

Around the Bend



A Publication of
The Maine Region AACA
May/June/July 2020

<https://maineregionaaca.com>
www.facebook.com/AACAME



Tokheim pump with original clock face. C. 1930s. For many, the old patina is desirable. (Photo courtesy of R.Watson)



Free Gasoline was delivered to John Skaff's 1910 Packard Landaulet on the 1960 Revival Glidden Tour.
(Photo courtesy Of VMCCA.)



Gasoline Delivery to Charles Glidden in Java-1905.
(Photo courtesy of VMCCA.)



Many colorful styles, were used by early gas stations. Today, restored gas pumps are a showpiece. (Photo courtesy of R.Watson)



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Well, quite a year to say the least. All our car fun is apparently canceled. I hope you have found a way to keep the spirit alive. A start might be to turn off the news. I miss the good old days when all that could hurt us was global warming , and at least we had 12 years before the end of the world! Now, of course, Corona virus, killer hornets, coin shortage, Antifa, –some lives matter but the rest apparently don't- but it depends on who is talking and on it goes. So maybe turn off the TV even though it is like driving by a car wreck where you think you just HAVE to look.

Our summer has been relatively car free as well. Hate it. I have had occasion to see a few members. Karie and I popped in on Jeff Orwig for lunch a couple weeks ago. We assisted with putting the first 3 cars in the newly updated "Car Barn" of Bob Bahre. I am sure most of you have heard, but Bob passed away last week. Our thoughts go out to Jeff and to the Bahre family. I chatted social distance away with Barbara and Dick Fox a few weeks ago as well. They were on a whirlwind tour of ME and NH taking care of some tasks that had been piling up. Miss being able to give Barb a hug! I saw in a post by Glenn Byron that there was a car get- together at a local ice cream place. Hopefully, he got some pictures for the *Around the Bend*. Dad has been driving his nearly completed '34 W Ford Woody on a regular basis. I got the '87 Porsche trans leak fixed but still haven't driven the car.

We do hope to perhaps try something like virtual car shows, museum tours...whatever we think we can reasonably put together to keep our members connected. When you get a chance, please email northpondpres@gmail.com That is my only email now. If you do that, it will be a good way for me to have your correct email address as well. My cell is 207-313-7317. That is my only phone # now.

Until things settle down, stay well and I hope we can get together sooner rather than later.

Best regards, *Rick*

100TH BIRTHDAY PARADE SEPTEMBER 16TH



A parade of antique cars at the Cedar Ridge Nursing Center in Skowhegan would make a very special day- for a very special lady—who will be turning 100 years old.

LET'S MAKE IT HAPPEN!

The pandemic has placed so much stress on residents of nursing centers. Due to the restrictions, families are only allowed inside the facility under extreme circumstances.

A parade of antique cars around the Nursing Center's circular drive would make this birthday festive for all concerned...including those of us who have been wanting an excuse to get out and drive, as well as an opportunity to bring a smile to those who have had an especially difficult time during this family separation.

Stay Tuned for details from Pres, Rick!



**Bill Barter
With Seal
Cove's
1915 F.R.P.**

Virtually like being there

Jeryl Schriever, Co-editor, Air-Cooled News

Seal Cove Auto Museum is just a 20-minute scenic drive from Bar Harbor on the coast of Maine. Many of you have been to the museum on car tours and loved it. Bordering Acadia National Park, Seal Cove is known as “the quiet side” of Mt. Desert Island. And never so quiet as this year.

In a normal tourist season, cruise ships steadily drop visitors off on the island. An excess of cars overflow the parking lot at the top of Cadillac Mountain. Seal Cove Auto Museum bursts with guests, especially on rainy summer days. The staff is busy, events are often, the gift shop bustling. COVID-19

changed all that.

Though the museum is open, tourists are few, masked, and distanced. The current show, *Engines of Change: A Suffrage Centennial*, has a one way path telling the story of women and cars through the excellent mostly brass-era collection.

The folks at Seal Cove have decided to “think outside the box.” If car clubs cannot come to the museum, they wanted to bring the collection to the public. Via an online tour, with cameras and audio in hand, Interim Executive Director, and Maine Region AACA member Bill Barter, and Associate Director Tim Weiss are now leading “zoom-tours” based on the interest of the group attending. In presentation mode, the visitors cannot see each other but can still interact with the guides. While giving a tour of the collection and telling the stories behind the cars, Bill and Tim answer questions typed into the chat feature, just as if the visitors were there in person. Do you want to see inside the 1900 Skene, check the upholstery on the Knox, or ask why the Saxon is yellow? Just type the question. Maybe they will even start the car for you so you can hear what it sounds like.

