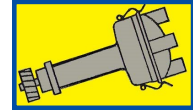


THE DISTRIBUTOR



NEWS FOR MEMBERS OF THE
BAY COUNTRY REGION
ANTIQUE AUTOMOBILE CLUB OF AMERICA



VOLUME 23, ISSUES 6, 7 & 8

SEPTEMBER/OCTOBER/NOVEMBER 2022

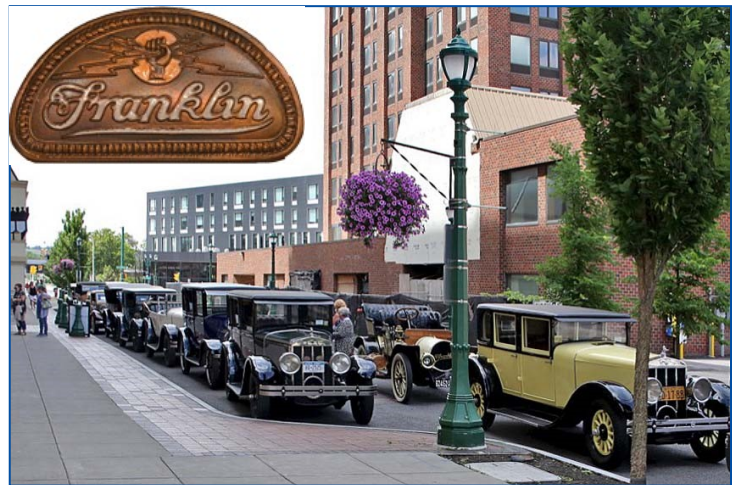
THE FRANKLIN TREK-2022

By Bill Joline

This summer, I joined my fellow Franklin owners for the 2022 Franklin Trek, in upstate Cazenovia, New York, July 27th to August 3rd. It is an annual meet for the H. H. Franklin Club for the purpose of preserving, sharing and educating all interested parties on the history of the Franklin Automobile. Still coming out of Covid concerns, we only had 40 plus cars this year, normally we have 70+. Here's a few photos, beginning with views of the cars assembled in front of the hotel. The first car, belonging to the Club President, Bob Corman, is my ride.

Below is Doug Hull, who restores antique cars, and myself, two great minds discussing restoration problems! The bottom photo is of a 1909 Franklin. This guy averages 5 to 6 hundred miles at each trek, gas lighted night runs and all.

(Continued on page 4)



BACK TO NORMAL:

By Ken

TRUCKING TO THE PENNSYLVANIA RR HISTORICAL SOCIETY'S ANNUAL MEETING

*This article is reprinted from the current edition of **The Keystone**, the journal of the **PRRT&HS**.*

When my truck arrived at this year's annual meeting of the **Pennsylvania Railroad Technical and Historical Society**, it was for the 24th time. Just after the restoration was completed in 1995, I brought it to the meeting at Hunt Valley, Maryland. Since then, it has missed only two; one in Pittsburgh a year or two later, and the one in Merrillville, Indiana in 2009. I even drove it to Cincinnati in 2004, Greensburg, PA in 2007, and Columbus, OH in 2011.

On the Wednesday before this year's meeting, I started for Harrisburg from our second home in Choptank, Maryland. My first stop was in Perry Hall, Maryland, northeast of Baltimore, for the monthly meeting of the last surviving chapter of the Penn Central Retired Employees Association. From there, I went to Bel Air, Maryland to visit a friend who had never seen the truck. After taking him for a short ride, I took a leisurely route through Delta, Pennsylvania, then across to York, arriving at the host hotel in Harrisburg around 6:00 pm, having driven a flat 200 miles. I was grateful to see that Kattie Larson, the Senior Sales Manager, had reserved for me the first space right outside the hotel door.

No, it is not a PRR truck. It belonged to a plumber in New Market, Virginia, and another local, named Fred, before that. During my railroad days I had acquired a lettering plan for PRR Commercial Trucks of this period and couldn't resist recreating one. I like to say that I model in 12-inch scale!

The one deviation from the plan is the Keystone logo on the doors. It was my own idea. I think it is a natural "fit." I wonder if the design didn't start out that way, and the keystone subsequently was dropped by the "painting committee." Possibly it was a cost-cutting move, or there was a concern that contract sign painters, who would have done it with a brush in those days, seldom got the proportions of the logo right, as demonstrated on that Altoona Works fire engine that Conrail donated to the Altoona Fire Department. I have to wonder where its lettering style came from too. Mine is taken directly from a full-size tracing of the words Pennsylvania Railroad and is noticeably different.

