



Sassy Brass

July 2014 Volume 5 Issue 3



The day at Strasburg



Upcoming Activities Schedule for 2014-15

August 9, 2014:	New London to New Brighton Antique Car Run New Brighton, MN
August 16, 2014:	SVR Tour 66th Annual Threshermen's Reunion Kinzers, PA
October 8-11, 2014:	Annual Hershey Fall Meet
October 12-13, 2014:	Hershey Hangover
November 2, 2014:	Fall Meeting at Reinholds Restoration
March 1-6, 2015:	2015 Texas Bluebonnet National Convention and Tour Kerrville, TX



Inside this Issue...

President's Message	pg. 4	An Adventure of Rails	pgs. 19-20
Susquehanna Valley	pg. 5	and Roads	
Region Goes to		Just for Fun	pg. 21
School		Announcements	pg. 22
Brass in Berks County 2014	pgs. 6-9	Classifieds and	pgs. 23-24
Hershey Hangover	pgs. 10-12	Resources	
Registration packet			
A Little Old and Slow	pgs. 14-18		
Adventure			

Susquehanna Valley Region HCCA Contact Page



Join the Susquehanna Valley Region
Horseless Carriage Club of America:

Contact: Jeff Lesher

Email: lesh4@dejazzd.com

Home phone: 717-336-3203

Officers for 2014

President	Jeff Lesher
Vice President	Butch Arnold
Treasurer	Don Barlup
Secretary	Bob Ladd
Web Master & Newsletter	Tracy Lesher
Membership Chairperson	Vacant

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 July 2014

We're almost into the dog days of summer and we seem to be only getting started. The Reliability Tour is in the books and from all accounts it was quite a success. Cheryl and Paul and the entire committee deserve a great big pat on the back and thank you. I was speaking with the Hershey Region AACA President today and he was still amazed at the turnout and how much fun everyone had. In fact some people got caught up in the excitement and now Tracy and I are hosting next year's Vintage Tour! That euphoria can sometimes get the best of you!

We just came back from the Strasburg Railroad, and even though it was a short notice Saturday Tour, a big group of SVR members were able to make it to Strasburg. We had a pair of Pullmans thanks to Deardorffs and Vaughns as well as Bob Ladd's Chalmers and the Hershey's beautiful 1915 Chevy. Of course once John was done racing the steam engine, the car didn't look quite like it did when he pulled it out of the trailer that morning. Thanks to everyone that were able to attend. In fact based on the feedback from our members and the team at the railroad, we'll likely make this a regular SVR event.

I need to also point out that immediately after Hershey we're hosting the third annual Hershey Hangover Tour along with the Snappers of the AACA. Tracy and I are working with Bob Ladd and John McAnlis and handling the registration. I'm very happy and shocked to say that as of writing this, we have 21 cars going back as far as 1905 already registered. It's very exciting and we're looking forward to meeting quite a few tourists that aren't local and that are bringing some very interesting vehicles. I'd suggest any region members that are considering the Hangover should give us a call or drop us an email to reserve a spot.

Tour Safely and Happy Cranking,

Jeff

Susquehanna Valley Region Goes to School

By Bob Ladd



On Friday Morning May 9, several Region members joined with some other collector car enthusiasts from the area to create a learning experience for over 600 children who attend Harding Elementary School in Lebanon. The school devoted the morning to an experience showing, among other things, how transportation has evolved in the last 100 years. The kids and teachers dressed in costumes representing the different time periods.

The idea was to have cars representing each decade. Participating from our club were Jeff Leshner (1933 Ford), Butch Arnold (1930 Model A Ford), Bob Ladd (1910 Chalmers-

Detroit and 2006 Chrysler Crossfire), Ernie Spittler (1921 Model T Ford coupe), Tom Ehrhart (1956 Dodge), and Stanley Groy (1937 Pontiac).

The children came in groups by classes and we had the opportunity to share the changes and improvements in cars from gas lights, two wheel brakes, crank starting and open passenger compartments to cruise control, air conditioning and power steering. The children had great questions and the faculty and staff were very appreciative. We are going to try to more of this at other schools to bring the history of our cars into the lives of a new generation.

Brass in Berks 2014

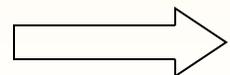
The Challenge of Edwards Road and Unhappy Magnetos!

