



Sassy Brass

Volume 9 Issue 2



On the "By the Sea, the Beautiful Sea Tour" in Rhode Island. Above: Mike Romano and Augie Leshar Bottom row: Backseat view of Betty and Joe Swann, new SVR regional group members- Shawn, Erin, Jacob and Alex Achtel





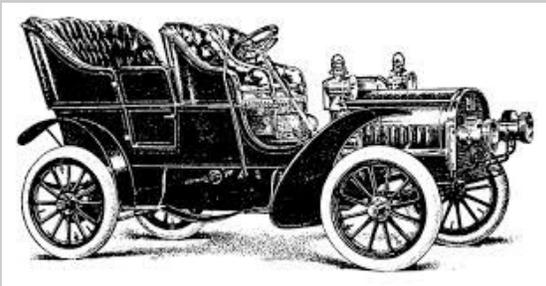
2018-19 Susquehanna Valley Regional Group HCCA Calendar

- August 18: SVR Tour to Rough and Tumble Kinzers, PA
- August 20-24: AACA Reliability Tour – Geneva, NY (Finger Lakes)
- September 15: SVR Tour to Historic Pool Forge
- October 10-13: Hershey Fall Meet
- October 14-16: Hershey Hangover VII Tour – Denver, PA
- November 3: SVR Fall Meeting – Location TBD
- February 15-21, 2019: HCCA National Convention Tampa , FL
- May 19, 2019: BBC Flea Market Strasburg, PA
- May 20-23, 2019: BBC Tour
- June: 23-28, 2019: New England Brass and Gas Tour



Inside this Issue...

President’s Message	pg. 4	Classifieds and	pgs. 17-18
National News	pg. 5	Resources	
2018 Burkittsville, MD Tour	pgs. 6-7		
Muddy Creek Forks	pgs. 8-9		
Stunning, Stupendously			
Steaming Stanleys	pgs. 10-13		
Announcements	pgs. 14-16		





Susquehanna Valley Region HCCA Contact Page

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Horseless Carriage Club of America:



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Officers for 2018

President	Jeff Lesher
Vice President	Pat Gamble
Treasurer	Don Barlup
Secretary	Philip Jamison
Web Master & Newsletter	Tracy Lesher
Membership Chairperson	Mike Romano

Your Susquehanna Valley Region HCCA Editor can be reached
via email at: edsvrhcca@gmail.com



Check us out on Facebook at
Susquehanna Valley Region HCCA!

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



President's Message August 2018

I must admit that I'm enjoying my new job. For those of you that don't know, I'm the official driver of the HCCA's Gazette Editor's camera car! I told Tracy I want to apply for Press Photographer plates for the 1913 Buick and maybe even our pickup since it has been seeing a lot use hauling the Buick this summer. It has been a lot of fun and yesterday I was repacking front wheel bearings and tightening my spokes to get the Buick ready for next week's Reliability Tour up in the Finger Lakes. Of course, that means the Overland will be headed to the Rough and Tumble Reunion on Saturday.

We have a bunch of members either riding down with us from Adamstown or meeting us at the show and even a couple of our newest members hope to make the trip. If you can't make it to Rough and Tumble, we plan on attending Poole Forge Day again in September and I'm thinking about changing the meeting place for touring to help attract some of our southeastern PA members.

We did have a nice turnout in July at Muddy Creek Forks and even though the weather looked questionable when we left Gettysburg that morning (from the Eastern AACA Spring Meet) the sun eventually came out and a lot of pictures were taken – especially of Bob Lefever's International truck. Thanks to Brad Kline for putting this together for us.

I want to let everyone know that Pat Gamble is already hard at work planning on next year's BBC. I think all the wagon masters and basic days have already been planned. Pat expects to fill next year with a full 85 cars. The pictures in the magazine and on the HCCA Facebook and website are great and show a lot of people having fun in old cars! Also – if you want to reserve a spot in this year's Hangover, please let me know as we currently have just over 20 cars with a bunch of international tourists. I expect it to fill up with a full 35 cars by mid-September.

Check out the ad in this issue for a region name badge. After looking at options from a couple local trophy shops, I was sitting looking at my wife and lo and behold, she was wearing her HCCA name badge and it looks great. So after a call to the national office, we can now get our region's name badge in same format with the National Logo and our Region Name along with your name.

