



# Sassy Brass

Volume 7 Issue 2

## Rollin' Into Summer



*Fueling up for some fun in Lebanon County.*



*Left: Pat Gamble and Jackie with his 1913 Model 31 Buick. Right: The Swann's with their Model A Roadster.*



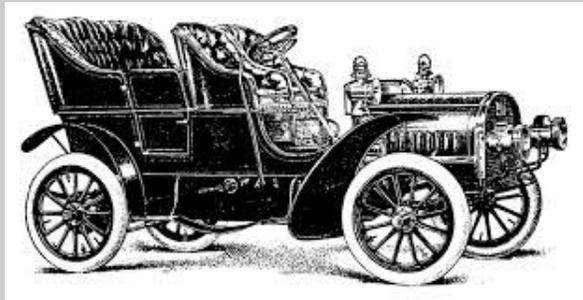
## 2016 Susquehanna Valley Region HCCA Calendar



- July 16, 2016: Strasburg Railroad Car Show and Race the Train Event
- August 13, 2016: New London to New Brighton Car Run  
New Brighton, MN
- August 20, 2016: Kinzers Rough and Tumble Run
- October 5-8, 2016: AACA Hershey Flea Market and Car Show
- October 9-10, 2016: Hershey Hangover
- October 29, 2016: Susquehanna Valley Region Fall Meeting  
Location TBA
- November 5-11, 2016: AACA Reliability Tour of the Low Country  
Host Ralph Tolman
- April 6-8, 2017: National Bakersfield Tour and Swap Meet

### Inside this Issue...

President's Message	pg. 4	Classifieds and Resources	pgs. 20-21
HCCA National News	pg. 5		
BBC 2016: As Good as Touring Gets	pgs. 6-9		
Hershey Hangover V Registration	pg. 10		
My 100 Year-old Car	pgs. 11-14		
Dust-off 2016: Cruisin'	pgs. 15-17		
Just for Fun	pg. 18		
Announcements	pg. 19		





## Susquehanna Valley Region HCCA Contact Page

Join the Susquehanna Valley Region  
Horseless Carriage Club of America:



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Home phone: 610-588-0757

### Officers for 2015

President	Jeff Lesher
Vice President	Butch Arnold
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](mailto: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 2016

It's hard to believe we are half way through 2016 but only a third of the way into touring season. I want to thank everyone that came out for our rescheduled Dust Off on June 18 to the Union Canal in Lebanon, especially a group of our National HCCA Board Members. You can read about their escapades later in this issue. I believe everyone had a great time as shown by the smiles at the ice cream stop!

Clay, Gil and their team did a great job and had a very successful Brass in Berks National Tour in May and I believe everyone agrees that Strasburg worked as a great host hotel location. The staff at the Clarion were super and I didn't hear a single complaint about the food! It's no small feat to manage a group of 80 plus vehicles, but the BBC team continues to make this one of the annual touring highlights.

At the same time, I need to let everyone know that the Hershey Hangover V is filling up. We have 16 vehicles for the big tour and three for the Creepy Crawly Tour we are doing in conjunction. Gil Sr is very excited to have this kind of response this early, and I think it's great that we have tourists from as far away as California and also New Zealand and Holland! Time to dig out that one or two cylinder that is collecting dust as a museum piece in your garage and let's have some fun! The routes are beautiful and designed for Creepy Crawlers!!! The registration form is included in this issue and if you have questions, please reach out to myself or Bob Ladd.

I want to welcome our new members and as I sat down to write this, I received an email from National about someone contacting them for info on the SVR. I'll send them a copy of the latest Sassy Brass and invite them on our next tour (to Strasburg and the Railroad Car Show) and hopefully they will join us. Remember that pre-1916 ownership is not a requirement and anyone with 1931 or earlier is invited to participate on our region events.

Tracy has reminded me that I also need to put include a request for a host for our Fall Meeting. We have moved the date up into the end of October so that we don't interfere with those that are going on the Reliability Tour in Savannah, Georgia which promises to be a super tour. If you are interested, in hosting the meeting, please let Tracy or I know and we can help coordinate. It's not a huge job, and for the most part this group is pretty well behaved!!!

So, get those brass cars out, and go for a drive!

