



Sassy Brass

August 2012

Volume 3

Tour and Meeting Schedule for 2012

September 30: Perry County Covered Bridges

October 13-15: Hershey Hangover Tour with Snappers Region AACA

November 11: Fall Membership Meeting at York



*Just passing through
history...*

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Susquehanna Valley Region HCCA Contact Page



Join the Susquehanna Valley Region
Horseless Carriage Club of America:

Contact: Bob Ladd, President

jbobladd@ptd.net or

Home: 717-273-7090 Cell: 717-269-5508

Officers for 2012

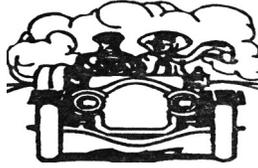
President	Bob Ladd
Vice President	Jeff Leshner
Treasurer	Don Barlup
Secretary	Cheryl Vaughn
Assistant Secretary	Betty Swann
Web Master	Tracy Leshner
Newsletter	Bob Ladd
	Tracy Leshner



Check us out on Facebook at

Susquehanna Valley Region HCCA!

Upload pictures of your brass car adventures and projects to our page.



Susquehanna Valley Region--Horseless Carriage Club of America & Snappers Brass & Gas Region--Antique Automobile Club

Present

"The Hershey Hangover Tour"



Registration Fee \$25.00 per person*

Driver/Owner _____

Additional Passengers _____

Address _____

City _____ State _____ Zip Code _____

Car Make* _____ Model _____ Year* _____

Home Phone: _____

Cell Phone: _____

Email Address: _____

Insurance Company _____ Policy # _____

HCCA # _____ AACA # _____

* All cars must have been manufactured before January 1, 1916- No fee for the car. **Deadline September 13, 2012.**

Registration Fee _____ X \$25.00 per person = _____

Sunday Banquet _____ X \$30.00/per person = _____

Monday Stoltzfus Luncheon _____ X \$15.00/per person _____

Total Payment _____

Make Checks payable to: Susquehanna Valley Region-HCCA

Send registration and payment to:

Cheryl Vaughn, 12 Clearview Road, Willow Street, PA 17584

For more information: cheryldvaughn@gmail.com or call: 717-917-4611

Hangover Tour Hangover Tour

Lantern Lodge, 411 North College Street, Myerstown, PA (1-800-262-5564) - Reservations at special rate must be done by phone not by internet or through travel sites.

Room Rates – \$90.00 per night plus 9% taxes which includes a hot breakfast for two. (3 or 4 in a room \$110). Some suites available on first come basis upgrade \$10. Cut off release date for reservations is September 13, 2012. They will attempt to honor our rate after that date but it is not guaranteed.

Saturday October 13:

Check in after 3:00 PM – Gather in the lounge for snacks, drinks and conversation and registration. Dinner is at leisure either at Lantern or several other restaurants near by. Joe Alackness will be in charge of parking trailers and Motor Homes. **Motor Homes \$10 per night with electricity if needed.**

Sunday October 14:

7:00 AM - Short Devotional time for those who desire to come at the restaurant and hot breakfast.*

8:00 AM– Depart for **Reinholds Restoration Shop, for coffee break -20 Miles –**

Tour to **Landis Valley Farm Museum, - 21 miles –**

11:00 - Gather at gate of Landis Valley Museum and tour to center display field. For Landis Valley Fall Harvest Days. . Immerse yourself in PA German Culture. Lunch is on your own.

1:45 PM - Tour to **Historic Cornwall Iron Furnace -38 miles**

3:00 PM Tour Cornwall Iron Furnace and Museum, Cornwall, PA. Your badge is your admission.