Lastly, I want to welcome a couple of our newest member (families): John and Christine Carter from Audubon, NJ and Shawn and Erin Ahtel from Limerick. You'll likely to get to meet them soon on one of our tours, and you enjoy the Ahtel's boys: Alex and Jacob – who give Augie and Jack a run for their money!

Happy Cranking,
Jeff



Re: 2019 HCCA Convention

Issue: 2018-06-08 #05



Agenda:

Day 1 - Fri Feb 15 - Tampa Arrive by plane or car. **The HCCA board will meet this day** (Complimentary shuttle to/from airport)

Day 2 - Sat Feb 16 - Board the ship Carnival Paradise

Day 3 - Sun Feb 17 - Key West, FL (Optional Vintage attire at dinner)

Day 4 - Mon Feb 18 - Havana, Cuba

Day 5 - Tue Feb 19 - Cozumel, Mexico

Day 6 - Wed Feb 20 - Fun day at Sea

Day 7 - Thu Feb 21 - Tampa/Ybor City/Clearwater

All transportation is included for the entire Convention!

Convention Costs:

\$899/person dbl occ - inside cabin,

\$949/person dbl occ - outside cabin

what it includes:

- All meals (except 1st night dinner)
- Cuban VISA (required for U.S. citizens)
VISA requirements for non-U.S. citizens vary
- Social gathering(s) onboard ship
- Final dinner
- All transportation
- Special Cuban shore excursion
- Tours & entry fees

You will likely need to book 2 night's stay at the host hotel for the start (2/15) and the finish (2/21)

Holiday Inn Tampa Westshore
700 N. Westshore Blvd
Tampa, FL 33609
(813)289-8200
Mention you are with the group "HCCA"
\$145/night plus tax

A 7 day adventure (or more if you want) starting in Tampa FL, then 5 days at sea and 1 more day on land

The cruise ship fills up quickly so please, even if you aren't sure you will come, get your reservation in QUICKLY

All payments are FULLY refundable up to December 15, 2018!

Call (941)488-9393 - All Around Tours to get your bookings in before it fills up!

Questions you may have:

I am a frequent cruiser, can I apply my VIFP points?

Yes you can, just be sure to mention it to the representative when you book.

Will there be an occasion for me to wear my vintage clothing?

Yes, On the ship during the "formal" dinner on Sunday evening

What documents will I need to bring?

All you will need is a valid Passport and a cheery disposition.

What clothing should I plan to wear?

Be comfortable while onboard. It will be warm almost all the time.

I suggest clothing you might wear to go to a nice dinner - (when we go to dinner.)

Will I need to rent a car?

No. All transport, even to and from the airport is covered.

What can I do at the various ports of call?

Between now and the week before you come you can go to the Carnival website and find all the potential shore excursions you can sign up for.

What about insurance during the trip?

You can add insurance and it is strongly recommended. Just tell the representative when you sign up.

Jay Simpson / jay.simpson410@gmail.com

HCCA Director / HCCA National News Editor



The Tour That Isn't a Tour: Burkittsville, MD

July 7, proved a perfect touring day just south of the Mason-Dixon Line. Rob Burchill and Mike Zerega, members of the Central Maryland Regional Group organized a 56 mile route. Several of our fellow SVR members participated: Mike Romano and his nephew Michael Romano, Clay and Rene Green, Pat Gamble, the Swanns- Joe, Betty, and Maddie, and all four Leshers- Jeff, Tracy, Augie and Jack. In those 56 miles. we travelled through Maryland, West Virginia and Virginia.

We started out from the Raritan Club in Burkittsville, MD. Some of you might recognize the name of Burkittsville from

the movie *The Blair Witch Project*. The first leg of the trip brought us over the Potomac River into Virginia with Harper's Ferry in the distance. Even though Highway 340 into West Virginia is a fast road there was a shoulder wide enough that we used it as a third lane of traffic. The first stop of the day was the Joyline Toy Train Museum in Harper's Ferry, West Virginia.

