

Around the Bend



A Publication of
The Maine Region AACA
May/June 2019



CAR SHOW INVITATION

You're Invited to Join Us!
The Maine Region of the Antique Automobile Club of America

SUNDAY, JULY 28TH
INSIDE THE CROSS CENTER DURING THE BANGOR STATE FAIR
SHOW HOURS 12-6
FREE FAIR ADMITTANCE AND DRIVE RIGHT IN 6:30-11:30
INDOOR RESTROOMS AND A/C

Please bring: YOUR PRE 1995 AUTO, TRUCK, MOTORCYCLE
RSVP TO: RICK WATSON C/O THE MAINE REGION AACA
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RWATSON@NHBRAGG.COM

PRESIDENT'S MESSAGE

Hi All,

Our season is shaping up, finally. See the notes about our first tour of the season in Jay, Maine in 2 weeks -on Sunday, the 15th -elsewhere in this issue.

HOWEVER, THE BIG, REALLY BIG NEWS IS THE BANGOR STATE FAIR INDOOR CAR SHOW AT THE CROSS CENTER- JULY 28TH!

We have the entire floor for our show! We have the overhead monster screen to show pictures and video on. We have the digital sign wrap for promoting our club, our website, our Facebook Page and to promote our invited guest museums. So far our friends at the Seal Cove Museum have committed to participating as has the Cole Land Transportation Museum, Jeff Orwig of the Bahre Collection is in whether something from his collection or the Bahre's, The Stanley Museum and Owls Head I have not finalized conversations with, but expect they too will participate at some level. The AHS-American Truck Historical Society is also discussing their participation level. It will be a great day of promoting our hobby. National AACA has been contacted and will be setting aside a few cases of Antique Automobile issues, some membership applications, and some promo items for us to give out to interested parties. They are excited we are promoting the AACA and that we are trying to grow our region. Tucker and I are attending the Elegance at Hershey this weekend and will pick up the AACA goodies while there. SO, everything is in motion. **HOWEVER WE NEED YOU! I told the Cross Center folks we'd have 50 CARS!** Please send back or call or email to RSVP so I can start a list. There is adequate room for trailer drop offs. You have from 6:30 to 11:30 to drive in. Air conditioned, restrooms, a chance to see the Fair at no cost. Part of the Cross Center will be set up with tables and chairs for us and for our visitors to have a snack, rest, take in the cars, watch the big screen and socialize. Make plans to attend. We need you. Please support.

Thanks in advance, Rick.



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SPRING/SUMMER MAINE REGION AACA TOURS



Are you ready to rumble?

Saturday, June 15th

Spring Tour . . . got to hurry or it will be summer!

Hi All, I've put together a simple day of events all in the town of Jay, Maine. Once at the Jay Plaza where we'll meet, you will never drive more than a couple miles in any direction.

Jay, Maine	9:30	Jay Plaza behind McDonalds; Coffee + restrooms at McDonalds
	10:00	To Jay Historical Society
	10:30/10:45	Head to PolyCor Quarry for a tour of a working granite quarry where the mountain becomes roadside curbing.
	11:45	Off to lunch @ Lafleur's Restaurant in Jay. They will have a short, quick menu and a separate room set aside for us.
	12:30	Head to Maine's Paper & Heritage Museum for final stop of the day unless an ice cream stop is wanted.

Things you need to know.

- 1) Polycor Quarry is located about ½ mile up a well maintained DIRT road.
- 2) Wear comfortable walking shoes for the Quarry tour. Uneven ground, dirt etc.
- 3) The lunch will be in the \$10.00 per person range; a nice restaurant I have eaten in several times, special menu for us to assure a quick stop.
- 4) I will try to get costs for the 2 museum stops but do not anticipate either one being very costly.
- 5) Bring your pre-1995 auto, and bring a friend or car person who might want to join us.

See you on Saturday, June 15th in Jay!

