

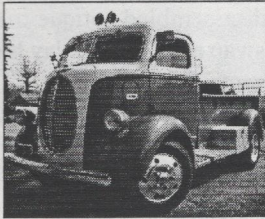
American Truck Historical Society Southern California Chapter **EXPRESS** Newsletter

March/April

Volume 15

Number 2

President's Message



Hello folks, it's newsletter time again! From the last time that we talked, we had a nice dinner at The Barn Restaurant in Orange County. The place was rustic, full of cool old antiques, everything from claw foot bath tubs to complete cars. We all sat down and had a delicious dinner of prime rib, fish and steak. Maybe we can plan another meeting there in the future. All the new officers for the next term were officially installed, *Mark Christensen, President; Ron Berg, Vice President; Ken Lund, Secretary/Treasurer; Dan Gosnell, Editor;* and the newest *Board Member, Larry Laughlin.* I think we have a good team who will be able to organize some great events in the future.

Special recognition was given to several outstanding members. **Roland Smith, Carl Stephenson, Steve Sackett, Don McCann, George Gunther and Jerry Haworth.** Thanks guys for all your help!

On February 18, 1995, we had a meeting/event at **Bob and Polly Kennison's** house in Orange at 2:00 p.m. Their collection of pictures and information was excellent. Thanks Bob and Polly for your hospitality

We still need a *chapter photographer* to take pictures at as many of the events possible. We would like to feature more current photos of our runs in the newsletter. If you would like to volunteer, please call me.

Truck show status: still going well. **Fifty more days until the Whittier Antique Truck Show** at the California High School. So start polishing up those old trucks for this fine event. Those who would like to help, the pre-show meeting on site at the high school is **April 8th.** If you have ideas, just want to help, or put your two cents worth in please meet us there! If you would like to hand out flyers or posters, please call Ken Lund or me at the numbers listed in this newsletter. We have a planned **barbecue** at 6:00 p.m. the evening before the truck show on the high school grounds. So if you attend, please bring your favorite side dish, meat is provided by **Bruno Ranch.**

In closing, thanks to all for your help and we'll see you on **April 8th,** if not on **May 7th!**

Thanks, Mark Christensen



American Truck Historical Society
Southern California Chapter
1995 Officers and Board Members



President _____	Mark Christensen _____	(909) 883-1955
Vice President _____	Ron Berg _____	(909) 880-1807
Secretary/Treasurer _____	Ken Lund _____	(909) 794-2616
Historian _____	Bob Kennison _____	(714) 997-5767
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Board Member _____	Leigh Knudson _____	(714) 645-5938
Board Member _____	Larry Laughlin _____	(909) 794-5394

The "EXPRESS NEWSLETTER" is published six times per year by the Southern California Chapter of the American Truck Historical Society.

You Might be an Antique Trucker if:

By Dan "GOZ" Gosnell

- ...you'd rather walk around in a junk yard than in some mall.
- ...you own or have thought about owning more than one antique truck at a time.
- ...you spend most of your days off working on your truck or a friend's truck.
- ...you belong to more than one antique vehicle club.
- ...you subscribe to more than one truck publication.
- ...you have been accused by your kids of taking them to school a different way every day.
- ...when you have the time to work on your truck, you don't have the money, or when you have the money, you don't have the time.
- ...you have run off the road, caused an accident or nearly caused an accident looking at an old truck in someone's back yard.
- ...you have driven fifty miles to look at a pile of rust and driven fifty miles back home trying to figure out how you're going to tell your spouse what a great deal it is.
- ...you can go from Bakersfield to San Diego and from Palm Springs to Santa Barbara without getting on a freeway (and still make good time).
- ...your garage has a walkway among the tools and truck parts.
- ...you believe the 55 mile per hour speed limit is outright reckless.
- ...you have been up before 4:30 a.m. to go to an antique auto/truck swap meet, but can barely make it to work on time.
- ...parts of your road-worthy truck are still in your garage, a friends garage, the chrome shop or some other place than on the truck.
- ...your truck has spent some time on a trailer.
- ...you also collect antique cars, gas pumps, antique toys, antique tools, chug-a-lug engines, antique tractors, old mining equipment, antique fire apparatus, models, antique furniture, antique motorcycles, or old signs.
- ...the DMV inspector runs out the back door when you show up to register your truck.
- ...your trips across town often consist of going around the block to get a better look at that truck.
- ...you blurt out (*as if you were on Family Feud*) the year, make and model of old trucks when you see them on TV or at the movie.
- ...your trips of more than fifty miles involve a chase vehicle.
- ...you or a member of your family owns a ball cap or a large belt buckle with the name of a truck company on it.
- ...a 1969 truck appears to you as an antique.
- ...you can identify the owner, exact location, condition and going price of more than five trucks, like yours.
- ...people either give you the thumbs up or double over laughing when you drive by.
- ...CHP never stops you, because they don't have the time to run your truck, and they feel sorry for you.
- ...your spouse accuses you of missing the turn off when you were rubber necking at an old truck.
- ...your truck's registration type is "*none of the above.*"
- ...you take vacation time from work to attend a truck show.
- ...you have driven a perfectly good antique truck home only to dismantle it and store in your garage.

