

Photo Album  
Belonging to Vern Nash

Given to the  
Vernon L. Nash Antique Auto Club  
Fairbanks Region  
By his son, Gary Nash, in 1987

*Editors Note: The 1971 section of this album was digitally restored and reproduced 45 years later in 2016 by Newsletter Editor, Rick Larrick.*

*It was distributed to members as a supplement to the September, 2016 Nash's News Newsletter, and posted on the club website.*

## Fairbanks Region Group H.C.C.A. Officers 1970-71



Howard Mackey—President



Robert Ginther—Treasurer



Vernon Nash (and Evelyn)- Secretary





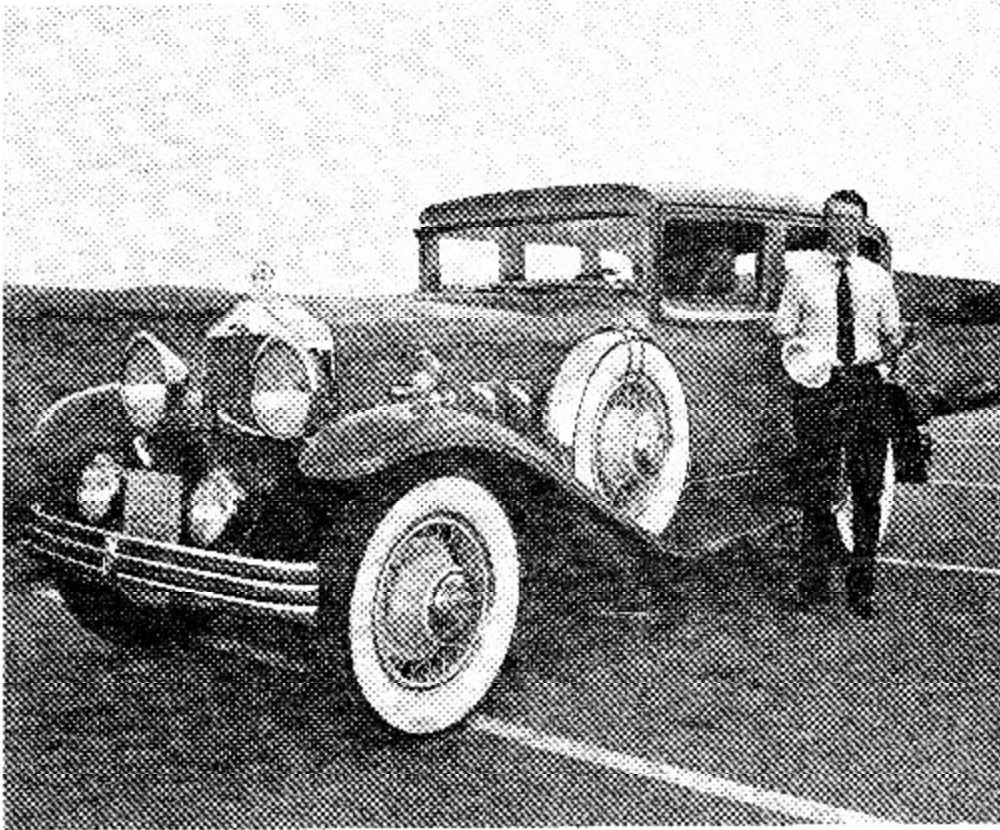
Robert Ginther—1806 Hilton—Since Bob is the Buick and Chevrolet dealer her in Fairbanks his car interests lie in this direction. Pictured above and below is his Buick 1924 Master “6” Roadster. This rare beauty was purchased in Lynden Washington sight unseen from Ray Franklin. Robert has made many improvements since 1969 towards making the car more authentic.



Above is shown Robert’s 1925 Touring Chevrolet. This is an original Fairbanks car owned by a Mr. Arola for many years. The second owner was Mr. Hoopes in 1955 or ‘56. Mr Ginther purchased the car in 1957. Below is the most talked about car in the club. It is a 1938 Buick that was purchased new in Fairbanks by Mr. H. C. Carstens. Bob purchased the vehicle in 1966. Serial #3324-2735.







**SHINING KNIGHT**—Bob Meritt of 37 Anna St., Lemeta, holds the first place trophy won by his 1930 Willys Knight sedan during the Golden Days antique show at Alaskaland.  
*(Staff photo)*

The above 1930 66B Great Six Willys Knight was just like Grandpa's. Grandpa would have to pick a rare one (only two left). Mrs. Haney, Scott City, Kansas preserved the car from Mother Nature for 34 years in a barn.







Howard Mackey owns two old timers.

