

Around the Bend



A Publication of
The Maine Region AACA
November 2020

<https://maineregionaaca.com>

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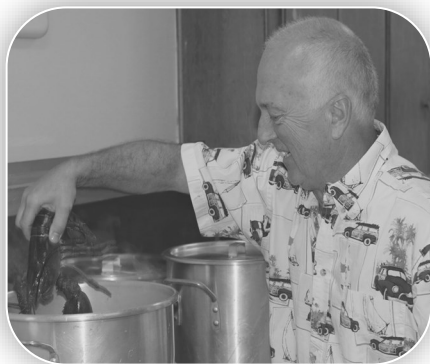
Canadian Collector,
Anthony Theriault,
(left) is the new own-
er of David and
Norene Ault's award
winning 1904 Model
CX tiller steer Stanley.



Theriault also made a
trade for Debbie and
Mark Smith's beautiful
1914 Model 607 Stan-
ley.

*To learn what they got
in return, see the story
on pages 5-6.*

*(Photos courtesy of John
Harris)*



Officers, Maine Region AACA

President: Rick Watson

Tel. 207-313-7317

northpondpres@gmail.com

18 Jewett St.

Skowhegan, ME 04976

Vice President: Jeff Orwig

Tel. 890-8592

jeffo@megalink.net

P.O.Box 98

Paris, ME 04275

Secretary/Treasurer: Peter Hanson

Tel. 622-4256

pvhan@roadrunner.com

21 Norway Drive

Chelsea, ME 04330-1023

Newsletter Editor: Barbara D. Fox,

Tel. 288-3810

stude28@myfairpoint.net

12 Seely Road

Bar Harbor, ME 04609

Board of Directors

Ken Clark

kmc@L-29cord.com

907 Main St. Pitts-

field Pittsfield, ME

04967

Wayne Edmonson

wayne@mdiwoodcarvers.com

17 Doherty Road

Burnham, ME 04922

George Enman

packardvern@gmail.com

13 Mitchell Dr.

Charlotte, ME 04666

Ray Morrow

brendapmorrow@hotmail.com

912 Smithfield Road

Smithfield, ME 04978

PRESIDENT'S LETTER

Hello Everyone,

I hope you all are well. The Elections are finally over and in true 2020 fashion, the conflicts continue. Covid still looms and opinions vary on its severity from a virus destined to get us all, to use reasonable care and wash your hands. Hard to know what is the right answer. Still, as a club I think we need to err on the side of caution and . . . as much as I hate it. . . avoid get-togethers. If we're wrong and over cautious, so be it.



That leads me to the number of inquiries

I've had about our annual meeting. Your board of directors has not met to discuss it, so don't hold me to it. Maybe a ways down the road we'll know more and can plan something.

I hope you enjoyed the Seal Cove virtual tour. I sure did. I think it may be available at some point on their website. They have done several Zoom Tours so far and were talking about editing them and perhaps making it available. I am sure Barbara Fox will let us know when/if it becomes a reality. Big, big thanks to Seal Cove for offering to do that for The Maine Region AACA. We have talked about trying to get into other collections or museums around the state. Those who had trouble getting in on the Zoom meeting will have more opportunities we hope. I think it is a great way to stay in touch. Ok, not great as I like kicking tires, having some lunch and visiting with all of you but I'll say a great way to stay in touch with the current state of affairs.

When I left Seal Cove it was around lunchtime and as I crossed the bridge I stopped at the Lobster Pound on the left, the one with the wood fired pots of water that are always going. The owners spotted my Seal Cove Museum hat and asked about the museum and how it was going. I told them about the Zoom meeting we'd just done and they were really pleased the Museum has stayed going. Mr. Paine used to come to the place for lobster almost daily I guess. The ladies' uncle was a close friend and they related a

story of Mr. Paine borrowing a pair of shoes to go to a funeral. He didn't want to spend the money for new shoes he wouldn't wear often. Sounds like a couple other old car guys I know. New shoes-Nah. New old car-bring'em on !



Rick Watson

**IT'S NOT THE SAME AS TOURING,
BUT . . .** you can now watch the virtual tour done for the Maine club on your home computer, or tablet.

Just type in:

<https://tinyurl.com/sealcoveacatour>

The first virtual tour for the Maine Region AACA, attracted 16 people, not counting members Rick Watson, Dick and Barbara Fox and Bill Barter who were physically at the Seal Cove Museum. The audience was a split between Maine members and some "from away" e.g. Vancouver 1, Michigan 2, Louisiana 3, Ohio 1. A few were shut-ins who cannot get out and about much; that alone made it worthwhile!

The feedback from those who watched the 70 minute tour was very complimentary. Our loyal member, Harry Burns, had good things to say, including ". . .that was a very good meeting via ZOOM this AM. The guide knew the vehicles and could express himself very well. There sure is a lot fewer cars in the collection now than when I was there on a tour before the owner's death. You folks have done a great job of holding a good collection together."

