by my bed every night before I went to sleep. When I was probably 7 or 8 years old, I got one of those battery operated toys that looked and sounded like a Harley motor and bolted on a bicycle. I was really cool when I rode my bike around the neighborhood. When I was about 9 years old in 1965, a couple moved into the house next door to us and they had a brand new Harley Davidson Electraglide. I used to look at it and dream of the one I would own "when I got big". It wasn't too much longer before some older kids in the neighborhood started building mini bikes out of bicycles. They bolted a horizontal shaft engine just above the pedals and had their dad weld

(Continued on page 8)



RAIN OR SHINE, EVERYONE ALWAYS HAS FUN ON THE CHENA HOTS SPRINGS RUN!

It's time for our annual Poker Run to Chena Hot Springs! It is scheduled for June 26th, leaving from the Bentley Mall parking lot at 10:00 am. As always, there is a \$5 entry fee to participate in the poker game. Also we ask that you bring your own lawn chair and a dish to share with the group. The car club will be furnishing the fried chicken. So we know how much chicken to purchase, please rsvp to helmsbret@gmail.com or call 978-9358. Consider spending time after the picnic and enjoying a nice relaxing dip in the hot springs.

- Bret & Cindy Helms

President's Headlights

- Jeff Creamer

Greetings All

The wait is over, cruising season is here! Wednesday night run arounds are starting, Saturday Cars & Coffee is getting back up to speed, and club activities are scheduled most weekends. I look forward to seeing everyone at our gatherings again, as it's been a long year of sheltering in place.

Look for info in this newsletter on the car show the first weekend in June, with food trucks on-site and an open entry show planned, we should have a significant number of cars to check out this year.

I did a search on the Explore Fairbanks website and discovered a couple of things that may interest us all: first, it turns out the Golden Days Parade is a reverse parade again this year at the Tanana Valley Fairgrounds. I had hoped that we would be back to normal this year, but that is not to be the case. Second, for the foodies in the group, a new thing starting this year will be Tasty Tuesdays Food Trucks at the Fairgrounds in the parking lot fronting College Road starting May 25th, recurring Tuesdays until July 27th, starting at 11 AM until they run out of food. I'm not sure if the second item makes up for the first, you be the judge...

At the May membership meeting, I reported that the title to my '51 chevy was compromised by someone in Arizona and another vehicle was titled in that state in 2019 utilizing my VIN number, which invalidated the title I have in my possession. How someone was able to do this is a yet to be unraveled mystery, and requires me to submit a form with the AZ Inspector General's office and await the results of the investigation. I also notified the AK DOT Commissioners office and sent them all the info I submitted to AZ, but as of this writing I have not heard back from either entity. According to the person I talked with in the AZ office, this is a common problem there, and it is being reported as much as 7 times a week! My advice is to check on the validity of the titles you may be holding for your classic/antique cars to be sure they haven't been compromised like mine. Hopefully by the time I submit my next article I will have been able to clear up this title issue.

Safe and Happy travels.

Jeff Creamer



I started a new exercise routine. Everyday I do diddly-squats.

BUCKET LIST

- Marty Pahkamaa

I know everyone who reads this has a time in their life that one car that struck them. What is it about those darn cars that make us crazy to want one? There is always "that one". The one that made you fall in love. Some of you love the style, some love the name, some of you, like me, love the driving experience of the car. I have always been enthusiastic about cars and engines. My dad tells stories how when I was two or three, he had an old motor sitting on the floor in our garage. When he would go to work in the morning he would "break loose" bolts on it. One day it was the manifold the next the heads and so on. I would go out there, in my diaper, and work on tearing it apart. He says that I slowly dismantled it bit by bit. I can't remember tearing the motor down, but I do remember spending time with my dad in the garage. I remember asking him to explain the motor sizes of different automotive companies. Why did they call it a 289, 454? He would run through the sizes of different engines and who made them. I would stare at him and do my best to understand.