Regards, Rick Watson

July 20

Founder's Day, Paris Hill—9am-5pm

Bob Bahre Auto Collection/craft show etc.



August 4

Lobster Palooza-Rick & Karie Watson



July 28

Bangor State Fair Car Show

Hosted by Maine Region AACA



August 24

Car-B-Que—Seal Cove Auto Museum Car show, live bands, and food— all day!



October 20 John & Viki Worth



Doris Putnam Tripp



FARMINGTON – Doris (Putnam) Tripp of Jay passed away May 13, 2019 in Farmington, after a brief illness. She was the wife of the late Byron Tripp. They shared his passion for antique automobile, and many Maine Region AACA members will remember them for the beautiful Chrysler Town and Country.

Doris was born March 4, 1936 in Livermore Falls, the daughter of Merle Putnam and Yvonne Putnam Grundy, Doris was one of 13 siblings. She was the mother of Sharon (Tripp) Stearns and husband, Timothy of Pembroke, Mass., and Brent Tripp and wife, Annette of Farmington. She had five grandchildren, Gregory Stearns, Heidi (Tripp) Ward, Kara Tripp, Andrew Stearns, Benjamin Stearns; and two great-grandchildren, Jameson Stearns and Stella Stearns.

Doris was a fourth grade teacher in SAD 9 for almost 30 years, and enjoyed nurturing children with her loving heart and effervescent love of life. She enjoyed her flower gardens and quilting,



Nellie R. Hanson



STANDISH -Nellie Hanson of Standish, passed away Tuesday, May 28, 2019, She was born on January 24, 1940 in Windsor, CT to the late Walter and Hattie Bednarz.

The Bednarz family operated a large family farm in Windsor, where Nellie was raised with her ten sisters and brothers.

Nellie is survived by her loving husband, Paul H. Hanson. They celebrated 21 years of marriage on May 24th. She is survived by step-daughters, Donna Hanson of Hollis and Ellis Hanson of Ithaca, NY. Nellie and Paul were active members of the Maine Obsolete Auto League and Southern Maine Tractor Club. They also attended many regional antique car shows and traveled throughout the US and Canada enjoying Paul's collection of vintage autos and traveling with fellow enthusiasts. She had a love of flowers and plants and although she sported a giant collection of fancy cookbooks, she was best known for her simple, farmhouse style meals. Nellie was also an avid knitter and spent many hours creating dozens of children's hats and mittens which she donated each fall to the Bonny Eagle Schools.

A REMINDER:

to those who may forget to drain their compressor tanks:

The attached photo is the remains of a friend's air compressor. This happened April 20th. The owner drained the tank regularly. But it appears sediment and moisture had plugged the outlet so it did not drain thoroughly from the petcock and a spot in the bottom rusted through. He was about five feet away when it ruptured, jettisoning the compressor over his work bench and into the wall about 10 feet away. The pressure relief valve was in working order so the tank was not over-pressurized. Fortunately he and his granddaughter were on the opposite side when it ruptured, but had been standing in its trajectory just before it happened.

The lesson is to keep condensation drained from compressor tanks. Be sure that it is drained completely by inserting a wire through the petcock. An occurrence like this could be deadly.



MUSINGS FROM A MECHANIC'S DAUGHTER

Shirley D. Doherty
Scioto Model A Club
Central Ohio

As a retired mechanic, all conversations with my father revolved around cars, motors, or for variety, trucks. Even my mother got in a few words as they reminisced about things they recalled from the early days of the automobile.

My grandfather Downing's first car was a 1914 Model T Ford which cost \$1400 new. He traded in his spiffy surrey with the fringe on top. There were dealers for the city folks, but as was typical in rural upstate New York, the salesman came to their house in a demonstrator vehicle. (Usually arriving at dinner time.) He would take the customer out for a drive and encourage him to buy the car. Hagglng over the price occurred even then.

