



Sassy Brass

Volume 8 Issue 1



Get ready for BBC 2017!

A National HCCA Newsletter & Website

First Place Winner 2016



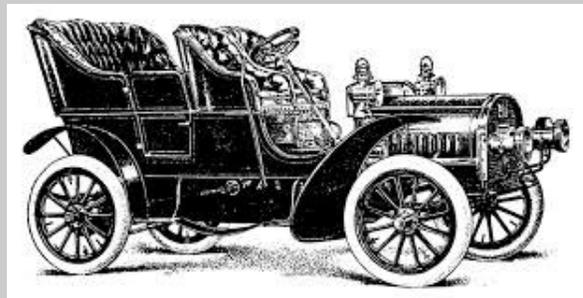
2017 Susquehanna Valley Region HCCA Calendar



May 21, 2017	16th Annual BBC Flea Market
May 22-25, 2017:	16th Annual BBC Tour
June 3, 2017:	Dust-off Tour to Golden Age Air Museum
June 25-30, 2017:	New England Brass and Gas Tour
July 16, 2017:	Muddy Creek Forks SVR Event in York County
August 19, 2017:	SVR Run to Rough and Tumble at Kinzers
October 4-7, 2017:	AACA Hershey Flea Market and National Meet
October 8-9, 2017:	Hershey Hangover VI Tour

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Susquehanna Valley Region HCCA Contact Page

Join the Susquehanna Valley Region
Horseless Carriage Club of America:



Contact: Mike Romano

Email: m.romano@rcn.com

Home phone: 610-588-0757

Officers for 2017

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 May 2017

It's May and time for another touring season to begin. Of course, I failed to inform Mother Nature of this and we once again have had to postpone the Dust off Tour. Golden Age has been great to work with and luckily June 3rd was available for a picnic at the museum. This also bought me some time to finish the projects that started after our fall tour and meeting. I must say that Molly the Buick looks great with a new top and hopefully her radiator will no longer require me to carry a an extra gallon jug of water.

We had a great turn-out for the spring meeting at Tom Schell's garage and I want to thank everyone that came out and participated. The BBC Tour is in just a few days and my last messages from Clay and Gil sound like everything is pretty well set. We will be laying out the Flea Market on Saturday, and with beautiful weather on Sunday should have the largest pre-war flea market and car show on the East coast. The tour book is complete and I'm sure all 85 participants will have a great time.

With Strasburg Railroad cancelling the auto show for this year, we've had Brad Kline set up a July event for us to show our vehicles at Muddy Creek Forks in York county. This should be a lot of fun and they are excited to have us participate. I plan on taking a group down to Kinzers in August for Rough and Tumble and maybe we can pull together another tour in conjunction with our fall meeting. Also, the details for the Hershey Hangover VI are complete; the registration info is in this issue. We will be based in Denver (PA Turnpike Exit) this year and will travel up into Lebanon county on Sunday and then do a tour of the New Holland Factory on Monday with great lunches each day as well as banquet Sunday evening. We will limit the group to 35 cars and as many 1, 2 and high wheelers as we can get. Gil Sr. has already planned most of the routes and now all we need to do is hope Penn Dot and the Townships get all the construction done in time.

Don't forget to go over your vehicles carefully before taking them out this spring. Make sure brakes are adjusted, everything is greased, tires are full and rims are solidly mounted. Plus, don't forget to make sure your fire extinguisher is charged. We want to have a safe season with no surprises!!!!

- Happy Cranking, Jeff



HCCA NATIONAL NEWS



To: Regional Groups (RG) and Affiliated Registries (AR) Contacts and Others
Re: 2017 HCCA Officers, Function Groups and Committee Assignments
Issue: 2017-04-03 #03

2017 HCCA Board of Directors – March

HCCA – 2017 Officers ...

