



THE FRANKLIN LINE HHFC MIDWEST REGION NEWSLETTER SPRING 2016 LINCOLN NEBRASKA

2016 MIDWEST SPRING MEET Hosted by John Moss and Jason Newby

The Midwest Region Spring Meet 2016 was hosted for the first time in the State of Nebraska, newly admitted to the regional club in 2014. Headquarters for the meet was in Lincoln, NE and the event was hosted by Jason Newby and John Moss. There were 31 club members present and as many as 14 guests at various times during the tour. Along with their guests, the group hovered around 45 people. There were 11 Franklins with members from seven states.

Day 1 (Thursday) started out with a tour of the Strategic Air and Space Museum. This was of special interest to Jim and Hazel Wade. Jim is an Air Force veteran who served in Korea as a flight engineer in combat and was subsequently a civilian who worked on the Apache helicopter program. He spent his entire professional life in the Air Force and as a civil servant with the Army. Jim is very modest, but has had some very interesting life experiences and has lived on the edge. It is highly likely that he has a better streak of luck than a cat with nine lives. Hazel has kept busy in the “co-pilot’s” seat through the years and together they share a fondness for Franklins and all the people they have met along the way.

Dennis Radford is also a veteran of the U.S. Air Force and served from 1966-71. One of his billets included being stationed in the Philippine Islands as a loadmaster. He also worked for Pratt & Whitney for almost 30 years including 3 years as a tech rep associated with the Thunderbirds.

Glen, Ken and Vernon Pykiet also enjoyed the SAC tour very much in that all three brothers are Aerospace Engineers. Each had extensive careers and worked for different companies and locations. Imagine listening to the conversations they had around the dinner table.

We spent some time in the Restoration Shop and

learned about some of what it takes to restore a plane, since so many have been restored and are on display.

We had a nice lunch at Slattery Vintage Estates winery, nestled in the rolling hills near Weeping Water, NE known for their limestone quarries.

After lunch, we had a very informative tour of Stock Seed Farms, one of the nation’s largest growers and resellers of seed of native and naturalized wildflowers and prairie grasses. We then began a cross country trek over hills and rock roads to Unadilla where we saw a collection of cars, tractors, steam engines and other interesting things that Jason and John have collected over the years. This was more than just a pretty place to see, as it is where Jason restores and revives spirits of cars that once again ply the roads.

We dined sufficient on Nebraska prime rib and chicken dinners in “The Bar” which is now almost famous as we learned about the unique village of Unadilla from Bob Brandt, the ambassador of Unadilla, Nebraska’s Groundhog Capital since 1988. (The total number of miles logged in our vintage cars for the day was 130 miles.)

Day 2 (Friday) We toured Speedway Motors and The Museum of American Speed. This was an eye-opening collection started by Bill Smith, owner and founder of Speedway Motors. The museum was three stories, full of actual race cars, engines, and unique parts that were created by thousands of people, all in the pursuit of that highly sought after prize of SPEED! After lunch in the museum, we drove Westward and toured the Walker Exhaust Plant, OEM exhaust systems for cars, trucks, and tractors. We then spent some real quality time with Dave Geis who shared with us his extensive collection of heavy construction equipment, antique construction toys, displays, signage and especially his knowledge. (The total number of miles logged in our vintage cars was 70 miles.)

2016 Midwest Spring Meet (Cont'd)

Day 3 (Saturday) We saw the Kregel Windmill Museum, intact as it was since it began in 1879 when it was in the business of making windmills that pumped water and helped turn land into highly productive farms and ranches with homes and a growing rural population. There were more than a few finger pinchers there. Today's OSHA would have loved that place!

Then, on to the Nebraska City Firefighters Museum, who kept virtually everything they ever had from the beginning! This is one of the most complete museums in the country that also has a very knowledgeable staff that really knows their stuff. The Kimmel Orchards, part of the Kimmel Foundation, was our lunch stop. The apple juice slushies were well worth it. Next stop was The Old Freighters Museum. It shows and tells the history and significance of freighting along the Oregon Trail starting at Nebraska City from 1846-1870. The final stop for the day was at Morton Lodge, it was the home of J. Sterling Morton and then later it was remodeled and added on to becoming a mansion under the guidance of his son Joy who founded Morton Salt. (Total number of miles logged in our vintage cars was 90 miles.)