Happy Cranking,

Jeff



# HCCA NATIONAL NEWS



**To:** Regional Groups (RG) and Affiliated Registries (AR) Contacts and Others  
**Re:** 2016 Annual Convention, Century Plaques Program Status, What is New, HCCA Store, Communication  
**Issue:** 2016-05-06 #05

- **2016 HCCA Annual Convention and Tours** – Thanks again go out to Steve Cook and the members of the HCCA FL Regional Group for a fantastic trouble free event. About 35 vehicles from as far as Canada enjoyed the smooth uncongested roads, the wildlife, country sights, local friendship and help, food, good weather (it snowed back home in CT) and the visit to a local school to share and educate. On Monday we were threatened by rain and the chance of tornados. It was reported that a secret Indian sun dance was performed on a private field. Though it sounded like an Indian tale, on Monday night there were heavy rains that stopped at 8:30 AM the following morning ... Departure time 9:00. It was not reported who performed the unusual dance ... but it worked.

To see what you missed, you can hear about it from Diane Rowden, the Hernando County Commissioner

Facebook

<https://www.facebook.com/AwesomeHernandoCounty/videos/296326534031713/>

YouTube

[https://youtu.be/6LzeYMH\\_gBs](https://youtu.be/6LzeYMH_gBs)

- **World Premier Century Plaque Program** – As we start the 13<sup>th</sup> year of the program (2016), interest continues to grow and new plaques are being issued to 1916 vehicles. Though the website was last updated in 2013, the new honoree information has been saved for a later update. The update delay has been due to our focus on updating the HCCA web site for compatibility with the new Mobile digital devices and the introduction of video.
- **What is New** – The Bay Area Horseless Carriage club has come up with a great idea to educate the general public on events.

They are offering free Placards for member cars. The placard is designed to tell the viewer about the vehicle - Year, Mfg., Model, Description, Mfg. city and state, Cost New, Other details, owner and a Thank You for not Touching.

- **What's New at the HCCA Store ...**  
It is important that HCCA members have a way to be identified as part of the family. To minimize inventory and handling issues, we have created a new relationship with Brother's Outfitters to be the exclusive supplier of HCCA related clothing (embroidered shirts, jackets and caps). You can access the site through the HCCA Club Store or directly to the company site ... <http://www.brothersonlinestores.com/hcca.html>
- **Communication is Important** – Today members want to be kept up to date on all issues. They want to be informed quickly. With emails HCCA has the ability to reach all members to keep you informed at no cost. If you do not get this communication to your personal email, you can. Contact the HCCA office and ask to have your email added to the HCCA contact list ... If you do not have Internet access, find and use a HCCA mentor. HCCA also has a Facebook site that allows members to post items to other HCCA members... Just another way to communicate.

*Share, Educate and Pass It On...*

*Carlton Pate* / [anpcop@aol.com](mailto:anpcop@aol.com)

HCCA National President



## BBC 2016: As Good as Touring Gets!

By Gil Fitzhugh the Elder

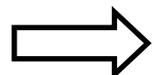
This tour had it all. Long, rolling runs with great scenery. Covered bridges. Friendly Amish. Steep, twisting hills. Dirt roads. A stretch of potholes. Creek fordings. Great destinations. The most convivial people in the hobby. And, superb touring weather. Note that I said **touring** weather. The Sunday flea market and car show at the Pennsylvania Railroad Museum enjoyed (?) steady rain. Most folks left their cars in trailers. Some showed cars with the brass covered. Some didn't care. "They've been wet before, and they'll be wet again."

People bring cars from all over to BBC tours. There was a national board meeting, so Chris Paulsen and his father, Gary, trailered a Model T from Kansas, and Wayne and Kim Simoni trailered one from California. And, it was an International tour. The Acreses and Vermuelens brought cars from Canada. And, our two favorite mad Dutchmen, Willem van der Horst and Hans van der Wouden, toured in their newly acquired 1914 Buick that they're going to keep here just so they can come across the Atlantic and tour in this country! There was quite a variety of cars. Jerry Chase and Herb Singe, Jr., brought Pope-Hartfords. One of the axles on Jerry's trailer self-destructed, so Jerry used Herb's trailer to get home. Herb and his daughter, Heidi, drove his newly-acquired Pope home to Hillside,