People have asked why Choptank, MD is shown on the doors when the PRR never went there. The lettering plan specifies "Name of city or town and state used as address for registration of vehicle to appear on doors where "Phila. PA" is shown on the plan. For this truck, that is Choptank, MD. If it is any consolation, the Baltimore, Chesapeake & Atlantic, a PRR subsidiary, passed through Preston, just three miles from Choptank.

For a long time, I wondered if the PRR actually had a truck like mine. In a 2014 visit to the Pennsylvania State archives I perused the PRR's ICC valuation reports and found a truck identical to mine, assembled in the same Chester, Pennsylvania assembly plant, and with the same 6-cylinder engine. It was placed in ser-

vice in Baltimore, Maryland 15 days after mine was assembled.

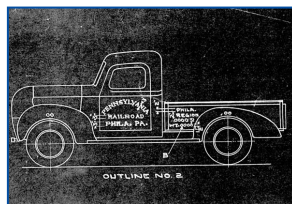
Why this truck? I was born in 1946 and it is the earliest new Ford truck I can remember. As a child, I had a die cast Hubley toy model of the same Ford pickup. When I spotted it in New Market, VA, parked in a gas station with a For Sale sign on it, I knew I had to have it.

The truck was restored between 1993 and 1995, and I have been driving it ever since. It is as plain as a truck the PRR would have purchased. The only visible accessories are a heater, a genuine accessory fire extinguisher, with a Ford oval in red, and front fender-mounted turn signals. The latter are found on all photos of PRR trucks in my possession. It has one wiper, one sun visor, and no armrests or a dome light. All those were accessories that I have assumed the PRR would not have specified. It does have well-hidden air conditioning and a radio, which is mounted in the glove box. A hidden cigar lighter receptacle permits the use of Sirius satellite radio through the glove box radio. The truck is registered for E-ZPass. A 1980s F-150 four speed transmission, with overdrive in fourth, allows me to cruise at 65 MPH. But just let that be our secret! None of these alterations are visible unless you are knowledgeably looking for them.

On the Thursday before the 2022 meeting I wandered down to Glen Rock, expecting to get a photo of the meeting participants' special train on the PRR's Northern Central line. The direction of the sun made the light unacceptable, but it didn't matter, because the train was running in reverse. I spent some time exploring that fascinating town while I pondered whether to stick around for the return trip. Fortunately, my friend, Bruce Smith was aboard the train, keeping me informed of his location by text.

Since it was close to lunch, I consulted Google, which indicated there was a decent place to eat in Seven Valleys, a little north of Hanover Junction. Lunch at the Valley Tavern was every bit as good as the 4.4-star rating suggested. After lunch, I happily wandered down to **Hanover Junction** to scope things out. This was the location where Lincoln was photographed, during a rest stop, on his way to Gettysburg. Eventually the train came along and made an excruciatingly slow stop.

I'd like to show that Engineer how to spot cars precisely. You





pull against a light brake application, then shut off the throttle at the appropriate point.

After some photos there, I wandered back to **Glen Rock**, and found the light to be near-perfect. It took a while for the train to come, but I got a gratifyingly good shot with my truck alongside. It made up for the failure in the morning. I arrived back at the Harrisburg Sheraton with another 121 miles on the odometer.



On Friday, I posed the truck by the T1 Boiler, firebox, and cab on display at the hotel. An independent group is raising



money and constructing a replica of the PRR's last steam locomotive, said to be capable of 130 mph.

On Saturday I took PRRT&HS member, Brady McGuire, for a ride over to **Middletown, PA** where we posed the truck in front of the station. That added another 14 miles.

On Sunday, as I was packing up, a man walked up to me and asked if I remembered him. At first, I didn't, but when he said he had a son named Nicky, it came to me. He had brought him,

as a nine-year-old, to a Pennsy Days weekend at the Strasburg Pennsylvania museum in 2002. He was fascinated by my truck, and I took his address and sent him some photos. Nicky, now in his 30s, is working on the railroad as an Amtrak Car Repairman



at the Wilmington Shops. With his year-old son Andrew, he and his father, Dennis, had come up to see the T1 and sought me out when they saw the truck in the parking lot. It was a pleasure to see them again, and it makes me appreciate all the good feelings the truck has generated over the last 27 years.

After another photo session with the truck and the T1, I drove directly home, to Choptank, putting another 173 miles on the odometer, for **a total of 508 miles for the trip, and 85,007 miles since I received it from the restoration shop** and drove to the Hunt Valley meeting in 1995.

It runs better than ever, and I'm intending to make the next meeting, in Dublin, Ohio, near Columbus, in 2023.