- ...you or any of your children can identify old trucks over a half mile down the road.
- ...you start make ridiculous excuses why your truck isn't running (ex. "*An antique truck is like a fine wine, the longer it stays in the garage, the better it will be when done.*")
- ...your idea of a perfect place is a nice house with ten acres of Butler buildings.
- ...you cock your cap to one side a little.
- ...your non-trucking friends start reporting locations of old trucks to you. And you know most of them.
- ...any of your long trips have involved a convoy.
- ...you can look at a pile of rusted heap of junk and see a jewel.
- ...your garage contains the part of a disassembled antique truck.
- ...you can walk ten miles around the swap meet on Sunday but get mad when you can't find the TV remote.
- ...you have a sign on the back of your truck that says, "**I May be Slow But I'm Ahead of You.**"
- ...your idea of going out to dinner involves a truck stop.
- ...your family album consist of truck pictures.
- ...your truck has bugs splattered on the rear cab window.
- ...you have or seriously considered attending a truck event on an important family day, (spouse's birthday, anniversary, etc.)
- ...you have ever been passed on the road by small cars, bicycles, joggers, skateboarders, or farm animals.

Pre-Show Planning Meeting

April 8, 1995

Saturday 10:00 a.m.

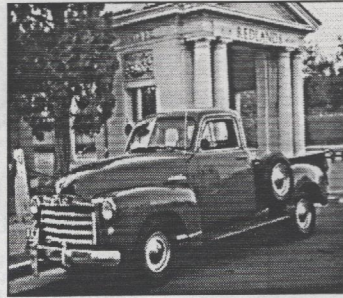
Rocky Cola Cafe

6757 Greenleaf Ave. cross of Philadelphia
Whittier, CA



1937 Autocar Diesel Model NF 6x2 truck and trailer. Photo from *Pictorial History of American Trucks* by Niels Jansen, Elmar Published 1994 in association with Bay View Books Ltd.

SECRETARY REPORT



The last meeting was held at **Bob Kennison's** home on February 18, 1995. A quorum was not present, so no official club business could be conducted. Attendees included Mark Christensen, Dan Gosnell, and Larry Laughlin (all who had just come from the San Diego Swap Meet), Ken Lund, and Ron Dohi. All you others missed viewing Bob's extensive collection of truck literature, possibly the largest in the country! It was still an enjoyable day.

The **May 7 Truck Show in Whittier** is still progressing well. We only have three prepaid, however. The media advertising is virtually all out (magazines, newspapers, TV and Whittier Cable bulletin board), etc. Direct mail has gone out (approximately 650 pieces of mail) to all past truck show entries 1985-1994, and any other contacts over the years). We have been attending Swap Meets, and other runs (Temecula Rod Run, Hemet Ryan Airport, Pomona, etc.) handing out flyers and posters. We have left posters and flyers at truck stops in Barstow, Ontario, Palm Springs, the Vernon (LA) Truck Wash, and at trucking firms (Dunkel Bros. and Dalton Trucking). Needless to say I think we have been doing our best to promote the show.

We still need help!!! All you members can help by distributing flyers and posters, too. We have included extra registration forms in this month's newsletter for you to hand out. If you need more, or know of a good place to display some posters, contact me (**Ken Lund 909-794-2616**) as soon as possible. We have plenty, and they won't do any good if they are in my garage!