As if we didn't have enough to eat for the last three days, we ended Saturday with a Banquet and Business Meeting. The most difficult physical event of the day was pushing away from the dinner table.

Day 4 (Sunday) Ten adventurers stayed over to tour the glorious State Capitol and Morrill Hall, also known known as "Elephant Hall", home to one of the most extensive collections of the rarest of dinosaurs and extinct plant and animal life in the United States. I almost forgot ICE CREAM that we ate at The University of Nebraska Dairy Store. Talk about your smooth and creamy. A small cone was just right for lunch. Well, actually it was more of "brunch".

This meet was more than just places. It was about people. Thanks to each and every one who made sacrifices to be here. Some of the notables were: Tom and Barb Chandler who worked on their car until 10 p.m. the night before so they could drive it on this journey. Tom created a Franklin Speedster from a 1924 10C sedan that is his vision of what a speedster might have looked like had Franklin actually made one. We are honored to be the first Franklin event they attended in this car.

They drove 180 miles without incident. In fact, other than a 20 minute test drive, it was the first time it was driven at ANY event.

Dean and Cinda Dorholt for bringing the oldest Franklin, a 1907 G Touring. This is of note because they are touring with it in the New London to New Brighton Antique Car Run on Saturday, August 13, 2016.

With the narrowest of lead, Greg Lundeen drove his Franklin the farthest, just slightly farther than Jeff and Joan Hasslen. Next time, Jeff and Joan will drive to Greg's house and win the contest. Both of these members take the term "touring" seriously. These are hard core 1% members who believe in driving their cars. Hats off to your dedication.

Stan and Kate Stutheit, joined the Midwest club as new members on Saturday, June 1 and are also first time tourers.

Jack and Mary Stang, Hammond, Louisiana, who traveled the farthest.

Phil Vicory and friend Paul Zurow who shared their story of restoration and plan to bring Phil's newly restored 1933 Olympic sedan to the next meet. Great book complete with pictures of your restoration! Thanks for sharing your story.

Greg Lundeen, who had the most flats. Those doggone tubes!

Jim and Deb Reed along with Jake and Hannah Chellino for making it a family event. By the way, Jim is also heavily involved in the field of aviation. His current job title is Lead A&P Technician with Lewis University and he has an Inspection Authorization (IA). Jim is part of a team that inspects, maintains, repairs and restores flight school aircraft, a fleet of 27 aircraft. Other aircraft are purchased, restored and sold to help Lewis University continue its mission while others are used by maintenance training facility to train new technicians.

Marshall Larson for arguably the best T shirt. That would be "Filthy Stinking Rich.....Two out of three ain't bad."

2016 Midwest Spring Meet (Cont'd)

Wes and Betty Scott for being with us as long as possible with their '33 Reo/Franklin pickup. I don't know anybody that doesn't think it is about the coolest thing on wheels. With a great interpretation in motoring. Wes, if you had worked for Franklin, there is no doubt what a Franklin pick-up would have looked like.

Glen Pykiet and his brothers Vernon and Ken. This was the FIRST time that Ken and Vernon came to an official Franklin event and the FIRST time that all three were at a Franklin event together. What a great family reunion!

John Moss for wearing a different hat every day.

Jason Newby for doing such a great job of scheduling each stop and keeping us on time. Yet, each stop had enough time to take in the essence of what it was. Thanks too for Roger and Connie being with us. That was a whole lotta walking and is a big deal!

Lee and Nancy Nelson, and especially Roy who wins the prize for carefully studying and taking in every detail of every exhibit and stop. Roy, thanks also for suggesting Da Vincis restaurant for our first meal!

Dennis and Linda Radford for bringing their guests and showing them what Franklin Club hospitality is all about.

Will Taylor also came to his first Franklin meet and shared photos of the Franklin that he is restoring. Will joined the Midwest Franklin club as a new member during the meet on Friday. He had some good conversations with other members regarding troubleshooting problems. We hope to see you and your wife Norma in your Franklin on the road soon!

And, to Phil Vicory. We really appreciate the time you spent with us and look forward to seeing you soon. What a great restoration! You are a pleasure to visit with.

Jim and Hazel Wade. You are great company and a lot of fun to tour with. Everybody should be so lucky to have you ride along or be in your car!