Lunch was in Shepherdstown, home of Shepherd University. This college town was once a hub for the Chesapeake and Ohio Canal. The drive back involved the obligatory ice cream stop in

Sharpsburg, MD where the Battle of Antietam was fought. The remainder of the drive back to Burkittsville was short. Before we headed home, some of us stopped at Hattie's Garage (Rob Burchill's man cave) for a brief visit.





The Tour That Isn't a Tour: Burkittsville, MD—Continued



Above: Michael Romano and Mike Romano, in Mike's 1915 REO, Pat Gamble, Clay and Rene Green in the Green's 1910 Buick Bottom: the Leshers' Buick parked in Burkittsville, MD; Augie Leshers, Maddie Swann and Jack Leshers ride the 1 gauge railroad





Muddy Creek Forks Centennial Celebration

Right: Our cars on display at Muddy Creek Forks

Below: Alex, grandson of Brad and Cathy Kline checks out the levers.



On July 15th, our regional group participated in a centennial celebration at Muddy Creek Forks Village in York County, PA. Six of our members brought brass era vehicles to display during the event: Jeff Beard drove his 1913 Model T, David and Nell Deardorff brought their York County built 1912 Pullman Model K, Keith and Karen Billet trailered their 1910 REO, Brad and Cathy Kline brought their 1908 EMF, Bob Lefever trailered his 1918 International truck, and we brought our 1913 Buick.



Muddy Creek Forks—Continued



The weather forecast the night before stated that it was going to be a very hot and humid July day. It was a pleasant surprise that the weather was actually somewhat on the comfortable side for July and partly cloudy too. What a welcome relief after being at the AACA Eastern Spring Meet in Gettysburg the day before.

Brad and Cathy Kline invited their daughter, son-in-law and grandchildren to stop by. The public was inquisitive and kids had the chance to sit behind the wheels of several vehicles. Once again the Muddy Creek

Historical Society allowed our members to ride the train for free. Docents inside the general store provided informative tours. Thanks to Brad Kline for organizing this





Stunning, Stupendously Steaming Stanleys!

By Gil Fitzhugh the Elder

This year's eastern steam tour featured a return to Auburn Heights, the Delaware home of the Marshall Steam Museum and its extensive collection of Stanleys. Tom Marshall's grandfather, a mill owner and paper manufacturer, built the family mansion in 1897. Tom's father, a Stanley dealer back in the day, began repurchasing Stanleys in the '40s. Tom and his wife, Ruth, have turned the mansion, its acreage, and the now-extensive car collection over to non-profit organizations, together with endowments for their preservation.

Several HCCA tours have visited Auburn Heights, but this was the first time in 11 years that the museum had hosted the steam tour. Nine of the museum's cars were scheduled to participate in the tour on various days, and there were 39 other steamers registered. With two host hotels, routes between them, two excellent banquets, six days of route plans and destinations, and



several trouble truck drivers whose services were in considerable demand, the 14-member committee had its work cut out for it. And it came through in fine fashion.





Stunning Stanleys—Continued

Early arrivals were offered a 29-mile trip to the Antique Ice Tool Museum. The Sunday night Fire-Up banquet included strolling waiters with excellent hors d'oeuvres. Particularly impressive was that there were enough young families to have a children's table for those kids who didn't think it was cool to sit with grownups. Given the sad fact that 24 participants on the 2007 Auburn Heights tour had since died, it's good to see that the steam car world has an influx of younger members.

For steam nuts, the Most Important Name in these parts may be Marshall; for everyone else, it's du Pont. We visited several properties established by that pioneer Delaware family. On Monday we were graciously invited to tour Granogue. It's a 17-bedroom manor house on 500 acres with antique furniture, family heirlooms, and a magnificent 1200-pipe organ that was in full resonant voice for our visit. And it's still the family home of Irénée du Pont Jr., the great-great-grandson of the company founder. Then it was on to Auburn Heights, where we had lunch, toured the home, rode the 1/8-scale steam train, gawked at the car collection, and "enjoyed Tom Marshall's reminiscences while he autographed copies of his new book.

On the return trip, I was following Roland Evans and his daughter, Lisa, in their 1906 Stanley EX. It was pulling away from a light when it stopped dead. Clunk. A bolt had disappeared, allowing a rod to be bent and jam the engine. Since a Stanley has no neutral, when the engine is jammed, the car can't move. You can't even push it off the road. Eventually Roland was able to



disconnect enough bits that the car could be pushed – if Lisa lay on the running board and held other bits out of the way.

