

# Around the Bend

A Publication of  
The Maine Region AACA

March/April 2020

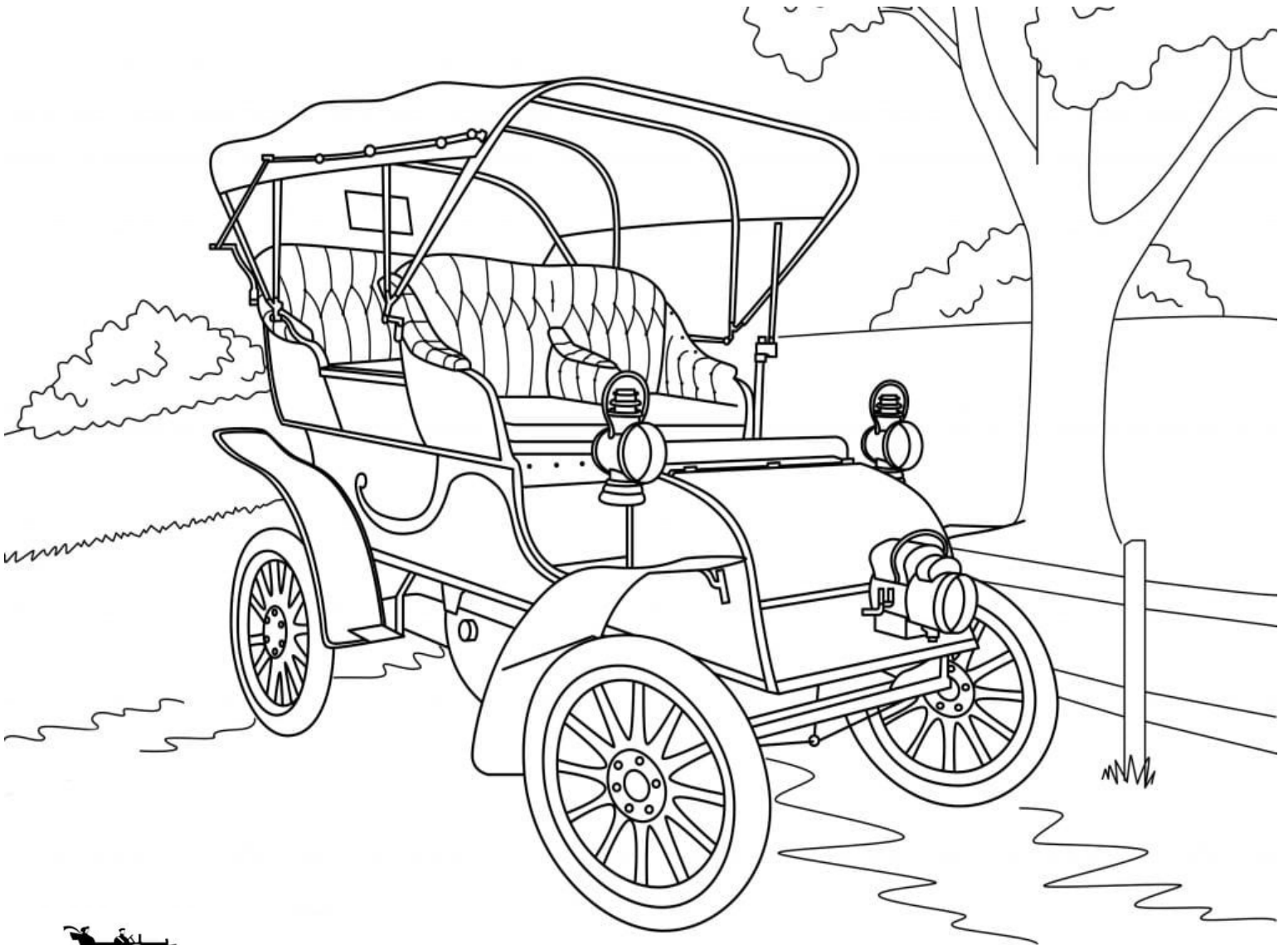
<https://maineregionaaca.com>

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**“Grab your Crayons or Colored Pencils and Be Creative!”**

