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Gladys Guyer, Editor
11800 Guyer Rd.
Huntingdon, PA 16652



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January - February 2021

Vol. 70

Number 1



Mark and Debbie Ritchey's
Model A Sedan

Allegheny Mountain Region, AACA

1951 – 2021

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Fashion in 1951



Glamorous Formal Gown
Price: \$15.98

Description Fine quality imported rayon net... bodice of beautiful Alencon-type rayon lace, dyed to match, studded with sparkling rhinestones. The big American beauty rose and the separate net stole are included to make a complete outfit that's truly glamorous. The bodice has a front over drape of net. It can be worn with its taffeta shoulder straps or without (lightweight boning holds it securely). The skirt is double with matching horsehair around the bottom to make it stand out. Bodice lining and attached underskirt are matching rayon taffeta. Colors include white, aqua blue or pink.

Slipper Satin Formal Gown
Price: \$15.98

Description Slipper satin... lustrous, heavy rayon with bodice and slip-on gloves of exquisite Alencon-type rayon lace, dyed to match. This is a one-piece evening dress that is easy to wear, requires no special accessories or undergarments. It is very flattering to every age and figure... looks far more than its reasonable price. The satin skirt is very full, gathered all around. The bodice and the flared, all-around peplum are lined with matching satin. Button ornaments are satin covered with lace. Colors include light gold, Nile (light) green, and white.



1951 Founding Officers

Regional Director – William E. Swigart, Jr.
Secretary / Treasurer – William A Huff, Jr.
Advisory Committee – George W. Brisbin, David T. Davis, Paul K. Good, Carl E. Henderson, G. Bland Hoke, E.J. Leap, Fred Samuel, E.T. Studebaker

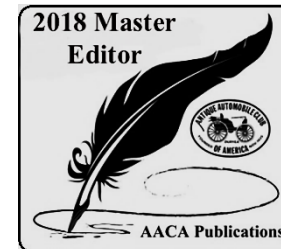
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1952-William E. Swigart, Jr.*	1975-Robert M. Struble	1999-John R. O'Brien *
1953-William E. Swigart, Jr.*	1976-Ferd D. Page, Jr.*	2000-John R. O'Brien *
1954-Stanley B. Smith*	1977-Stephen Leoras*	2001-N. Scott Deno
1955-Dr. Max Tornatore*	1978-James L. Kingston*	2002-N. Scott Deno
1956-David T. Davis*	1979-James L. Kingston*	2003-Patricia B. Swigart
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1959-Chester E. Geist*	1982-James F. Eichelberger*	2006-John R. Mueller
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*deceased	1997 Stanley B. Smith, Jr.	2021 William Forsht

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Articles in this newsletter may be reprinted.



President's Message



It appears we are still stuck in pandemic limbo.

I ended up in the hospital again. Seems my Afib is going to need some intervention from a cardiologist. I have an appointment and we will get it fixed!

We did manage to have a BOD meeting at the garage and Paula Clemens feed us all very well with pizza casserole and salad. She also brought lot of cookies for our sweet tooth. Since Paula can't cook in small sizes we had a lot of leftover food. I took all the leftovers to UPMC Hospital to the staff in the ER. They enjoyed it greatly and no one deserves our thanks more than they do! I am going to have to say that the food Paula brought was much better than the stuff Polly Boring sent up while I was in the hospital! Lol

We managed to get a schedule together for all the events we HOPE to have this year. I am sure Gladys has that posted later in this newsletter. We will all cross our fingers and hope we can get this pandemic under control and get enough of us vaccinated so we can start some in person events. We need to get the old cars and ourselves out and moving!

Cooks Nite Out starts (we hope) in March.

VP Randy Clemens and Ex. Pres. Scott Deno, under the supervision of Patricia Swigart, will represent the region at the National Meeting in Philadelphia. I planned to go but it got changed from Feb. to April.

Jackie and I are HOPING to get to Florida for a couple weeks in April if we both get vaccinated.

I got rid of the faux Ferrari! I traded for a 1988 Mercedes Benz. Jackie says it is so generic that it is almost invisible!

A fishing kayak followed me home too! I have no idea how this stuff happens!! I just turn around and BAM... there it is!

Well, here to hoping for a New Year we can celebrate together. Us and our old cars and old friends!