NJ, about 150 miles on main roads, after the tour. Gil Fitzhugh the Elder started the tour in a 1912 Buick, while Gil the Younger started in the 1913 Overland he recently bought from John Memmelaar, Jr. The Buick had ignition trouble and the Overland had fuel trouble, so by Tuesday both Fitzhughs were touring in their Model Ts. Brian and Kathy Keysor brought a 1909 Columbia, a comfortable and powerful car that rescued me when my ignition ceased to ignite; Brian's son, Jeff, is taking over Steve Bono's restoration shop. Wayne and Marilyn Funk brought their familiar 1912 Winton, that carries almost enough spare parts and tools to build a car. Dave and Nell Deardorff brought their 1910 Otto.



"It's an Otto." "Yes, but what kind of auto?"  
"It's an Otto auto." "Oh."





There were two Maxwells and three Chalmers-Detroits. And while Model Ts may not be exotic, Kathie Conrad's '12 has to be the best-dressed T ever seen on tour. It had fully-stocked bud vases for driver and passenger, and a lavender cord to retain the wheel chock; Kathie and her son, Kevin, were dressed to the nines in period clothing at all times. Besides the Dutchmen, we had two newbies on their first brass car tours with their very own cars. Peter Jakab, who was a passenger on the Jersey shore tour earlier this month, brought his very authentically restored '14 Ford. Authentic is Peter's middle name; he's the curator of the Smithsonian Air and Space Museum.

Monday's tour had two destinations, a mushroom grower and an iron and steel museum. Hair and beard nets were the dress code for those taking a tour of the shroomery. There was a very good box lunch on the lawn at the museum. Driving was in beautiful, rolling Amish country, with long runs and gentle hills so we could really cruise. There was a great ice cream place when we were almost back at the hotel. The national board met that evening; there won't be another meeting until Hershey.

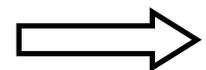
Speaking of Hershey, that was Tuesday's destination. On the way we

stopped for gas and coffee at a Sheetz,



*Above: A very busy Sheetz gas station*

which will never look that good again. It was interesting to drive by the site of the great flea market and car show and see them empty, and to be able to drive in town without traffic jams. Milton Hershey made his money early and disposed of it wisely. He had almost nothing in stocks, so when the market cratered in 1929 he wasn't badly hurt. But, he realized he would have to feed all the people in town or put them to work, so he built a huge civic center, the Hershey hotel, and the Hershey gardens, as well as other projects. He used little labor-saving machinery, preferring to hire people. He created the Hershey school for orphan boys and left it well endowed. We drove through the school and past Milton's mansion, visited a museum, the gardens and a restored railroad depot.





Tuesday evening we heard Joe and Betty Swann tell of their adventures last year when they drove their E-M-F almost 11,000 miles around the perimeter of the lower 48, with a side trip to Alaska by ferry on which they slept on the deck. It took them several hours to descend one mountain road in low gear, alternating hand and foot brakes, driving with the right-side tires on the soft shoulder to add some drag, and still stopping twice to let the brakes cool. They limped the last 300 miles home with a thoroughly worn-out engine. They carried 200 pounds of carefully sorted, labeled and packed maintenance equipment and spare parts. They answered some of the world's dumbest questions. ("We're driving across the country and back." "Yes, but how did you get it HERE?") But they saw astounding scenery and met wonderful people. Betty would do it again in a heartbeat. Joe thinks he wouldn't; driving and maintaining the car was a real strain. He's still looking for adventure.

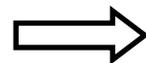
Wednesday's tour was to Winterthur. This was Henry Francis DuPont's home – all 135 rooms of it! – and now shows off his two great legacies; an astounding collection of American decorative arts, and a world-renowned naturalistic garden with delightful

walking paths. My wife, Joan, toured with me Wednesday and Thursday.

Homemade ice cream was at Schwalm's Babbitted Bearings, where Model T and A engines are rebuilt. The ice cream maker is driven by one of their restored engines; it's a good advertisement, since that engine runs smoo-o-o-o-oth!

