

The Central Coaster

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President's cold, bumpy road ramblings.....

BURRRRRR.....it may be cold, but it warms me up just knowing it can be 50 degrees colder back East! Is it SPRING, YET? I think we be spoiled?

Here it is 2015, with hopes of good happenings and a spirit that keeps us plugging along, as long as it involves trucks.

Sad news came to us, on the 19th of December, when we learned of Dale Manning's death, from heart failure. You can read the details of his life in this newsletter. Our condolences to his wife, Pat.

At our next meeting, on the 17th of this month, at the Santa Maria Museum of Flight, the agenda will include proposed meeting dates for the balance of the year (3rd Saturday in March, June & September, along with our annual COOLER, July 17th & 18th. See you there.

NEXT MEETING:

17 JANUARY, 2015

SANTA MARIA MUSEUM OF FLIGHT

11:00 MEETING BEGINS

12:00 LUNCH (BBQ Burgers)

TOUR MUSEUM

No admission charge, if you state you are with ATHS

FROM THE 101, TAKE BETTERAVIA WEST TO BLOSSER SOUTH. GO AROUND THE BIG CURVE, THEN RIGHT TURN AT THE BLUE MUSEUM SIGN.





DALE WILLIAM MANNING



Dale (DW) William Manning was born on July 26th, 1940 in Los Angeles, CA and passed away on Dec 19th, 2014 in Santa Maria, CA due to heart failure. He was surrounded by family.

Dale grew up in Van Nuys, CA and graduated from Notre Dame High School. He then went to work for his cousin's trucking company in Baldwin Park, in 1956. His first truck-driving job started with a brand new Peterbilt high-sided transfer truck, which he drove straight out of the factory. He began hauling lightweight aggregate out of rock quarries in different areas of SoCal.

He continued to haul bulk materials to small companies, where he cultivated relationships that supported him, for many years to come. In 1977, he decided to go into business for himself. At the same time, he began to restore his first truck, a 1955 Peterbilt transfer. He spent the next 25 years self-employed. He later sold his business to work for Speeds Transportation in Santa Maria, CA. While working for Speeds, he drove one of his pride and joy show trucks, a 1985 Peterbilt transfer.

His truck-driving career spanned 50 years and 5 million plus miles. After living in the Alabama Hills of Lone Pine and High Desert of California, he enjoyed driving the beautiful Central Coast of California. Whenever Dale was around, there was never a dull moment, he had an incredible sense of humor and was never afraid of hard work. He enjoyed traveling with Pat, in his custom 1945 Peterbilt motor home. Dale was well loved by his family and close friends and will be greatly missed. He was truly thankful to Pat, his wife, for putting up with his dreams through all of the years.

Dale is survived by his wife of 54 years, Pat, his daughter Michelle and husband Monte Basham of Apple Valley, CA; daughter Kim and husband, the late Scott Weldy, of Apple Valley, CA; daughter Lori and husband Glenn McClinton of Bishop, CA; son Chris William Manning of Oak Hill, CA. and his seven grandchildren.

A memorial service will be held, for Dale, at Dudley-Hoffman Mortuary in Santa Maria, CA on January 16th at 11:00 am.



MINUTES FROM THE MEETING OF THE CENTRAL COAST CHAPTER, ATHS
held on August 16, 2014, at the San Luis Obispo Railroad Museum

A brief and fascinating overview of the museum, by very knowledgeable docents, was completed before lunch, which was provided by Gus's Grocery...turkey and beef sandwiches. Twenty-eight members and guests were present, as well as the Museum staff, for lunch.

Meeting was called to order at 1:19 PM.

Minutes of the June meeting, approved, as published. Cathy reviewed her treasurer's report and Diann reported 67 paid members. Good wishes, from all, to Stan Alles, recovering from a medical challenge.

Turning to the COOLER, Jim had a report showing profit for all recent years. This year was just north of \$3000, as was last year. The highest profit was in 2006, bolstered by auction items such as Richard Lieber's truck model, jewelry sales and profitable dinner sales. The dinner, acclaimed excellent this year, lost a little, with 110 guaranteed at \$18, but only 80 tickets sold, at \$25. Auction of leftover tri-tips closed the gap, a little. Over 2/3 of our net came from the silent auction!

Wide ranging discussion followed. In past years, the Sunday breakfast contributed \$200, or so, but is impractical with our agreement to be clear of the hall, early Sunday. The ice cream vendor worked out well, from our perspective, but we haven't heard if she will want to return. Spectator parking went well, this year. There was a question of whether we should be concerned about local pickups and large rigs lining up to show, but leaving after an hour, or two. Our costs for the site are projected to go from \$850 this year, to \$1300 next year. A refundable deposit will be made, as the date has been reserved, for next year.

There was even wider ranging discussion, and brain storming, of ideas for changes or additions to our show format. It was suggested that a few in attendance are not totally fascinated by old trucks and would appreciate some afternoon diversion, e.g. the silent auction plus other diversions. Several thoughts were discussed - truck accessory vendors, national sponsorship by a truck manufacturer, were mentioned. A flatbed band, card games in the hall, and a Friday evening chili cook-off were some of the many ideas tossed out.

A list of non-profits, we might donate to, was posted. A motion to donate \$800 to each of the following was moved and seconded: Wounded Warriors, Wilshire Hospice, The deGroot Home and the SLO Railroad Museum - \$3200, approximating our COOLER gains.

50/50 was won by Bob Chatfield and the meeting was adjourned at 2:35. The next meeting will be in Oct. or Nov, TBD.

Draft for approval. Ray

FOR SALE



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