Fred Duplechin, Webmaster and Archivist for the Louisiana Region AACA immediately emailed "Excellent!" Bob Dare, a member of our Maine Region, (but also Chairman of the Board of the Boyertown Auto Museum, President of the Pottstown, PA AACA Region



Bill Barter, Curator of the Collections, at Seal Cove Auto Museum does a 'show and tell' about the F.R.P. Finley Robertson Porter was the engine designer of the Mercer Raceabout, and this 454 cubic-inch, four-cylinder engine vehicle is #5 of only nine built, and the only one known to have survived.

Club, and Director Emeritus of the Hershey Meet, and the AACA National Museum) called immediately after our "Virtual Tour" to comment "I just had to call to say how impressed I was with the great job you all did today." Bob has offered to look into setting up a tour of the Boyertown Museum for our AACA club etc.

Other Maine members were: Mark Shaw, Dale Watson, William King, and Jeff Jacobs. Watching from out of state were; Marty Roth (Former National AACA Director-Louisiana) and wife, Dale; Shirley Doherty, (Barbara Fox's sister VMCCA/Model A Club Columbus, OH); Larry and Joyce Schramm, Louisiana.; Jeryl Schriver, Florida AACA, Co-Editor *Air-Cooled News*.

CARS for SALE

Rare, 1928 4dr. Model Q Sedan was the first model introduced by the Plymouth brand. The Model Q was a short lived car, ending production in 1929. It is one of 67 4dr sedans known to exist. Painted in late 1990's along with new upholstery and interior. It has a recent machine shop motor rebuild. A number of spare parts are available including 2 transmissions, steering column, spare motor, etc.

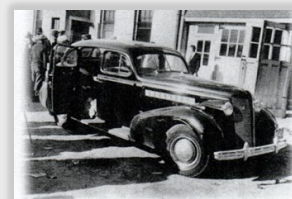
Asking \$23,000. Harry Burns 1720 Route 2, Rumford, ME 04276; 207-364-7683; email rumburns@roadrunner.com

1937 Buick Model 41 Used as tour car. 82,000 miles. Believed to be the car involved in Doctor Littlefield and wife's murder in 1937 in South Paris, ME. The car was used to transported the bodies to NJ. Needs body and interior work to be a show car.

Asking \$20,000. Harry Burns 1720 Route 2, Rumford, ME 04276; 207-364-7683; email rumburns@roadrunner.com

1934 Chevrolet Coupe w/Chevy radio, spot light, skirts, Great car! Drive it away for \$25,995. Skowhegan, ME 04976; Contact Rick Watson 313-7317. email northpondpres@gmail.com

1925 Rickenbacker Brougham 4 door sedan. Beautifully restored to original condition by Ken Clark. Presently on display at Larz Anderson Museum in Brookline, Mass. \$40,000. Dave Ault, Wayne, ME 04284; 207-685-4578. email drault58@myfairpoint.net






1910—A CAMPER'S AUTOMOBILE

The photograph shows a 15-horsepower English car that has been equipped with many useful contrivances for the tourist-camper. The hood can be removed to form a tent, while beneath the seats and elsewhere are large lockers for cooking utensils, two extra tans for water and gasolene, and accommodations for rugs, blankets, guns, fishing tackle, camera outfit, etc.

Ads claimed: The combination hood and tent— *an invention which has added greatly to the practical value of the automobile, especially on long journeys through unsettled country.*

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This two-cylinder 12 HP runabout weighing 1,200 pounds was purchased second hand, and it had as stock equipment, a "pantasote" ?? top. . . *What in the world was that?*

This had beside the stock equipment, a glass wind-shield, and wicker basket, on the flat deck behind the seat. (This last a most useful addition for carrying packages, from a box of tacks up to a sack of flour.) This cost \$ 560.50 delivered. There have been added since, gas lamps and generator, odometer, jack and storage battery, costing \$50.45 making the total cost of the car and equipment \$610.95.

Between October 1, 1907 and Nov. 18, 1909, the car was driven 12,960 miles, or about half-way around the globe, at a cost, for running expenses, of \$718.31. The biggest part of the expenses was not gasolene, but tires, then repairs. Gasolene was just 13 cents a gallon and the car averaged 21 mpg.

The owner traversed many rough park roads, and in the two years had cracked two cylinders, broken two springs, both side of the frame, stripped the differential and worn out six sets of ball-bearings. Sharp stones on new roads war out tires sooner than asphalt. He used twelve new casings (besides on that failed after 791 mile of use and was replaced free by the company) and three inner tubes: the average life of a casing was about 4,300 mile. " at first I had punctures repaired at a garage, but on figuring up I found thirty-three patches had cost \$25.75, so I bought an acid repair outfit, since which I have put on 60 patches myself at a cost of \$4.50— not counting my own time."