And then came Thursday. Thursday! Oh frabjous day, calloo, callay! Kim Simoni summed it up: "Today just rocked!" There were humongous hills. There were long, steep dirt roads. There were twists and turns and downhill stops and uphill stops. There were potholes. (BIG potholes) There were three (paved) creek fordings. Some people chickened out and went modern, or figured out how to avoid the interesting stuff. But for those who persevered, the rewards were great indeed.

The coffee stop was at Clay Green's collection. A couple of town cops stopped by, and Clay invited them in to look around and have coffee and a donut – which they did. There was a catered outdoor lunch at Joe and Betty Swann's, where we got to see how Joe upholsters.





It was great, as long as you took your time. Usually you could thread your way among the holes, but sometimes you just had to go slow and jounce through. The fordings were fun! After the third fording, we were puttering around a bend in the middle of the boondocks and came across a bunch of brass cars parked helter-skelter with people milling around. Oh, no! A break-down? An accident? AN ICE CREAM STOP! A Good Humor truck had been provided, and the goodies were free. Folks, Clay Green and Gil the Younger know how to run a tour!

Betty Swann fell in love with the above frogs in the southwest; they rode all the way back in the E-M-F. There was a museum on Indian artifacts – with a mile-and-a-half unpaved climb upon leaving. And then there was Fishing Creek Road – the one with the holes. And the fordings. And the mud.



*An adventurous ice cream stop*



After that, what's to talk about? We got back, we put the cars away, we had a banquet, we said goodbye. We can't wait for next year's BBC. Join us!

*On the left: Gil the Elder splashes happily through a fording.*



### Hershey Hangover V Registration Tour limited to first 35 cars to register

Driver/Owner \_\_\_\_\_

Address \_\_\_\_\_

Passenger \_\_\_\_\_

Additional Passengers \_\_\_\_\_

*If you need a ride contact John McAnlis: (330)336-4511 or [mcanlisjon@aol.com](mailto:mcanlisjon@aol.com)*

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 tour.

Signature \_\_\_\_\_

Registration Fees: \$125.00 per car and driver – inclusive of all tour venues \$ \_\_\_\_\_

Additional passengers, Sunday Tour \_\_\_\_\_ X \$25 = \_\_\_\_\_

Additional passengers, Monday Tour \_\_\_\_\_ X \$25 = \_\_\_\_\_

Sunday Banquet \_\_\_\_\_ X \$35.00/per adult \_\_\_\_\_

\_\_\_\_\_ X \$18.00 Child under 12 \_\_\_\_\_

Entrée Choices \_\_\_\_\_ Beef \_\_\_\_\_ Fish \_\_\_\_\_ Vegetarian

**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](mailto:jbobladd@ptd.net) or call: 717-269-5508

**Registration must be postmarked by September 12<sup>th</sup> 2016**

**HOST HOTEL - HERITAGE HOTEL, 500 Centerville Road, Lancaster, PA 17601 (800-223-8963)**

**Special rates must be done by phone (not by the internet or travel sites) on or before**

**9/9/2016**

***Please Use Booking ID - HOR100716***



# My 100 Year-old Car

## By Brad Kline



*Brad and Kathy Kline with their 1909 EMF*

I have always had a love of cars and even as a young child. I would rattle off the makes and models of cars that we would pass while driving. My parents found this mildly amusing. However, my Dad was not a car guy and did just enough to keep them running and basically reliable. I first took an interest in his 1954 Pontiac Chieftain and at a young age began keeping it cleaner than he felt necessary. My love for cars grew and I would visit dealerships to collect catalogs and other printed matter about new models and accessories offered.

After college and marriage, money was tight but I wanted to have a collector car to drive and enjoy. Thirty-four years ago I drove past a local used car lot and there at the back of the lot was sitting a maroon 1966 Pontiac Bonneville convertible that looked tired, yet appeared to be all there.

After a few days of negotiating it was mine. I cleaned it up and fixed the brakes, but that was the extent of the remaining funds. It was your typical 20 footer where the further back you stood the better it looked. But, what the heck? The top went down and my family over the years enjoyed rides in it for ice cream runs and to local car shows.