By Jeff Lesher



Brass in Berks 2014 is over and this year exceeded everyone's expectations for the new venue, new routes and the weather. Clay, Gil Jr and their team of merry tour guides did one heck of a job. The move to Morgantown offered hotel, trailer parking, flea market and car show in one spot – as well as a very nice area to practice driving (including learning how to drive Model T's). The Holiday Inn was a very nice hotel, great staff and great food. We got to see a whole new set of attractions with much less traffic adjacent to the hotel and access to the country without having to navigate out of Reading like the past few years. Of course, I still wonder if this year's host hotel was in Berks, Chester or Lancaster counties??

Sunday started out sunny and vendors started setting up before seven. It was a great flea market with plenty of vendors and the visibility of the cars from the Turnpike and Route 10 drew quite a few local car people that were not tour participants. This was one of the biggest Sunday shows as well since everyone had their cars and trailers at the hotel. Of course, our Overland became bashful and decided it didn't want to leave the trailer – many magnetos later, we finally got it running. One of the highlights of Sunday afternoon was the Ladies Drivers School held by Nancy Wall and Kathie Conrad.



We watched as Tracy finally learned how to drive a T and then watched as she picked the boys up and drove them around the hotel a few times. At least one of us can say they are able to drive a T – and it's fitting it's the one that fits behind the wheel! The evening got a little chilly and Clay set up a nice barbeque with a few wood fires for added warmth. The bluegrass entertainment was fun and the food was great.

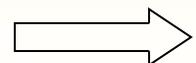
Monday started out with the group of 85 cars splitting up. The advice to make sure you follow someone with the same tour book was not listened to by all! Augie, Jack and I (Tracy had to work) had Jim and Barbara Reinholds tagging along in Richard Sr's 1913 T as we made our way to New Holland and the promised tour of the New Holland Tractor Plant. The morning's drive was a treat and we entertained the locals and even passed a few buggies. The sunshine was a pleasure and our lunch stop at Kitchen Kettle Village was nice with great directions and reserved parking for our cars. The boys loved playing in the playground after Augie determined that rhubarb relish does not belong on a ham sandwich. Of course, I thought it was good!

After lunch, we continued to head east towards our ice cream stop outside Honeybrook. The highlight of the afternoon was watching a half dozen cars stop along a back road to watch a mule drawn manure spreader start its pass in a field. I don't think anyone considered what was about to come flying out of the machine and how it would smell! It was pretty cool to watch! The ice cream stop at September Farms was terrific with great ice cream, plenty of fresh made cheeses and a wonderful front porch to enjoy the afternoon sunshine. Of course on the way back to the

hotel, the \$100 magneto I bought in the flea market on Sunday decided that it really needed a rebuild as well. So when we got back to the parking lot I pulled this one off and went in search of another mag figuring that I could pass on Tuesday's tour to QVC to work on the car.

The other group of tourists (that didn't go to New Holland) actually went on a longer run down to West Chester and the QVC studios. I found out that many of the male tourists had no idea what this was all about and found the studios pretty interesting. The lunch stop for that group was Roger's Bistro or Sabatino's Pizza. The food was great and we had only a short drive to the Antique Ice Tool Museum in West Chester. What a place! Everyone was very impressed by the museum and the magnitude of the collection. The ice cream stop was also September Farms, but about an hour after the New Holland group. This made for a long 90 mile day, but Ed Hillbush and Bob Bruce did a great job on the two Monday and Tuesday tours. Of course I sent the boys to school Tuesday morning as I headed out in search of magnetos to get the Overland running. After a stop at Chesnut Hill Auto Electric to drop off my dead Bosch NU4's I got to Morgantown and Clay Green loaned me a supposedly rebuilt Bosch ZR4 that I was able to fit to the car and get it running. As a test drive, I drove the Overland home from Morgantown to Reinholds to make sure it was working. Thanks Clay – of course there will be more about this magneto in the Reliability Tour article!

Wednesday opened up with overcast skies and a bit of mist and a hill called Edwards that led many an intrepid tourist to curse my name!



I was greeted at the coffee stop by quite a few people saying that it was too challenging and they had to turn around and go modern to make it to our coffee stop at Montessori Country Day School in Gouglersville. I felt bad and I have promised to avoid Edwards Road next year especially if it makes everyone happy. At the coffee stop, we had quite a few tourists willing to give rides to the kids and to show their cars for the students. Many thanks to Grundy Insurance for underwriting this stop and the pictures show just how successful it was – smiles all around on both the car owners and the kids. The kids were more excited about seeing the cars than polishing off the leftover donuts!