Dry cells were used for ignition at first, running about a thousand miles on a double set of ten cells, but later, when I could get only five or six hundred miles out of a set, I shifted to 6-60 storage battery costing \$15, and running a thousand miles on a charge costing fifty cent, as compared to \$2.50 for the dry cells. Storage charges were avoided after the first few months by building a frame garage 12x16 ft, with cement floor and underground gasolene tank, on the back of of my lot, at a cost of \$125. It served as a store-house for garden tools, and seeds so that cost is not included.

"I always put the horse at pasture for 4 winter months, but now use the car every month, and if it is not used it is not eating its head off standing in the barn. Its motto is "no Milage—no expense." "I am so pleased that I would not go back to a horse and buggy if one were given me." Arthur Hay.

A STANLEY STEAMER DAY By Glenn Byron



Photo courtesy of B. Popadak

Late October brought us a beautiful fall day and big happenings at The Stanley Museum in Kingfield, Maine. The Covid Virus has essentially shut us down in many aspects of daily museum life. Our Steam Team which keeps the working steam car exhibits maintained for tours, parades and other activities has scarcely met all summer. Along this time the Canadian Border has been closed to non-commercial crossing. Three Stanley deals were in limbo for the duration; two on the Maine side and one on the Quebec side.

Our good ME Region AACA member, Dave Ault of Wayne, ME. already made the deal for his award winning 1904 Model CX tiller steer Stanley with a Canadian Collector, Anthony Theriault from nearby to Quebec City, just before the virus problem hit us and closed the border. With no cessation in sight to ease border restrictions, the transaction could not proceed.

Similarly Mark and Debbie Smith of Weld, ME. had a deal going for their beautiful 1914 Model 607 Stanley, trading with the same Mr. Theriault for his nicely restored, but unassembled 1910 Model 70 Stanley. You might wonder why the Smiths would consider trading a highly detailed, great performing, steamer for a basket case project. Well, the answer involves the next two generations of Smiths who will take stewardship down the road. Their son, Christopher, stands 6'4" with size 15 shoes that doesn't fit well in the Model 607, and now a grandson hopefully will become a steam enthusiast. Mr. Theriault is a younger, vibrant, successful man just getting his feet wet in steam. His dream of finishing the Model 70 became fogged with work requirements and the process stalled. He needed running examples and surely found them in these two fine Maine cars.

As the summer passed it became evident, a new approach to the border situation had to be implemented. Mr. Theriault engaged the assistance of a Commercial Border Broker, which of course upped his cost, but cleared the way. Our Kingfield gang included Mark & Debbie, Dave & Norine Ault, Alton



Debbie and Mark point out some of the features of their Model 607 Stanley Steamer. (Photos courtesy of John Harris)



Higgins, John & Koko Harris, Ben Popadak, Sue Davis, myself and two museum docents. We did our best at social distancing, masking and keeping safe as possible. Mr. Theriault arrived late morning with a long fifth wheel enclosed trailer containing the many beautifully restored pieces of his Model 70 and capable of capturing his two new acquisitions.

As the leader of our Steam Team, Mark elected to hold his Model 70 project at the museum for assembly. Both Debbie and Mark are now retired but the museum is fortunate for their efforts to keep us afloat during this trying time. Debbie is our Executive Director and even when we cannot meet on Thursdays, Mark frequents the museum working on whatever is needed. (Cont. on next page)

Stanley Steamer Day Cont.



The Model 70 is winched into the Museum with Debbie holding the door and Anthony guiding the wheel.

I'll digress just a little here to discuss the Model 70 Stanley, probably the most highly collected and easily recognized coffin nosed model produced by the Stanley Twins. Our Stanley Museum's 1910 Model 70 was restored in-house back in the 80s and we proudly display the semi-replaced original wooden body. As much of the original wood as possible was reused, and the car has endured more than 30 years as the centerpiece of our "Working Exhibits", still very presentable, operating superbly. This original body has been carefully copied and a few repro bodies made available. Mark's Model 70 is one of them. There is little doubt that another highly detailed, well performing Stanley will debut next year. I'm hoping this virus thing will pass and our Steam Team can aid the process.

There's more good news. There's been Stanleys in the Wayne, Winthrop area since way back when they were new. Don't be surprised if another shows up in Dave Ault's driveway, probably coffin nosed this time. We look forward to more Maine Region AACA Tours with Stanleys involved. Remember. . . Lac Megantic when we had three steamin' the streets, last year at Bangor State Fair we had four, the A-Z collection we visited in NH, and The Lobsta' Bake- just to name a few?



Mark holding a beautifully restored side lamp for the Model 70.