*You can color inside the lines. . . or outside. . . maybe draw yourself sitting behind the ‘tiller’ . . .if you remember what that is! Color with your grandchildren, Let them find the “tiller?” We might even feature their pic in our next newsletter!*



## President's Message

I want to thank our tour planners for stepping up and I guess week by week or month by month we will have some tours. The trouble is, most of us like a hug, or chatting over a lunch or leaning over a fender shooting the breeze. Has it changed forever? Time will tell. Please do what you deem safe. Please attend the tours that happen only if you are comfortable your health is not compromised.

OK, so what next? I say our Newsletter has become more important than ever. Please send Barbara a note on what you are doing. Is there another hobby that has crept in? Tell us about it. Are you finally taking this "time out" to fix that little thing on your car you've never gotten to. Gauge, Clock, touch up maybe? Personally I have gone gas pump crazy. There is no engine to fix, no upholstery, no tires, yet every single pump I have bought is different. There is still the thrill of the hunt. Dickering on price. Agonizing on getting it picked up. I have around 25 pumps at the moment ranging in year from 1908 to 1970's. Like old cars, some items are reproduced and some have to be sourced. In a short amount of time, I have networked into a great group of folks who deal in used parts as well as found "who has what" and for the "best price and service" for the new/reproduction items. A sideline to the car hobby I've found is that every pump leads to an old car discussion, and I've passed out a number of AACA applications. Please promote our club in your old car interactions.

I also may have stumbled onto a niche restoring pumps for customers, both their own pumps or pumps done to their brand and era. I've sent some pictures of my pumps to Barbara. I hope you enjoy them.

In closing, I can't stress how much we'd all like to hear what you are working on, buying, selling, or generally how you are doing. If we can't get together let's keep in touch via newsletter and Facebook too. We care about and miss you! Best regards and hope to see you soon, Rick Watson. You can always reach me at [northpondpres@gmail.com](mailto:northpondpres@gmail.com) or cell 313-7317. I retired in January so these are new contacts for me.

*Rick*

Rick's interesting pump pictures deserve to be seen in color, and with more space to tell of their history, so watch for an article in the next *"Around the Bend"*

*Editor*



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# 2020

## Status of Maine Region AACA Tours <sup>3</sup>

We are anxious to get those old cars on the road and see your smiling faces but we are kind of "all dressed up and no place to go!" Stay tuned. We hope to salvage some of the later tours and events !

**May 16-** Visit Pratt's Franklin Collection at the new, New England Auto

*Cancelled*

tion, **Kennebunk Trolley Museum** , and the option to make Museum in Arundel

**May 24:** Scarborough Car Show+: Jay-photo ops

*Cancelled*

son Chisholm has things like a gas station, free food, etc. —Rick Watson

**May 30:** Owls Head Auto Tour: All in-

*Cancelled*

side events have been canceled through May 1st

**June 6-7** Owls Head-Spring Fling: 10:00 the year,

*Cancelled*

am Featured Marque: Jeep, first exhibitor show of New Gears 'n Beers Garden

**June 13:** Off to Whitefield, New over 300 Trac-

*Cancelled*

**Hampshire:** Just over the line; this private collection has tors, Cars, Bull dozers, etc

**June 13:** Seal Cove: Cars and Coffee w/ Steamers: Saturday, June 13, 9am-noon



**July 18:** Paris Hill Open House: Beautiful Maine village, Amazing Cars, Crafts etc. Something for every one. Crafts, music, toys, dolls.

**July 25:** Seal Cove Special Guest, Tom Cotter: "Hemming's Barn Find Hunter"; 6-8pm;



**TBD / August Lobster Palooza:** Another real Favorite! Stay tuned for details

**August 15:** Seal Cove: Car-B-Que: 9am-4pm food trucks, car show, music



**August 28-30:** Presque Isle Crown of Maine Balloon Festival: An Aroostook overnight is being planned with help of [terrybeth@myfairpoint.net](mailto:terrybeth@myfairpoint.net)

**September 13-18, 2020—75th Revival AAA Glidden Tour** Saratoga Springs, NY of AACA/VMCCA

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## May 8, 2020 Marked the 75th Anniversary of VE Day, World War II's Victory in Europe



### The War Years Were a Difficult Time for the Old Car Hobby, and AACA

... In the months and years to come, the future of the hobby itself required the same steadfastness as the war effort itself.