Tuesday morning we visited the National Iron and Steam Heritage Museum, familiar to some folks who have driven the BBC tours. We had a good lunch at Just Mom's. I'm told the group went on to a restored 19th-century mining town, and then to a private collection of model gas engines, model steam trains, and four Stanleys. One of the Stanleys was a low-mileage original that recently surfaced on eBay, and was driven on the tour.



Stunning Stanleys—Continued



But I can't attest to any of this, because I had a serious car fire, probably due to inadequacy of The Nut That Held The Wheel. Fortunately, I was being followed by Brent Campbell and Nick Lupion. Nick is young, agile, and knowledgeable; he leapt out of Brent's car, grabbed my fire extinguisher, and blasted it at all the places that needed blasting, thus saving my car from becoming a crispy critter. Many thanks, Nick. Hagerty thanks you, too! The next morning, I bought two more fire extinguishers. By the way, Brent's car is one he built himself; it's an exact replica of a custom design made for Raymond Stanley, son of one of the founders of the company.

That evening, back at Auburn Heights, Terry Amsley told stories of his father, Carl, who restored, repaired and reproduced a lot of Stanleys. Terry says there are a lot of "Stamsley" steamers around!





Stunning Stanleys—Continued

Wednesday's tour was to historic New Castle, Delaware's colonial (and first state) capital. Then it was on to the Chesapeake and Delaware Canal, which cut hundreds of miles off the sea routes from Baltimore to New York and Philadelphia. The locks were refilled by steam engine. Again, I saw none of this. My fuel system was so carboned up that I limped home after a few miles. After my car had cooled off, I cleaned out the fuel system in hope of running better the following day.

Thursday. Success! A 78-mile drive through Amish country to Strasburg, where the last three BBC tours have been held. Attractions were the Strasburg Rail Road (yes, RR is two words, and there were steam train rides), the Railroad (one word) Museum of Pennsylvania, and the National Toy Train Museum. Might you be getting the impression that our destinations were steam-oriented? On the ride home, I stopped at an Amish farm to ask for water for my steamer, which was graciously provided. I then gave rides to a couple of young Amishmen and many children. One young man was reluctant, but when I asked him: "When do you think you'll get another chance?" he hopped aboard with alacrity. They wanted to hear the steam whistle, which I didn't blow until after their horse was safely out of the way. Many people went to the lights-and-fountains show at Longwood Gardens, another property established and maintained by members of the du Pont family.

If Monday and Thursday had shown us the du Ponts after they became successful. Friday's tour took us to where their saga began. Hagley

museum, on the banks of the Brandywine, is where Éleuthère Irénée du Pont started his gunpowder works after fleeing the French revolution while he still owned his head. The initial, and later the principal, power source was a water mill, but as the business grew, this was supplemented by a steam engine. (Is there an echo in here?)

The Blow-Down banquet was a fine affair. (Blowing down is what you do to a steam car after a day's run, to get rid of accumulated crud in the boiler.) Ruth "Marshall was given the Flora Award for the woman who most supports her husband's steam activity. (Flora was F.O. Stanley's wife, who accompanied him on many adventures, including the first automobile ascent of Mt. Washington in a tiny steam car in 1899.)

And then it was over.



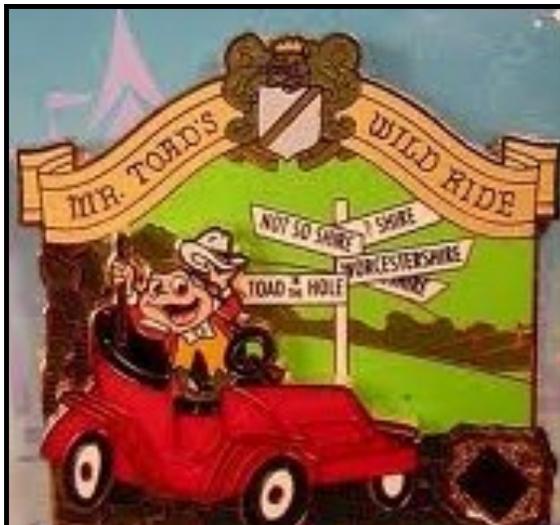


Announcements

Congratulations to Brad and Cathy Kline. Their 1908 EMF Model 30 won a First Junior at the AACA Eastern Spring Meet.