If you haven't visited The Stanley Museum put it on your bucket list. We have three of our own cars on exhibit; a 1909 Model R, the 1910 Model 70, and a 1916 Model 725, all running examples. In addition there's a 1903 Model CX on long term loan with FE and FO Stanley welcoming you. Maybe you'd like to volunteer and learn about the steam car world, like me. I've never owned one, but hanging around since 1992 sure has been rewarding.

All museums are fighting for their very existence. Any way you can help will be appreciated! Glenn



Sue Davis and Mark check out the boxed parts. The Museum's Model 1910 Mode 70 is in the background.

(Photos courtesy of John Harris)



Anthony, Debbie and Mark in the museum where their Model 70 will be assembled.

(Photo courtesy of Ben Popadak)



Any hopes of seeing the New Maine Classic Car Museum, were canceled due to the pandemic. Of course your editor felt it was her 'duty' to check it out and let you know what you missed. Look at it this way, here's what we could have to look forward to in 2021!



Winters: Open 10-5-Sunday 10 a.m. to 5 p.m. Admission: \$10 per person (Children under 7 free)



1



2



3



4



5



6



7



8

Can you name these eight beauties? (We've given you two for starters!) Answers on page 10.

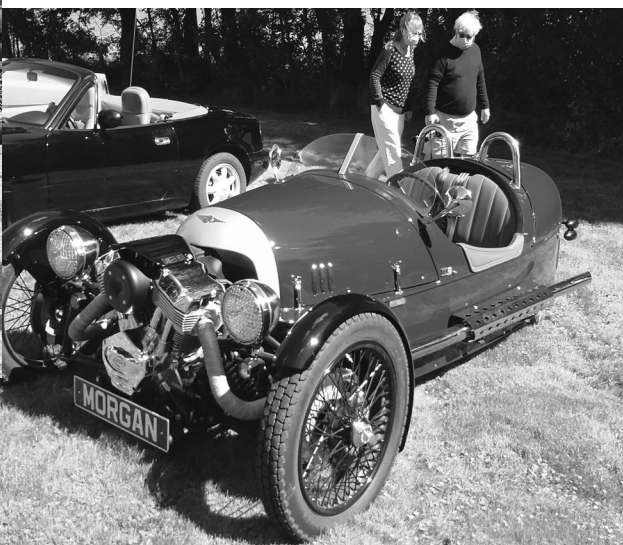


WHAT CAUGHT YOUR EYE RECENTLY?

A few of my recent sightings.
B. Fox

How about this chili patterned upholstery for John and Vikki Worth, whose "Chili Fest" was sorely missed this year?

An MG, and a Morgan for you foreign car lovers. (I sometimes overlook these little beauties.)



My first look at a Cosworth gets a picture.



This beautiful green 1974 Saab Sonnett must be the sportiest Saab ever made! How come we don't see them more often?



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 Houlton, ME 04730

Donald & Jane Davis
 13 Henderson Street
 Madison, ME 04950

Richard & Judith Maguire
 165 Bluff Circle
 New Gloucester, ME 04260

Mario G. Binette
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 Arundel, Maine 04046

Mark Robichaud & Susan Abel
 76 Pleasant Ridge Road
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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
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Dues are billed annually

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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
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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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Signature		Email Address			Telephone #		

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Answers:

1. 1921 Martin Wasp Model B Rickshaw, Victoria Cabriolet
2. 1959 KR 200 Messerschmitt Coupe
3. 1948 Tucker-purchased 2020- at auction for \$2,800,000
4. 1954 Kaiser-Darren, The only year it was made
5. 1937 Bentley 4.5 litre Saloon (Great Britain)
6. 1947 Delahaye 135M Cabriolet (France)
7. 1951 "Doc." Hudson Hornet
The Fabulous Hudson race car.
Remember the movie 'Cars?'
8. 1927 Packard— President Roosevelt's Dual Cowl Phaeton Model 336



Trivia

Ford, who made the first pick-up trucks, shipped them to dealers in crates that the new owners had to assemble using the crates as the beds of the trucks. The new owners had to go to the dealers to get them, thus they had to "pick-up" the trucks.



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207-244-9242

By appointment only until spring)

sealcoveautomuseum.org

Our new exhibit,
Engines of Change - A Suffrage Centennial is **now open!**

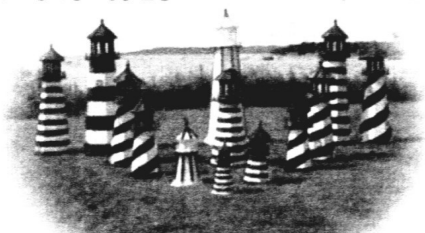


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The Maine Region AACA

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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:

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Can you guess the year, make and model?!

i.e. 1936 Buick, Model 80 Roadster