David Loving and Nancy's T

Of course, as the cars left to head out to Leesport Farmers Market, not everyone was happy. It seems Don rising and his son had a little bit of difficulty in restarting Don's T. As the drizzle turned to rain, it made sense to move some cover over the car plus we had all the leftover donuts and coffee! Once the carb was diagnosed as the culprit, it was removed and determined to be missing a few pieces. After a short trip to Reinholds Restorations shop, the Kingston carb was back together and Don and his son decided lunch at the Union Barrel Works was appropriate.

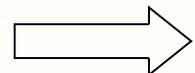


Front yard garage at MCDS

I decided to take the Overland head back to Morgantown to see how many people were still trying to make it over Edwards Road. Turns out I didn't find any, but I did run into quite a few tourists as they returned from Leesport, the ice cream stop at Oley Turnpike Dairy and the optional stop at J. Maki Winery for wine and champagne tasting. It turns out quite a few took advantage of the stop and many bottles of wine made their way back to Morgantown.

Wednesday evening was planned as the cruise-in to the local Morgantown Sonic Drive in. With the overcast skies and drizzle, we had a light turnout – numbering only about 25 vehicles, but everyone seemed to enjoy the Sonic milkshakes and slushies' as well as burgers and fries. It was quite a sight to see Karl Darby pulled in for curb service in his yellow Mercer, or Gil Fitzhugh the younger sharing a strawberry milkshake with daughter Catherine. I think Gil was even contemplating letting Catey drive the Ford back to the hotel!

Thursday dawned with overcast skies once again, and guess what? Edwards Road was 5.9 miles out from the hotel. This time, many tourists planned ahead.



Tow ropes, extra gas, and even extra riders were strategically positioned to be able to make it over that hill. Today was better, and I don't think anyone had to turn around and go back to the hotel, but it still took its toll with quite a few cars having to make strategic stops part way up the hill to stage themselves to make it over the crest. Today's route was laid out by Joe and Betty Swann and the coffee stop was a total surprise at Lake in the Wood Resort. It's a campground outside of Bowmansville that is more like a resort than a campground. Just ask Augie and Jack who ended up playing a full 18 holes of miniature golf while Daddy took in the scenery. The other nice thing about this stop was that by the time we finally left, the skies cleared and the sun started to burn through. We did a terrific route to Poole Forge for lunch crossing some of my favorite bridges in Lancaster County (covered and not). The bar-b-que lunch at Poole Forge was terrific and the boys enjoyed the playground and the creek. I told them we needed to get going since there was no planned ice cream stop for Thursday. Of course I was telling a little lie since I knew at some point in French Creek State Park we'd run across a Good Humor Man in an antique Ice Cream Truck. Of course, we reached the point that I thought the Good Humor man was to be at – and there was just an empty gravel lot. Since both Jack and Augie were asleep, I let them sleep and continued to head towards the hotel until I saw it – in the distance coming towards us – the ICE CREAM MAN! Yes, it was a white Good Humor truck coming towards me, being closely followed by numerous brass cars that had been ahead of us leaving Poole Forge. We did a quick u-turn in the forest and chased them down. It looked like a scene out of the Blues Brothers movie –

an Ice Cream truck surrounded by 25 Brass cars, a couple modern cars and trucks and a bunch of bicyclists that just happened by. Needless to say – this was special! The best part was when the Good Humor man offered to come over to the hotel as a way of saying sorry for being late to our rendezvous. Clay took him up on the offer and we had Good Humor at the hotel as well.



Clay trying to negotiate a second cone

Then it happened. Tracy calls me from school telling me that there is a HAIL STORM coming our way. She was witnessing the cars coming to pick kids up at school with the dents, dings and broken windows all a result of the Hail Storm that pummeled West Reading. Luckily, all we got in Morgantown was rain – although it came down in buckets. Then the skies cleared and the sun came out and everyone got ready for the closing banquet. Keep in mind, that if we were still at the Inn At Reading, we all would have been in the middle of the tennis ball sized hail! I guess the move to Morgantown was a really, really good idea. Now – how are they going to top it next year?