11 Franklins at the Meet

1924 "Speedster"	Tom & Barb Chandler
1907 G Touring	Dean & Cinda Dorholt
1932 Club Sedan	Jeff & Joan Hasslen
1930 145 Sedan	Greg Lundeen
1932 163 4 door Sedan	John Moss
1919 9B Touring	Jason Newby
1926 11A Sedan	Glen Pykiet
1929 Victoria Brougham	Dennis & Linda Radford
1924 10C 4 door Sedan	Jim & Deb Reed
1933 Reo Pickup w/ Franklin Engine	Wes & Betty Scott
1929 135 Sedan	Stan & Kate Stutheit

Other Members in Attendance

Jim Danielson & Rose Hitz	1969 MC/GT
Marshall Larson	
Lee & Nancy Nelson	
Roy Nelson	
Jack & Mary Stang	
Will Taylor	
Jim & Hazel Wade	
Phil Vicory & Paul Zuraw	

Guests

Bob Benton, Dale Jurgenson, Tony Koester and Barry Mayfield—1941 Pickup, members of Omaha Chapter of the Horseless Carriage Club of America

Larry Loken
Roger & Connie Newby
Vernon & Ken Pykiet
Jim & Ally Edwards
Jake Reed & Hannah Chellino
Clark Wilcox —1929 Ford highboy



Franklins at the winery thinking to themselves, "Surrounded by wine, our owners are inside eating and we can't even get a drink," (Photo by John Moss)



Tom and Barb Chandler in 1924 Franklin "Speedster"
(Photo by Kay Moser)

I'm a long time car nut that old cars just seem to find. When a friend called and said his hairdresser needed help getting rid of an old car he thought of me. When he said it was a Franklin, it peaked my interest because I had read quite a bit about the Franklin company and its cars. I even remembered some of what I had read. The unusual engineering features and many "firsts" were of particular interest to me. I had no interest in buying any additional project cars until current projects were finished or at least under control. My intent, when I drove to see the car, was to help a friend of a friend find a way to sell it. The car was a 4 door 10C. It was located in Deborah, Iowa, 45 miles away. It had been owned for many years by Gil Egge. Upon arriving, I found a car in the very early stage of restoration. It had been moved a number of times and many body parts were missing. There was virtually no interior and no glass. All of the sheet metal parts were there and in good shape, but all of the body wood underneath needed replacing. The ash main frame rails were in very good condition and all the mechanical parts were there and in tact. Gil's stepson, Kevin, started the engine up for me.

My advice to Gil's wife was to advertise the car nationally through Hemmings, etc. It looked to be a good restoration project mechanically and a big job body wise. I had assured her early on that I had little interest in buying the car. Any offer I might make would be very low and she certainly could do better. When she pressed me for the third time to make an offer I might make would be very low and she certainly could do better. When she pressed me for the third time to make an offer, I gave her a very low ball figure. She and her son both agreed that they could certainly do better and Thanked me for my interest. I was proud of myself for not hauling home another project.

"What to do with an old Franklin that needs lots of work, that I really tried not to buy, and I have no time to mess with, but it runs."

Tom Chandler

Three months later the phone rang and Joanne Egge said she had not found anybody else interested in the Franklin and she would take my offer. Three days later it was on a trailer coming home to be stored where it wouldn't tempt me. To me, good storage meant unbolt the body and suspend it high in the ceiling of my shop. The chassis was stored under the stern of the sailboat project in my boathouse. Somehow Roy Nelson found out that I had purchased the Franklin and called me in the spring of 2015 to talk "Franklins" and invite me to the Franklin gathering in Preston, MN. My grandson and I drove the short distance to Preston and followed the tour for a day in my van. We met very nice people, saw a good variety of interesting cars, and gave Joan Hasslen money to join the club. Throughout the rest of the year, I thoroughly enjoyed and digested the club publications. I was determined to remain steadfast to my commitment to finish other projects before giving any attention to the Franklin. In late winter Roy called again. He was encouraging me to attend the Midwest Franklin gathering in Lincoln. I let him know that I couldn't mess with my Franklin at the time and he suggested that I attend without a car. By his second or third call I thought maybe I could bring what would amount to a display chassis much like the one in the Gilmore Museum. After all, I knew it ran and the brakes worked but it was very grubby. I had a retired friend, spending time in the shop, remove the wooden wheels. They turned out to be very solid, and with minimal sanding and several coats of spar varnish they looked pretty good. I wanted the chassis safe and reliable, so it got new front wheel bearings, kingpins, bushings, and ball joint attention. We went through the brakes. They work fine, however, one rear drum is quite unevenly worn. The old tires looked serviceable, however, were almost brittle.