Bill (where did all this model train crap come from) Forsht

ALLEGHENY MOUNTAIN REGION, AACA Board Meeting Sunday, January 17, 2021 Forsht Entertainment Center

The meeting of the board of directors of the Allegheny Mountain Region, AACA was held on Sunday, January 17 at the Forsht Entertainment Center, Altoona.

The following board members were present: President Bill Forsht, Vice President Randy Clemens, Treasurer and Vapor Locks Editor Gladys Guyer, Secretary Pat Swigart, Jeff Boring, Zach Boring, James Burke, Paula Clemens, Scott Deno, Jackie Forsht, and Bill Guyer. Absent: Loy Blattenberger due to Medical Reasons

President Bill called the meeting to order at 2:04 P.M.

The minutes of the October 24th Annual Meeting were published in the Vapor Locks. Upon motion by Gladys, seconded by Randy, these were accepted. Motion carried.

Gladys presented the Financial Report, upon motion by Jackie, seconded by Jeff, the Financial Report was accepted. Motion carried.

Upon discussion, it was voted the same officers will remain for 2021.

We will send a memorial to National for Past President John O'Brien who passed away on October 11, 2020.

A list of persons and their dues status was discussed. There are some region members who have not renewed their National dues. The By Laws of National state that any member of a region MUST be a member of National.

There was a discussion of the Boalsburg Memorial Day Car Show. Due to the COVID-19 pandemic it is too early to check the possibility of having this show. Scott will wait until March and contact the venue.

The Annual Meeting of AACA will be held in April in Philadelphia. Randy will represent the Region at this meeting.

It was decided to start scheduling Cook's Nite Out events starting in March. A tentative schedule of these dinners and some tours and dinners for the year was discussed. These are listed elsewhere in this issue of Vapor Locks.

Board Meeting page 2

The meeting was adjourned at 3:15 P.M. upon motion of Jeff Boring, seconded by Randy Clemens.

Following the meeting the members were treated to a pasta casserole, salad and cookies made by Paula Clemens. A Big Thank you to Paula for our food and Bill and Jackie for hosting the meeting.

Respectfully submitted,
Patricia B. Swigart, Secretary

85th AACAA ANNUAL MEETING 2021

April 15-17, 2021
Philadelphia, PA

For more details, visit the AACAA website. www.aaca.org

WELCOME NEW MEMBER

Kevin Colasante
Altoona, PA



2021 Calendar of Events

March 14	Board Meeting 2:00 at Forsht's Garage
March 17	Cook's Nite Marzonies - Greenwood - Paula Clemens
April 15-18	AACA Annual Convention, Philadelphia, PA
April 21	Cook's Nite Old New York - State College - Scott Deno
May 19	Cook's Nite Hosses - Huntingdon - Pat Swigart
May	Tour - place to be determined
May	Memorial Day Show, Boalsburg, PA
June 13	Strawberry Festival, Warrior Run
June 16	Cook's Nite Traditions - Martinsburg -
June 27	Forsht Picnic
June 27	Board Meeting - Forsht Picnic
July 21	Cook's Nite Jethro's, Altoona
August 13-14	Swigart Museum Meet
August 18	Cook's Nite Slick's Ivy Stone Restaurant, 8785 William Penn Rd. Osterburg PA 16667 - Jackie Forsht
September 15	Cook's Nite, Village Pantry, Tyrone - Bill Forsht
September 26	Delgrosso Show
October 6-9	Hershey
October 20	Cook's Nite - InLows - Jim Burke

Additional events or corrections will be posted as information is available.

April 8-10	Southeastern Spring Nationals, Charlotte, NC
April 15-18	AACA Annual Convention, Philadelphia, PA
April 19-22	Southeastern Divisional Tour, Central Florida
May 20-25	Founders Tour, Davis WV
June 2-5	Eastern Divisional, East Shore of Maryland
June 17-19	Eastern Spring Nationals, Sarasota Springs, NY
July 1-3	Central Spring Nationals, Auburn IN
July 11-16	Vintage Tour, Lock Haven-Wellsboro, PA
September 12-17	Glidden Tour, Sarasota Springs, NY
October 6-9	Western Fall nationals, Hershey, PA
October 11-16	Southeastern Divisional Fall Tour, Mt. Airy, NC





THE EDITOR'S DESK

Hi Everyone,

Here we are in 2021 ready to get things sorta back to "normal" in the car club. What is normal? I am not sure but we are going to do as many events as possible. I know I can't wait to get the old car out and get rolling down the road.