Bring your Brass Age (pre 1916) car to Hershey and put it on the show field (It doesn't have to be judged) then stay for a laid back tour of beautiful Central PA. Registration Saturday night - Touring Sunday and Monday. Limit 35 Cars

Host Hotel - Lantern Lodge, Myerstown, PA

A visit to one of the world's greatest private car collections

The John W Rich Collection

Experience the exhilaration of early aviation

Golden Age Air Museum

Learn about the Amish Life Style and partake of their food

The Amish Experience, Bird-In-Hand, PA

A Scrumptious Banquet- Guest speaker, John Meyer, Editor **Horseless Carriage Gazette**

Tour sponsored by

Snappers Region AACAA

Susquehanna Valley Region HCCA

John McAnlis (330-336-4511) will arrange rides for people without cars.

Information: Bob Ladd- (717) 269-5508 jbobladd@ptd.net

Registration: Jeff and Tracy Leshner (610) 639-1977 lesh4@dejazzd.com

Hershey Hangover Tour III – October 11-13

Basic Information

Headquarters - Lantern Lodge, Myerstown, PA (1-800-262-5564)

Saturday October 11:

Check in after 3:00 PM – Gather in the lounge for snacks, drinks and conversation. Dinner is on your own either at Lantern Lodge or at one of several other restaurants nearby. Tour registration in lobby of Motor Inn.

Motor Homes-- \$10 per night (electricity if needed; tickets for breakfast available)

Sunday October 12:

7:00 AM – Gather for breakfast – Lantern Lodge Dining Room

7:30 AM - Optional devotional time with Bob Ladd - Isaac Meier Room

8:15 – 10:30 AM – Tour to John Rich Collection – Frackville, PA (43 miles)

10:30 AM – 1:00 PM - Enjoy this amazing collection and feast on a scrumptious Italian buffet at the museum.

1:00 PM – 2:30 PM – Tour to Golden Age Air Museum, Bethel, PA (28 miles)

2:30 PM – 4:00 PM – Enjoy this collection of vintage planes. Rides are available!

4:00 PM – 5:00 PM - Travel back to Lantern Lodge (10 miles)

6:00 PM – 7:00 PM – Lantern Lodge Lounge for fellowship and refreshment

7:00 PM – 9:00 PM – Banquet, Lantern Lodge – Dagmar Room, John Meyer, editor of Horseless Carriage Gazette to be our speaker

Monday October 13

7:00 AM – Gather for breakfast, Lantern Lodge Dining Room

8:15 AM – 9:45 AM - Drive to Amish Experience, Bird-In-Hand, PA (35 miles)

10:00 AM – 12:30 PM - Enjoy Amish Experience Theater, tour Amish Homestead and experience an Amish family style meal by Plain and Fancy

12:30- 2:00 PM – Return to Lantern Lodge for late checkout and departure.

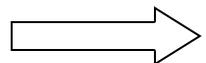
What is included in registration?

Admissions – There is an admission cost at all the venues we visit but your name tag is your ticket.

Hot breakfast both days for all staying at Lantern Lodge

Car and driver- All entrance fees and noontime meals for both days.

Passengers (Including those without cars) – Daily rate covers same.





Hangover Tour III Registration



**Tour limited to first 35
cars to register**

Driver/Owner _____

Address _____ Passenger _____

Additional Passengers _____

City _____ State _____ Zip _____

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. Due to insurance regulations the registered driver must be a member of HCCA or AACA. I, the undersigned, agree to indemnify, defend and hold harmless the HCCA and AACA and their regions and officers from any and all claims, costs, liabilities and attorney's fees arising from injury, actual or claimed, of any kind to property or persons resulting in my participation in this event. I have liability and property damage coverage on my tour vehicle and will maintain coverage for the duration of the tour. Signature: _____

Registration Fee: \$125.00 per car and driver _____

Additional passengers, Sunday Tour _____ X \$35 _____

Additional passengers, Monday Tour _____ X \$45 _____

Sunday Banquet _____ X \$30.00/per adult _____

_____ X \$15.00 child under 12 _____

Total Payment \$ _____

Make Checks payable to: Susquehanna Valley Region - HCCA

Send registration and payment to:

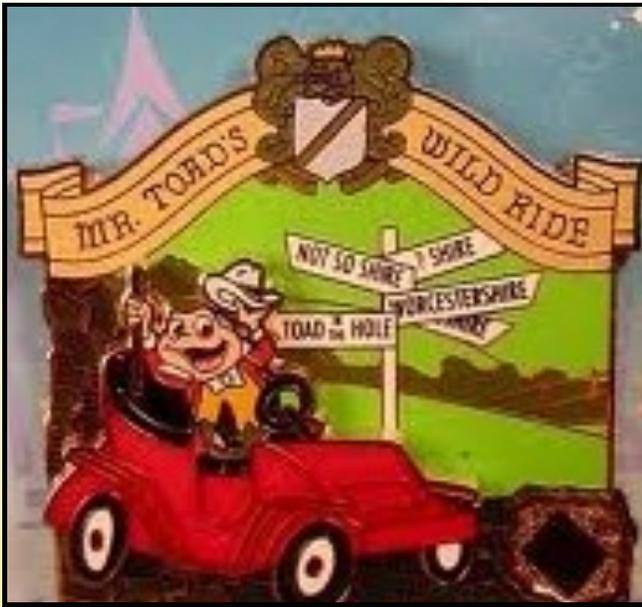
Jeff and Tracy Leshar, 475 West Route 897, Reinholds, PA 17569-9709

For more information: jbobladd@ptd.net or call: 717-269-5508

Registration must be postmarked by September 13th 2014

**HOST HOTEL: LANTERN LODGE 411 North College Street, Myerstown, PA
(1-800-262-5564)**

Special rates must be done by phone not by the internet or travel sites.



If you have any brass car adventures and announcements that you would like to share with fellow club members, send your contributions to me. I am always looking for material. Send articles and pictures to Tracy at:

edsvrhcca@gmail.com

AUGIE'S AMISH BLINKIE LIGHTS



Battery Powered LED Safety Lighting for Vintage Tourists

20 Hours Run Time from AA Batteries or Hard Wire to 6 or 12 Volt Systems – Magnetic Mounts for Surface or Pedestal Mounting

For info e-mail: blinkielights@windstream.net or 610-639-1977

"A Little Old and Slow Adventure: 2014 Reliability Tour



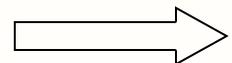
David and Nell Deardorff's 1910 Pullman

By Tracy Leshner

This was the first Reliability Tour for us as a family. The "Little Old and Slow" Reliability Tour opened Sunday evening with a short tour to the home of Steve Jones, owner of Jones Honda. Jones' collection of antique automobiles and his garage were impressive. The dinner offered the opportunity to rekindle friendships. Cheryl and Paul Vaughn introduced committee members and briefly outlined the week's events. As usual, we were one of the last vehicles to leave. Augie and Jack did not want to abandon Steve Jones' train set. The drive back to the hotel was not without incident. The oldest vehicle of the tour a 1902 Locomobile rolled over after losing steam on its return trip. Fortunately, no one was injured.

Monday at Muddy Creek Forks

In the true spirit of a Reliability Tour, Monday was a challenging tour day. The Swann's and the Kline's worked out the details for the day. The route brought us to Muddy Forks Creek in Southern York County. Everyone was transported 100 years back in time. There were several buildings in the village that were preserved to illustrate daily life as it was in the past. The fantastic general store featured antiques galore on the first floor and the second floor housed a museum. It did not take Jack very long to discover the table with the toy train set-up. After lunch, we enjoyed a short train ride alongside a creek. The boys explored the mill and empty train cars at the village.



The 85.6 miles involved many hills, a lot of downshifting and driving in first gear. As Jeff drove our 1915 Overland, I had to pay close attention to the tour book. We managed one missed turn the entire day.

Tuesday's drive to Lititz



Jack and his new friend at Green Acres Bed and Breakfast

Tuesday's tour route brought us north of Lancaster to Lititz. John and Mary Etta provided the day's events and tour route. The coffee stop was at Green Acres Bed and Breakfast. There were farm animals who wanted to be petted and free kittens ready to go home. Jack was rather insistent that one come home with us. Next, we headed to Lititz (voted "Coolest Small Town in America") for a visit to the Wilbur Chocolate Factory and lunch. Just walking into the Wilbur Chocolate Factory store is a treat. Of course, we did not leave without testing the samples or buying goodies of our own! From there, a small group of Reliability tourists walked over to the Bull's Head Pub next to the General Sutter Inn. The Bull's Head is an authentic British pub. No one was in a rush to leave the pub. When we returned to our cars, the news crew from WGAL was on the beat. Our friend, Sam Barnett demonstrated cranking his mother's 1911 Marmon