1924 Franklin “Speedster” (Cont’d)

New tires, tubes and flaps and a borrowed rim from Dean Dorholt put the running gear in quite good shape. It all still looked grubby! So it all came apart for deep cleaning and painting. (Engine and transmission out but not dismantled.) The possibility of actually driving the chassis at the Lincoln event grew into “I think I could make a “Speedster.” In briefly researching “speedsters” online, I determined to do what grandad might have done if he wanted a street rod in late 20’s or early 30’s. At this point I gave up my other projects. The car we took to Lincoln was my interpretation of what might have been done with parts found in the garage or scavenged from local sources. On Wednesday, June 1st, at 10:30 a.m. the last parts were bolted on the Franklin. At 11:00 the car went for a half hour test run and by 12:30 it was strapped down in the trailer for a 1 o’clock departure to Lincoln. This was 11 weeks from the time we checked the wooden wheels. During the next 3 days, Barb and I met many new friends, enjoyed their very special cars. We drove approximately 180 miles in the Speedster to the well planned and interesting stops that the hosts, John and Jason had mapped out. The car ran flawlessly. A big thanks to everyone who welcomed us and supported us in this big adventure.

Now back to the 1952 Maverick Sportster. Google it. Mine will be the blue one.

Upcoming Midwest Meets

Fall 2016 (September 14-17), Troy, OH, hosted by Rand, Patterson

Spring 2017 (June) will be in conjunction with the Air-Cooled Gathering at Gilmore Museum

Fall 2017, Manitowoc, WI, hosted by Doug Rohde

Contact Dean Dorholt if you would like to host a 2018 Meet –deandorholt@frontiernet.net

BUSINESS MEETING MINUTES

A) President Dean Dorholt began the meeting by thanking our hosts, John and Jason.

B) Host Report—John Moss and Jason Newby: We had 11 Franklins with 1907 the earliest and 1932 the latest; 46-48 people in and out throughout the meet and 9 different states represented—IL, IA, KS, MN, MO, NE, OK, and TX. Special recognition given to new members Will Taylor and Stan & Kate Stutheit, and extra thanks to Stan and Kate for their help with the itinerary.

C. Recognition:

Attending a Midwest Meet for the first time:

Jake Reed, IL, Hannah Chellino, IL; Barb Chandler, IA; Vernon Pykiet, KS; Larry Loken, MN; Roger & Connie Newby, Chad, Kate & Anna Sophia Borner, NE; Kate and Stan Stutheit, NE; Ken Pykiet, OK; and Will Taylor, TX.

Brought their Franklin(s) to the Meet: Tom and Barb Chandler, Dean and Cinda Dorholt, Jeff and Joan Hasslen, Greg Lundeen, John Moss, Jason Newby, Glen Pykiet, Dennis and Linda Radford, Wes and Betty Scott.

Drove their Franklin to the Meet: Jeff and Joan Hasslen, Stan and Kate Stutheit (driving one of Jason’s Franklins), Greg Lundeen, John Moss, Jason Newby.

Drove his Franklin the furthest: Greg Lundeen drove 450 miles from Champlin, MN.

Traveled the furthest to attend: Jack and Mary Stang drove 1500 miles from Hammond, LA.

D) Secretary Report:

Thanks to Cinda Dorholt for being acting Secretary at the Missouri Fall Meet. Total Midwest Region membership is 115. Newest members are Will Taylor from Canyon, TX, and Kate and Stan Stutheit from Syracuse, NE. As of April, there were 9 new HHFC members who live within our Region boundaries. They each received a welcome letter and a complimentary Franklin Line. We hope they consider joining the Region.

E) Treasurer’s Report: Current balance is \$1,308.41 as of 6/1/2016. Expenses since last September totaled \$610.44 for mailing supplies, printing and postage for the fall Franklin Line and the 2016 Region Directory.

F) Midwest Region News::

-**Roy Nelson** will expand the Region history concept with stories and antidotes from past meets.

Business Meeting Minutes (Cont'd)

-**Hazel Wade** (Franklin Line Editor) requests members send her their stories and pictures about themselves and their Franklin—experiences, trip, how they got involved with Franklins, etc. She will print all stories in The Franklin Line.

Dean then asked **Tom Chandler** to share his **Franklin** story (abbreviated by JH). (See Tom and Barb's article in this Franklin Line.)