Chairman – Carl Pate
President – Chris Paulsen
Vice President – Bob Ladd
Treasurer – Steve Cook
Secretary – Don Plumb

HCCA– 2017 Function Groups and Committee Assignments

1. Finance – Steve Cook / Chairperson

Ways and Means - Don Rising, Steve Cook
Investment Committee – Bruce MacMillian, Alex Huppe', Steve Cook, Don Plumb
Revenue (advertisement / other) – Steve Renaldo, Steve Cook

2. Activities – Ron Rising / Chairperson

2018 National Convention / Annual Meeting – Bob Ladd
2018 Board Nominations – Don Plumb /OR, Chris Paulsen /KS, Ralph Tolman /GA, Skip Carpenter /MA
2018 Roster – Ralph Tolman, Herb Singe Jr, John Littlefield, Steve Renaldo
National Tours - Don Rising ... Herb Singe Jr, John Littlefield, Steve Rinaldo
Hershey Tent - Bob Ladd ... Jay Simpson, Steve Cook, Gerry Chase
Education- Bob Ladd ... Chair
Public Education - Ralph Tolman, Bob Ladd
HCEI Liaison - Don Rising
HC Foundation Library Liaison – John Littlefield
Merchandising – John Littlefield ... Chair
East – John Littlefield, Jay Simpson, Ralph Tolman, Karl Darby
West – Don Plumb, Keene Brewer, Sharon Gooding

3. Regional Groups and Registries –Alex Huppe / Chairperson

New Member Development – John Littlefield ... Chris Paulsen, Herb Singe Jr, Don Plumb
Communication / Relationship / Support – Alex Huppe' ... Bob Ladd,
Publications / Newsletters and Web Sites – Alex Huppe' ... Don Plumb, Steve Cook
Award Programs – Alex Huppe', Gil Klecan

4. Communication – Bob Ladd / Chairperson

Horseless Carriage Gazette – Alex Huppe', Don Plumb, Keene Brewer, John Meyer (Editor), Marilyn Balduff, Alan Clendenen, Sharon Gooding, Chris Gorman, Cathy Gunther, Tom Gunther, Wynn Harter, Dikk Jones, Janis Jones, Bob Knaak, Red Ladnar, John Manjor, Robert Ricewasser, Bobbie'dine Rodda, Larry Smith, Michael Sullivan, Robb Stewart

Non-Gazette Publications (HCCA National News / email Notices) – Bob Ladd ... Herb Singe Jr, Steve Cook
Publicity & Advertising – Bob Ladd, Alex Huppe'
Internet/Website - Steve Cook, Chris Paulsen, Jay Simpson, Brad Balduff (Webmaster)

5. Governance - Skip Carpenter / Chairperson

By Laws/Director's Handbook - Herb Singe Jr
Parliamentarian - Skip Carpenter
Insurance - Carl Pate ... Herb Singe Jr, Ralph Tolman
Office Oversight / Conference Calls– Bob Ladd, Chris Paulsen, Jay Simpson, Sharon Gooding (Executive Secretary)
Historian - Herb Singe Jr ...

6. Long Range Planning – Carl Pate / Chairperson

Members – Carl Pate, Chris Paulsen, Bob Ladd, Skip Carpenter, Steve Cook, Don Plumb

Footnotes:

HCCA Board Associates / *Italicized Text* ...
They do not vote;
HCCA Contractor – *Name* ...
These individuals provide a service to HCCA National (Office, Magazine, Website)