During this time I caught back up with a car guy named Jeff Beard who I had known previously from the local community. The next thing I knew I was hanging out at his stand at fall Hershey. I always admired the look and intrigue of brass era cars and here was a guy that was equally as interested in them. He had a 1915 Pullman Junior and we were soon taking it to local car shows and having a great time. Pullman being a York built vehicle piqued my interest. I was introduced to several other owners like Paul Vaughn and Fred Rosenmiller. These guys had Pullmans and I decided I wanted to own one too. Trouble was there were none for sale. I learned of the existence of a Pullman on display in a Midwest museum called the Museum of the Open Prairie. There were two problems with it. First, it was a 1917 model which made it beyond the Brass Era designation that ends with 1915 models and second despite heroic attempts on my part the museum curator had her fill of my pleadings and finally told me to stop sending letters requesting the opportunity to buy it.

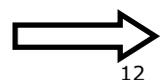




Around this same time another player in this drama emerged by the name of Clay Green. Now Clay is the kind of guy who can get you into "trouble" quickly in this hobby when you say the words, "I'm looking to acquire a brass era car." A visit to Clay's basement garage introduced me to a Maxwell, a 1910 Buick Model 19 and a make of car I had never heard of previously, an EMF. Here were two sitting before me. One was Clay's own EMF touring car and the other one was owned by Joe and Betty Swann. I was hooked! My desire to own a brass era car was greater than ever. I had one major requirement established in my mind and that was it had to feature a large amount of brass. I did look at several cars in the 1914-1915 range but by that time most had very few brass components. Clay had stumbled upon a 1910 Buick Model 19 touring car that was going to be available for sale in Indianapolis, Indiana. This car was the same year, make, and model as Clay's Buick, however it had an older restoration while Clay's was all original. The car was owned by an eye doctor who had passed away and now the family was looking to sell it.

Clay had armed me with what I needed to look for plus I had photos of his car components for comparison purposes. I flew out to Indianapolis to meet the family which included the Doctor's elderly widow and two of his three daughters. Upon seeing the Buick for the first time and thanks to Clay's coaching I immediately noted deficiencies in it.

Every brass lamp while nice in appearance was wrong. These were made by different manufacturers and they needed to be Corcorans which were original from the factory. I diplomatically pointed out the various problems with the car to help educate the family on what they had. Finally, came the time to actually drive it. There was a local friend of the Doctor's there that day who had previously performed various work on the car and was now assisting the family with its sale. He had explained some of the history of the car and told me how easy it was to start. The friend had earlier share that he had recent shoulder surgery and would not be able to crank it. No problem, I knew how this was done. After about 45 minutes of my cranking while he fiddled with fuel and timing I was almost totally spent. Despite my fear of looking like a smart Alec I finally asked the question required of the moment. Did we have fuel? Well, we didn't have fuel and after a quick trip to the convenience store we were finally ready to motor in the Buick. If I wasn't stressed out enough Mom, the two daughters, and the family friend all piled in the Buick. A car I had never driven before; a car with straight cut gears I had never driven before. All I could think of was the next day's headlines in the *Indianapolis Times* would read, "Local Family Wiped Out in Antique Buick Car Accident." Well, we all survived the "stress" drive and I was eventually invited in to discuss the price.





Things began to go downhill. The family kept bringing out newspaper articles and other remembrances of their Dad taking them in the car to elementary school when they were young as well as pictures of the family driving it in local parades. I was becoming concerned about the amount of attachment they seemed to still have with the car. We finally got around to talking price and the figure they threw out was about \$10,000 more than I thought the car was worth. The fact that I was the first person to look at the car and to point out its deficiencies was not a plus. They unfortunately were totally convinced the car was worth every penny of their asking price. I told them my offer stood and later I learned they had contacted the car hobby "friend" Mark Hyman who supposedly was very interested in the car. Later still, I learned the car was sold to another party for the same amount I had offered.

This first experience came at a cost, but it was at least a learning one. Almost one year later Clay contacted me again and told me of an interesting EMF that was coming up for sale. He explained it was a 1908 Roadster but a rare model called a Double Rumble Roadster. It had four bucket seats rather than the more typical two or three seats. The owner Gordon Langenager who was steadily deteriorating from congestive heart failure was looking to sell his two EMF's with the second one being a standard 1909 roadster. Gordon and I spoke

by phone and I subsequently made arrangements to fly down to Sarasota, Florida to meet him and the car.