THE PRESIDENT'S MESSAGE

Dear Members:

I want to thank the club and the members that sent me get well cards and notes. Some were cute and all were thoughtful and appreciated. Lee Caplan has exchanged emails with me and has expressed his thanks and appreciation as well. The cards and notes do lift your spirits. Lee and I expressed our appreciation at the membership meeting. We have a good and thoughtful membership!

The members met on October 18 at Denny's-our first official meeting since the summer, since we didn't have quorum at the September gathering. There was a lot of business to cover. Charles Emery and Craig Duerling are working on a November 10th Lunch Bunch to Chesapeake Landing. Details are in the calendar. We need volunteers to host the Lunch Bunch outings in 2023. Without new leaders we will go to the same places repeatedly. I would like to see new hosts with fresh places to go in 2023.

Several issues regarding the Christmas Dinner were settled at the meeting. Diann reported that she and the chef at the Easton VFW finalized the menu. It is the same as last year with two meats, five vegetables, the cheese and veggie tray, rolls and beverages, with a cash bar. The cost has gone up from \$14 to \$23 per person. When Diann said she was working with a "chef", I knew the price would go up. The Board recommended a price for members of \$25, and \$30 for guests. The club will absorb any costs above the fee charged-expected to be about the same as last year. The members also voted to have the club match up to \$400 of donations made at the dinner to the Mid Shore Recovering Veterans, the organization we have supported for the past several years. After discussion, Diann was tasked with seeing how to direct the donation to where we want it to go.

We discussed contributing to the Wreaths Across America as we have in the past. The wreath laying ceremony is on December 17, the same day

as our dinner, so we will not make an official club event of going to the ceremony. We passed the hat and collected about \$150 for the cause. We will pass the hat again at the November membership meeting. Alternatively, you can send a check made out to Wreaths Across America to Betty Nabb, 44 Algonquin Rd., Cambridge, Md. 21613.

The next piece of business was setting the dues for 2023. After discussion the members approved the Board recommendation of keeping the dues the same as last year- \$12 single, \$15 couple. The renewal form is included with this newsletter.

The last bit of annual business was electing officers and directors. Danny Morris presented the slate from the Nominating Committee:

- President: Ed Nabb
- Vice President: Charles Emery, who noted that he did not want to move up to President next year
- Secretary: Carol Grant
- Treasurer: Betty Nabb
- Directors: Neil Grant, Craig Duerling, Diann Prahl, Charlotte Morris, Danny Morris

The club voted the slate in as the officers and directors for 2023. The members also approved the Board recommendation that Craig Duerling be added as an additional signer on the club bank accounts at Queenstown Bank.

The November General Membership Meeting will be at the **Easton Elks Club on November 16 with lunch at noon and meeting at 1:00PM.** We had 26 members attend the October meeting. I hope we can maintain or improve that number for November.

Sincerely,
Ed Nabb, Jr., President

THE FRANKLIN TREK

(Continued from page 1)

At right is a violation of the 11th commandment: "Thou shalt not run out of gas". Below that is the Cazenovia College green, our home base.

The last two photos are of from what we call the Franklin Olympics. We have several different contests with the cars and drivers. In this one the driver is blindfolded, and his passengers must direct him through the course without hitting any balloons. As you can see in the last photo, this group wasn't very good. Talk about back seat drivers! Or would that be rumble seat drivers?

It is said that Franklins don't overheat; they just melt! Actually, the largest Franklin dealer in the nation was in California and he used to race them across Death Valley. The other cars couldn't cope with the heat or rough terrain.

Bill



UPCOMING EVENTS

October

- 29 2nd Annual Advance Auto Parts Truck or Treat and Car Show—2735 Dorchester Sq. Cambridge MD. 9AM-2PM Top 20 Best of Show and Farthest Distance. \$10 reg. fee. Rain date 11/5/22. Info: Chris Hyser 410-228-8060
- 29 9am – 12pm St. Michaels Classic Motor Museum-Cars & Coffee

November

- 1 **BCR Board Meeting. 1:00-2:00 pm; via zoom**
- 5 9am – 12pm St. Michaels Classic Motor Museum-Cars & Coffee
- 10 **Lunch Bunch to Chesapeake Landing, St. Michaels. Meet at the Easton Target, south side, at Noon. Drive down to Black Walnut Point after lunch (optional).**
- 12 9am – 12pm St. Michaels Classic Motor Museum-Cars & Coffee
- 16 **5 – 6pm, BCR Premeeting, Easton Elks Lodge # 1622
6 – 7:30pm, BCR Monthly Business Meeting, Easton Elks Lodge**
- 19 9am – 12pm St. Michaels Classic Motor Museum-Cars & Coffee
- 26 9am – 12pm St. Michaels Classic Motor Museum-Cars & Coffee