My dad was a body man his whole life, and would do rebuilds on the side at home for extra cash. I was too little to remember many of them, but he has told me of several that I would want today. A '69 Olds 442 that would smoke the tires in third, a '72 charger with a 440 dual quads. That Olds was one of my mom's favorite cars. She often told me how policemen in the small town she grew up in wanted to race her to the state border. He told her if she won, he wouldn't write her a ticket - but if he won he would throw the book at her. Dad sold it, stating that a mother with three kids doesn't need a car like that. Dad was practical; there was no need for fast cars. He wasn't a muscle car person. Mom always says that they were the poorest people on the block, but they always drove a Cadillac. My dad loved to rebuild Caddies. I guess that is what planted the seed for me.

I grew up fixing bicycles, broken go carts, motorcycles - anything I could find to tinker on. My dad brought an old three wheel go cart home one time and he and I figured out how to put a Ski-doo Elan motor on it. It ran great until it finally overheated and died. Then it was an old Hodaka motorcycle that hadn't run in years. My



Day it arrived

dad had bought it when I was a baby and it had sat behind the house for a long time. After some begging and pleading, Dad helped me roll it in the garage and we started tearing it apart. Rust in the tank, carbs full of junk; finally after weeks of cleaning, it fired up. We had a field behind the house and I spent most days riding circles up and down the field. One day, I came over a hill in said field and hit a rock and went over the handle bars. I was so mad about wrecking my motorcycle I didn't notice until three days later that I had broken my arm! All summer in a cast up to my armpit, no fun.

The feel of the speed and power in both the go cart and the motorcycle is what has fueled my life. Everything I have owned had to be fast and fun. A 900 Ninja, a '78 Trans Am with a 600 hp 455 HO engine swapped out of a 71 Grand Safari station wagon. A 1000 and finally a 1100 ninja. I love power. I have been over 160 mph a couple of times on my bikes. One time I was going home in the middle of the night on a long and deserted road and opened up my 900. I was going so fast that the speedo topped out at 160 and I could barely read the speedometer from the vibrations. I hit a rough patch that couldn't of been more than a inch high. The whole bike went light. I flew about 150 feet at an altitude of probably a ½ inch. I'll never forget that feeling. When the bike touched down I quickly slowed down

and have never tried that speed again. My mom says I had made my guardian angel gray by age 4. I'm now much older and a tad smarter.

I fell in love with the Pontiac Trans Am, like many others, when Smoky and the Bandit came out in 1977. I knew that someday I would own one. I was able to purchase a 1978 Trans Am Y88 when I was 19, the one I put the motor in. I even held the thought of buying a Fiero GT when they first came out. There have been cars in my life that I would have loved to own, a Lamborghini Countach comes to mind, but knew I couldn't have. Then there are the cars that are attainable but just out of reach, one of them being the 1958 Corvette. I love the tear drop taillights as well as the ripples in the hood. It is one of the most gorgeous cars I have ever seen. The other is the Shelby AC Cobra. Power and handling; what more could a power nut want! 2200 lbs. and 400 hp - WOW! The Cobra "face" is just so iconic.

When I turned 50, I found the gold Trans Am that I own now. With that, I received lots of parts. That's how I ended up buying the white one I wrote about and finished with my family. Last year I discussed with the wife that I wanted to get a car I could drive and not work on. After some heated discussions and my wife

If with age comes wisdom, then I don't have wrinkles; I have wise cracks.