I caught up with Gordon and his wife at their home and we headed to a multi bay garage which housed the two EMF's. The straight roadster was red with cream colored wheel and chassis. All the brass was nicely polished and it appeared to have a fairly recent restoration. I learned this car had been already sold to another guy from Pennsylvania by the name of Frank Rawls who purchased it over the phone seeing only pictures to seal the deal. "My" EMF looked quite dowdy by comparison. Paint was dull black and all the brass was seriously tarnished. Gordon explained that the car had been his son Scott's and that Scott's business had taken an economic downturn forcing Gordon to purchase it back from him. Gordon explained that the car was an early production model with a low serial number and that it was a rare Double Rumble Roadster model that appeared not to have been a terribly popular model in the day. We fired up the EMF and for the next four days I travelled to their home and we drove it for considerable distances around the local area. The car sounded great and operated very well despite temperatures in the high 90's. I consulted Clay who suggested I also contact Lee Turner for additional advice. Gordon and I agreed upon a price I made the decision to purchase it.





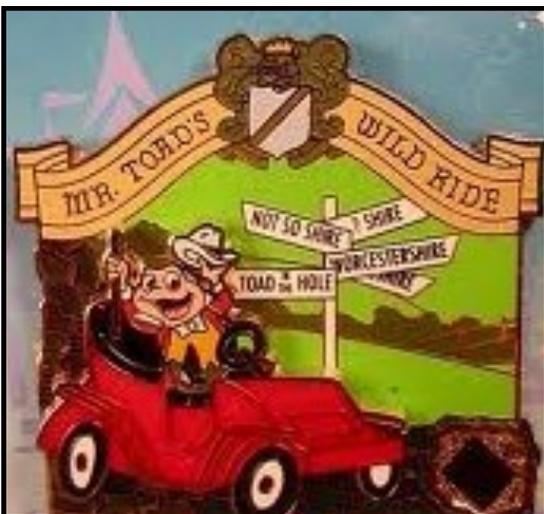
A trucking firm customer of mine personally knew the folks who own Horseless Carriage Carriers and arrangements were made at a considerable savings to have the car shipped to Pennsylvania. I had been in conversation with the driver who asked if I would escort him to my customer's business upon exiting the interstate. I was like a kid at Christmas waiting at the Queen St. Exit of Route 83. When I spotted that green and white carrier hitting the exit I could hardly contain myself. The four mile drive to Dallastown, PA seemed more like forty but we finally made it.

The driver parked his rig and opened the rear doors. The EMF had shared its ride with several exotic sports cars and a mid-sixties Corvette. Remembering Gordon's instructions, she started on the third pull of the crank. For the next four weeks I polished and shined the

paint and the brass. The EMF was beginning to really gleam. Later, I took it to Fall Hershey and was pleased to learn it had achieved a third Junior on a restoration that dated back to 1958.

Unfortunately, the EMF later wound up needing quite a bit of mechanical work on both the engine and transaxle. It's the risk you sometimes run despite going through the right steps to check it out. I'm fortunate to have local folks like Clay close by who can assist in sorting out the various issues it had. I feel I finally have a fairly good degree of reliability established and my next plans are to upgrade the appearance to see if I can advance its winning successes.

I owe thanks to a number of folks who guided me through this process with a special call out to Clay Green, Jeff Beard, Paul Vaughn, and Lee Turner.



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](mailto:edsvrhcca@gmail.com)



## Dust-off 2016: Cruisin'

The decision to reschedule our 2016 Dust-off back in May was the best call. There was disappointment in the Leshner house, but you can't mess with Mother Nature. Or, with mothers. So on June 18th, with perfect weather a small group of Susquehanna Valley Region members and friends set out from Denver, PA to the Union Canal in Lebanon, PA. Skip Carpenter and Don Rising were visiting Clay and Rene Green and they drove from Conestoga in their 1910 Buick. Gil Fitzhugh the Elder trailered his 1912 Buick from NJ. Gil Fitzhugh the Younger drove his "pretty" 1913 Overland. Joe and Betty Swann and Jim and Barbara Reinhold brought their Ford Model A's. We drove our 1913 Buick "Molly."