Regarding information about the April 22-23 Sunkist Orange Blossom Festival Truck and Tractor Show in Riverside ... **it IS NOT the SCC-ATHS Show, WHITTIER-MAY 7**. Any confusion is absolutely unintentional. It is their event, it is not judged, and I am only assisting them in getting vehicles there. With the thousands of people going to the carnival, circus, steam train rides, etc, etc, etc, I thought this would be another way to promote OUR show in Whittier, May 7. They even have special Metro-Link trains running on the weekend from LA and Orange County. We will be handing out information about Whittier, as well as SCC-ATHS and the National. ATHS clubs.

The first club outing after the show is Saturday, **June 3**. We will be touring **San Sylmar**, a private collection of "functional" art (cars, clocks, and musical instruments). The cars include Rolls Royces, Dusenbergs, etc. A Dusenberg "20 Grand" is in the collection, a car that was \$20,000 in the 1930's, when a Ford was \$500! The cars are not roped off, and you can get as close as you want without touching the vehicles. The tour is free and our reservation is for the 1:00 P.M. tour. It is free, but reservations are mandatory, with a limit of 50 people. No jeans are allowed, no children under 12, and no flash photography is permitted. Please call me (**Ken Lund 909-794-2616**) for reservations.

Look for future events. Our annual family picnic (Long Beach?) will likely be the next group event. We need suggestions for the turnaround in September/October (how about a Saturday campout and a Sunday tour to the Vista Threshing Bee and Tractor Museum?, a Route 66 Run?, a Farmer's Market-LA Brea Tar Pits-Peterson Museum run?, Corona Airport Antique Vehicle and Plane Show? etc...etc..). Please let us know what you think. Remember, it's your club, too.

Kenneth Lund, Secretary/Treasurer

CLOSING BUSINESS

City - Wide Truck & Equip. Co.
400 E. Manchester Blvd.
Los Angeles, CA 90003
Phone (213) 753-1163

City - Wide Truck & Equipment Co. is closing business after forty years and have a lot of old truck parts for sale. Besides the listed parts there is much more. Please call **Pete Levin** at (213) **753-1163**. Leave a message describing your needs and wants. He'll return your call to set up a time. They have agreed to be open **April 1**, for ATHS members and others to view their equipment. **Contact Ken Lund for details, (909) 794-2616.**

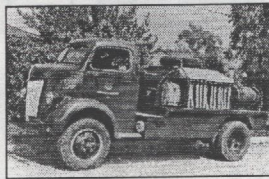
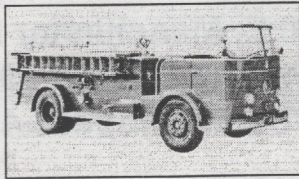
1920 T 1 Ton Peddlers Truck Body by Wittier Body Works
1930 Moreland Fire Patrol Truck (LAFD)
1934 Chev 1½ Dump Truck
1951 Chev COE 1½ Cab/C
1947 International K-3 (Adair Milk) Del. Panel
1940 Heburts Tug Warner Bros. Studio
1957 Ford F-6 4x4 (Phone Co.) Auger & Boom
1966 International M-1500 Metro Van (Special TV Body)
5500 miles
1951 White COE "3000" Oil Tank and Pumps 65000 miles
1964 Dodge A-100 P.U. Cab Forward Model
1940 Segrave Fire Truck C-Cab Pumper (LACoFD)
V-12 Hall Scott Marine 650 H.P. Motor w/reversing gear.
Truck Transmissions 1937-1965
Rear Ends, Steering Units, Doors, Hoods, Running Boards,
20 Wooden Fire Ladders from LAFD
Very large collection of old copper and brass fire extinguishers (as lot.)
1250 g.p.m. pump from a 1947 Pirsch Fire Truck
V-12 Motor, transmission from 1947 Seagraves Fire Truck
Many Wheels and Tires from old trucks.
Hundreds of axles, driveshafts, hubs, drums, 1940-1970

**Close out prices,
call to set up a time.**

Ed Bonestrano (909) 947-5411, is offering trailer space to Spokane, (member to tie down and provide own insurance). If anyone is interested, contact Ed. If there are any other transporters out there with extra space, let us know.