I will be your Vapor Locks editor for another year. I hope you enjoy the articles and information I print. If it puts a smile on your face, I have done my job.

At the board meeting, several ideas for dinners, cook's nite, one day tours weekend tours etc. were talked about. The board is always looking for new ideas for the club. If you have something you would like to see happen, contact our President Bill Forsht or attend a meeting and share your ideas. Hopefully at the next board meeting we can get into action with the plans.

The Region is celebrating our 70th year and that is most certainly something that needs to be celebrated. We will most definitely have a BIG party and we want everyone to attend. The details for the celebration are in the preliminary stage but I know you will not want to miss it. In the next issue of VL I will print an update on all events.

I am always interested in classifieds, a car story you many have or a picture of your car. I would love to share them with members.

Stay healthy and safe, and we'll meet you on the road in 2021.

Gladys



Let's get this tour going!



It's Not the Cars, It's the Memories

By Fred Trusty, VP - Membership



At age 14, I got a copy of the Kentucky Drivers Manual. I read it front to back several times and memorized all the stopping distances and other important facts. If only I had that much enthusiasm for my schoolwork. On Sunday mornings I would get up and be ready for church long before it was time to leave. My mother would let me back her 1967 Oldsmobile Delmont 88 out of the garage about 10 – 15 minutes before it was time to leave. I would drive it the 200 feet or so down the driveway but I wasn't allowed to go into the street (or at least I didn't get caught) so I would go in reverse all the way back to the garage. Everyone told me that parallel parking was the hardest part of the driving test so I put chalk markings on the asphalt in front of the garage to simulate parking spaces so I could practice parallel parking. A couple of days after my 16th birthday I took the written test and easily passed. A couple of months later I took the driving test and after 2 years of parallel parking practice, I could parallel park that Olds blindfolded.

I now had a license to drive but no money for insurance, and gas. Having a car meant no more walking to and from school uphill both ways in the snow, or at least that's what my kids say about me. I could be one of the cool kids at school. I could be somebody. Oh, and let's not forget the biggest motivating factor; girls. But a part time job after school meant quitting football. Hmm?

I started work at the Beechmont Key Market making \$1.60/hour. With some money I had saved from cutting grass and a loan from my father, I paid \$500 for a 1965 Ford Custom. The Custom was basically a Galaxy without all the options and trim but for some reason this one was equipped with factory air, automatic, power steering, power brakes, 352 CI engine, and a 4-barrel carburetor.

Cars invoke memories of our younger days. Have you ever noticed that when some people talk about their cars they have a gleam in their eyes? "I had one just like this in high school" or "The first date with my wife was in a car like this?" What are your memories?

I might not have a '65 Ford Custom anymore but I still have the memories. Now think of young people today. 20 years from now when they see a car on the show field, are they going to say, "Wow, my first car was a '95 Toyota Corolla. I drove it in high school during the 2020 Covid-19.

If you see a 90's car on the show field, don't think of it as just a used car. To someone younger, someday it might bring back fond memories.

JUST FOR THOUGHT

Ron an elderly man brought his dirty barely running car to the repair shop for some apprentices to work on. The car was so dusty and dirty that the young men had no idea about the car. The apprentices except Joe did not want to have any part of the car. They thought it was a piece of junk the old man wanted to get rid of.

Joe thought there was something special about the man and the car so he volunteered to look at the car for Ron. Many hours of work went into the car but Joe didn't care. Other apprentices laughed at Joe for working so hard on the car. They felt it was unnecessary and something they wanted no part of.

After repairing the car, Joe started removing layers of dirt on the car. As Joe was working his original thought that the car was something special was beginning to peek thru. Joe continued cleaning and shining the car from top to bottom. When the car was finished it looked like new.

The next day when the owner went to pick up the car he was so happy he could barely speak. A flood of tears spilled from Ron's eyes as he told the story of how he and his wife Jeanie purchased the car new and enjoyed it until she passed away. Joe listened with compassion as Ron relived the years with Jeanie and the car and how he just could not bring himself to drive the car so it had been sitting untouched since his wife passed away many years ago. He shared wonderful memories he and his wife had with the car and because of his health deteriorating he wanted to drive the car again. After several hours with Ron, Joe handed Ron the keys. Ron left the shop with a smile on his face and tears in his eyes.