1925 Chrysler Touring— Purchased in Seattle in 1970 from a 2nd owner. The original owner was in Eugene, Oreon. The second owner did about 50% of the restoration there, then brought the car to Seattle, where all was finished with the exception of the interior, some motor work and working some of the accessories over to get them functioning. The cas has a 6-cylinder-60 HP-engine, side running lights, side curtains and hydraulic brakes. This 1925 Chrysler is the first year that Chrysler produced cars; prior to the 1925 Models, they just made minor changes in the Maxwell and called them Chryslers.

1928 Hupmobile Opera Coupe—Since the las Hupmobile was built in 1939 and the last opera coupe in 1928, this makes the car a true collectors item. It has a 45 HP engine, H pattern shifting, and is equipped with an original 1928 Sparton Musical horn. The colors on the vehicle are the exact duplicate of the original, as is the Bedford cord interior. Being an Opera Coupe, the car has a single front seat and room for one passenger only in the back. The car was purchased in San Francisco, brought into the Seattle area, and was three years in the restoration process. The car was purchased from the man who restored it in 1969.



Ann and Wallace Cathcart—Box 1164, 301 Slater St.

Ann and Wally are the proud owners of a 1934-35 Ford V8 1/2 Ton Pickup. This Ford has quite a history. It was purchased new from Samson Hardware in the fall of 1934 by Frank Miller of Miller House at 150 Steese Hiway, Alaska. The truck was last licensed by Miller in 1954. It was removed from Miller house in the fall of 1969 to Fairbanks. It was hauled by truck to its new owner Gene Ruth, who sold the pickup to Rober Mize and Jovene Olson in April of 1970. They licensed it and sold it to Ann and Wally Cathcart in September, 1970. The truck was then restored during the winter and summer of 1971 by Cathcart's and El Dorado Enterprises. The thirty seven year old Ford has only had three licensed title holders.





Albert and Karen Swanson, 2018 McCullam Ave.

The car they own is a Nash, 1928, Special Six Cabriolet model. The car was originally purchased in 1928 by Gus Conrad. He owned the car until 1956. He then traded the car in on a new Nash Rambler. Howard Mackey owned the car until he sold the Nash Agency to Jerry Hassel—the car went with the agency. Jerry owned the car until shortly before 1967. It was sold to Bob Saloon during 1967. After the flood, the car was sold to Paul Wagner, then back to Mac McGuire, and finally he purchased it in the fall of 1970.