With clubs continuing to be isolated, this is a novel approach to our hobby and our need to be together safely. You can call the museum to schedule a tour for 1 person or 100. This might not be as much fun as visiting in person, but the Maine Region AACA will be trying it soon.

Remember, no-one can see you so you don't need to wear a mask, or even comb your hair. Just sit back and enjoy a tour of the Seal Cove Auto Museum.

**SPECIAL MAINE REGION AACA, VIRTUAL VISIT
AUGUST - Date to be announced**



(Boston Globe:1952)

“The postage stamp that will be issued commemorating the 50th anniversary of the founding of the American Automobile Association is creating a bit of a furore in Boston.

NOT ACCURATE

Local experts on antique automobiles declare that the picture on the stamp is historically inaccurate, the Massachusetts division of the AAA said last night.

The stamp bears a picture of an AAA Safety Patrol member helping two girls. That much is O.K. It also shows an automobile of the 1902 vintage contrasted with a 1952 car.

“The driver of the 1902 car is shown sitting in the left hand seat, and in the early days the driver was always on the right.” Points our Duane C. White of Waban, an official of the Antique Auto Museum in Brookline.

Driver on Wrong Side

“We tried to figure out the make of the old car” says W. Nelson Bump, vice president of American Air Lines and

president of the Veterans Motor Club of America, an organization of antique car hobbyists. “It looks a lot like an old Duryea and a little like an early Ford. In either case, the driver is on the wrong side.”

“My face is very red”, responded Lou E. Holland of St. Louis, past president of the AAA, when queried about the position of the driver. “I co-operated with Postmaster Jesse M. Donaldson when the Post Office Department drew up the stamp and pushed the button to start the presses rolling to print them, but neither of us realized the driver of the old car was sitting on the wrong side.

“In the past, errors in stamps have made them more interesting to collectors, so our ‘wrong-side driver’ may make the stamp a collector’s item.”

P. A O’Connell, president of E. T. Slatery Co. and longtime member of the advisory board of the Massachusetts Division of AAA, had a different reaction when he saw the picture of the stamp. “The driver must be an Englishman” he pointed out, “he’s driving on the left hand side of the street!”

Chevy's Last Phaetons

By Glenn Byron

Over my lifetime of playing with antique cars, I've been fortunate in associating with some very special vehicles. Lately, one of my past *love-lies* surfaced, perking brain cells long forgotten. It's amazing what a small world is around us and how quickly 30 years pass us by. This is at least a partial story of two such vehicles, AACA Memberships Past and Present, with a little Chevy History thrown in.

Let's start by looking at the mid-30s Great Depression Years. What was Detroit offering, and what was the buying-public chasing? Most customers wanted a basic closed car that would give them solid value for meager dollars. Those few who desired open cars sought the protection of roll-up windows rather than the cumbersome side curtains of the '20s. Therein lies the difference between a convertible or a roadster. In this instance, it's the 4-door version with a rear seat called a touring car (Phaeton) or a convertible sedan. Ford held out longer than the other Big 3, making phaetons into the '38 model year and convertible sedans till '39. Plymouth I'm not sure about, but I don't remember seeing any past the mid-30s. Chevy made very few open cars in the '34 & '35 model years and almost none in 1936. Out of a total production of about a half-million cars in each of those years, Chevy made only 234 Phaetons in 1934, and 217 in 1935. Hence, a Chevy Phaeton from '34 or '35 is very unusual and frequently of Australian origin.

Somehow two Chevy Phaetons found their way into Central Maine just a few miles apart; one was a '34, the other a '35. Many details are missing, but maybe this article will bring more history to light.

The '34 phaeton came to Manchester, Maine by way of well-known Maine Region AACA friend, Charlie Hippner. Several hints show this car to be active in Vermont circles in the '70s. It was a very dependable, driver-quality vehicle with the cracking lacquer paint frequently seen in older restorations.

Sometime in the mid-'80s, a Farmington area real estate investor friend, Bob Bean, convinced Charlie to sell the '34 Phaeton -much to the chagrin of his sons. We'll visit this car a little later.