*“Our mutual enthusiasm in the Antique Automobile Club of America approaches the spring of 1942 under conditions which are disturbing and fraught with uncertainties,” wrote AACA President Hyde W. Ballard. “Our customary plans for acquiring and reconditioning old cars have not materialized; instead we are directly or indirectly bending effort toward victory for the United Nations.”*

These efforts included involvement in materials acquisition, not the least of which was rubber drives. As it pertained to the hobby, looking beyond the unforeseen postwar years, rubber-shortage questions arose as they pertained to tire availability. There was also hope that scrap metal drives would result in the unearthing of old cars once thought lost to time., although it was feared that some museum pieces may not be spared.

Along with gasoline rationing, it was mandated that old vehicles be chopped up for the scrap campaign. Enthusiasts rose up however, and an appeal to exempt antique motor vehicles from the scrap drives reached the War Production Board's Conservation Division, which issued the following statement:

“An old vehicle, other than a carefully preserved antique, maybe considered junk, it is incapable of giving useful transportation service and cannot be put in running order in sixty days.” This time in the history of the automobile hobby saw the beginnings of several vast “hoards” of early cars, including the legendary Barney Pollard collection outside of Detroit. Barney had accumulated many early and rare vehicles for years and to store them, would suspend them on end from cables strung between poles, enclosing them with tin and wood siding. Protected from view, they survived the war's scrap drives.

*Excerpt from AACA website, Nov 4, 2018*

## Automobile Old Timers Protest Scrapping of Ancient Cars

FROM: AUTOMOBILE OLD TIMERS, Inc.,  
Hotel Roosevelt,  
New York, N. Y.

(July 31, 1942)

ANTIQUÉ CAR OWNERS ACT TO PROTECT  
PRE-1918 MOTOR VEHICLES.  
AUTOMOBILE OLD TIMERS PROTEST SCRAP-  
PING OF ANCIENT CARS.

The elimination of motor vehicles built prior to 1918 from proposed legislation to junk over-age cars was requested of Federal officials at a meeting of the owners of antique cars held Thursday, (July 30) at the headquarters of the Automobile Old Timers in the Hotel Roosevelt, New York.

It was reported that there are about 5,000 antique cars preserved in museums and owned by collectors throughout the country. There are 800 in the Henry Ford museum at Dearborn, Mich., while other private museums have 50 to 200 each.

Letters were presented at the meeting from prominent collectors, advising they were determined to retain their early models until exhibits in the Smithsonian Institute in Washington, and other similar exhibitions were removed as scrap metal. Reference was made to the fact that England, which has entered her third year of war, has made no demand for the breaking up of either the veteran or vintage equipment.

Support of the timely action taken by the AOT was pledged by George H. Waterman, Jr., and Kirkland H. Gibson, co-proprietors of the Belcourt Museum, Newport, R.I., the second largest in the

world; also Dean A. Fales, associate professor automotive engineering at Massachusetts Institute of Technology; James Melton, Westport, Conn.; and C Raymond Levis, Baltimore, Md.

Mr. Waterman stated,

"While we, as you, favor in every respect the necessary war measures, we do not believe that it is the intention of the leaders of our country to destroy precious records of an industry which has proved so important to the United States."

Professor Fales stated,

"The antique and veteran cars that have been preserved by collectors are as valuable for their historic and educational value as those in the Smithsonian Institute.