The hijinks "started" when we prepared to leave. Clay and Rene's Buick which ran all the way up from Conestoga without one single issue decided not to start. It was nothing that a push start could not handle.

Once on the road, a couple of cars stopped in Reinholds to spy two massive PPL transformers that were waiting to be moved to Bowmansville. The transfer point was our little hamlet. I missed a primo photo opt as Gil Sr. and John Hershey were posed perfectly in front of the transformers as we drove past. Jeff thought that Clay's woes warranted stopping by the house for jumper cables.



*"Clay, turn the switch on!" Notice Skip Carpenter. He is not pushing.*





*My missed shot of Gil the Elder's Buick.  
Credit John Hershey*

It was a smooth trip over rolling countryside. Our coffee stop was in Schaefferstown at the local grocery store and Good's Store which serves a Amish and Mennonite customer base. Bob and Nancy Ladd joined us for the remainder of the trip to Union Canal Park. During our break, I encountered an interesting conversation between Don Rising, Skip Carpenter and Jeff. The funny thing was that I had a premonition about Jeff being asked to serve on the National Board. I encouraged him and said, "You can handle three board meetings a year." He declined. Then, heads turned in my direction. It was either Clay, Don, or Skip who then asked me if I would consider serving. I blushed.

Clay's Buick started without fail and the group ventured through Lebanon County and headed to Union Canal Tunnel Park. Shortly, before our arrival mayhem struck in the form of a concrete screw. Somewhere, Clay's front tire (driver's side right) tire picked up

an evil screw. Nancy Ladd pointedly asked Clay, "And, this is a hobby?" No one is better prepared or practiced in the art of tire replacement on old Buicks than Clay. With his "support" team, he had the job done in less than an hour. Betty Swan poked, "Clay, still like Buicks?"



*Above: Skip Carpenter holding the "culprit."*

*Below: Clay Green changing the tire.*





During lunch, Jane Grove met us at the park too. We enjoyed our boat ride and guided tour of the Union Canal Tunnel. It was an unique opportunity to learn about how the Union Canal Tunnel helped to shape early transportation during the 1800's.

#### Facts About the Union Canal Tunnel:

- Earned status as a National Historic Civil Engineering Landmark in 1970. It is the oldest tunnel in the United States.
- The 729 foot tunnel (original length) was hand dug and blasted using gunpowder. It was a tedious process.
- Began May 1825 and completed in June 1827.
- The first boat passed though June 12, 1827.
- Barges were guided through the canal using poles and mules pulled the barges from the water's edge.
- Work began in the early 1930's to restore the tunnel.
- In April, 1950, the Lebanon County Historical Society bought the tunnel and neighboring properties to further restore the canal.
- Restoration work really took hold in the 1990's through 2006.
- The Tunnel was opened for the first trip in September 2000.

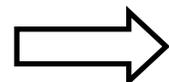
Everyone relished in the ride through the tunnel. Not only was it captivating, it was refreshing to be out of the sun too! The ride back to Denver was uneventful and included an ice cream stop. Talk about sweets, I learned that Joe and Betty Swann were 7th grade sweethearts. There is a Jimmy Buffett song "Love in the Library." A sweet day of touring it was. And, everyone

got home unscathed.