1934 Chevy Phaeton, on its way for restoration in 2017.

Picture courtesy of Dave Sylvain



The '35 Phaeton I've never seen, but I have heard stories in our Maine Region AACA circles. One, in particular, was way back when our Region was first formed. It was Sam Houston, of Poland, ME that had this '*backburner project*.' It was in need of complete restoration, but as one of the 217 produced, it was well worthy of his attention.

Now, let's jump ahead 30 or so years to watch the Chevy Phaeton circle come around. I'm chasin' parts to improve the front damage on my 1955 Willys Bermuda, a very low production car, and difficult to source usable items. On eBay, I find a South Gardiner seller who has goodies for me, and I purchase a small item which provides access for a garage visit with a first-hand view of other needed items. The seller, I learn, is none other than Sam Houston's son, Brian! In gabbing, we find a connection to both Chevy Phaetons. Brian is trying very hard to complete his Dad's dream by finishing the '35 phaeton. While talking "cars" with Brian, I told him that I had helped to sell a phaeton like that years ago.

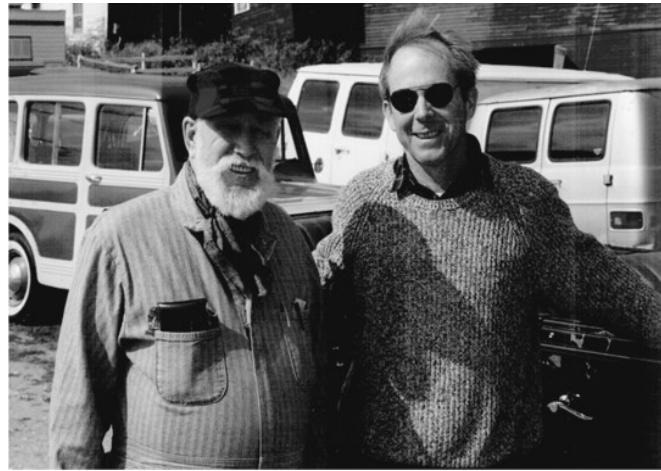
"You see, I've been a vendor at the Stowe, Vermont Show (now Waterbury) since the '70s. About 1990, Bob Bean asked me to find a good buyer for the '34, and I jumped at the chance to display/drive it around the Stowe Show. It was a showstopper and generated lots of tire-kickers, but it came back to Maine with me."

After telling this to Brian, he responded that he'd been working with a Connecticut Chevy Restorer, Dave Sylvain who had restored a '34

phaeton for a Tennessee collector. The collector had purchased the car in Maine sometime in the early 90s. There just couldn't be too many deals with facts so similar! Dave then contacted Wayne Erickson, his Tennessee owner, and sure enough . . . it was the same car!

What had happened was I took that car to Stowe. Dave and a friend Steve saw it, drove it and loved it! Steve then called Wayne to tell him he should buy it. I soon got a phone call from Tennessee, and it was Wayne Erickson.

"Do you still have the '34 Chevy Phaeton?" When I replied "yes", he said *"I'm hitched to the trailer and on my way."*



Bob Bean and Wayne Erickson, East Wilton, 1990+ at time of sale. Picture courtesy of G. Byron

The whole deal took less than an hour, and that was the last I'd heard of the car-until now.

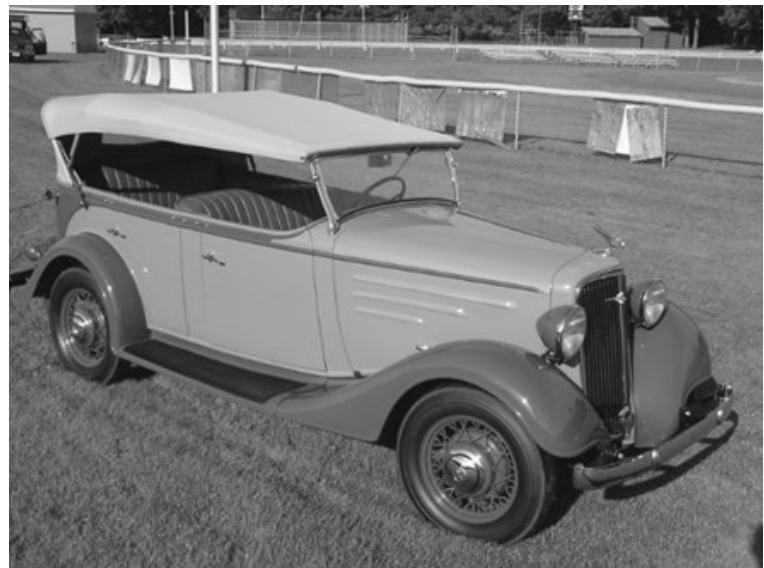
After owning and enjoying the Phaeton for many years, Wayne decided in 2017 to have Dave restore it.