Fire Extinguishers and Your Truck

by Don Croucher and Dan Gosnell



It was very hot that 4th of July. We were about half way back in probably the biggest 4th of July parade in the state. The temperature gauge on the '46 Mack, Type 75, Fire Engine was pushing the overheating limit, not to mention the temperature inside the cab. All of a sudden the parade watchers were yelling and pointing up the street. I looked in that direction and could see white smoke rising from the middle of the street about a block away. Before I could maneuver the rig out of line and up the street, Jerry, one of the fire fighters on the tail board ran past me with one of the 20 "pounders" off the engine.

As I carefully maneuvered through what was now a crowd of people, I could see that the fire was out. It was a farm tractor/wagon float. The power source for the lights and sound system on the wagon had shorted and caused a fire in the loose and baled straw. No one was hurt. Jerry had put the fire out with the extinguisher. We soaked it down with the engine and it was pulled out of the parade route. City Fire arrived and mopped up. As soon as everyone had shaken Jerry's hand, we continued on.

The biggest causes of vehicle fires (*including parade floats*) are electrical system malfunction or leaking fuel in the hot engine compartment.

Depending on the type of fire, less effort is needed to extinguish a fire at early stages than later on as the fire grows. Most portable fire extinguishers are very effective at extinguishing smaller fires. The biggest problem is that by the time a fire has been detected, a fire extinguisher is retrieved from some hidden compartment, and the attack is made. In most cases the fire has had time to develop beyond the capacity of most hand-held extinguishers. Two things to keep in mind: carry a larger extinguisher than you think you may need, and keep it readily available. This is a challenge to some of us with antique trucks that were not originally equipped with an extinguisher. The extinguisher doesn't need to be permanently mounted, it can be carried with personal gear, tool boxes, etc. Use your imagination, but keep it readily available. At an event it can be stored nearby with your ice chest and lawn chairs.

The size and kind of extinguisher to carry can be confusing. There are many types and sizes to choose from. Just remember the old saying, "Don't bring a knife to a gun fight." On the other hand, you can't carry a cannon around either. There are some limits.

Fire extinguishers attack fires in different manners. Some cool/quench the fuel to the point that it will not support combustion (**water**). Some smother the fuel to the point that oxygen is excluded from contacting the fuel (**dry chemical**). Some temporarily remove the oxygen from the area of the combustion and cool the fuels (**CO₂, Halon, etc.**)

(Continued to "Extinguishers")

Teri McCann delivered 46 gifts to the **Long Beach Fire Department** for "Toys for Tots" and 173 pounds of canned goods to the **Salvation Army**. Items were collected at the Chapter's "Gunther's Yard" Meet in December. Thanks to everyone who contributed and to Teri.



(Continued "Extinguishers")

Fire extinguishers are classified by type of fires and size they can extinguish. There are 4 types of fires that may arise with vehicle fires. **Class "A" fires** (*ordinary combustibles*) include any wood, cloth, paper. **Class "B" fires** (*flammable liquids*) include lubricating greases, oils, fuel (gasoline and diesel) and flammable chemical liquids. **Class "C" fires** (*electrical energized*) include fire that is electrically charged. *One note here is that once the electrical energy is removed (battery disconnected) then you probably are dealing with a Class "A" fire.* **Class "D" fires** (*combustible metals*) include magnesium, titanium, sodium, and potassium. These types of fires require special extinguishing agents or techniques. If there is any doubt pertaining to the extinguishment of these types of fire, fire fighting should be left up to the professionals. Some of these metals can be found in newer vehicles, wheels, motor blocks, etc. For the most part you might encounter Class "B" (*fuel*), Class "C" (*electrical*) until de-energized, and Class "A" (*interiors*).

Size of extinguishers is measured by the size of the test fire that it is capable of extinguishing. Test fires are conducted by the **Underwriters Laboratory**. Make sure that any extinguisher you purchase has an UL rating. UL builds fires of different types in shallow trays of a specific square footage. An example would be a 10B extinguisher able to extinguish a 10 square foot flammable liquid fire. However, we know that most real fires don't resemble a square pan on the ground. The numbering is a gauge to be used to rate the estimated size of fire that it may be able to extinguish.