*Share, Educate and Pass It On...
Family of Friends*

Carlton Pate / anpcop@aol.com

HCCA National Chairman of Board



2017 BBC BRASS TOUR

HCCA National Tour in
STRASBURG, PA



Tour May 22 - 25, 2017

at the Strasburg Clarion Inn

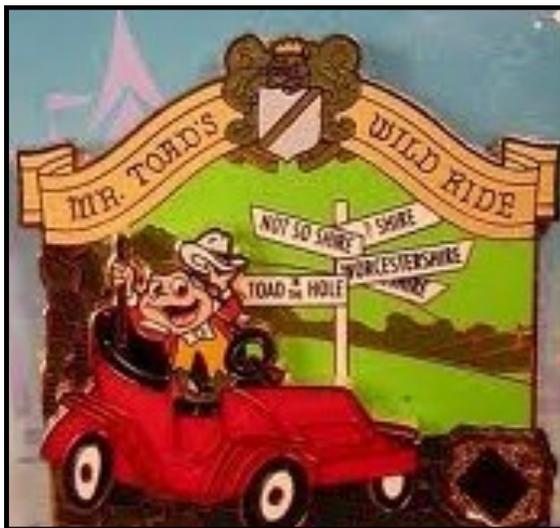
Flea Market Sunday May 21

at the Penna. Railroad Museum, Strasburg, PA

Tour Information: Clay Green - cgreen3rd@comcast.net
(215) 313-2734



The Spring Dust-off is rescheduled
for
Saturday, June 3rd



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



Susquehanna Valley Region HCCA

Spring Business Meeting Notes

Minutes of March 19, 2017 Meeting Susquehanna Chapter, HCCA

At Ton Schell's collection, Lititz, PA

At 2:20PM, meeting, with 26 in attendance, was called to order by President Leshner.

Treasurer Don Barlup introduced his report stating the chapter's current balance of \$11,542.27. His report was seconded and accepted.

OLD BUSINESS saw a continuation of the last meeting's proposal for scholarship donations from the chapter's surplus funds. Various possibilities were discussed: the Penn College in Williamsport, PA and their vintage auto restoration course, and McPherson College. Also, a donation to the Horseless Carriage Club's educational arm, the HCEI, was suggested. A motion was passed to appoint a committee to explore a possible endowment with \$2500 paid by our chapter.

NEW BUSINESS saw a slate of club officers nominated and approved by voice vote:

President Jeff Leshner
Vice President Pat Gamble
Secretary Phil Jamison
Treasurer Don Barlup
Membership Secretary Mike Romano
Newsletter Tracy Leshner

The 2017 calendar was introduced:

May 6 Dust-Off Tour
May 21 BBC Flea Market
July 16 Muddy Creek Forks car show
Aug. 19 Kinzer Rough & Tumble Drive
Oct 8-9 Hershey Hangover Tour
Nov. 5 Fall Chapter Meeting (location undecided)

Bob Ladd informed all of various national HCCA news, including a planned Yellowstone National Park Tour in 2018. Also, Clay Green was applauded for winning the HCCA Marion Welsh Award.

David Deardorff delivered a brief chronicle of his dramatic California-to-Louisiana trip at the wheel of a newly-purchased 1915 Ford Model T. The 9.5 day journey was accomplished with one day of preparation.

The membership thanked Mr. Schell for the generous use of his spotless new garage. Motion to adjourn accepted.

Phil Jamison

Susquehanna Valley Region HCCA

Spring '17 Dust Off Tour – Saturday, June 3

Golden Age Air Museum Picnic

Meet at 9:00 AM at Weaver's Market, Adamstown, PA



We will tour through Lebanon County ending up at Golden Age Air Museum where we will be able to tour the hangars and have a picnic lunch in their pavilion. Admission is \$5 per person payable when we arrive. Please bring a trash bag with your lunch. No food is available at the Museum. Meet in the rear lot at Weaver's – plenty of room for trailer parking and you can always purchase your picnic supplies at Weaver's Snack Bar before we leave.

Weaver's Market is located at the intersection of PA - RT 897 and RT 272 in Adamstown – just off Denver/Ephrata Exit of PA Turnpike at US 222

Tour is open to any vehicles 1931 and older and we have no limit as to number of cars – please respond by May 29th.

Please RSVP So that we have an accurate participant count:

RSVP to Jeff Leshner 475 West RT 897, Reinholds, PA 17569
717-336-3203 or lesh4@dejazzd.com

Driver: _____

Car Year: _____ Car Make: _____

Cell #: _____ Trailering: Yes No



My 100 Year-old Car: 1908 REO Model A By Lee Turner



Above: Side by side Lee and Helen Turner on the 2015 BBC with their former 1910 Reo. Even though this is not the 1908 car being chronicled—the picture is just too cute!

Sometime in the mid 1990's we were invited to accompany the Greens on a Gas and Brass tour in New England. We stayed in our camper in the north woods next to a stream and were picked up daily by the Greens. Their 1910 Cadillac had some carburetor problems which was repaired in the rain (after lunch at Bretton Woods prior to going to Mt. Washington) and even with the top up my wife and I got rained on in the back seat from the rain coming in between the top and the top of the windshield. Each night we would go back to the hotel and stand in awe at the fascinating pre - 1916 automobiles. My first car was a 1936 Ford pickup which I painted at 16 years old then owned a 1956 Ford convertible

and a 1957 Chevy which we took on our honeymoon. But these pre -16 cars were the cats meow. In the fall of 1994 Clay and I drove to Cleveland, Ohio and brought home our 1912 Model 43 Buick.