being the most wonderful women I know she said yes. I started looking at the Vettes. The price on a good quality running car has gotten a bit crazy in the last 10 years. I found a few, but nothing that just said take me home. After looking for months and almost pulling the trigger on one, I got thinking is that really what I wanted. For the price of a 58 to 60 Vette, I could get into a really nice running Kit built AC Cobra. I spent most of late last summer and early fall looking and researching Cobras and the different companies that build them. Most come from Africa and are shipped to a dealer that either sells you a kit that you put together with a donor car or you by a kit turnkey with a motor and tranny of your choice. The problem I had with buying someone else's project is that you don't know what you're getting mechanically. Someone else thinks that they are an engineer or welder and it falls apart when you drive it. Buying the turnkey car you get into more money than a Vette. I looked and read almost everything I could find on different AC Cobra replicas. One thing was for sure, I wasn't buying a real one, not for over a million dollars. I looked at many blogs and one on the Cobra Club caught my eye. There was a company in Milwaukee, Excalibur Automotive Company, that made the Excalibur Phaeton. They decided to produce a longer, wider and lower AC Cobra from new Ford Mustang parts, not from used. They put in a factory 302 OH fuel injected motor with a 5 speed. These cars were hand built and DOT certified. They even carried manufacture warranty when they were built. They were a true factory built Cobra, no donor, and not pieced together in someone's garage. There were only 200 of them built between 1993 and 1996. They also had luxury items original Cobras never had, like radios, heaters and a comfortable interior. I started my search and located one in Maine and another in Chicago. I called Maine and the gentlemen said it was sold. I called Chicago and the owner answered the phone and after I promised him it wasn't a crank call and I really live in a town called North Pole, we talked. He was the original dealer of the car. He had sold it originally to a gentleman who collected Ferrari's. That person traded it in and the dealer sold it to the person who had it now. The car had been serviced in his dealership exclusively. He knew everything about the car. They had replaced the exhaust, which was a huge flaw on the factory AC and had gotten rid of the "cats". It had less than 6000 miles on it and is titled as a 94 Excalibur AC Cobra. The car is designed after the 66 427 Shelby Cobras of old. The car is Black on Black and has everything that came



Website photo

with it from the factory; removable top and a tonneau cover. I looked at the pictures and decided that that is the one. We made the deal before Christmas and it finally arrived the 15th of January 2021.

I spent many winter weekends cleaning, polishing, learning how to get in and out and not look like an idiot, spring couldn't come fast enough. The only thing that worried me was the motor. The stock 5.0 liter HO only makes about 230 horses, would that be enough? I mulled over the parts catalogs and decided that I knew what I had to do if it wasn't enough, new heads, cam and EFI system. The day finally came when my ¼ mile dirt road was just snowy enough that I could make it to the main, dry roads. I fired it up, and with my daughter "said lets go get some gas and see how it runs". We hit the road and I punched it, the smile on my face grew, as did the speed, it had great power. We took the on ramp to head into town toward the gas station and I felt a little blubber when I stepped on it, I looked at my daughter and said "I think we are out of gas". The dealership must have drained the entire tank when they shipped it. I made about a mile from the turn and it stumbled and died. We coasted down the highway and made it to the exit ramp into North Pole. We made it to the entrance to the roundabout and had to stop for traffic, it was dead. I walked over to the station to buy a gas jug to find that they don't sell them. I grabbed my phone and called the Calvary, "Honey will you bring me some gas?" A guy in a Ford truck asked if I needed help, I explained that I needed gas. He said lets push it, it can't weigh that much. So he helped me push it the last 150 feet, while my daughter drove. We filled it up and

after a jump start from mom, we were back on the road.

Since the first drive we have taken it out half a dozen times. Every time I drive it, it gets more fun. The power is perfect for me and my family and the car can be as docile or as angry as you want it to be. My wife as well as my son have both driven it and can't believe how tame it is. I get in and punch it and they both are screaming like a baby! LOVE IT!! Every time I drive it someone asks is it real? I always say I'm not that rich but it is a factory Cobra. I try to explain its heritage, but they get distracted by the car itself and I always feel I'm just talking to myself. I'm constantly getting thumbs up. I've driven a lot of different cars in my life and I have to say that this is one of most fun cars I have ever owned or driven. I used to find myself looking at the "for sale" magazines and trying to find that one car. Since I've purchased my Cobra, I no longer am interested in other cars. Sure, when it's 45 above, it's a bit chilly but my daughter has found out that a blanket is a great addition to the heater. I do believe that this is going to be one of the last cars I will buy. I just can't find anything that compares. When I was in my late thirties, my wife and I went to Denver to look at Factory Five Cobras. I drooled over them then and knew that it wasn't in the cards for me to have. I had really never forgotten them and always hoped I would own one. Is it practical? No, but it is more fun to drive than a Prius. This is my bucket list car when I'm in it, enjoying it with my family, I wouldn't trade it for anything.