The '34 in the process of restoration. Picture courtesy of Wayne Erickson

The two-year restoration finished the car in Penguin Gray and Chateau Gray. (Correct optional colors in '34)

Another Maine Region AACA-related car has reached the top!



Wayne Erickson's rare 1934 Chevy Phaeton won an AACA "First Place Grand National Award" in 2019!

Picture courtesy of Wayne Erickson

Sam Houston's 1935 Chevy Phaeton



This car is now in the process of restoration by Sam's son, Brian.

Here's hoping this article will give Brian the boost to join with us, tell us all he can about his Dad's dream cars, and come enjoy our touring region.

Maybe we'll hear more from Wayne, Dave or Charlie's crew. Maybe someday, we will share a picture of this '35 Chevy Phaeton—that was once located less than 15 miles from Erickson's '34 – fully restored. Stay tuned!



Pumping through the Pandemic?

*Barbara asked me to write up
a little something about my gas pumps. . .*

When I got near retirement, I thought I'd like to do something car-related. Shocking? I picked up a few old Coke coolers and gas pumps, a phone booth or two, some porcelain signs, and other related automobilia. It was fun stuff to have around and seemed to go away when we tired of an item. We'd write a few ads and the money from whatever we sold paid for the next thing that caught our eye.

Then I started buying gas pumps!



Picking up a few old gas pumps



Truckload savings



A Wayne pump, older restoration. It is a Texaco, but I stuck an Esso Globe on it till the right one arrives.



Called a "Lubester, this holds two tanks of grease or oil."



Just finished! 1934 Tokheim in Texaco theme.



1958 Esso, restored as Esso

They are fun to restore. Most parts are available for most pumps, and you meet lots of nice people. Mmm, seems like I can sell a few when I decide to let one go.

The first few gas pumps took a while to buy, but then like with old cars and networking, they seemed to start flowing in 1 or 2 at a time. Pretty soon, I had a ½ dozen, then a dozen . . . 20 . . . 30 . . . 40 even! I currently have over 50 unrestored pumps with high hopes that my summer of running the roads keeps me indoors and working on them this winter. The oldest is around 1905, and the newest pumps are probably the 1970s. I have had customers from as far away as Virginia come to buy a pump. Pretty much every state in New England has given me a buyer. I also offer to restore a pump to a customer's specifications, i.e., Shell, Texaco, Gulf, and/or from a given era, which is typically 1930's to 1950s. This has helped fill the void left by no car activity this season, and it's been a lot of fun.

I hope you enjoy some of the pictures I sent Barbara.

Best regards, *Rick Watson*



Original Sky Chief and restored Cities Service.



On my own street, but it took several years to "bring it home."



Unrestored Script top Martin and Swartz



National pump in Tydol theme

*Not "the rest of the story,"
but a little about the gas pump
pioneers.
(Ye Editor)*

Sylvanus Freeloive Bowser

History has given Bowser credit for inventing the gas pump, but what Bowser tried to invent was a better way to pump water from a well. His invention wasn't strong enough to draw water from such a depth, but when applied to shorter distances, it was a success, so. Bowser applied his principles to small pumps that were badly needed in country stores and anywhere that kerosene was sold.

The 1892 introduction of the Duryea automobile and those vehicles that followed,



This pretty Erie Pump has a Golden West theme.

Thomas B. (Bert) Bennett

Bennett owned and operated a taxi service and a drive-in service station in Muskegon, Michigan. As the owner of the business, he was probably responsible for most of the service on the taxicabs. One of the most demanding chores was packing grease in the differentials by hand. He felt there must be a better way to do this.

He spotted an ad in an auto magazine for a grease injector. The A.J. Wood Manufacturing Company, of Grand Rapids, not far from Muskegon was selling it. Bert went to Grand Rapids to purchase one of the injectors. He not only came back with an injector; he came back with the whole company.

In 1924 the name of the company was changed to Bennett Pump Corporation. By 1928, it was sold to Service Station Equipment, Ltd., of Toronto, Canada. In 1930, Bennett made their only "visible pump" the 810. In 1950, the Service Station Equipment Company name was dropped, and they became known as Bennett Pump Division, of John Wood Company. Bennett is still in business today. They operate sister companies, Bennett Pump Company (retail pumps), and Bennett Commercial Pump Company. (commercial pumps).

brought changes to the pump industry. As gasoline sales increased following the turn of the century, Bowser built a gas pump for general stores. Bowser became a very large corporation making hundreds of products besides gas pumps and opened with branches all over the world.