Just because you bought a car, it didn't mean that anyone would teach you how to drive. My great-grandfather could have benefited from driving lessons. He drove into the barn, yelled "Whoa" and drove out the back of the barn where the front end dangled over the pig sty. Grandma Downing only drove once. After taking the porch off the house, she never drove again.

Weather represented a real challenge. We don't drive our cars in the winter, but they did. Wind would blow out the acetylene head lamps, requiring a stop to re-light. Since the oil used was straight 30 or 40 weight, it became as "thick as concrete" when the temperature dropped. Grandpa Campbell would heat a kettle of water and pour the boiling water over the intake manifold to vaporize the gases and encourage "Lizzie" to start. Grandpa Downing, on the other hand employed the technique of jacking up the rear wheels so the fly wheel wasn't buried in oil. (This apparently was a common practice.)

To overcome the problems of the hard starting Model "T", grandpa bought a Star, which he said handled much better in the snow and ruts. This was his first car with a gear shift. The first day, he drove the car into the yard, slammed his foot on the pedal and drove into the rear of his Model "T" truck, smashing the entire front end and headlamps. As late as 1926, the rural roads were unpaved, so my grandfather, a rural mail



Shirley and her father, Forrest Downing, in his 1922 Baby Grand Chevrolet leaving Canaan, CT bound for antique car

carrier, put the car on blocks for the winter and drove a horse and sleigh. The Model "T" always was hard to start in the winter. The Model "A's" started much easier. I guess that is when garages became popular. By the way, my father said the reason there are so many of us out there with "A's", is because the parts were always easier to obtain. Parts were available almost everywhere. Points for your Model "T", cost 10¢ and were available at Kresge's.

Daddy started driving at age 10 and assembled his first car from scavenged parts by age 12. When he was 14, the state of New York "invented driver's licenses". He had to stop driving until he was 16. He took his test during a snow storm. The examiner told him to drive up a hill, stop and continue without rolling back. This was the extent of his test.

So, when we want to talk about the "good old days" and our love for old cars, we can take a little bit of pleasure in the simple things we now take for granted--drivers education, paved roads, sealed beam headlights, garages, multi-weight oil, self-canceling turn signals, windows and air conditioning etc.



Give Back to our Veterans

(Promote the Military Sponsorship Program)

Wayne Tuck
Vice President Membership

We all owe a debt to our military veterans. No, I'm not going to repeat all the sacrifice's they have made for our country. Whether they have served in a war zone, spent time assigned to some remote location, have been away from their family and loved ones, or even had a great assignment in a vacation area, they all have one thing in common. They served our country.

When they signed up to serve there was no guarantee of what they would do or where they may be assigned, but each and every one has accepted that risk.

It makes me proud that AACA has a "Military Sponsorship Program". Thanks to our fellow member Lieutenant Colonel (Ret.) Holly Forester who volunteers to administer this program, we are able to offer the first year AACA Membership free to active, retired and veterans of our military. Past president, Bob Parrish just informed me that Holly has just processed the 400th veteran into this program.

In order to take advantage of this program we need you, the members to get the word out and let the veterans know that this program exists. Has your region or chapter made available the tri-fold military sponsorship brochure which includes the application to you? Do they have a supply on hand? Do you display them at your region activities and events? The brochure is available by simply calling AACA headquarters and re-requesting them.

So let's get out there and spread the word. Honor our veterans by giving them a free AACA membership for the first year.



It Is All About the Hunt

Don Barlup
Vice President National
HQ & L&RC

We have all heard that saying! Sometimes the hunt is more exciting than the find. Some of us live for the hunt. After the find, it is on to the next hunt. It's always just around the next corner.



American Water Company property to become the New Library and Headquarters for AACA

As AACA members, our hunt is only beginning, we made the find! We recently purchased the American Water Company property. It is far beyond our greatest expectations. The premier find any hunt could have imagined. Kind of like the 1953 Corvette in the barn!

Moving forward, our real hunt is just beginning. We collectively need to fund the building remodel. The facility currently is built like Fort Knox, full of offices and all that goes with them. It needs extensive remodeling to meet the needs of our Library and Headquarters operations.

