

Double Clutch



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ATCA Celebrates 50 years

DOUBLE CLUTCH

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Frank Rickenbaugh
1922 REO Speedwagon

A PUBLICATION OF THE ANTIQUE TRUCK CLUB OF AMERICA, INC.

President's Message

To the ATCA members

The celebration of our club's 50th Anniversary is underway. Imagine what the founders of our wonderful organization would be thinking if they were in our company today. Over the fifty years, we have continued the family-oriented enjoyment of trucks and transportation history in a fashion that would make them proud. We have expanded our reach and presence to the north, south, east, and west, all the while never losing sight of our volunteer spirit and core values. There are a number of events and happenings planned throughout the year. The kickoff to the year will be the Fourth annual ATCA Winter National Show to be held in conjunction with the Vintage Trucks of Florida show. This show is slated for February 4-6 in Leesburg, FL. Let's hope and pray that the pandemic loosens its grip as we roll through 2021 so we can enjoy the fruit of our labor together.



The ATCA family owes a great deal to Fred Chase and his wife, Andi. Fred assumed the role of President in 2010. The Club needed a strong leader that would take control of the day to day operations while working towards a vision of solvency, increased membership, and expanded presence in the US. Under Fred's watchful eye, the ATCA has grown in financial prowess, numbers now including members from around the world.

Fred made countless trips between his home in Gill, MA and the Boyertown, PA office at his own expense. His dedication, drive, and passion for the Club and our hobby set the benchmark by which future officers will be compared. Only a select few have done so much for so long to ensure the growth and success of our organization.

Personally, the National Meets I recall most fondly included projects on display that had found their way through Fred's shop. The conversations I had with Fred about the restored truck included the hard to find parts, or the missing components that had to be fabricated to see the project through to completion. Fred's passion and painstaking detail through the project's completion are much the same as the attention and drive he gave to our organization every day of his terms.

Mr. Chase, we are grateful for all of the good that you have brought to the Antique Truck Club of America. Thank you and God Bless!

Chris Maney

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This is a Story of a 1927 Chevrolet Capital 1 Ton Truck

by Robert CL “Moose” Duffy

Back in the early days of the Antique Truck Club, founding member, Joe Macaluso (Mac), had a 1927 Chevy truck. It was a flatbed stake model that had come from a farm on Long Island, NY. It was two days before a show at Eisenhower Park on Long Island. Mac wanted to take the truck, but it needed work—a lot of work!

Slowly, it was resurrected. We replaced the motor, changed the bent front axle, the front fenders were rotted away at the bottom and were patched with sheet metal, and we replaced the tires which were flat and down to the cords. This was not a show truck but something to drive and have fun with. Mechanically it was done, but it was still the same shade of rusty metal. Mac decided to have a sanding and painting party (with a brush!). All was going well. Black paint for the fenders, hood and running boards. Yellow paint for the wheel spokes, and red paint for the cab.

But here it was Saturday night, the cab was not yet half painted. The paint can was less than half full. What to do? Well, just keep adding turpentine to make it last. The next morning the Chevy was ready. The paint was still a little tacky in spots, but with coolers of food, beer, soda, and us boys, off she went. A great day was had by all, and the paint even dried in the sun. This was the first of many fun-filled adventures with this truck. Mac’s son, Joe Jr. didn’t have his driver’s license yet, so when Mac came home tired from work, he would let me take Joe Jr. out driving in the ’27. We would drive past the park and blow the horn at all the girls.

During the fall, the truck’s motor developed a slight knock. One evening, while being driven, a rod broke and went through the side of the block. Mac’s son was able to reach through the hole and disconnect the rod from the crankshaft and push the piston up in the cylinder. This way, at least the truck could be moved around until the block could be replaced.

In the meantime, Mac had seen an advertisement in the New York Times for a 1927 Chevrolet truck and figured it would be good to have parts. He called the man and bought it sight-unseen. Afterwards, the

gentleman sent a picture, the truck didn’t look to bad. This was in October of 1975 in Maine, and Mac couldn’t pick it up until after March, when the 4 feet of snow had melted. Thus the start of a fun-filled trip to Maine. Mac took his Ford van loaded with his son Joe Jr., my brother Peter, and myself and Jim Dulligan in his trailer loaded with the Dulligan boys.

The truck was located in Sanford York County, Maine. The trip up was clear with just stops for gas and restrooms. After arriving at the gentleman’s house, we had to drive further up a hill and down to a big, old barn where the truck was located. The gentleman, Peter Roberts, had charged up the battery. The truck started right up, and he drove it out. Mac and Kim got it loaded onto the trailer—it barely fit. This truck was long and somewhat strange looking.



Moose Duffy's 1927 Chevrolet

The cab on the truck was made of wood; the cowl was steel. The two doors (off of some fancy sedan) were made of tapered aluminum. They weren’t long enough, and wooden extensions had been added to the bottoms. The rear window was a triangle piece of broken glass with a square frame nailed over it. The bed was made of really rough cut planks that were now warped. The side stakes were made of tree limbs that were not perfectly straight nailed together. It looked like a ramshackle 4-poster bed. The original owner used it to haul hay.



**Want to read the rest of the
story?**

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our FORMS tab.**

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