During our week in the north woods we spent time with several other folks to get a better understanding of this hobby. We were enjoying a four cylinder tour but several people mentioned that a two cylinder tour was even more fun with only 30 plus cars, fewer people and slower speeds. The following year (1995) I was walking through a local car show/ flea market and met Dave Leon who had owned REO's for over 20 years.

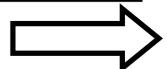
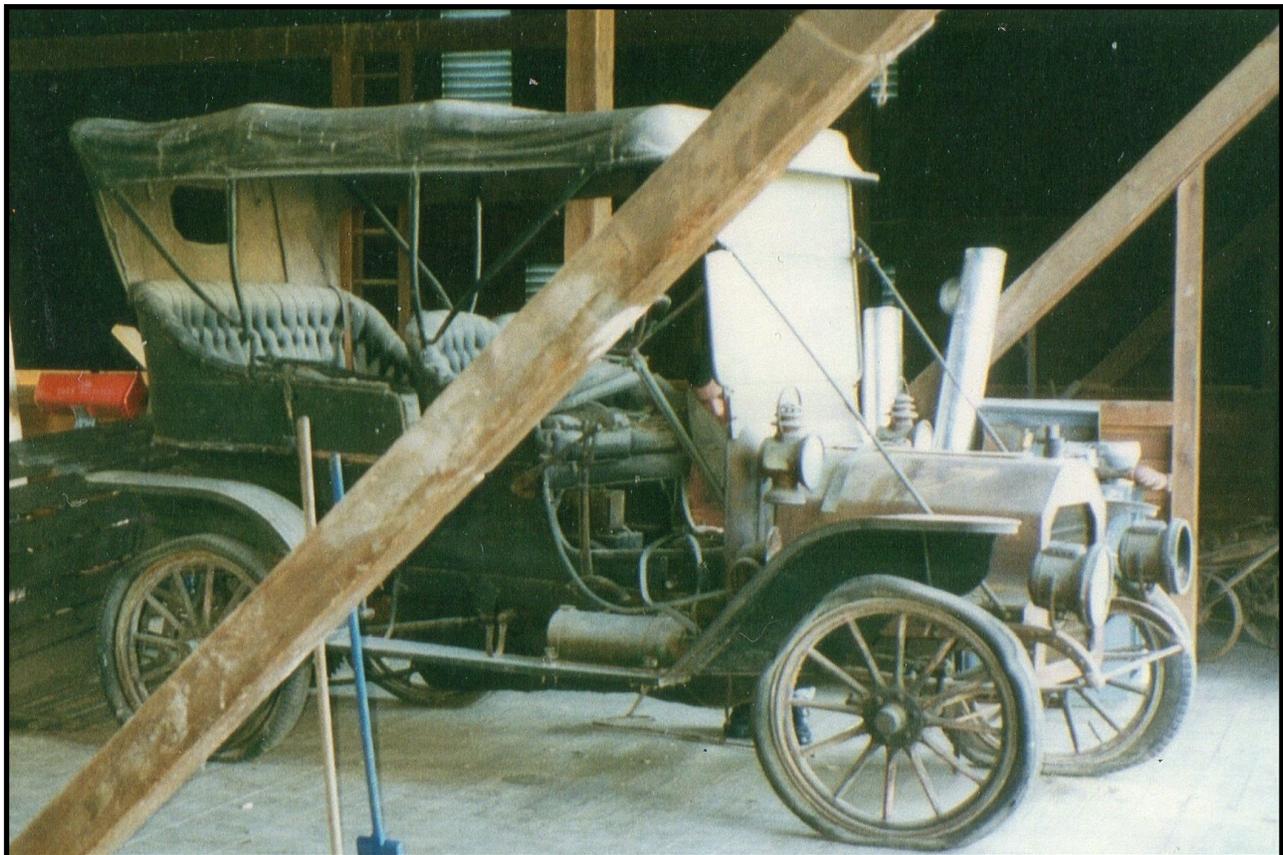




I inquired about 2 cylinder REO's and asked if he knew of any for sale. He pulled a newspaper advertisement out of his pocket for the sale of a 1908 Reo in York, Pa. the following weekend.