December

- 3 9am – 12pm St. Michaels Classic Motor Museum-Cars & Coffee
- 6 **BCR Board Meeting. 1:00-2:00 pm; via zoom**
- 17 **BCR Christmas Dinner and Installation; VFW-Easton**

January

- 3 **BCR Board Meeting. 1:00-2:00 pm; via zoom**
- 18 **5 – 6pm, BCR Premeeting, Easton Elks Lodge # 1622
6 – 7:30pm, BCR Monthly Business Meeting, Easton Elks Lodge**

THE BAY COUNTRY REGION, AACA

The purpose of the club shall be the preservation, use, and enjoyment of self-propelled antique, classic, and special interest vehicles and related parts, materials, and services. The Board of Directors of the Region shall meet on the first Tuesday of each month, unless otherwise specified. Membership meetings are scheduled for the third Wednesday of each month, except July and August. Meeting announcements will be carried each month in the newsletter. Articles for the newsletter are welcomed and members are encouraged to submit news about personal interest items to the editor by the 20th of each month.

ITEMS FOR THE DISTRIBUTOR should be submitted by the 20th of the month. Submissions from members are greatly appreciated. Tell us about, or show us, your cars (and trucks) and what you are doing with them. If you're planning an event, here's the place to describe it.

Electronic submissions are preferred. Having avoided learning how to type all these years, the Editor doesn't want to have to learn now. On the other hand, photos and illustrations can be scanned, with no typing necessary, so send anything that you would like the membership to see.

Use the **BAY COUNTRY REGION HOTLINE** to:

- find out about activity changes, club emergencies, etc.
- pass along urgent information to all club members

Contact **Lee Caplan** at 919-636-0955 or lcaplan@icloud.com

BAY COUNTRY REGION

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CLASSIFIEDS

CHESAPEAKE REGION

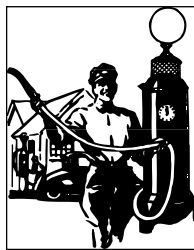
1941 PACKARD 8, 160 Touring Sedan--Color black, body, chrome and interior in good condition. Engine still solid, with a little bit of smoke on start up. Fuel pump might need rebuilt, front end needs bushings and springs, all lights work. Asking \$60,000, or best reasonable offer. Call Ruth: 410.821.8580 or email: rlsynodinos@gmail.com

1947 PACKARD 8--Super Clipper sedan. Engine solid, rebuilt in the late 1990s. Body in good condition, front end may need bushings and shocks. Car needs very little work. Only 74k miles on odometer, asking \$29,500.

1947 Cadillac flathead V8 motor with Hydra-matic transmission, \$2,800 or best reasonable offer. Call Ruth: 410.821.8580. or email: rlsynodinos@gmail.com

**BAY COUNTRY DISTRIBUTOR
SEPTEMBER-NOVEMBER 2022**

**KEN BRIERS
736 5TH ST NE APT B
WASHINGTON, DC 20002-3587**



*Coming up:
Membership Renewal
-the form is included*

11/10

*Lunch Bunch-Meet at Easton
Target, 12:00 noon*

12/17

Christmas Dinner & Installation

FIRST CLASS MAIL

INSIDE: THE FRANKLIN TREK; KEN'S TRUCK (AGAIN!)

BIRTHDAYS

11/19	FAITH BROWN	1/2	CATHY MAXWELL	1/28	JIM NEWCOMB
11/26	TERESA MCCANN	1/5	KEN KVAMME	1/31	LOU FRITZ
11/27	DONNA GLIME	1/9	DONNIE FOSTER	2/2	CHARLES REICHARD
12/2	ADA BLYSMA	1/11	CAROL GRANT	2/3	WALT TRICE
12/6	NORMA JEAN BRADLEY	1/19	NORMA HUBER	2/8	JEAN BROWN
12/9	FRANK ADAMS	1/22	JOE GLIME	2/19	CHARLOTTE MORRIS

CLUB NOTES

CHRISTMAS DINNER AND INSTALLATION OF OFFICERS

December 17th at 6:00 pm
Members: \$25.00, Guests: \$30.00
VFW Post 5118, 355 Glebe Road, in Easton

MENU:

Tea & Coffee
Cheese & Veggies Tray
Turkey with dressing and Cranberry sauce
Baked Ham,
Mashed Potatoes & Gravy, Sweet Potatoes, Peas &
Carrots, Sauerkraut (a little bit), cooked apples
Dessert: Cakes and Pies

Bring checks the November meeting or mail them before

Thanksgiving to: Diann Prahl
2704 Starr Road
Queen Ann, MD 21657-1543