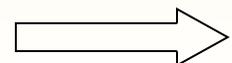
for the news crew. At the same time, Jeff helped Bob Ladd with some mechanical adjustments before leaving Lititz Spring Park. The last stops of the day were to the Manheim Trolley and to Waltz Winery. Little did we realize that Waltz Winery actually grows their own grapes and has earned several top awards. The return trip to the hotel featured rolling hills and no disasters of any kind. Before dinner, we ventured out to Silver Mine Park for an ice cream social. It was a fabulous treat! Augie had silver fever after visiting the abandoned mine.

Wednesday at Pool Forge



Pool Forge coffee stop

Jeff along with Bob Ladd planned Wednesday's 105 mile route. Past AACA President, John Myers reminded me what my mother (Past AACA President Janet Ricketts) once said about Reliability Tour distances, "No more than 75 miles a day!" I always had trouble listening to my mother. Wednesday was a terrific day of touring even with the mileage overload. There was no shortage of covered bridges, Amish farms and Amish children. The coffee stop was at Pool Forge in Eastern Lancaster County and we entered the park via covered bridge.



From there we headed west across the county towards Mt. Gretna in Lebanon County. Along the way, we watched an Amish boy lose his straw hat while on a cart ride with his mother. On Union Grove Road at mile 32.2 our friend, Sam Barnett needed to make a minor adjustment to the Marmon. The irony is that his mother, Sally Barnett lives in Union Grove, Alabama. The route brought us through Middle Creek Wildlife Preserve for some rustic roads. This required one's full attention at navigating the potholes in the gravel roads. Randy and Marge Hall's 1911 Buick suffered two flat tires after losing both lock rings on the rear axle. Miraculously, Sam found one of the rings in the woods.



Double Oh-O

We made it to the Timbers Restaurant in Mt. Gretna in time for lunch. As usual, we were one of the last to arrive. The last irony of the day occurred at mile 102 the magneto on our Overland blew apart. This isn't supposed to happen on the Wednesday tour director's car?! But, it did. Thankfully, a flat bed tow truck showed up just as Jeff and Sam were examining the damage. Sam threw on a bright orange safety vest from the tow truck driver and acted as a fire policeman as our tow truck driver loaded the car. Augie's first

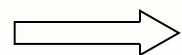
quotable quote of the week, "This will make tour history." Followed by Jack stating, "My Daddy knows how to fix cars!" And, Jeff repaired the magneto. Unfortunately, we missed the presentation on the "Lancaster, Oxford and Southern Railroad" and author Mary Boomsma. Boomsma holds a special place in our hearts as her novel, "Andy Grove's Peach Bottom Railroad Adventures" is Augie's favorite book.



Tour history

Thursday's tour into Southern Lancaster County

Thursday's tour took us east into the heart of Pennsylvania farm country. In the morning we headed to the Conestoga Museum. It was a treasure. Augie summed up the museum by stating, "This is better than a donut stop!" From there we headed over to Intercourse for a buffet lunch at "Plain and Fancy" with the other tourists. Paul Vaughn arranged for a special surprise that did not involve shopping at Kitchen Kettle Village. In the rain about a dozen brass cars drove out to Cattail Foundry. Cattail Foundry is an Amish iron foundry run by Immanuel King. King graciously allowed for us to witness the pouring of molten iron into molds in his shop. It was utterly fascinating to watch the pouring process.



The rain continued at a steady pace and our brakes were compromised somewhat on the way back to the hotel. Thankfully there were no hills of any consequence.



Joyce Rendemonti ready for the Gaslight Tour

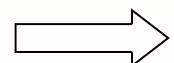
In the evening, we participated in a Gaslight Tour of Willow Street and the surrounding neighborhoods. Much of the surrounding area is home to Willow Valley a sprawling retirement and elder care community. During the Gaslight Tour, hundreds of residents lined the streets to see our cars. It was absolutely touching. Paul, Cheryl, Clay and Rene organized a memorable day of touring.