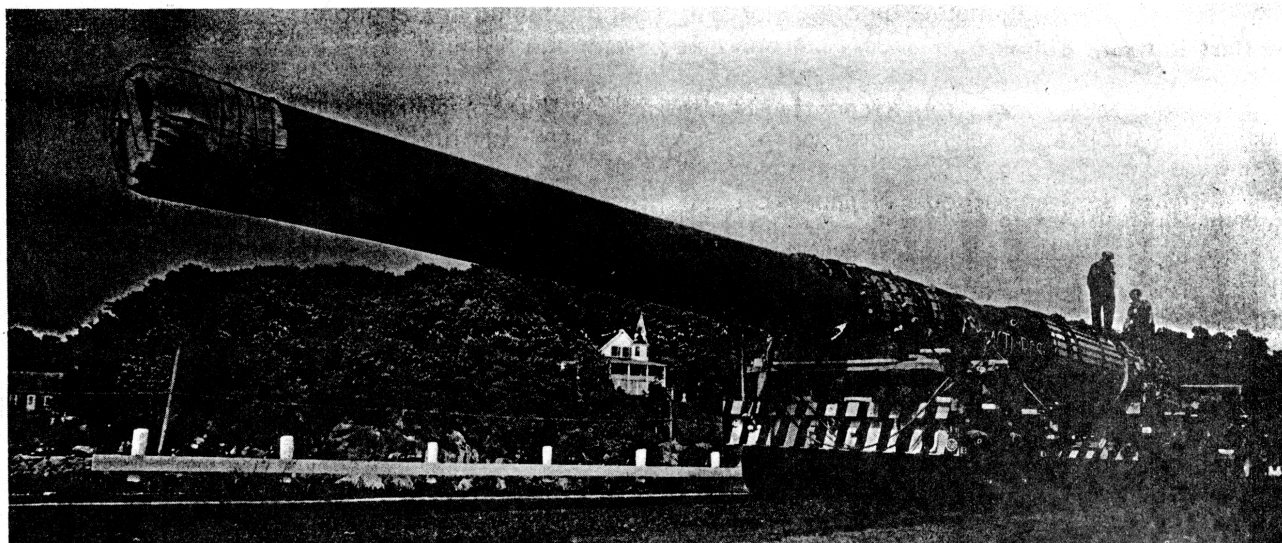
Until museums must give up their treasures for the war effort, I see no reason for junking the old cars that should and probably will find their way into museums.

The automobile industry grew so fast and large that little thought was given to its history as it was being made. The enthusiastic collectors of old vehicles should receive public thanks for preserving such important relics of an age of progress."

George Conrad Diehl, President of the Automobile Old Timers, who presided at the meeting, suggested the quarter-century minimum age limit on cars to be saved from scrapping in Senate Bill S2651, introduced by Senator Robert R. Reynolds, (D., N.C.) Chairman Senate Military Committee, at the request of the War Production Board.

Others in attendance included Herman C. Mergenthaler, Rye, N.Y.; Harry H. Ford, Bridgeport, Conn.; Salvatore Garganigo, Princeton, Mass.; Joseph Tracy, New York, and Frederick H. Elliott, Secretary, Automobile Old Timers.

## Moving the Big Guns of World War II



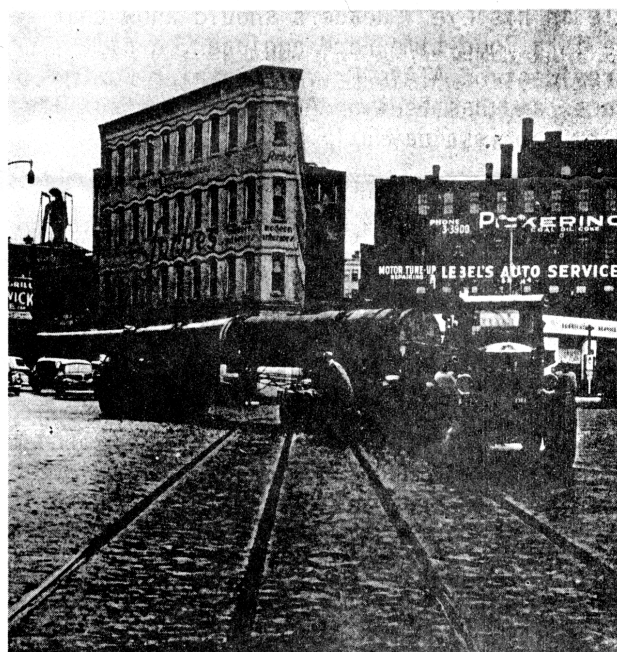
On the road, often for hundreds of miles, C. E. Hall handled 145-ton loads with great ease.