*Above: Union Canal Tunnel Historic Landmark plaques*

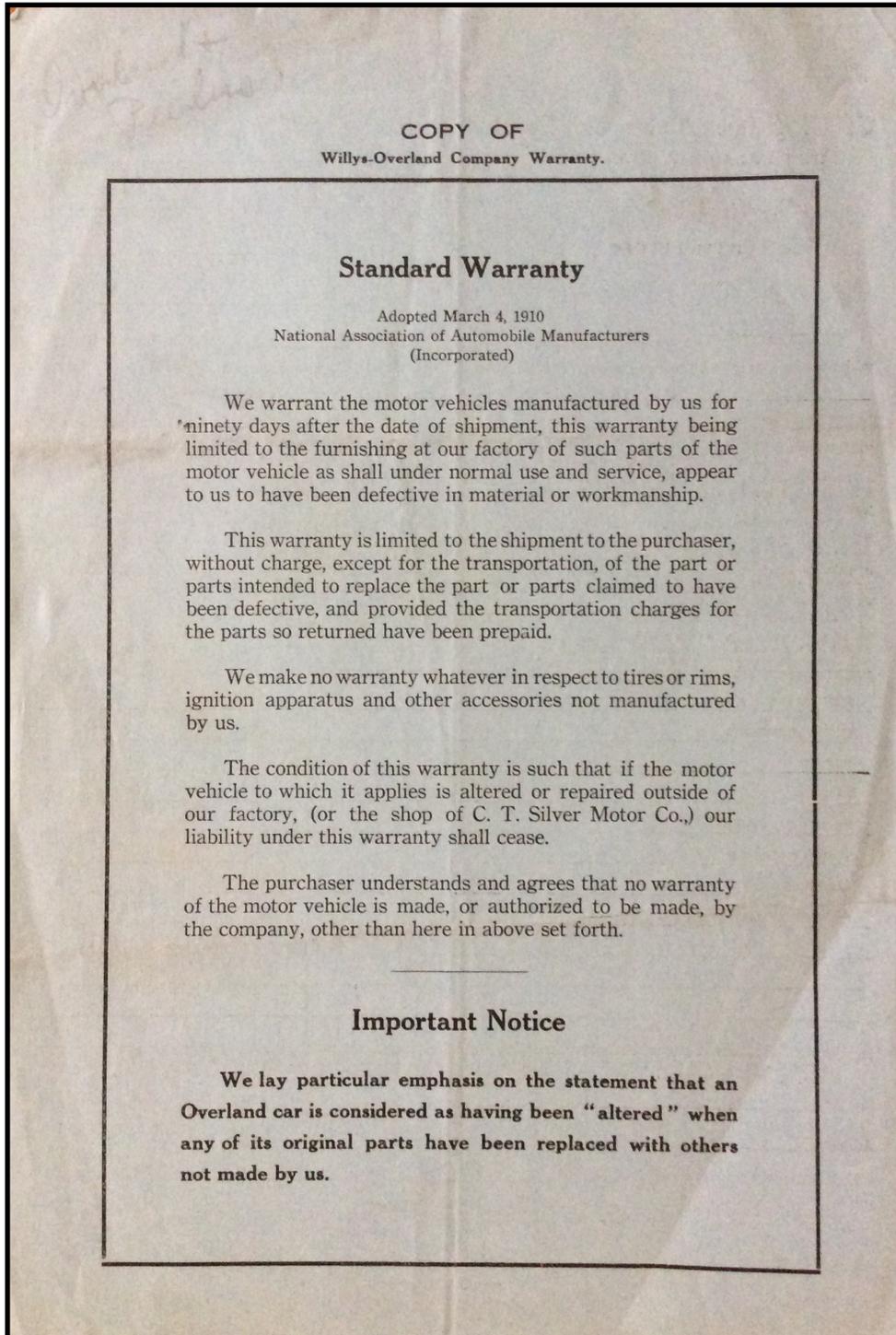
*Below: The Tunnel cruise.*





Just for Fun...

Was Gil Fitzhugh Jr. offered this with his new car?





Announcements

Thank-you!

Brad Kline, Gil Fitzhugh the Elder and John Hershey for your contributions to *Sassy Brass*!



I cannot do this job without your help. Who will be the next contributor for “My 100 Year-old Car”? It could be you. Be ready.



# Classifieds



1954 Harley /Davidson Servi Car with tow bar, all done.

Contact: Clay Green [cgreen3rd@comcast.net](mailto:cgreen3rd@comcast.net) 215-313-2734.



1955 Chevrolet Convertible for sale. Girl not included. Contact: Clay Green 215-313-2734 [cgreen3rd@comcast.net](mailto:cgreen3rd@comcast.net)

Next classifieds submission deadline is June 1 to be included in the next newsletter. Ads should be 25-30 words in length and can include photos. Ads may be submitted by via email to [edsvrhcca@gmail.com](mailto:edsvrhcca@gmail.com) or mailed to Tracy Lesher—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