I arrived at the sale and checked out the Reo and almost went home. The sky was dark and it was raining, the barn was dark and the car was a dark green with flat tires. I had called the auctioneer and he said he thought all it needed was a rear window. This car was stored since 1930, was in a basement in York during a hurricane in 1972 which caused a flood and I could see the water line showing in the upper windshield. The car had been stored in the haymow of the barn for over 30 years. I went over the car with Dave

and he was amazed at the originality of the car. Matching lights, intake manifold, wheels, body in great condition, original belly pan and only surface rust on any metal parts. After Dave's amazing comments on originality I was hooked. As it turned out I purchased the car from the grandchildren (twins- boy and girl) of the original owner who was a REO dealer in 1908 --- this was his car. We have a picture of the grandchildren standing in their grandfather's showroom window. Our nephews' wedding was on that same day in West Chester and I made it to the sale, bid on some other items - won the bid on the REO and walked in the church just as the bride was walking down the aisle.



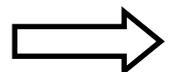


The next week we took our car trailer to pickup the car and with the help of a neighbor and some winches we were able to bring the car home. This five passenger touring car has a removable back seat and we lifted off the rear section and used a power washer to hose down the entire car. There were two missing pieces for the car. The door under the front seat had probably been washed away in the flood and the carbide generator had been replaced with an acetylene 'B' tank. After removing the hood it was obvious that the water tank and the gas tank would have to be replaced since they looked like Swiss cheese. When we removed the belly pan (which is still in the attic and in great condition) we found a piece of the front jug in the pan. After the flood someone had not opened the petcocks to drain out the water. The rest of the car was in great condition and very complete.

We removed the engine and transmission from the car and took them to Rene Green's Uncle Bill, a retired machinist with a basement full of equipment. We measured the cast iron pistons and placed an order with Egge for aluminum replacements. We noticed that there was mud and water in the bottom of the crankcase. However, when the engine stopped so many years ago neither of the rods were in the water, only part of one rod keeper was damaged, the engine had stopped horizontally. After cleaning out the crankcase case and transmission I had half a quart of Pennsylvania red mud. Uncle Bill machined new keepers for the rods as well as repairing one tooth in the low gear casing that had

been in water for many years. We took the engine to the Babbitt Pot to have the main and rod bearings replaced.

The front jug was damaged from freezing and we shipped the head (in a five gallon bucket) to Frank Casey in Massachusetts who "Stitch Welded" the piece back into the head. Beautiful job and no leaks in 20 years. The gas and water tanks were next and I located a local heating company who made their own duct work. I took the tanks to a young man in the back of the shop and he made duplicates using galvanized sheeting of the pieces just as Reo had made them. The next step was to rivet these pieces together as original and for this I turned to Elmer Fox who had repaired radiators as a career. Elmer and I spent over two days (with his four white German shepherds) drilling and riveting several hundred rivets to duplicate both tanks and then Elmer used a hand soldering iron to seal all of the seams. The radiator is made in horizontal sections and stacked and sealed at each end with a rubber washer. Elmer took the radiator apart, installed new washers, repaired some leaks in the tubing and tested the radiator. No leaks 20 years later. What a pleasure to work with someone so talented.





The cousin (Al Thompson) of the neighbor who helped us bring the car home was a craftsman in working with wood. I had contacted Gary Turley and he sent me a very detailed drawing of the missing panel under the front seat. Al used the drawing and the rear panel to reproduce that front panel with inlays to perfection. The missing carbide generator looked to be the real challenge since it mounted on a side bracket instead of on the running board. I located a man in Hilton Head, NC who used to work with brass but was now in construction. He agreed to reproduce one more carbide generator and our car was complete.