Member Ads

FOR SALE:

1964 Ford Galaxie 500XL,
390 auto transmission \$9,000
obo.

**1953 FORD NAA Jubilee
Tractor** \$6,500 obo.

**1997 F-250 Extended Cab
Short Bed**, 460 Auto \$7,000
obo

For pictures and more details, call Carl
Westphal at 322-1760 or email:

westphal78@hotmail.com

Am currently pulling stuff out of winter
storage and cars will be available for
viewing soon.

JUNE BIRTHDAYS

8 - Carl Westphal
8 - Willy Vinton
14 - Lambert Hazelaar
14 - Digna Cline
18 - Jerry Mustard
20 - Susan Cook
29 - Paul Tekin

(Continued from page 4)

another rim to the back rim and put a long v-belt on it. It didn't have a clutch. To start it you just pedaled until the motor started and to stop you had to kill the motor. As young as I was at the time, I realized that this was not a very good design. I saw kids go through a fence or bushes because they couldn't stop the motor quick enough. Instead, I built my own go cart out of pieces of pipe and scrap plywood. There was nothing welded on it. Everything was bolted together. I designed and built my own steering and clutch and the thing actually worked. The wheels were old solid rubber wheels off of a dolly. It didn't go very fast, maybe 15 mph, but we sure had fun with that contraption.

Here I am 50 plus years later and I have several Harleys and one of them is a 1965 Harley Davidson Electraglide. You know what they say, "The only difference between men and boys is the price of the toys." I hope you enjoyed this article and maybe it brought back some memories of when you were a kid. **Remember, just because you get older doesn't mean you have to grow up.** Go out and play with your toys, have fun, and make some memories.



EDITOR'S LEFT (on) BLINKER

- Rick Larrick

Thanks to all
who sent contri-
butions to this month's newsletter.

As you know, the main purpose of the newsletter is to promote future events, so **PLEASE**, if you are a PPR (primary person responsible) for an upcoming event, send me information for an article promoting it for use in the newsletter before the event. You are also responsible for making sure there are photos and an article about the event for the newsletter immediately after it happens. As you can see in this newsletter, we are missing some information on upcoming events.

Like the photo above, I would rather be fishing than assembling, editing, and publishing the club newsletter. Therefore, I am not going to chase PPRs or board members for information.

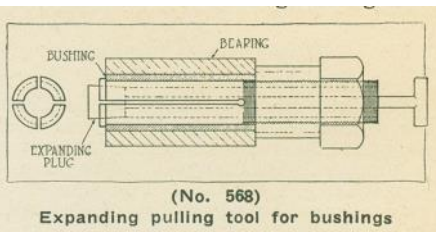
This month (and every month for the past eight years) thanks to John McCarthy and Scott Grundy (and recently Bruce McIntosh) for early review and checking of the newsletter before publication.—Rick Larrick, Editor

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

Bushing Puller

A busing puller which is of use where a busing is only accessible from one end is made out of a tube with four slots cut in it and a slight flange for engaging



the bushing. The tool is locked in place by a plug which is controlled by a rod which runs through the center of the tube. - Jack Slack, White Service Station, New York.



Above: Who, What, Where, and Why? If you can't guess, or don't know, then watch for answers in a future newsletter.



Above and below: For years, if the club had food for an event, odds are that Squeaky was the cook. Above, Pioneer Park Picnic in 2007. Below, Joint Meet in Delta later that year.



Above: 1913 Jeffrey quad in Eagle

This was the day we fired the quad up for the first time, I helped Squeaky with the engine and transmission on this restoration. When we fired it up it smoked like mad, so I backed it out of the garage, and it took a while to burn out all the squirrels and their nest, I will never forget the laughter over that smoke screen we put up that day. Just one of many memories with Squeaky, Rest in peace my friend. - Willy Vinton

In memory of SQUEAKY BENHAM

Loran (Squeaky) Benham passed away on May 10th.