The "Lighthouse" style gas pump came about in the 1910s because of the lack of street lights. At night, globes helped advertise the gasoline's manufacturer, and served as a beacon for travelers in desperate need of refueling. styled pumps. They were the last decorative element of the gasoline pump and remained through the 1940s.



*Left to Right:
1. May West Style, 2. Lighthouse Style,
3. Bowser Red Sentry*

(Courtesy of Seal Cove Auto Museum)

In Loving Memory of Bob Bahre – 1927-2020

Jeff Orwig



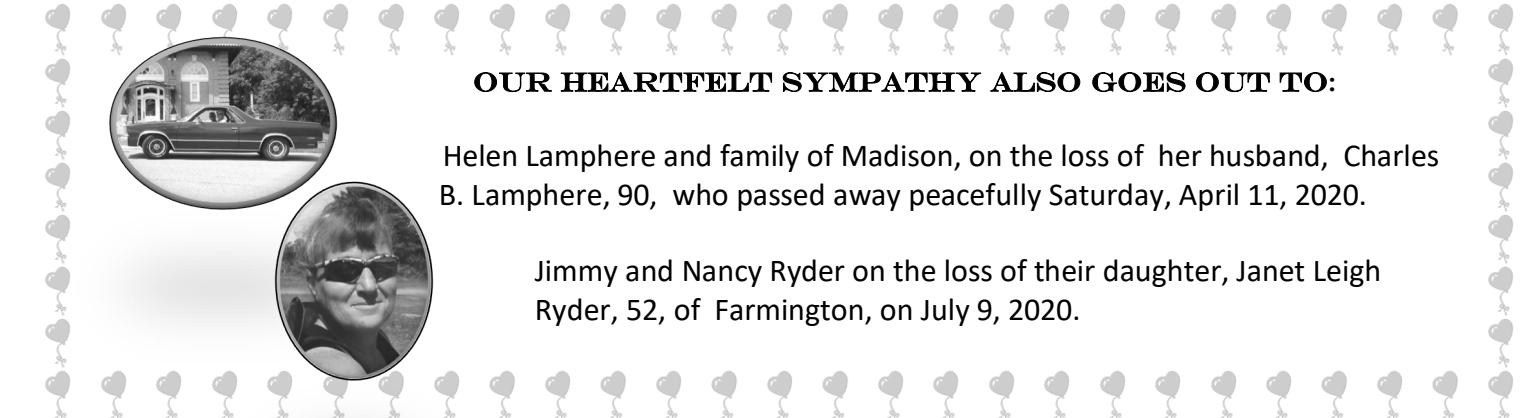
So, I would be remiss to not end today with some heartfelt thoughts. Today, sadly, we all lost an amazing member of the car world....and the people world. At 93+, my boss, Bob Bahre.....my friend, my mentor.... the man that has allowed me to have the honor-of-a-lifetime in looking after some of the finest pieces of automotive history in the world, has left us and moved on to the next realm. There is a giant hole in my heart and soul that will be very difficult, if not impossible, to fill. I have been on a breathtaking ride here in Maine with Bob for nearly 33 years, and it is hard to imagine continuing on with him absent.

He was an unbelievable Force.....and that is Force

with a capital 'F'! A Force that was always holding me accountable in all things from the minuscule to the enormous and everything in between.....and while that was often exhausting, I confess that it was also an unbelievable gift. That constant nagging thought always hanging over me.....'what would Bob think if that happened?'.....forced me to be on my toes....ALWAYS!!!.....and over time, i feel I have gotten better at most everything i need to do. And you typically do not hold accountable those you feel will fail.....so, it was ultimately a compliment.....he wanted me to succeed.....but really well! Our journey was not perfect....but whose journey is? But i would not change it for the world. I have learned so much from him.....truth, respect, trust, ethics, generosity, humility, finance, business....and just the importance of doing 'what was right'.....regardless of the consequences. I have learned about hard work, sacrifice, benevolence, supporting those less fortunate than you, and showing appreciation to those who assist you in achieving your goals.