Ralph and Merle Brannan—Box 8 Steele Creek Road, Fairbanks

1917 Buick Touring & 1963 Studebaker Avanti



Donald Creamer—Box 1333, Fairbanks, Alaska

1908 Chalmers Detroit



Gary Nash

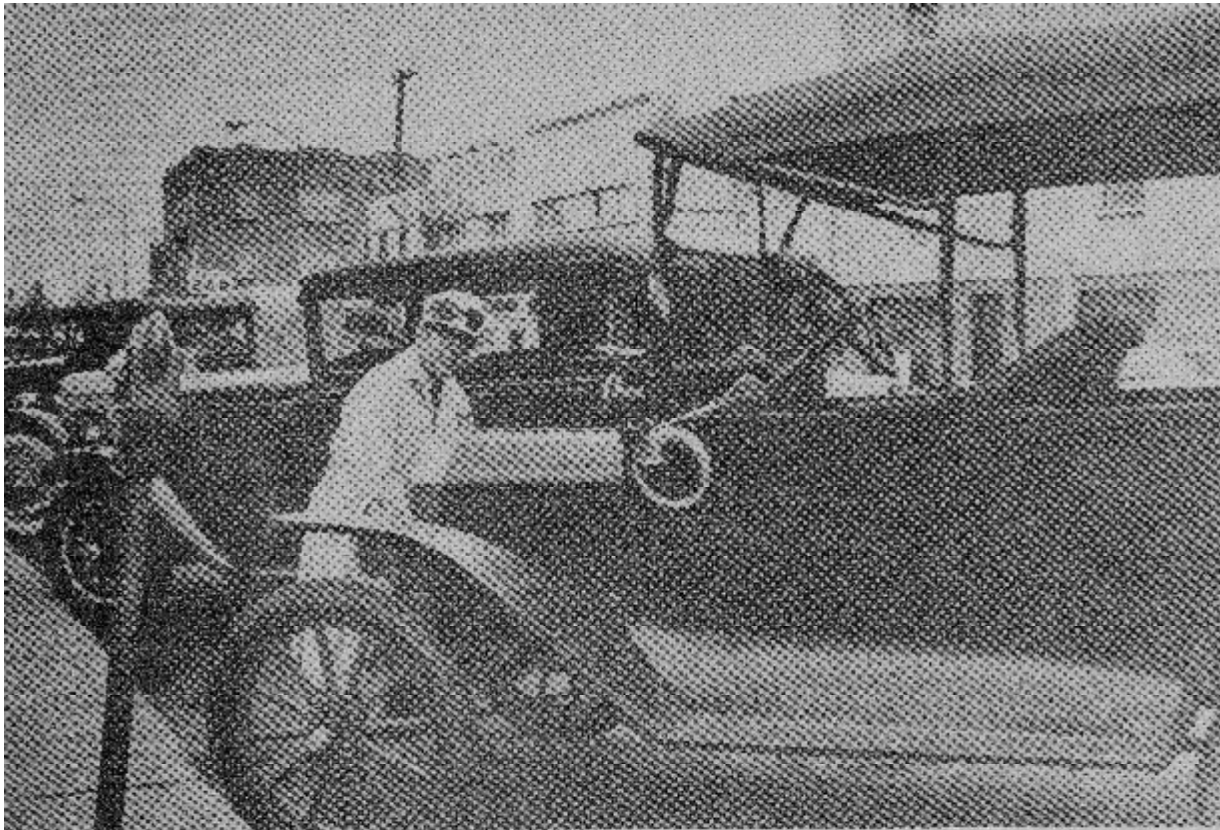
1936 Chevy



Fred Hypprich—1661 Aspen, Fairbanks

1925 Roadster—Chrysler





Ben D. Carpenter—1/4 mile Old Richardson

PIONEERS—Ben Carpenter cranks up his 1915 Model T touring car, at left

Below—1931 Willys Knight 66D. This was the biggest most powerful Knight ever built, with 97 hot horses.



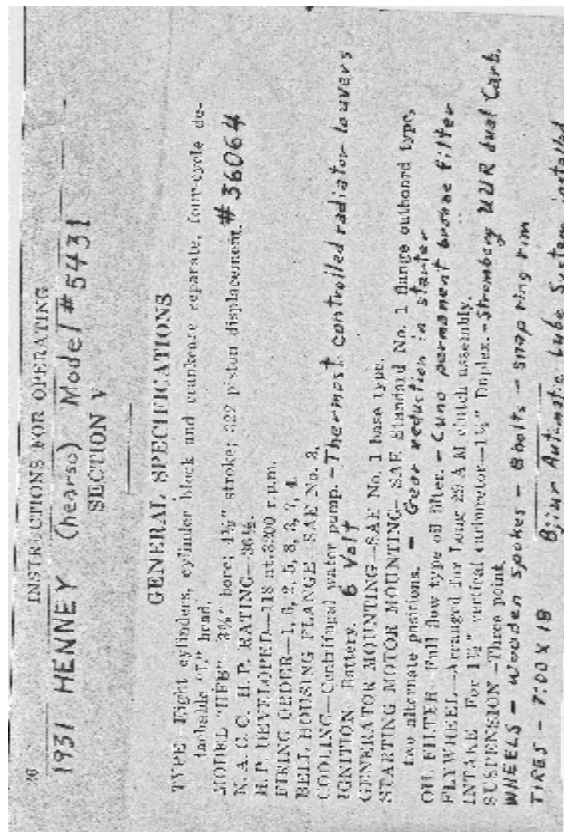


James D. Sears

12 Mile Swap Shop

Richardson Highway

Fairbanks, Alaska 99701



The hearse is a 1931 Henney, it has a 8 in-line Lycoming engine (the same engine as is in a model 125 Auburn or L-29 Cord, so I'm told by my correspondents). When I first got it, I didn't know much about it, but after a lot of correspondence, I found out the make, year and even got a manual long enough to have it copied.

The hearse had the head off when I got it and all the valves were gone, as was the generator, regulator, and gauges. It also had quite a few bullet holes in it (somebody had pinned a target to it and had used it for target practice) all the glass was broken out too. The rest of the machine was pretty sound through except for a bent up fender and rear door. All the wooden framework was good and the wooden spoked wheels too. The tires were good too except for a bullet in two of them. I have been able to get some parts for it from the Auburn, Cord, Duesenberg factory in Oklahoma. As usual, the main hang-up on getting parts is getting the money. Most of the work I have done on the vehicle has been cleaning and rehabilitating some of the individual parts on it. The starter was in excellent shape after just a clean up, as was the fuel pump and the permanent type oil filter. Most of the running gear is in real fine shape too, probably due to the automatic lube system. This lube system had a vacuum pump and continuously lubed the machine a drop at a time. The system took in most moving parts, spring shackles, throw out bearing, and universals. The shock absorbers are supposed to be of a thermostatic nature, giving a constant ride summer and winter. The radiator has a thermostatically controlled shutter system. I did put a new kit in the brake master cylinder; the brake shoes were in fine shape though.