After tour travel back to Lantern Lodge - 13 miles

6:00 PM – 7:00 PM – Gather for conversation and refreshment in the Lantern Lodge Lounge

7:00 PM – 9:00 PM – **Banquet-** Special guest speakers Harold and Corky Coker

Monday October 15

7:00 AM - Gather for breakfast*

8:30 AM - Tour to Intercourse, PA - 32 miles

10:00 AM - Shop and experience the heart of Amish Country

11:30 - Drive to Issac Stoltzfus Machine Shop and home for lunch - 4 miles

1:00 PM - 3:00 PM drive back by a different route to Lantern Lodge – 37 miles

The Lantern Lodge will arrange for late check out and will honor the rate if you wish to extend

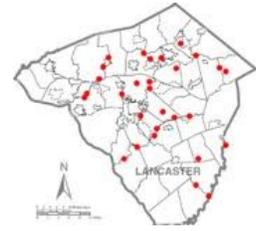
* Breakfast included for guests of the Lodge and vouchers available for purchase for others.

A Relaxing Run Through the Lancaster



Countryside

By Tracy Leshner



Picture Perfect at Pool Forge

We couldn't have asked for more perfect July driving weather than on our Susquehanna Valley Lancaster County Covered Bridge Run. My husband, Jeff organized the route while I ran the test route in our '64 Buick Convertible. With the exception of a missed turn or two the 85 mile route took ten brass cars over or past a total of ten bridges located in Northern Lancaster County. More importantly everyone's car ran well and no one needed towing! We had full cars including member Jared Cohen who furthered his research of potential brass cars by riding with Lee and Helen Turner.

The Amish children took pleasure in seeing our cars on the road as much as we enjoyed waving to them. Pool Forge offered

a beautiful backdrop for lunch. Historic buildings on the property date back to the early 1800's. The covered bridge was constructed in 1859.

Somewhere along the way Mike and Marcy Jones with guests Janet Lee and John Malpali disappeared after leaving the forge! Brad and Candy Wallace loaded their Model-T with all kinds of yummy Lancaster County produce. This was the inaugural voyage for their brass car. Many members made the stop to the Udder Choice in Ephrata for their delicious ice cream. Our family, Charlie and Beth Sando, Dorothy Schmidt-Swank and Stanley Groy opted to have dinner at the Reinholds Inn outside on the deck. No cooking for Mommy!



Check, check, and check again



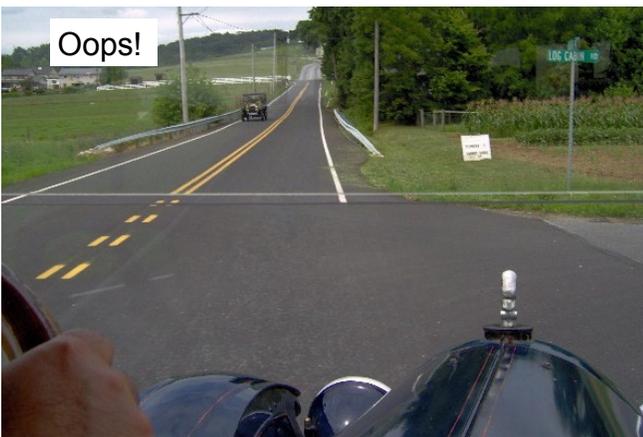
Almost to Shupp's Antique Grove



Pool Forge



All clear



Oops!



Looking spiffy!

Traveling Cross Country in a 1912 E-M-F is the “Adventure of a Lifetime”

By: Betty Swann



Everybody has their own vision of the “Ultimate” vacation. For my husband, Joe, and I, it was traveling 4,225 miles cross country in our 1912 E-M-F 30 Touring Car. This year marked the 75th Anniversary of the Horseless Carriage Club in Colorado Springs and the 100th anniversary of the last year of production of the E-M-F automobile. A casual comment by a passenger on a tour a couple of years ago got us to thinking about a cross country trip incorporating the HCCA event in Colorado. It would be a great way to celebrate these 2 anniversaries and to see the back roads of America at a slow pace. Thoughts became actions and after getting advice from several antique car friends, Joe planned our route. We have always wanted a “time machine” to take us back in time, and this car and this trip were as close as we could come.

He contacted about 100 HCCA and E-M-F club members along our proposed route for advice on roads to avoid, and possible local sites we shouldn't miss. About 20 people responded and their advice was extremely helpful in our planning process. We made it our mission to visit as many of the respondents as possible during our trip. This led to some wonderful adventures and the formation of some great friendships.