Parading through Willow Valley

Friday: The last day of touring

Friday's 82 mile route did not leave anyone disappointed at least those who understood what roads were like 100 years ago. In the morning, we stopped at the Strasburg Railroad for a trolley ride through the rail yard. We even saw Thomas the Tank Engine. Next, the Leshers and Barnetts headed to the Bart Fire Company for our coffee stop. Driving through Nickel Mines on the way to Bart gave me goose bumps. In 2006, Nickel Mines was the scene of the infamous Amish school shootings. For comic relief, Alex Barnett directed his Dad into making a wrong turn in Bart and we turned around to chase after the Barnetts. In the meanwhile, Sam corrected, heading towards the fire company in the proper direction while Jeff drove us in reverse towards our destination. On the way to our lunch stop, an Amish boy riding in on a hay cart lost his straw hat. Sam stopped the Marmon so that Alex could return it to the boy. Alex was too fast for my camera. This is also the first time I had witnessed an Amish buggy pulling through an ATM. We had a marvelous picnic lunch at the Robert Fulton birthplace. There we were able to finally meet Mary Boomsma. Augie was over the moon to meet his favorite author. The last stop of the tour took us to the tractor collection of Robert Lefever. Much of his extensive collection is covered in bird excrement. It is always a marvel to see. From there we headed to Peach Bottom, the bowels of Lancaster County. The Reliability cars were put to the test by fording three creek beds and traversing rough road terrain. This is what the Reliability Tour is all about. I could not resist hopping out of the Overland at the third creek crossing to get some pictures even if that meant getting my sneakers soaked.



We hung my shoes off of the windshield to dry out on the way to the hotel. At mile 64.4, we were lost along with the Barnett's and few other cars. Buzzards even circled as we strategized on the side of the road. Fellow Susquehanna Valley Region members got us back on track. We had a little over an hour to get ready for the dinner banquet once back the hotel. The dinner was a real treat. Cheryl and Paul did an amazing job in planning the entire week. It could not have been more fun! We had a fabulous time as a family.



Making a splash at Peach Bottom



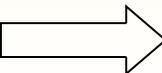
Paul and Cheryl Vaughn receiving a heartfelt thanks from AACA President Mickey Bohne.

An Adventure of Rails and Roads



Eat our dust! Cheryl and Paul Vaughn followed by Jeff Beard chase a Strasburg train.

During the Reliability Tour, we learned that the Strasburg Railroad hosts an annual antique car show. Part of the allure is the opportunity for the earlier cars to race against one of the Strasburg passenger trains. So on the morning of July 19th, a small group of Susquehanna Valley Region members set forth from Denver, PA on an adventure to the Strasburg Railroad's "Rolling Antique Auto Event." Jim and Barbra Reinholds (dressed in vintage clothes to fit their Model A), David and Nell

Deardorff, John and Mary Etta Hershey, Bob Ladd with nephew Mark Shankroff and his wife Betty along with the Leshner Family met in Denver at Weaver Markets and headed south to Strasburg. The drive for most of us was relaxing and picturesque. Jim and Barbra had wiring issues that needed to be fixed four times on the trip down. Jim bravely installed the engine on their Model A the night before! Clay Green and Brad and Kathy Kline met us at Strasburg. 

Poor Brad and Kathy suffered another disheartening setback with their 1908 EMF and had to ride with Clay. Tom Schell, Jeff Beard Paul and Cheryl Vaughn also met us there too. Jim and Barbra Reinhold along with Bob Ladd opted not to race the train. It is important to note that the Chalmers-Detroit ran like a dream with no malfunctions of any type. Clay Green strongly advised Bob not to race pointing out that his rear end was questionable. Up until "race" time, we enjoyed lunch, strolling around the rail-yard, and our own train ride. Being able to ride the train and watch as the cars attempted to keep up only served to heighten the mounting excitement of being able to race the train ourselves.



Waiting for our turn



*Lou Mandich's (Last Chance Garage)
1918 Buick racing the train*

We were all grins while loading up in our 1915 Overland to race. Paul and Cheryl Vaughn followed by Jeff Beard, ourselves, John and Mary Etta Hershey, Tom Schell lined up at 12:20PM for our race time. A gentleman from the Strasburg Railroad led us out to the starting point (not far from Cherry Crest Farm) and we waited for the train to come down the track. Augie and Jack were about to burst from having to wait and before long we could hear the train powering down the track.