Colin Mac Donald—131 Adak St.

1915 Dodge Touring—Purchased from Hal Hendrickson who had purchased it from the original owner, Tom Gibson. Tom had used it for a stage on the Fairbanks to Valdez run, which he had established in 1913. The chassis main frame still bears the marks of some of the tortuous trips this car has been on. The frame has been reinforced with riveted pieces.

1913 Model T Ford—The frame, steering gear, axels and fenders of this car were bought from Mr. Axels and are 12" narrower than standard, so the could could be driven in sled tracks.

1925 Model T Ford Dump Truck—Originally owned by the Alaska Road Commission, this truck was bought by myself and Vern Nash from Harry Bronson. When originally purchased by the A.R.C., it did not have a cab, as drivers were not pampered quite so much in those days. I found the cab in the brush near Circle Hot Springs and installed same.





Paul Wagner—2608 Kuskokwim St., Fairbanks, Alaska

1911 Ford Model T Speedster



Jerry and Donna Krier—809 Cushman, Fairbanks, Alaska

1928 Chevrolet Sedan



William Sherman—4659 7th St., Broadmore Acres

1929 Ford Model A Roadster





### Restoring Of A 1926 Model T Touring

In the winter of 1966 and 1967, I was in Spokane, Wash. And found a 1926 motor for a 1926 Model T. I bought it and my brother-in-law move it for me to a place called the Antique Ranch that makes a business of old car parts and working on motors. They gave it a complete overhaul and it is a good thing that they are slow, because it didn't arrive up here before the flood. When it got here, I told everyone—there is my Model T Touring Car.

Next, I bought a basket case from Colin McDonald to get me some parts; I had a good frame, 2 fenders, a front end and a radiator to fix. The wheels I made 4 good ones out of 6 and needed 2 more rims. I started to order little pieces from ads I found in Hemmings News. I could find almost everything but a body and windshield frame and posts. My brother-in-law in Spokane found one in North Dakota and made a trip over and picked it up for me, but what a rusty mess and full of rust holes. One post was broken—but they looked good to me anyhow. In the meantime I wrote letters for a whole winter and found two more touring bodies—one in Denver, Colorado, and one in Nebraska. They were in the same price range, but the one in Colorado said he would take the rust off and prime it for me for a price. So I sent him the money and he said it would be ready in the spring and then I worried all winter how to get it here; it ended up I then drove over and picked it up, plus 2 back fenders in good shape and my top bows that are hard to come by. There was no trouble on the trip that took me a week. Up to this time three years had passed, all the pieces were cleaned and primed and I only needed a hood. My son and I got busy and put the pieces together and had the motor running after soldering the gas tank up twice and finding out where all the wires went for sure. I had the top and upholstery ready made, and ordered from Indiana; when it arrived, Clem from Clem's Upholstery Shop helped me put it together. We then drove it over and had it painted. I found a hood that was full of holes from target shooters and a hinge gone, but it was OK.

We were in the parade in 1970.

There could be a lot of improvement in our car but we like it.

Vernon Nash



Farmer's Loop Tour  
To  
Switzerland

June 8, 1971







Farmer's Loop Tour To Switzerland

June 8, 1971







Pot Luck Picnic Tour      July 7, 1971  
Old Chena Campground







Golden Days Parade

July 24, 1971

Hosting Governor & Mrs Egan, Mayor Julian Rice & Borough Chair John Carlson







Badger Road Speedway Tour July 24, 1971 8:30pm







Our tour of Fort Wainwright was certainly well received by the military people. Once we arrived at the display area, the crowd gathered and showed loads of enthusiasm for our fine line up of "Prize Cars".







## September Progressive Dinner: Drinks at Howard Mackey's

Then came the big "Progressive Dinner Tour". Could go on at great length on this one, but I am sure it will long be remembered by all that attended. It was a beautiful day, can't recall how many cars were out, but am sure we had 75% of the club participation. The hospitality at each stop, plus the food, had to be the finest!







September Progressive Dinner

Salads at Vern & Evelyn Nash's House







September Progressive Dinner

Ben & Stella Carpenter's  
For  
Spaghetti and Wine







September Progressive Dinner

Deserts at the Mac Donald House & Doctor & Mrs Lundquist's for After Dinner Drinks











Holiday Party  
December, 1971







Holiday Party  
December, 1971







Holiday Party  
December, 1971







Holiday Party  
December,  
1971