Since Joe is an upholsterer of Brass era cars, and knowing that we would probably encounter rain at some during our trip, he made side curtains for the E-M-F before the car was picked up for transport to CA. A ground-up restoration on the car was done about 3 years ago so he only had to be sure the basics were in good condition for the trip and he relined the brakes. I had complete confidence in the car's condition and did not expect to have any problems on the trip. Joe was perhaps more realistic and took what he thought might be needed to make repairs. With minor exceptions, the trip was a breeze.

We planned to make the trip as authentic as possible and tent camp. He removed the back seat and made a platform camp bed under which we packed everything that we would need for the trip. He packed a spare magneto, spark plugs, duct tape, miscellaneous nuts and bolts, lacing wire, cotter

pins and extra batteries for the turn signals, basic hand tools, jack, spare tire and tube, soldering torch and tow rope, valve spring compressor, cordless drill, extra brake linings and special tools and rivets to replace them and a wheel puller. The rest of the space was filled with the personal effects needed for the trip. I was impressed with Joe's invention of the camp bed. During the trip we visited a private museum and one of the men there had a period shop manual that showed a very similar camp bed arrangement to the one Joe had devised. Great minds are the same no matter what the era.



Our trip began from Fallbrook, CA at Anne and Bill Ottemann's house which is about an hour north of San Diego where we met Mike Yeakle and Richard Frombley who had come down from Washington state. Ann and Bill were driving a Regal Underslung and Mike Yeakle was driving a Buick with Richard as navigator. The first evening we met up with Michael Sullivan from Ventura, CA who was driving a Parry. The desert was rough on the cars. By noon of day 2, the Ottemanns had a cracked cylinder head, Michael Sullivan broke a crankshaft in the Parry and we had overheating problems. Our overheating problem was helped with an auxiliary radiator misting system devised by Bill Ottemann out of irrigation nozzles, hose and a weed sprayer filled with water which the passenger pumped as needed. The Regal Underslung and the Parry returned to CA and the Ottemanns returned with a Model T for the balance of the trip with Michael Sullivan returning with his trailer and tow vehicle as support for the trip to Colorado Springs.

Our trip took us through the CA desert near Borrego Springs, the Salton Sea and through Joshua Tree National Park to 29 Palms, then on through the Arizona desert west of Phoenix with temperatures of up to 113 . The beauty of the desert with its saguaro cactus, some hundreds of years old, the mesquite, creosote bush and other desert plants, for me, made up for the high temperatures. In order to make travel a little easier on cars and passengers, we started our days about 5:30-6:00 AM and stopped for the day about 3:30, avoiding as much of the desert heat as possible.



Spectacular view of the Grand Canyon

After the deserts, a stop in the relative coolness of the Grand Canyon on the Kaibab Plateau with Pinyon and Ponderosa Pines was a welcome respite. As we came down off the Kaibab Plateau of Arizona we moved back into desert around the 4 Corners area (where Arizona, Utah, Colorado and New Mexico meet). In Tuba City on the Navajo Reservation, I spoke with an old Navajo man who explained that Model T's were called "spiders" by the Navajo in the early days because they were black and bounced through the desert as census takers tried to contact everyone on a reservation with very few roads. He said that the Navajo did not have a word in their language for "car" so called them spiders since that was what they most resembled.

Monument Valley, Utah was extraordinary with its fantastic and strange rock formations. People passing by couldn't take enough pictures of our group of antique cars. They were fascinated by them and couldn't believe that we were driving them to Colorado Springs and that one of them was going to go all the way across the nation. We had a number of people ask if they were "kit" cars and the most common question asked was, "How fast will they go"? Our standard answers were, "No, they are original cars, and a comfortable cruising speed is 35 to 40 mph for all but the Buick which can go a little faster since it has more horsepower." They were just amazed. We kept driving, making 200 to 225 miles a day to Colorado Springs, again through spectacular scenery, this time the mountains of the Colorado Rockies with rivers meandering through meadows of green. Wildlife was abundant on the whole trip: coyotes, deer and wild turkeys in addition to the usual complement of small furry critters and birds. After climbing Wolf Creek Pass, a climb of 4,000 feet within about 8 miles, from 7,000 to over 11,000 feet, overheating all the way, we were ready for a break at the summit where we met a film crew documenting the cross country trip of 2 men from Georgia in a classic Triumph. After Mike Yeakle, HCCA President, was interviewed by the film crew about the antique car trip to Colorado Springs, and exchanging stories of our trips with the Triumph crew, we each went our own way wishing each other good luck.