Thank-you to Gil Fitzhugh the Elder for his contribution to this issue of *Sassy Brass*.



If you are attending any Brass Car events I would very much appreciate your willingness to snap pictures and write an article for the next newsletter. I am always looking for material. Send articles and pictures to

Tracy at: edsvrhcca@gmail.com



Announcements

WANTED
NEWSLETTER EDITOR



OUR REGION NEEDS YOU
HIGH PAY, GREAT BENEFITS
TERRIFIC BOSS

If you think you might be interested and would like to find out what the job entails, please reach out to Jeff or Tracy Leshner. Our goal is to have a new Editor in place by the start of 2019. Please consider this and if you are interested, we would be happy to talk to you.



Region Name Badges



Based on HCCA National Officers Badges. Full Color HCCA Logo with members name and Susquehanna Valley Region in a line under your name.

Magnetic Clasp – No Pins - Cost: \$14.00 each – includes postage

Orders due by Nov. 3, 2018 (Fall Business Meeting). To order, complete the attached form and send with payment (check payable to the Susquehanna Valley HCCA) to Jeff Leshar, 475 West RT 897, Reinholds, PA 17569

Name(s) as you want it to appear on name badge:

Number of Badges: _____

Order total: _____



Classifieds



Darrell Zimmerman
1639 Rothsville Road • Lititz, PA 17543
PH: 717-568-8800 • FAX: 717-568-8802
bearings@ptd.net

1911 Cadillac Foredoor Touring. Good runner, presentable appearance. This car was delivered to Jacob Roth Cadillac in Titusville, Pennsylvania, on March 22, 1911, and remained in the area until I brought it to Western Canada in 2003. The previous owner had rescued it from poor condition in the early 80s (in Centerville, PA). Not everything is perfect, but it is a very usable and presentable car. New Babbitt bearings, valves, guides, seats, rings, clutch lining in 2017, new rear tires (2018), rebuilt DU-4 mag from Mark's Magneto (2015), top made in 2006, new rear wheels in 2008. Cadillac options/accessories: speedometer, working clock, Hans gas gauge, Cadillac script headlights, oil can, jack & tools. Factory option 28" wheels, Gray & Davis lamps. Original 1911 porcelain PA license plate.

This is a good car for someone who wants a brass Cadillac to drive and improve over time. We recently completed a 200 mile tour in Penticton, BC, and last year did a 400 mile tour in Edmonton, Alberta. Over the past 14 years I have put about 6000 miles on the car. It was used regularly in the TV Series "When Calls the Heart" seasons 2 and 5.

Selling to make room for another. Detail pictures and video available on request. Car is located in Burnaby, British Columbia, Canada, but maybe it's time for someone to bring it back home to Pennsylvania. \$39000 USD.

Peter Findlay 604-436-4547
President, HCCA Vancouver Regional Group

Classified ads submission deadline is the end of the next month to be included in the next newsletter. Ads should be 25-30 words in length and can include photos. Ads maybe submitted by via email to edsvrhcca@gmail.com or mailed to: Tracy Leshner—475 West Route 897, Reinholds, PA 17569.



HCCA QR CODE STICKERS



Attached for your use is a Horseless Carriage Club of America QR Code Sticker. QR code (abbreviated from Quick Response Code) is a matrix barcode on a machine-readable optical label that contains information or a link to a web site when scanned. The HCCA sticker, when scanned by a smart phone, will take the viewer to the HCCA web site so they can learn more about our club and, hopefully, become a member. The picture shows it displayed on a side light.

We hope you will place this sticker on your "horseless carriage."

Original Historic License Plates for Year of Manufacture Use



Jeff Lesh
Lesh Enterprises
610-639-1977
lesh4@dejazzd.com



Resources



This link has an index of pure gas stations for Pennsylvania and all 50 states.

<http://pure-gas.org/index.jsp?stateprov=PA>

Brad-Penn Oil can be purchased at Cumberland Truck Equipment Co.

Locations in Ephrata, Carlisle, Chambersburg & Nottingham