All AACA members will be proud of this next (hunt) chapter in our 85 year history. Let us rise to the challenge and (find) support our club by giving to the capital campaign.

AACA is a 501(c)(3) entity and all monetary and vehicle donations are tax exempt as designated by the IRS. Contact National Headquarters for additional information..

MAINE REGION AACA CARS ON EXHIBIT May 9th, 2019 to April 13th, 2020.

LARZ ANDERSON MUSEUM, BROOKLINE, MA



1925 Rickenbacker-David Ault



1930 Cord L-29- Ken Clark

SUMMER CAR SALES



FOR SALE: 1931 Ford Station Wagon , \$30,000.00

Teardrop trailer: Never used , beautiful wood work, \$11,500.00

1934 Chevy Coupe w/Chevy radio, spot light, skirts , runs perfectly \$28,000.00

1925 Lawton make and brake engine on a riding lawnmower—a real museum piece!

A Brief History Of Car Colors

-- And Why Are We So Boring Now?

Abridged from: Consumer Reports May 2018

Everywhere you look: countless shades of reds, greens, blues, grays, tans, taupes, whites, off-whites, charcoals, blacks, gold and silver. Paint is one of the most important design aspects parts of a car — the right paint job can mean the difference between luxury and sport utility

Everyone remembers that one car with the special paint color perhaps more than any other aspect of the beloved former ride, But when you look around on the road and in your neighbors' driveways, not everyone is driving in the technicolor lane. It feels more like the Model T days, of which Henry Ford wrote in his autobiography: "Any customer can have a car painted any color that he wants so long as it is black."

In 2017, the most popular car color in North America was white, followed by black, gray and silver. During the recent recession, consumers tended to play it safe when buying a new car, and that trend has persisted over the years. Meaning the likelihood of a flood of colored cars on the market is not great. The rarer it is, the higher price tag it can command.

There were some pretty spectacular car colors around the turn of the century, cars were basically motorized carriages and thus, painting methods were derived from the oil-based coating formulations used for traditional horse drawn carriages. It was a complicated, expensive procedure to apply the paint, and the drying time took several weeks. This allowed for brilliant paint jobs, but the paints couldn't stand up to time and would end up turning yellow. Every time a color would fade or yellow, it'd have to be repainted. It gets expensive.

This led Henry Ford to develop asphalt-based baked enamels for his cars — dark colors lasted longer, it fit in with the assembly line process and didn't take as long to dry. This marked a big step mass production of the Model T and other low cost automobiles. Painting could be done on an assembly line— without these kinds of innovations, cars would've proven too expensive for most people. The asphalt enamel method wasn't without its problems. It required a large amount of space with nary a stray bit of lint or hair to mar an otherwise perfect paint job. Legend has it that the painters would even paint naked.

By 1918, after World War I, manufacturers could return their thinking to automobiles. By New methods using Chinese wood oil (Tung oil) could be sprayed or painted on, and made for much faster drying times of about one third the time compared to the oil-based paints. Drying tunnel ovens shortened time even more, and were worked into conveyor systems already in place on assembly lines. These "spar-varnishes" and "spar-enamels," allowed for colors for the first time.

The early 1920s saw brilliant shades — the colors of the time were exotic, with two, three and even four colors on the same car, as well as painted birds and butterflies on some Lincoln models.

In the 1920s, General Motors worked with the Dupont chemical company to create something known as pyroxylin, a substance that could be mixed with pigments to come up with new automobile coatings in a rainbow of colors, was more durable than previous pigments, and even better — could dry in minutes instead of hours. In 1923, this new Duco paint debuted at the New York Auto Show on GM's Oakland Motor Car Company's cars, known as the "True Blue Oakland Sixes."