HCCA automobiles at Cripple Creek

A week of touring in Colorado Springs was a great way to celebrate the 75th Anniversary of HCCA, make new friends and see people we hadn't seen since tours last year. About 135 cars were registered but only about 85 actually came due to concerns about the forest fires around Colorado Springs. When we arrived it was only 5% contained but fortunately was to the far northwest of town. We could see some smoke but it only affected one activity – dinner at the Flying W Ranch which was burned down. By the time we left Colorado Springs, the fire was 95% contained. On tour, we visited the Air Force Academy with its spectacular Cadet Chapel, site of weddings and services. New cadets were being drilled on the parade grounds in the heat of the day. Cripple Creek, a gold mining camp west of town, was surrounded by hills showing evidence of abandoned mine shafts and diggings. Having visited the Western Mining Museum, I was envisioning gold everywhere.

Our car along with many others had performance issues during the Colorado Springs tour due to a combination of hot temperatures, the altitude and subsequent lower levels of oxygen. Cooling systems are less efficient at higher altitudes and carburetors had to be adjusted to get enough air for a proper mixture. Adjustments were made if possible and people just kept driving.

After the Colorado tour was over, Joe and I headed out on our return trip to PA without a support vehicle. Bill Ottemann told Joe that people thought he was crazy to drive an antique car to Colorado, but that Joe took "crazy" to a whole new level by traveling cross country in one. We may be a little crazy but we sure did have fun!

The mountains and hills around Colorado Springs changed to flat desert in southeastern Colorado with sparse vegetation and an abundance of prairie dog towns. The flat landscape of Kansas brought parched farmlands due to persistent high temperatures and lack of rainfall in areas where they were not irrigated. Crops were in bad shape all across Kansas, Missouri, Illinois and Indiana. It was only as we reached the river bottoms along the Ohio River that crops began to look good.

The farmlands of Kansas and Missouri might not have had the spectacular scenery of the western states, but it made up for it with some of the nicest people we have ever met. Several of the respondents to our letter lived in these 2 states and getting to know them was a real treat! Several arranged for us to see private collections and offered their garages for any needed repairs, or a place to stay or

met us for a meal somewhere or traveled with us for a while. That really made the trip special. Traveling along the old Santa Fe Trail, we went to McPherson College in McPherson, KS which has the only 4 year auto restoration program in the country. Check it out. In Missouri and Illinois we traveled the old Lewis and Clark Trail, visiting more people along the way. Indiana was a great state for antique shops in historic towns along old Route 40, the National Road, and home of a special Model A friend.

The only car issues we encountered on our trip were the overheating already mentioned, a clogged carburetor jet and a defective magneto rotor. Joe was able to fix the carburetor jet and changed out the magneto. It is pretty remarkable to travel over 4,000 miles and have so few problems and be able to fix them yourself and be right back on the road, even in a modern car, much less a 1912 model. Our confidence in the car was justified, Joe took the right tools and parts based on his best guess of possible problems he might encounter, and we kept moving along. We only encountered a couple days of heavy rain showers, a little fog and some very hot temperatures, but in all it was a super trip. The seats in the car were super comfortable on the whole trip thanks to Joe's workmanship.

After a month on the road, we returned to PA to be welcomed as returning "pioneers" by the E-M-F club at their Lancaster County, PA tour. It was the perfect way to end our version of the "ultimate" vacation, along the back roads of America, cruising at 35-40 mph, in our "time machine" 1912 E-M-F 30 Touring car. I would do it again in a heartbeat, next week if I could. You should try it sometime. You'll like it.

A day by day travel log of this trip is available at www.emfauto.org and also check out Michael Sullivan's travel log of the CA to CO portion of the trip on the HCCA website, <http://hcca.org/wordpress/>.



The Swanns and their EMF at Monument Valley