Trucking history is filled with the accounts of many spectacular load movements, frequently requiring one-of-a-kind equipment or even planked highway surfaces. Few loads, however, were handled so routinely, over long distances, as the transport of these 16 in. gun barrels during the early years of World War II.

C. E. Hall & Sons, Inc. of Somerville, Mass., carried no less than 37 of these monsters to coastal defense installations from Maine to Virginia. Each weighed in at about 145 tons and was 70 feet long.

These 40-year-old photos also bring back a piece of military history that some may remember. Although the moves were highly visible, publicity was sharply discouraged. Few knew that guns of this caliber were waiting for enemy ships all along the eastern seaboard. And did you know that the main batteries of the Missouri Class battleships were of the same bore?

C. E. Hall & Sons was originally organized in 1879 and has been hauling tremendous loads for more than a century. At one point during World War II as many as 130 of their trucks were assigned to a single government job, some working three shifts a day. In more recent years Hall's evolved into two specialized companies: Wellington Service and Crane Service & Equipment Co.



Snaking through city streets, like downtown Boston, posed somewhat tougher problems. Power is a big, early 40s Mack (note black-out headlights). The trailer is by Talbert.

Restoration of this 1939 Mack F-K chain-drive was performed by

*Humphrey Farms*

Gray, Maine  
George & Jim Humphrey

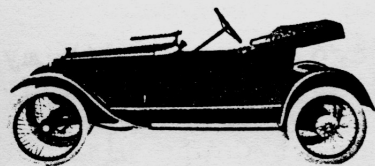
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Compliments of Yaworski Trucking

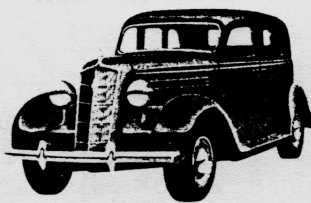
## Can you Identify These Cars?

This is not George's Mystery Tour, so just the year /make is great!

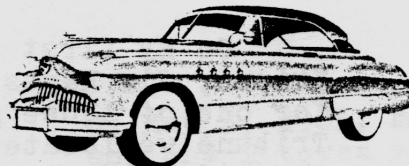
Answers, with identifying features are on page 11.