I'm talking about a man who never finished Junior High School providing extraordinary funding for local perpetual High School scholarships for higher learning.....a car collector who was committed to sharing his passion by sharing cars at significant events throughout the world for over 47 years....at his expense! A man who has been unbelievably generous across the board in so many ways that most would not believe.....and for all the right reasons.....not for the credit.....but because he could and it was the 'right' thing to do.

The trust he has put in me has been nothing short of frighteningly overwhelming, yet it has been an unbelievable honor to represent he and his family as I share this amazing collection of automotive history. Bob, I thank you for trusting me, believing in me, getting over the fact that i wear an earring, being hard on me, holding me accountable, allowing me to not be a NASCAR fan (please don't hate me folks!), enabling me to manage one of the finest collections in the world, and for being my friend. I am at peace that you are now in a better place, but i will miss you terribly....Godspeed



OUR HEARTFELT SYMPATHY ALSO GOES OUT TO:

Helen Lamphere and family of Madison, on the loss of her husband, Charles B. Lamphere, 90, who passed away peacefully Saturday, April 11, 2020.



Jimmy and Nancy Ryder on the loss of their daughter, Janet Leigh Ryder, 52, of Farmington, on July 9, 2020.

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Richard & Judith Maguire
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Mark Robichaud & Susan Abel
76 Pleasant Ridge Road
Dexter, ME 04930

Donald & Jane Davis
13 Henderson Street
Madison, ME 04950

Mario G. Binette
dba Champion Auto Sales,
Inc.
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Won't you join us? Membership includes the chance to meet, talk, eat, and tour around Maine with your fellow car lovers. Plus, the AROUND THE BEND will be sent to you bi-monthly!



Application for Maine Region Membership

Peter Hanson, Secretary

21 Norway Drive, Chelsea, ME 04330-1023

Dues are billed annually

First Name M.I. Last Name — Spouse/Partner First Name M.I. Last Name Date

Address

City State/Province Zip Code Country

Signature Email Address Telephone #

I am a member of National AACa, and my membership # _____ (National Membership is required to join the Maine Region.) I am enclosing a check payable to the Maine Region AACa for \$15 -__ (Send to address above)

Ownership of an antique vehicle is not required for membership, but we would love to hear about your cars and related interests.

Comments:

NATIONAL Antique Automobile Club of America Membership

501 W. Governor Road, P. O. Box 417, Hershey, PA 17033 Tel. 717-534-1910

If you are not a member of National AACa, Please fill out the application below and enclose a separate check for \$40 payable to AACA. The Maine Region will forward the application to the Hershey, PA office. Enjoys voting privileges, receive the bi-monthly issues of ANTIQUE AUTOMOBILE magazine, is eligible to join an AACa region and/or chapter and is eligible to exhibit cars and compete for national prizes and annual awards. Membership entitles you and your spouse/partner to limited free research in the AACa Library & Research Center. (Dues are billed annually. Ownership of an antique vehicle is not required for members)

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Engines of Change - A Suffrage Centennial
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northpondpres@gmail.com

OWLS HEAD

TRANSPORTATION MUSEUM

Due to the Covid situation this is what we have been approved to do. Owls Head Transportation Museum is open Wednesday through Sunday. We are limited to 45 people in the Museum at any time, so we are running two sessions each day that we are open. 10-12:30 and 1:30 -4 each day. We are asking people to call ahead or check in online at owlshead.org before visiting to make sure space is available.

Check their website for updates!

Short Quiz!

Q1: What was the first car to use power-operated seats?

Q2: When were seat belts first fitted to a motor vehicle?

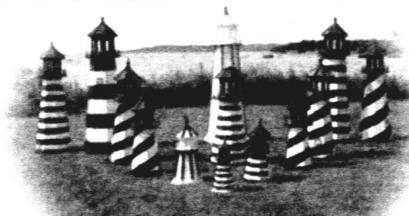
Q3: In what model year did Cadillac introduce the first electric sunroof?

(See below for answers.)

By the Bay

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3. 1969.

In 1902, in a Baker Electric streamliner racer which crashed at 100 mph. on Staten Island!

JA: They were first used on the 1947 Packard line.

The Maine Region AACA

Peter Hanson-Secretary
21 Norway Drive
Chelsea, ME 04330-1023



Mystery Car Challenge

Don't forget to send in your answer!



Win a year of Club Membership!

Enter your guess for each issue of
Around the Bend for 2020

Write, call or email your answers to:

George/Jane Enman
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Charlotte, ME 04666

packardvern@gmail.com 207-592-4126
Can you guess the year, make and model? (i.e. 1936 Buick, Model 80 Roadster)