Water extinguishers are very effective on Class "A" fires and come in different sizes, 2 to 5 gallons. Water extinguishers should not be used on Class "B" or "C" fires. Water tends to splash a liquid fire and is an electrical conductor. AFFF foam concentrates can be added which makes it effective on Class "B" fires. These extinguishers can usually be reloaded and pressurized by yourself. The application range is very good allowing the user to be farther away from the fire (20-25 feet). Water is the best extinguisher for Class "A" fires. Some water extinguishers are hand pump pressurized.

Dry Chemical extinguishers are very effective on Class "B" and "C" fires and some have a limited effect on Class "A"

fires. Their range is good. The powder residue stays effective for a time after application. Dry Chemical extinguishers are usually smaller and easier to handle. The chemical powder is abrasive and can cause corrosion on some metals and electrical contacts. They are very messy. Dry chemicals are less expensive and relatively inexpensive to have refilled. They need to be periodically shaken to keep the powder from becoming caked. Dry Chemicals appear to provide more punch for your bucks.

Carbon Dioxide (CO₂) extinguishers are very effective on Class "B" and "C" fires. They are less effective outside and are affected by wind. Effective range for CO₂'s place the user near the fire. They are expensive and heavier or bulkier than other extinguishers. The effectiveness of the CO₂ extinguisher lessens over time. As oxygen is replenished to the area and the fuels are still heated, fire may erupt again.

Halon extinguishers are very effective on Class "B" and "C" fires. Halon effectiveness is similar to CO₂. Halon is known to deplete the earth's ozone layer and is very expensive. EPA regulations on Halon may drive it from the extinguisher market or may replace it with another gas.

Once you have purchased an extinguisher make sure that you keep it readily available. Perform periodic maintenance checks. In addition to regular maintenance checks all tanks for extinguishers need to be hydrostatic tested. There are different schedules for different types of tanks (every 5-12 years). Non pressurized (hand pump) water extinguishers are excluded from testing. Make sure that your extinguishers are fully charged at all times or tag them until recharged. Make sure you are very familiar with the operation of your extinguisher. Some local fire departments, employers, and service clubs provide free training on the use of portable hand held fire extinguishers.

Other preventable measures for your own antique truck are an accessible battery disconnect switch and fuel cut off valve. Air brakes will lock up when the pressure gets below a certain poundage (brake hose being burned through.) However, a hydraulic brake system will release when ruptured. Make it a habit to chock all vehicles involved in a fire. Don't forget extinguishers for the shop or garage.



1934 GMC T-96 Six-Wheeler truck with GMC trailer. Photo from Pictorial History of American Trucks by Niels Jansen, Elmar Published 1994 in association with Bay View Books Ltd.

ANTIQUE FIRE APPARATUS PUMP-IN

CROWN FIRECOACH ENTHUSIASTS

SOUTHERN CALIFORNIA CHAPTER SPAAMFAA

REGISTRATION

LOCATION: Orange Empire Railway Museum
 2201 South "A" Street
 Perris, CA 92572
 (909) 657-2605 (for museum info)

DATE: April 30, 1995 Check in time 8:00 AM
 Display & Demo time 9:00 AM to 5:00 PM
 Pumping & Drafting will take place at various times through out the day.

The Orange Empire Railway Museum has a "Rail Festival" in the Spring & Fall of each year. They have invited us to take part in the Spring Festival this year by staging a Pump-in for their attendees and our own benefit. They have provided us with a water supply and a secure site to safely pump master water streams and display our apparatus. The Spring Festival runs Sat. April 29 and Sun. April 30. The pump-in will be on Sunday only.