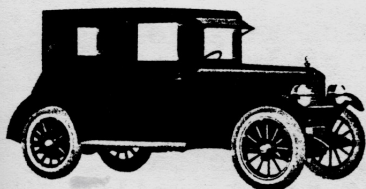
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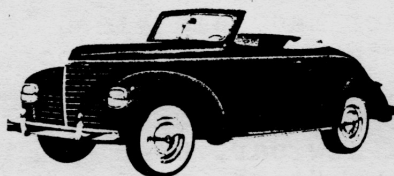
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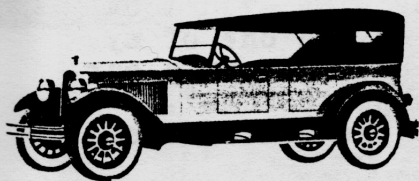
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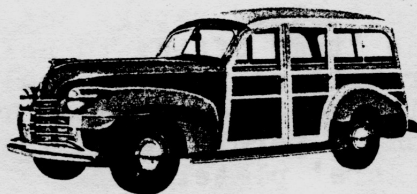
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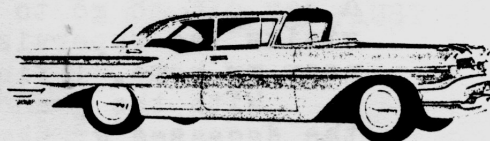
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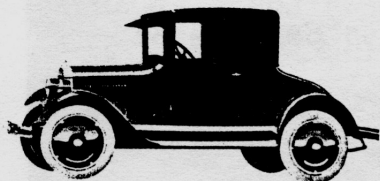
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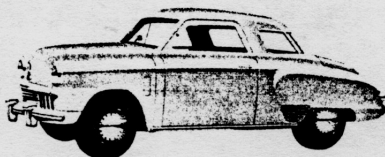
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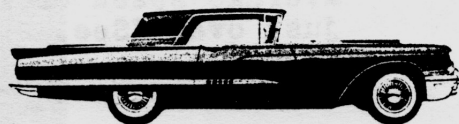
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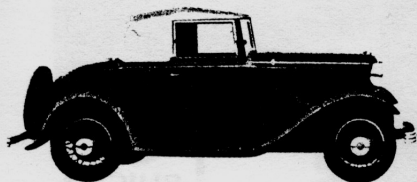
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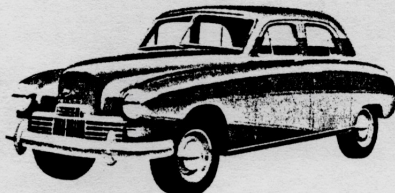
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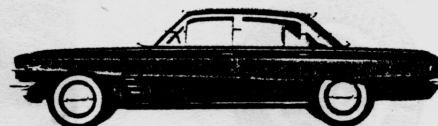
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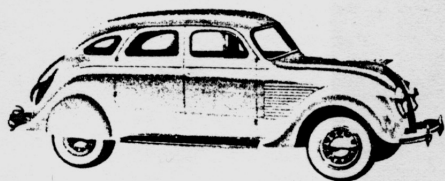
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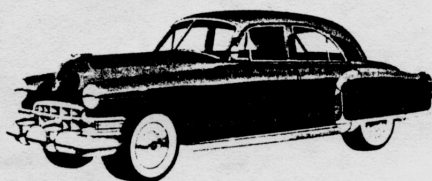
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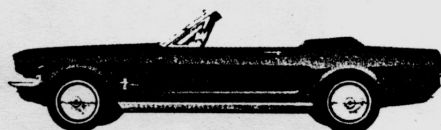
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16



17



18

Chopped feathers and hot molasses pumped into tires was recommended to expand the tire life; (Some mess when you had a blowout!

# Test Your Patience

- "Remember, a handful of patience is worth more than a bushel of brains!"

Old Dutch Proverb

Today's car probably has over 30,000 parts if you count every screw and bolt. But, it doesn't have some of the ones hidden below. See if you can find the 55 parts listed below. Circle each as you find it and check it off the list.

X A P O M T X A K S E S O H E A T E R A B A C A Z  
 X C A N O U Z B J E K O H C C E N T E R J S V N X  
 C C B C P M K D I X Y A B T A G O D B Z P A O E V  
 A E X H A U S T P I P E R U R L M N Z A K I L I R  
 D L D A Z F Q C I W Z D N L T U E Q R Q T N N O E  
 V E L L A F J E S V L I O C O V A K Z I A S Z U T  
 W R K J B L L C T U A P W V Y W P V N E J T V T R  
 A A X L E E A A O T X W O O I L W G I N K R W N A  
 D T A B L R D R N S Z V X I U A I Z E I L U A M T  
 Y O N N O N E B S R K U Y G N B K N A G N M B S S  
 F R R Z N Z G U R O T U B I R T S I D N O E D R V  
 E U E D E T O R S I O N B A R C S L D E R N R E T  
 R Q E T B A B E H Q L F Z U A D O J K H R T T P A  
 Z A B L T B D T G P P A N E L F Z L L B E S N I E  
 A J K K F A C O Q O S N A L I G H T S O M A O W I  
 B O O D Z I B R A K E S B N B E S E G U A G L D R  
 S L E E H W L E F N R T A T C F G Y Z N R A X L V  
 D A N O Y X O T E M I M C S T L E B N A F A A E X  
 N K L M W V A D E R T S D R D R A D I A T O R I Y  
 O B K N A T L E U F A R E Q E J R Y A E Z D D H W  
 Z J P S R E B R O S B A K C O H S X B F J O D S N  
 B C S T E E R I N G C O L U M N U Z D G K R O D T  
 S I Q R U T B C D L B Q F P F K N N K F O E L N B  
 G D S R E P M U B K C P G O G L V R J D L I B I A  
 U H T T A C H O M E T E R N E P I P L I A T M W C  
 L E V E R S F N O I S N E P S U S D D O H A N R R  
 L G U R P Q G O C J D O H M H M O B B E M W X E D  
 E F W X N O N O I S S I M S N A R T R Z N V Y A Z  
 E P M U P R E T A W E N I L I N S M N M O K O X T  
 H C B Y M I V H B I F M J K J H O R N B U T T O N  
 W D W H E E L B E A R I N G S S V W X Y K J E R L  
 Q E G Z S L A N G I S N R U T A E I O U J J I Z O  
 R F H A L K V J A H G L K A L T E R N A T O R P O  
 N E E E N I L O S A G A T T V U W Y X Z A E I O U