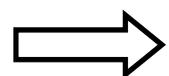
Our son Jerry, and I removed the tires with a sawzall since they were so stiff that using tire irons would have damaged the tire rims. The next step was sand blasting the frame and the rims which was done in the back yard. All metal parts were sprayed with an acid etching primer and then DuPont two part primer prior to final color. The wooden wheels (spoke part) were sand blasted at a low pressure and then treated with a coat of kwik-poly. The kwik-poly seals the wood from moisture. The spokes were then sanded, filled in with body putty, sprayed with primer and sprayed the final color. My wife and I have done the wheels on four brass cars using this method. They included the 1908 REO, 1912 Buick, 1909 EMF and a 1910 REO. It takes about 40 hours to complete each wheel from start to finish.

The body was in excellent condition and after using a paint remover to take off the original paint I discovered that the original red paint had been painted over

with a dark green. I assume the grandfather did not like the new red color and had his car repainted the same color as the 1905 to 1907 cars. With the sun shining on the now red paint I used a color swatch from local body shop to match the color. The current color of the car is not the REO red, but is a beautiful raspberry color which I complimented by painting the wooden trim a darker cherry color.

After sanding the old finish down to the wood we coated the entire wooden body with kwik-poly to seal the wood just like the wheels. The above cars were all restored using the same method. After the primer coats were sanded the body was taken to the local body shop for final paint in a down draft booth. The pin striping and the Reo logo on the side of the body were done freehand by Mike Hirsch who also painted the Flyers logo (under the ice) at the Philadelphia Arena.

We were fortunate with the top and upholstery in that a traveling man from Missouri, Lauren Chrisman, was in New Jersey doing two other cars. He stopped in Philadelphia to replenish his filler material (horse hair, cow tail, etc.) and spent several days making the seats and top for our car while staying in our motor home. He developed a bronchial problem while with us and had to return home, the front seats were completed by Gary Maucher from Newtown, Pa.






REO

Honest Power Honest Price

Anyone can speed up a motor in the factory with a heavy fly-wheel, so that for a period of ten seconds it will show a high brake horse-power; but that is a mere trick. It is no test. REO rating is not "faked" in that way. It is obtained by an actual ten-hour dynamo test. It is accurate; it is honest; and, above all, it is thoroughly proven by unquestioned performance.

Those were REO cars that captured five out of seven prizes in the National six-day economy test.

It was a REO that broke the middle-weight speed record on the Syracuse race track—a REO that lowered its class record 23 minutes in the "Climb to the Clouds" up Mount Washington, and a REO that won three cups in one day on Paddock Hill, Cincinnati—beating all twenty competitors; eight of them having nearly double its rating and price.

Write for the REO book that tells why.

REO Four-seat Runabout, 8 h.p., 1,000 pounds, 25 miles per hour. With folding seat to carry a extra passengers. \$675.

REO-GRAPH showing the inside of a typical motor in actual moving operation, sent to you for six cents in stamps addressed to Dept. 35.

REO Motor Car Co., SALES DEPARTMENT, LANSING, MICH.
R. E. Olds, President R. M. Owen, Mgr.
Agencies throughout the United States.

Early REO advertisement from 1908 (different model from the Turner's)

While all of this was in process from Tony Lauria in Landenburg. All we were busy polishing brass and restoring various hardware to mount on the car. Uncle Bill put new tapered bearings in the front axel, new bearings and axels in the rear of the car, new pushrods with seals in the block, reproduced the brass latch for the front panel, new water pump shaft and other things I cannot remember. All leather belts with buckles were as original on the car. We took the belts to Smucker's Harness Shop for perfect reproductions. New material was placed on all bands-reverse, foot brake, low gear and emergency. New floor boards with battleship linoleum

of the brass lights and the brass horn were restored by Joe Van Sciver.

Our goal in this restoration was to show the car at the 1997 fall Her-shey meet for initial judging. However, a Reo tour in Canada was too enticing to pass up. In the summer of 1997 we had a running driving neat little put-put that we had every confidence that it would make a 3 day tour in Canada. As the cars lined up for the first tour the five 1 and 2 cylinder cars started to leave early.