"Alfred P. Sloan, who had become GM president in May 1923, believed that consumers buying lower-priced cars would appreciate a range of color choices, particularly if the paints lasted,"

All seven touring cars, painted with Duco, received two different shades of blue and accented with racing stripes of red or orange. It was a cheaper which was nice for consumers, as you could have a car without the bothersome expensive of having a garage.

Henry Ford resisted the change because of the elaborate process he already had built for painting his cars. It was rumored that any Model Ts that were repainted in a color other than black would have their warranties voided. (I'll defer to Mr. Lindner on that rumor.)

The Color Revolution Began.

The variety of colors paused when the market crashed in 1929. Colors got dimmer, more depressing, in somber greens and grays. And when cars were colorful, fenders were often painted. Dinged fenders could be

(cont)

(Cont.) Car Colors

easily and cheaply painted with asphalt paint, saving on repairs.

The 1930s and 1940s saw a rise of chrome trim and single-color cars. After World War II, when new innovations brought sun-resisting clear coats for metallics to help them stay bright and not yellow. These coats helped protect bright shades from fading.

By the time the 1950s car colors and popular culture affected the cars, with wild, bright splashes of color decorating them.

During the gas crises in the 1970s you started to see a lot of earth tones out there, especially brown. The exception being during the 1976 Bicentennial decade when the most popular colors were red, white and blue.

Why Are We All So Boring Now?

Because of the tried-and-true trio of white, silver/gray and black, many manufacturers will use those basic colors on more than one model. Why mess with a

going to work on every vehicle. Some are niche-

specific. Certain colors are appropriate for certain vehicles. Some colors are designed to say “Hey, look at me and look at my car.” There are trend colors, and those might change every couple of years.

Recession dampened car buyers’ appetite for bright colors, saying consumers were a bit “leery” for a little while, leading to the rise of the neutral set.

Will we ever get a future of made-to-order customizable colors for our cars in any one of say, hundreds of options? Not likely, mostly because of the associated costs with factory-applied paint. A lot of companies will only offer colors that they know will sell in big numbers because they’re not going to take the risk.

Whether or not you take that risk, it’s up to you. But at least you don’t have to order it in black, if you don’t want to. ▲

Q: Why did the traffic light turn red?

A: You would too if you had to change in the middle of the street!

Q: When do you go at red and stop at green?

A: When you’re eating a watermelon.



good

thing? But on that note, not every wild color is

On July 3, 1911, Lubec sponsored a “Hill Climbing Contest” as part of its Centennial Celebration. Autos were to race from the junction of Washington and Main Streets, known as Flatiron Corner, up Main Street to the top of the hill. The winner received the trophy cup shown here. The engraving reads, “Won by Carleton Maxwell Pike Age Sixteen Years In the Automobile Hill Climbing Contest Held during the Centennial Celebration of Lubec July 3, 1911.” The Lubec Herald for Wednesday, July 12, 1911, wrote that, “The hill climbing contest was entered by few. The race on high gear and slow speed was won by Carleton Pike, and the fast race by E.M. Lawrence’s Oldsmobile, a silver cup being the prize in both cases.” (*Collection of Lubec Historical Society*)

License plate newsflash: George Enman has a nice selection of plates:

“ I got most of them on the internet and some from other members. I got a pair of 1912’s from Dick Fraser and 1913’s from Byron Tripp. I only wanted pairs so they could be used on the cars that we drive. A few years ,Maine, only had one plate—like the ‘46 and the ‘48 on my Packard. 1942 and ‘47 have windshield stickers (of which I have both years). I have Maine plates up to 1950 and then tabs up to 1966. That’s about it. I just kept my eye on anything that might complete the set.

George

Who has plate “Only 5” on this pretty car?
What does it mean?

Let Editor know at stude28@myfairpoint.net



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Mystery Car Challenge

*Don't forget to send in
your answer—*



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Enter your guess for each issue of
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Write, call or email your answers to:

George/Jane Enman

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Charlotte, ME 04666

Can you guess the year, make and model?

(i.e. 1936 Buick, Model 80 Roadster)

packardvern@gmail.com