Below are the 55 names you should have found.

ACCELERATOR  
 ALTERNATOR  
 AXLE  
 BATTERY  
 BRAKES  
 BUMPER  
 CARBURETOR  
 CHOKE  
 CLUTCH  
 COIL  
 CYLINDER  
 DISTRIBUTOR  
 ENGINE  
 EXHAUST PIPE  
 MANIFOLD

FAN  
 FAN BELT  
 FRAME  
 FUEL  
 FUEL TANK  
 GASOLINE  
 GAUGES  
 GEARS  
 HEATER  
 HORN BUTTON  
 HOSES  
 IGNITION  
 INSTRUMENTS  
 PANEL  
 LIGHTS

MUFFLER  
 OIL  
 PISTONS  
 POINTS  
 RADIATOR  
 SHOCK ABSORBERS  
 TIRES  
 SPARK PLUG  
 STARTER  
 STEERING COLUMN  
 SUN VISORS  
 SUSPENSION  
 TACKOMETER  
 TAILPIPE  
 THERMOSTAT

TIE ROD  
 TORSION BAR  
 TRANSMISSION  
 TURN SIGNALS  
 VALVE  
 WATER PUMP  
 WHEEL BEARINGS  
 WHEEL LUGS  
 WHEELS  
 WINDSHIELD WIPERS



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## NEW MAINE AACA MEMBERS!

Anthony C. & Joyce A. DeLucca  
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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  
dba Champion Auto Sales, Inc.  
1621 Portland Road  
Arundel, Maine 04046

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



**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 )

\_\_\_\_\_  
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 #

## IN MEMORIUM

Carl R. Barker June 26, 1928—March 30, 2020

Carl is survived by his loving partner, Barbara Reed, his two sons, Bradford and Christopher, a daughter Susan Laughlin and her husband Tim and two granddaughters, Emily and Colleen Laughlin. Carl was known to many for his love of Franklins and his harmonica playing.

For over 25 years Carl was an active advocate for people with Parkinson's disease, and for over 50 years he was an active member of many antique car clubs. Carl's wife, Nancy, predeceased him in 2008.

Carl enjoyed writing short stories and poetry. We were honored to have him at the March 9th Annual Meeting where he read us a poem. Today we share Carl's story from an earlier *Around the Bend*.



Dave Merrill, Carl, Alex Huppe

## IT'S A WHAT?

*My love affair with Franklin goes back a long, long way!*

I'm the youngest child of a family of five children so I had a great opportunity to learn and be influenced by my older siblings. I got my interest in mechanical things from my brother Earle, who is eight years older than I. In 1938, Earl brought home a 1929 Ford Model A roadster that was just a good running used car. Of course, as an 18 year-old kid, he had to "tinker" with it constantly to keep it running and attempt to improve its performance. Every time the hood was raised what ten-year-old do you think was right at his elbow to see what was going on? I observed the battle with leaking water pumps, foul spark plugs, burned points and all those other things that model A's were famous for. Once in a while I even was allowed to do something besides clean up the tools and sweep out the garage!. I can still remember the thrill of being allowed to step on the starter as Earle checked something under the hood.