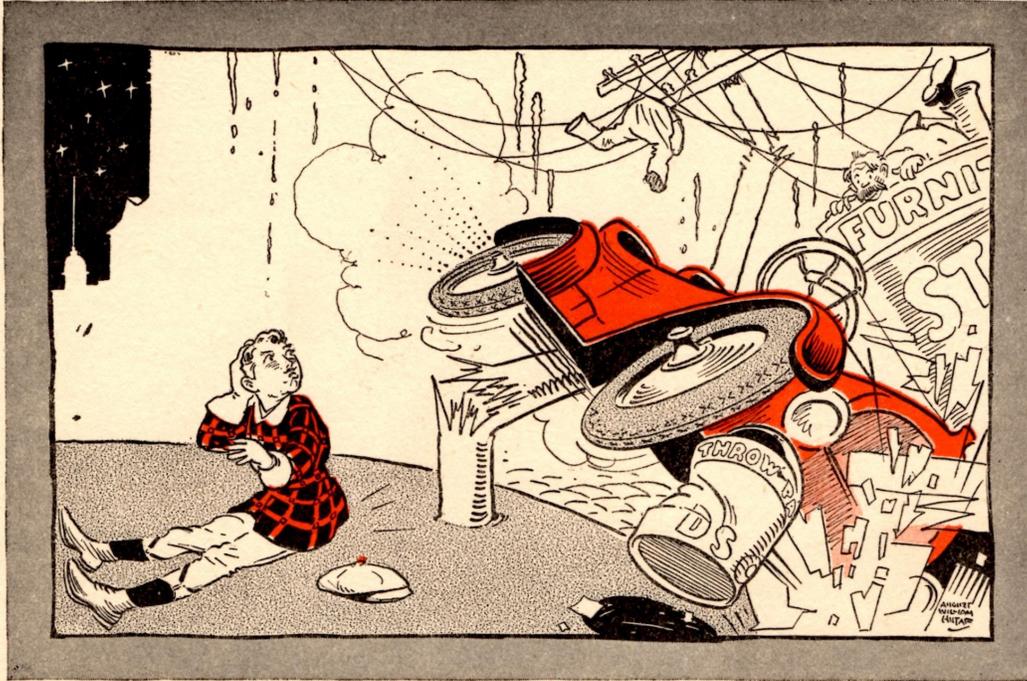


Getting covered in ash and soot

We had opportunities to race two different trains. Paul and Cheryl allowed us to lead the group against the second train. What a blast! Jeff kept a strong pace against the train as evidenced by the amount of ash and soot we were covered in. The train always wins.

Just for Fun...

KANT - SLIP MOTOR GOOSE



LITTLE JACK HORNER

LITTLE JACK HORNER

LITTLE JACK HORNER cut a short corner
Traveling a sixty-mile clip.
Perhaps this was slow, but 'twas all he could go
With his thirty-five horse-power ship.

He collected as toll, one telegraph pole,
And several square yards of French plate,
A waste-paper can and a furniture van—
But pleasant it is to relate,

His Kellys were true—not one of them blew,
So except for a rip in two “Kants”,
The damage was small—he lost nothing at all—
Aside from his temper and pants.

Announcements

A sincere and heartfelt
thank-you to
Cheryl and Paul Vaughn
& Gil Fitzhugh the Elder
for a fabulous job organizing
the 2014 Reliability Tour
&
Creepy-Crawly Tour



L-R: Jeff Leshner, Kurt Froebel, Paul and Cheryl Vaughn and AACA President Mickie Bohne

Classifieds

For Sale:



1911 EMF Touring: Totally mechanically rebuilt engine and transaxle with ALL the modern improvements. Starts easy, runs great. Asking \$50,000.

Contact: Clay Green 215-313-2734
cgreen3rd@comcast.net



1911 White: Equipped with 30HP—it is all White from the fenders down. The vehicle was rebodied with a 1919 Paige Roadster body at some time in its life. Four speed (overdrive). If you happen to have a White body hanging in your barn your looking at \$70K. Yours for \$21,000.

Contact: Clay Green 215-313-2734
cgreen3rd@comcast.net



1914 Hupmobile Model 32 Touring: 32 HP with three speed transmission—a very peppy car! Electric start and runs good. \$22,000

Contact: Clay Green 215-313-2734
cgreen3rd@comcast.net

Additional photos of all vehicles are available upon request.

Next classifieds submission deadline is November 1 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.

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

<http://cumberlandtruck.com/cumberlandtruck/site/>