I would like to participate in the Pump-in, with the following apparatus:

Make _____ Type _____ Year _____
 Pump Size _____ (GPM) Water Tank Size _____ (gals.) Other _____
 Main Suction Size 3" _____ 4" _____ 4½" _____ Other Privately owned _____ Fire Dept. owned _____
 Name _____ Phone Hm _____ Wk _____
 Address _____
 City _____ State _____ Zip _____

Would like to participate with above Fire Apparatus in:

Static Display _____ Pumping from hydrant _____ Pumping from draft _____ Other _____

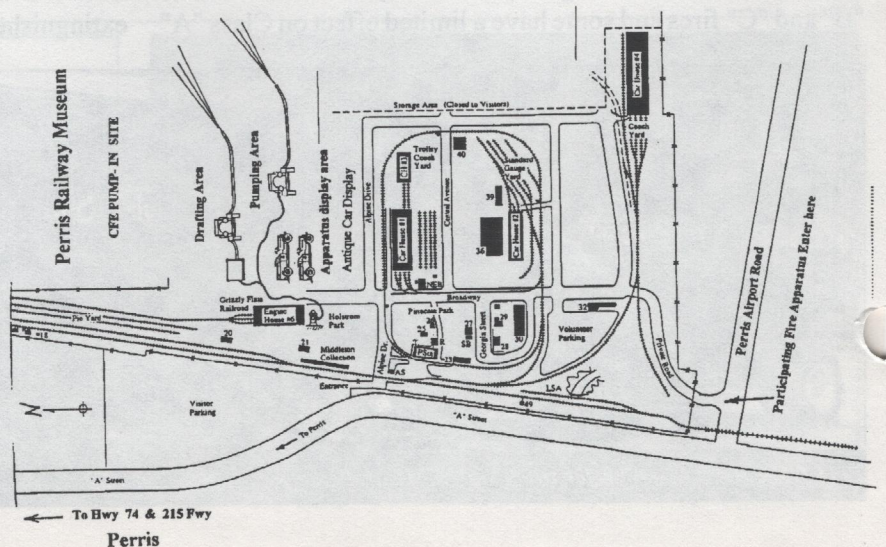
All Fire Apparatus are welcome, new or old, privately owned or Fire Dept. owned. Suction hose and discharge set up to a monitor will be provided at site.

To participate I will provide proof of insurance, chock blocks and a working fire extinguisher. I understand and agree to abide by all CFE & SPAAMFAA safety rules.

Signature _____ Date _____

Please send completed registration form to:

Crown Firecoach Enthusiasts
 C/O Don Croucher FAX (714) 493-0444
 34681 Calle Fortuna
 Capistrano Beach, CA 92624-1538



ATHS ANTIQUE TRUCK SHOW SAFETY RULES

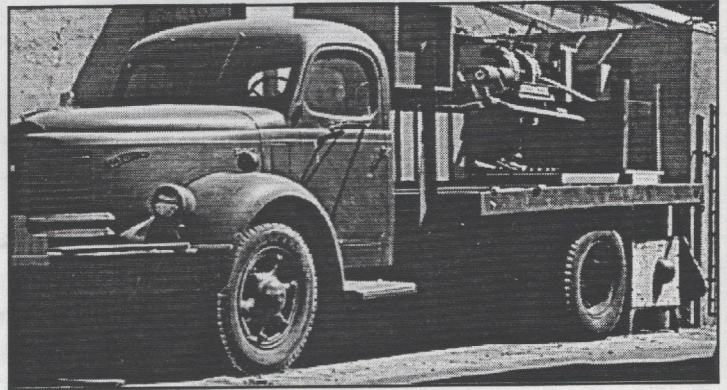
EXHIBITORS/VEHICLE

- No person shall operate a vehicle under its own power on the grounds unless the owner knows that its **brakes** are in good working order, and that it is otherwise in **safe operating condition**. Vehicle operators must have a valid driver's license, and must know how to drive the vehicle and safely stop it.
- Each vehicle shall be taken to its designated display area and remain there except when participating in an event, or is moved as required or permitted by Show Management.
- Parked vehicles shall be secured with a **chock block**.
- All vehicles, machinery, or other loads which are on trucks or trailers must be **safely fastened down**.
- Each show vehicle shall be equipped with an **approved Underwriters Laboratory fire extinguisher**.
- Fuel tanks shall be capped. Any fuel leakage will be grounds for barring entry of a vehicle, or requiring its removal by towing from the display area.
- Vehicle or attached or transported equipment motors shall not be run unless the **vehicle owner**, or other person authorized by the owner, is in close attendance.
- Vehicle operators must show and operate their vehicles in a **cautious and safe manner** at all times.
- Every vehicle, including trailers, should be covered by owner's **liability insurance**, except non-operational vehicles brought in on, and not removed from, trucks or trailers.