Squeaky and Marion were very active members of the club up until about 2010 or 2011 when they started spending summers full time at their summer home in Eagle, and thus participated less in club activities. Squeaky was always somewhere near the center of things at club activities, helping out wherever he could, and Marion was club secretary or membership chair for many years.

Squeaky was great fun on a trip through Alaska, be it just a club outing or a Joint Meet or one of the Adventure Before Dementia Tours. Squeaky seemed to know every shopkeeper and roadhouse host in the State and in the Yukon after many years of driving transit busses to Whitehorse and then tour busses into Denali Park. Squeaky was always generous with his time, his support, and his conversation.



Above: At a museum in Whitehorse, CA, Squeaky was drawn to the corner with the Honda and the Model T...



Left: Always dressed the part, Squeaky waits with Ron Allen for the start of the Golden Days Parade in 2006



As I said at the recent membership meeting, I really got to know Squeaky & Marion in 2008 when we and Bill and Joyce Chace joined the Anchorage Auto Musers on their 2500 mile round trip from Fairbanks to Whitehorse and then up the Dempster Highway to Inuvik, NWT. The Benhams were waiting for us at a wayside south of Delta Junction. Squeaky was napping when we pulled alongside and Bill Chace sounded the loud trumpet horns on his '52 Plymouth Cranbrook. Squeaky levitated several inches but thankfully didn't make it to Heaven at that time! The photo of Squeaky atop the Arctic Circle sign on the Dempster Highway in 2008 is classic Squeaky - always fun and certainly the oldest "kid" in the AAMA/VLNAACF group!

We had so much fun on that 2008 tour, I organized the first Adventure Before Dementia Tour for our club in 2009. It was quite the tour,

We drove to Whitehorse (YT), Atlin (BC), and Skagway (AK). While in Haines (AK) we toured the area extensively before heading uphill to Haines Junction (YT) in a strong headwind. At the summit I looked at my gas gauge in disbelief! I was nearly empty. Fortunately it was largely a downhill grade to Haines Junction, so we coasted in neutral with the engine off a large portion of the way. We ALMOST made it. About a tenth of a mile from the filling station our Plymouth quit! As a youth, I had a very bad experience

with a '51 Ford I foolishly purchased. As a result, I appointed myself to be our club's facetious Ford critic. Well, here I was in need of assistance and the only member of our group to come to my rescue was Squeaky in his 1960 Ford Thunderbird. Once he understood my problem, he smiled and said his assistance would come at a price. You guessed it, he demanded a picture of his Ford towing our Plymouth! Well, for some reason I'm unable to find the photo, but the experience taught me to carry a can of gas!

Squeaky will be remembered as a very kind, helpful and really fun person; he will certainly be missed and never forgotten.

- Scott Grundy



Alec, I'm terrified of elevators and I'm now taking steps to avoid them.



With new CDC guidelines, and with every attending member vaccinated, we got to meet indoors together for the first time since last spring!

President Jeff Creamer brought the meeting to order at 7:00 p.m.

There were 31 members present.

Secretary Donna Wojciechowski read the minutes from the May BOD meeting.

A MOTION WAS MADE BY WILLY VINTON AND SECONDED BY JOHN MCCARTHY TO APPROVE THE APRIL MEMBERSHIP MINUTES. PASSED UNANIMOUSLY.

Wilma Vinton gave the treasurer's report.

Membership Report - Jeff gave the membership report and reported we have 170 members.

EVENTS/COMMITTEES:

Raffle Car - Phil Sanders gave us an update. The car is out of storage and will be at the Outdoor Show.

Bruce McIntosh gave us an update on our FB page.

Wednesday Runaround - After discussing the benefits of having 3 people as PPR's Willy Vinton and Mike Lecorchick volunteered to be PPR's. The club would still like to have another one.

Car Show - The car show will be on June 5th and the hours will be from 10:00 - 3:00. This is an open to the public car show. There will be no awards. Wilma made calls for info on having a food truck at the show. Willy will need help at the registration table. Brett and Rick offered to help Willy.

Membership meetings-The June membership meeting will be at the Lions Pavilion off Danby on June 10th, the July 8th meeting will be at the Howling Dog,

The August 12th meeting will be at the Chena Wayside and the September 9th meeting will be at the Fox Lions Pavilion.