G) Midwest Regional Director—Jeff Hasslen:

1) Are Region members still OK with getting a Midwest Directory every other year and the addendum on off years? Members answered—yes. 2) There has been a substantial drop in HHFC membership. Approximately 250 did not renew this year. Jeff suggest we call or contact past members and invite them to get involved again. John Moss suggested we send past members those postcards that he made up for this meet. 3) Our Region has a current dilemma. Our host writes up a meet report for The Franklin Line. We want the ACN to have a Region report also but not the same report. How do we send ACN a different viewpoint, different pictures? John Moss said he would write up a different report and submit to ACN. 4) Jeff asked what comments or concerns Region members had that that he should bring to the HHFC board. Discussion followed: a) The postcards John Moss made up could go to Loretta Fusco and be sold as merchandise. b) How can Club merchandise be made available to members all year round? Order on the website? Someone bring merchandise to the Region meets? It was mentioned that individual mailings take a lot of time and our merchandise manager is very busy as it is. Discussion tabled for now.

H) The Franklin Collection (Hickory Corners MI) - Jeff Hasslen: 1) The Collection is doing well. Last Father's Day weekend the attendance was the largest they ever had on one weekend and that is our Club's weekend. We get the proceeds from both days and that money helps pay our expenses for the year. (Note: The Air Cooled Gathering is only on Saturday of Father's Day weekend.) 2) Currently there is a car available to purchase from The Collection. Reasonably priced. Good driver. See website for pictures. Sealed bids accepted until Trek time. 3) The Collection is meeting it's goal of perpetuating funds and generating interest in Franklins

I) Future Midwest Meets:

-Fall meet is hosted by Rand Patterson, Sept. 15-17 in Troy, Ohio. Some information is on the website now.

-Spring meet, 2017, will be in conjunction with the Air-Cooled Gathering in June, Gilmore Museum, MI

-Fall, 2017, Doug Rohde hosts in Manitowoc, WI
-**Special Louisiana Toure** in 2017, April 20-22 in Hammond, LA. Jack and Mary Stang will host. Jack reported: The itinerary includes a brewery, wildlife preserve, train, wholesale nursery, alligator farm, perhaps a crawfish boil and more. "Just head south and keep going. Everyone come!"

Information is on the Franklin website.

-Contact Dean if you want to host a meet in 2018. There's plenty of time to plan!

J) Thanks again to our host: John Moss and Jason Newby

Joan Hasslen, Secretary

In Remembrance of our Franklin Friends

Don Milne July 2015

Mary Watson April 2016

NOTE:

Email change for Chet and Marlene Zimmerman-HHFC Registrars—hhfcregistrar@comcast.net (pg 43, Midwest Directory)

FYI—Dan Rivers is Webmaster, webmaster@franklinarc.org





Dean Dorholt- I'm so glad they have a place to sit. This SAC Museum is "BIG!" (Photo by John Moss)



Dennis Radford & Will Taylor at SAC Restoration Shop Thinking "my Franklin isn't such a big project afterall (Photo by John Moss)



At Speedway Moroes Warehouse... "Smile for the Camera" (Photo by John Moss)



Barb Chandler and Linda Radford-"Look at that shine on that Franklin, I can see my-self" ... (Photo by John Moss)



"A lineup of Franklins that the Unadilla Post Office would be proud of." Photo by Kate Borner



Clark Wilcox thinking, "Gee dad, ain't she purdy? Can I take her for a spin?" (Photo by John Moss)



Greg Lundeen at Slattery Vintage Estates (Photo by Cinda Dorholt)



Who is "Photo by John Moss?"



Peddle Cars at Museum of American Speed (Photo by Cinda Dorholt)



Franklin car members gathered to tour the underground railroad Old Freighters Museum. (Photos by Jim Wade)



Stan & Kate Stutheit (new members) - Morton Lodge in Nebraska City, "we've arrived!"

HHFC MIDWEST REGION
C/O Hazel Wade
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Glen, Vernon & Ken Pykiet at the Nebraska City Firefighter Museum (Photo by John Moss)



Eight of the ten Adventurers who stayed over to tour the State Capital and Morrill Hall (Photo by John Moss)



Jim & Hazel Wade at the Arbor Lodge. Hazel is holding flowers from the Catalpa Tree (in background), (Photo by John Moss)



The Dave Geis Collection where "Toys are Us" (Photo by John Moss)