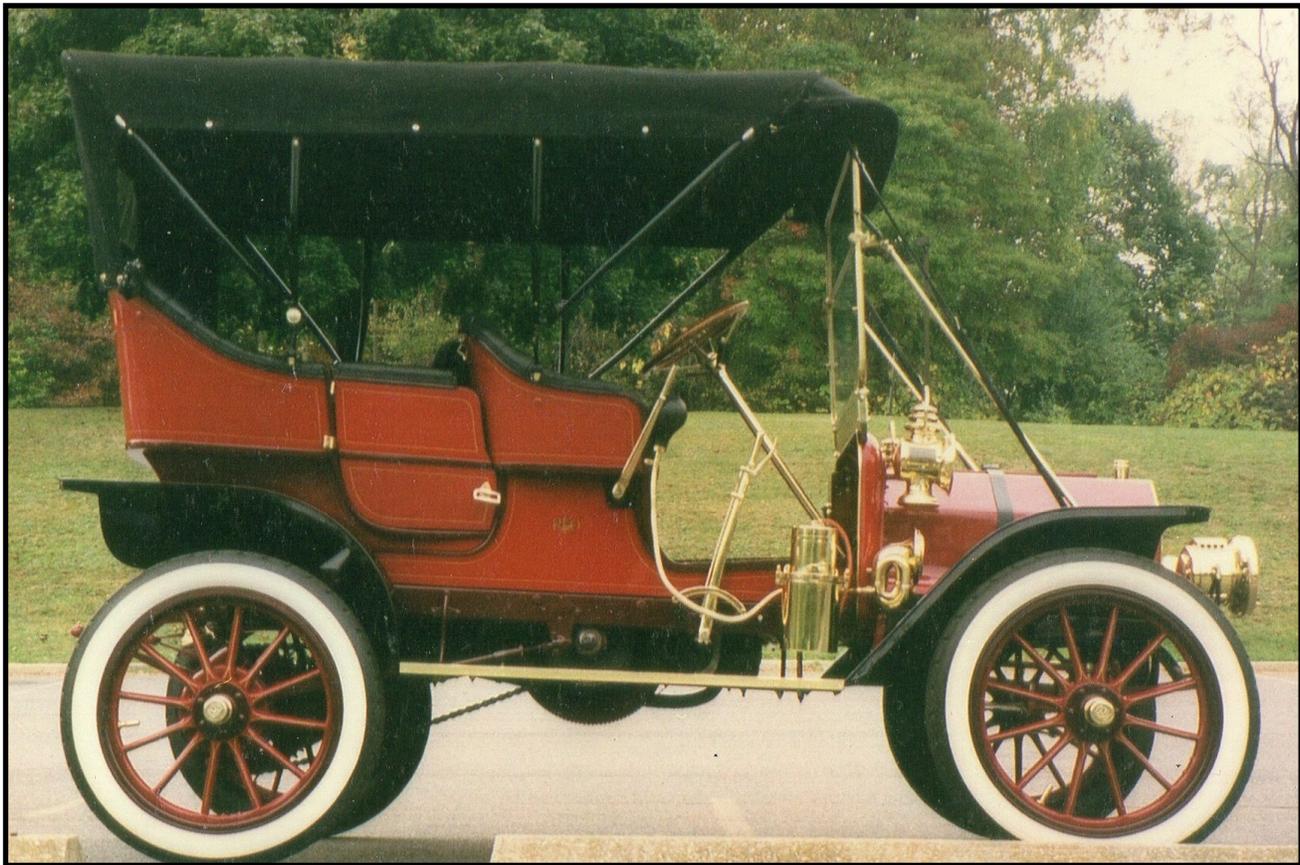




We were told that every one leaves at the same time and remains in line. Since we were at the head of the line we started out with everyone trailing behind (at about 20 MPH or K) and en route we noticed a small business on the side of the road called the 'Cookie Factory'. Since there was a long, straight route to lunch and no coffee stop how could we pass up such an invitation. The put-puts all pulled in to the parking lot and were followed by only two modern REOs who did not get out of the car but immediately got back into line.

Two hours later we arrived for lunch at about 11:30 where everyone else had been sitting at picnic tables for some time waiting for lunch, needless to say we did not share our cookies.