OPEN FORUM:

Teddy Bear Car Show - Doris Casey gave us an update. Doris called FMH about delivering teddy bears to the hospital. They would like us to deliver new or like new teddy bears. There was discussion on the location and no date has been set yet.

Rick Larrick, the Mustards and Ralph Glasgow gave us an update on Ed McLaughlin's project car.

Melinda Harris gave us an update on her project car and trying to fly parts home.

The total for the 50/50 was \$122 and the lucky winner was Wilma Vinton.

A MOTION WAS MADE BY JERRY KRIER AND SECONDED BY PAUL TEKIN TO ADJOURN THE MEETING AT 805 P.M. PASSED UNANIMOUSLY.

Submitted by
Donna Wojciechowski, Secretary



If any of you know how to fix broken hinges, my door is always open.



Vernon L. Nash Antique Auto Club of Fairbanks Annual Antique Car Raffle 2021

Find us on  and at <https://fairbanksaaca.org/>

See any car club member for tickets or buy them at Larson's Locksmith, 1249 Noble St., Fairbanks

WIN this CAR!



1994 Ford Mustang GT Convertible

5.0 L V-8 Engine, Automatic Transmission, Power Steering,
Power Windows, Power Brakes, Power Top, Leather Interior

Drawing: July 17th, 2021 at 2:00pm

Pioneer Park Square Dance Pavilion
Need not be present to win

\$5.00 / ticket or 5 for \$20.00

Only 3,500 tickets

Permit #2437

Pick up your raffle tickets at Larson's Locksmith. Tickets and 11x17 glossy posters are available for you to pick up and post at work or to ask various stores to post for us.

VLNAACF No. 0001

Name _____

Address _____

Phone _____

Y Member N



Win a 1994 Ford Mustang GT Convertible
"Is there a Ford in your future?"

Drawing July 17, 2021 at 2:00pm

Drawing to be held at the Pioneer Park Square Dance Pavilion
Need not be present to win. Only 3,500 tickets

\$5.00/ticket or 5 for \$20.00

Permit # 2437

Raffle Car Report

- Phil Sanders, Raffle Car Chairperson

Car Raffle Update:

The outdoor show was a great success for raffle car ticket sales. The weather cooperated on Friday and Saturday but not so much Sunday. Ticket sales were steady on Friday afternoon. Saturday was very productive, people were happy to be out and supported the club's efforts. Sunday it was raining but the limited number of people still were in a festive mood and sales were again steady. Thanks to all the volunteers for making the outdoor show a success.

If you haven't picked up raffle car tickets please stop by Larson's and grab some.

The K Mart Car Show is the next event for ticket sales.

If you can help out give me a call or email: sanders.phillip@gmail.com
907-371-8003

- Phil



SUNSHINE REPORT:

Sunshine Committee, Tracy McLeod

On May 7th a card was sent to Ed McLaughlin and one to Paul Tekin - both "thinking of you" cards for encouragement while undergoing cancer treatment.

On May 15th a sympathy card was sent to Marion Benham for the passing of her husband, "Squeaky".

Just a reminder - please let me know if someone might see a need for a get well, thinking of. I appreciate all of you who let me know.

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: splits@yahoo.com.

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



CONTACTS:

VLNAAC Website: <http://fairbanksaaca.org>



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Director (term expires 2021)	Jerry Mustard	479-6101	jandcmustard@gci.net
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Sunshine Club	Tracy McLeod	456-7877	tksplits@yahoo.com

NEXT MEETINGS

The **Membership Meeting** is IN PERSON at **LIONS PARK** off Danby Road. Membership Meeting is **Thursday, June 10th at 7:00 pm**. Picnic before starting at 6pm - Club will furnish the meat; bring a salad or dessert to share.

The Board Meeting is **Tuesday, June 8th at The Bakery Restaurant**. Meeting starts at 6:30 PM; please dine at the Bakery before. Board Meetings are open to members.



Restored Jeffreys Quad in Eagle



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