So you see, it was only natural that when it came time for me to get that after school job, I ended up pumping gas and all of the other things that used to be done at the local corner gas station. During the first week of my employment, I had an experience that would forever shape my life.

I had reported for work about 2 pm after school and was told that the boss felt I was ready to wait on customers at the gas pumps. (Yes, you young folks, that's the way it used to be done!) I puttered around in the service bay waiting for the bell to ring which

signals that a car had run over the strategically placed rubber device in the driveway and was waiting at the pumps for service. On a dead run, I approached the car, "Good afternoon, Sir, May I fill it up and check your oil and water?" Receiving a positive reply, I proceeded to give that guy the best service he ever had. As he drove off, the boss, who had been closely watching, complimented me and said he guessed I was, indeed, ready to do "the front."

I waited on a few more customers and about an hour later a big, shiny, black sedan drove in and as I approached the car, the owner got out and joined the boss standing out in front of the station. As he walked across the yard, he hollered to me, "Fill it up and check the water please." "Yes, Sir" I said with all the confidence gained in the last hour or so. I filled the tank and came around to the front of the car. I had difficulty with the radiator cap. It wouldn't come off. Out of the corner of my eye, I could see the customer and my boss watching me intently. I didn't want to be embarrassed by this, so I had to solve the problem quickly. I ran into the shop and came back with a Stilton wrench and a rag. As I headed towards the car, both the customer and the boss came running over. "No, No, don't do that! That's an air-cooled car, there is no radiator—we were playing a joke on you.. ." An air-cooled car—I never heard of such a thing. The next few minutes were spent showing me all the fine points of the Franklin. I was very impressed and never forgot that incident.

I graduated from high school, joined the armed service and went to college, became a personal financial planner, got married, bought a house, and had kids. Throughout it all I maintained an interest in things mechanical, so when it came time to pursue a hobby, of course, the restoration and maintenance of old cars was a natural for me. I let it be known among friends and family that I was looking for a vehicle that was real cheap but one that was not a complete disaster. My sister's husband called me one night with something that he thought might fill the bill. The conversation went something like this: "Carl, you still interested in getting an old car to work on?" Yes, Harley, I am. But it can't be very expensive, you know." "Well" he said "you know; that my dad passed away a while ago. He owned a car dealership and had this old car in the back that he was always going to do something with. Well, my mother wants to get rid of it, so I thought of you. Are you interested?" If the price is right, I sure would be" I said "How much does she want for it?" The best offer she's had \$275, so she'll sell it to you for that." (That's quite a lot of money right now—I was thinking.) Oh, by the way, what kind of car is it?" I said. "It's a Franklin, replied Harley. "It's a WHAT?"

Needless to say, I found the \$275 and took possession of a 1932 four-door sedan. In 1968, after a two-year "backyard restoration", I was proudly driving my jewel—with wife and three kids—to all the car shows we could find. I heard about and joined the H.H. Franklin Club, and my life has never been the same since!!!"

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8. 1940 Oldsmobile Genuine "Woody" Hydra-Matic
9. 1957 Oldsmobile Protective Bumpers, More glass
10. 1925 Chevrolet Successful competitor of Model T
11. 1946 Studebker Trend-setting post-war design
12. 1958 Thunderbird Restyled from 1955 T-Bird
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14. 1947 Kaiser Unusual slab-sided styling
15. 1961 Pontiac Tempest intermediate size, 4 Cyl.
16. 1934 DeSoto Airflow Pioneer of aerodynamic styling
17. 1949 Cadillac Beginning of tallfin fad
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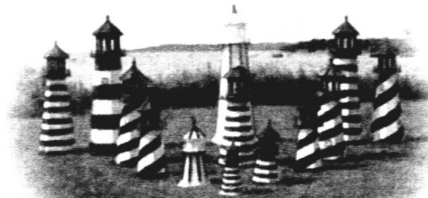
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