Central California
Chapter -ATHS,
Truck Show & BAR-B-Q,
April 29-30

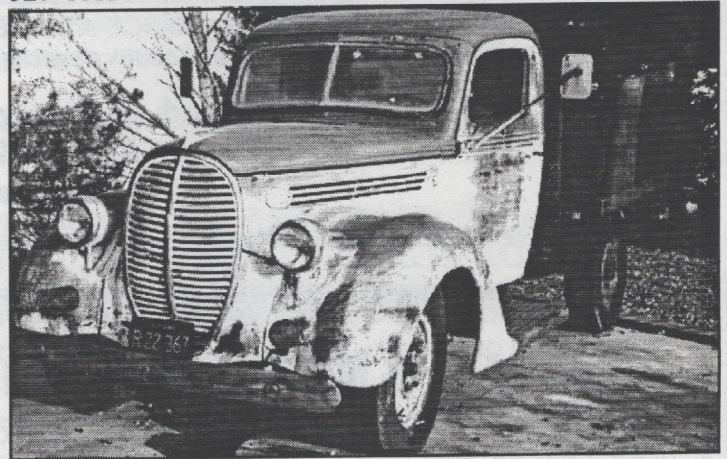
*Kirkland Ranch, Plymouth, CA,
Howard Kirkland, (209) 245-6733*

FOR SALE - 1953-55 REO #F 22 OH 160 Engine, Air Brakes, Cab Body is OK. Make Offer. John Holt Equipment Rentals, P.O. Box 608, Lake Elsinor, CA 92330, (714) 674-3883 (24hrs) (714) 678-1297 (Nights)



☆☆☆☆☆☆☆☆

FOR SALE ~ 1939 FORD, 1 TON, FLATBED TRUCK. 85 HP FLATHEAD V-8. BODY STRAIGHT. \$1000. R.C. PARKER, HEMET, CA, (714) 927-4415



☆☆☆☆☆☆☆☆

Wanted: 10 bolt Chevy rear end, with 456 gears or there about, for small 10 lug 20" wheels, Rich, (909) 881-5526.

☆☆☆☆☆☆☆☆

CCC - ATHS, President, Al Garcia, is coordinating a convoy to the Nationals Show in Spokane, for a number of Chapters. Contact Al if you are interested. (916) 678-2426

☆☆☆☆☆☆☆☆

The Flight Test Historical Foundation at Edwards AFB has received a donation of a 1937 Chevrolet Fire Engine and are currently restoring it. They are looking for any and all research information on the truck or any similar engines. They are almost certain that it was in service at Edwards. If there is anyone with research information, please contact Jerry Riechmann, TSgt USAFR, Antique Fire Vehicle Acquisition/Restoration Coordinator, 38511 Frontier Ave., Palmdale, CA 93550-4313



SOUTHERN CALIFORNIA CHAPTER - ATHS MEMBERSHIP APPLICATION

Name _____ Date _____

Company _____

Address _____

City _____ State _____ Zip _____

Telephone _____ New Member () Renewal ()

YR MAKE MODEL BODY STYLE CONDITION

Truck(s) _____

ATHS Plastic Name Tags with logo, city and chapter \$6.50 ()

Swingers, with truck name, year, etc. \$2.00 ()

\$10 annual dues includes subscription to SCC-ATHS "Express Newsletter." \$10.00 ()

Send this portion with your check. Make check payable to: **Southern California Chapter-ATHS**

**Ken Lund, Secretary/Treasurer, SCC - ATHS
1732 Parkview Circle
Redlands, CA 92374**



ATHS NATIONAL MEMBERSHIP APPLICATION

American Truck Historical Society

P.O. Box 531168, Birmingham, Alabama 35253

Name _____ Date _____

Company _____

Address _____

City _____ State _____ Zip _____

Telephone _____ New Member () Renewal ()

YR MAKE MODEL BODY STYLE CONDITION

Truck(s) _____

\$25 annual dues includes subscription to "WHEELS OF TIME"

Send this portion with your \$25 dues. Make check payable to: **American Truck Historical Society**

American Truck Historical Society

P.O. Box 531168

Birmingham, Alabama 35253