You can imagine the effort that took place over a two year period to get this Reo to Hershey in the fall of 1997 where it received its first junior and was invited for pictures in front of the Hershey factory.



The Turner's finished product. Their beautiful brass 1908 REO.



2017 – Hershey Hangover VI and Creepy Crawly Tour

Sunday and Monday, October 8th and 9th 2017

(Immediately following Hershey)

Based in Denver, PA (40 minutes from Hershey)

Host Hotel: Comfort Inn Lancaster County North

(\$96/night includes breakfast – Saturday through Monday)

1 Denver Rd

Denver, PA 17517

717-336-7541

Ask for Antique Car Tour Rate - Parking at the hotel for trailers and RVs

Saturday Evening: Meet and Greet cold buffet and registration in hotel bar

Sunday: Short drive to Seiverling Antique Car and Pedal Car Museum in Ephrata, PA. The Seiverling is one of the largest private collections of restored pedal vehicles on the East coast.

We will then head north as we tour to historic Mt Gretna, an early 20th century vacation retreat for a buffet luncheon at the Timbers. We can stroll through Mt Gretna and even partake in ice cream at the Jigger Shop. After lunch we will take a short drive to the Historic Cornwall Iron Furnace for a guided tour of this restored 18th century iron furnace. Our drive back to the hotel will take us through beautiful Pennsylvania Dutch countryside as we head back into Lancaster County and likely pass one of our famous homemade ice cream shops.

Sunday evening's banquet will be held at the host hotel with a cocktail hour reception prior to the dinner.



Monday: We will be driving south toward New Holland and Intercourse with a guided tour of the New Holland Haytools factory as well as visit to the American Museum of Edged Weaponry.

Our planned lunch on Monday will be a family style feast at the famous Good n Plenty Restaurant where we will enjoy their local favorites. Our Monday afternoon route back to the hotel will include a stop at a local candle making business that also has homemade ice cream and a petting zoo.

We will plan to be back at the hotel by 3:30 to allow ample time for those needing to start their journey home.

For those staying Monday evening, there are various local restaurants and numerous antique shops to enjoy.

Registration: All admissions and all meals (except Sunday night) will be included in the registration cost for vehicle and passengers. Registration is limited to the first 35 vehicles built prior to 1916. Registrants need to be current members of either the AACA or the HCCA (membership in both not required).

Special modified daily tours will be available for 1 and 2 cylinder vehicles and high wheelers as needed.

For Questions and Registration Information:

Jeff Leshner 717-336-3203 email: lesh4@dejazzd.com

The Hershey Hangover is sponsored by the Susquehanna Valley Region HCCA with support from the Snappers Region AACA.





Hershey Hangover VI

Registration Form



Registration Limited to First 35 Vehicles

Driver/Owner _____

Address _____

City _____ State _____ Zip _____

Passenger _____

Additional Passengers _____

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

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: \$150.00 per car and driver – inclusive of all tour venues

includes hot lunches and all admission charges \$ _____

Additional Adult passengers (includes both days) : _____ X \$90.00 = _____

Additional Child passengers (under 12) : _____ X \$40 = _____

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 Lesh, 475 West Route 897, Reinholds, PA 17569-9709

For more information: Lesh4@dejazzd.com - or call: 610-639-1977

Registration must be postmarked by September 13th 2017

HOST HOTEL – Comfort Inn Lancaster County North, 1 Denver Rd, Denver, PA 17517

Phone Reservations Only: 717-336-7541. \$96/Night includes hot breakfast

Parking onsite for Trailers/Rigs (no hook ups) Length of Rig: _____ feet

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

09/06/2017 **Please Use Booking ID – Auto Tour Rate group ID #2800715**



Just for Fun...



A chaperoned outing

*Moderately
Confused
By
Jeff Stahler*





Announcements

Thank-you to Tom Schell for hosting our Spring SVR Meeting!



Thank-you to Lee Turner for his outstanding contribution to this issue of *Sassy Brass*.



Classifieds



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



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

Contact: Clay Green

cgreen3rd@comcast.net

215-313-2734



1955 Chevrolet Convertible for sale.

Contact: Clay Green cgreen3rd@comcast.net

215-313-2734

Next classifieds submission deadline is June 30 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 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