The owner of the car shop heard it all and offered a Joe a job. He said Joe was the kind of man he wanted to work for him.

That was not the last time the car was seen. A few months later a man in a suit entered the garage. He said "he was looking for a man named Joe with a message from Ron". Ron had passed away and was so impressed with Joe he said "that young man is deserving of the 1937 Cord". With that the lawyer handed Joe the keys to the beautiful Cord.



Car Trivia

1. **What company opened up the first drive-in gas station?**

- A. Mobile
- B. Exxon
- C. Shell
- D. Gulf

2. **When and where was the first drive-in theater built?**

- A. Detroit Michigan in 1928
- B. NYC, New York in 1930
- C. Camen, NJ in 1933
- D. Philadelphia, PA in 1929

3. **What US Production car is the fastest from 0-60 mph?**

- A. 1962 Chevrolet Impala SS 409
- B. 1966 Ford Shelby GT 350
- C. 1968 Chevrolet Camaro RS 327
- D. 1966 Dodge Charger

4. **What is the name of the caped lady on top of the Rolls Royce radiators?**

- A. Flying Woman
- B. Queen Elizabeth
- C. Spirit of Ecstasy
- D. Lady Liberty

5. **In what year did Auto Insurance become available to drivers?**

- A. 1897
- B. 1890
- C. 1902
- D. 1918

6. **Harley Earl introduces what feature to the Chevy Cadillac in 1948**

- A. Wheel Wells
- B. Radio
- C. Blinkers
- D. Tail Fins

7. **Why was a national speed limit of 55 mph enacted in 1974?**

- A. Increase in automobile accidents
- B. Increase in speeding tickets
- C. Oil Shortage
- D. Increase in city traffic

BOARD MEETING

A Board Meeting has been schedule for March 14, 2021 in Bill Forsht's garage at 2:00.

Everyone is welcome!

Carlisle Schedule of Events

Spring Carlisle/Auction	April 21-25
Import&Performance Nationals	May 14-15
Ford Nationals	June 4-6
GM Nationals	June 25-26
Auctions Summer Sale	June 26
Chrysler National	July 9-11
Truck Nationals	August 6-8
Corvettes	August 26-28
Fall Carlisle	September 29-October 3



It's always better when we stick together
Happy Valentine's Day!!

The 1951 Henry J page 2

The new car seemingly had everything — except a name. When the prototype was shown in 1950, the front name plate said “Name the Car.” A contest was held and the choice was Henry J, which just happened to be Chairman of the Board Henry J. Kaiser’s first name and middle initial.

Early 1952 Henry J’s were called Vagabonds. They were left over 1951 models and many came with the optional continental exterior tire. This example had the opening rear trunk, which became available during the 1951 model run.



Despite many shortcuts to get down to the \$1,219 four-cylinder and \$1,343 prices (before taxes and shipping), reviews of the Henry J were favorable for performance and handling. Bare-bones interiors and equipment drew the sternest critiques.

In November of 1951, K-F and Sears Roebuck agreed to build the Allstate version of the Henry J to be sold through Sears stores, the first new vehicles sold by the department store/mail order chain since 1912. Allstate featured many Sears’ parts and had its own interiors. Sales started as 1952 models and lasted into the 1953 model year. There weren’t many.

While Henry J sales started off OK, as the 1951 model year progressed, production got too far ahead and there were leftover 1951 models when the 1952 model year was to start. This was a common problem at K-F.

As a result, early 1952 Henry J’s would be retitled 1951s with a few features added. Also left over were a bunch of Vagabond nameplates (from the old Kaiser hatchback four-door sedans). They were applied to the 1951s, most of which had the opening trunks which were added as an option mid-year. Also liberally used was the optional continental rear tire (\$88) mount and tire cover, which freed up some trunk space. Henry J Vagabonds were sold from December 1951 to March (and beyond) to deplete the leftover stock.

The 1951 Henry J

As a way to continue profitability, Kaiser-Frazer Corporation sought to enter the small car field. . The Henry J was the result, and like seemingly all K-F projects, it was surrounded with controversy.

Kaiser-Frazer's new small car for 1951 was the Henry J. It featured contemporary styling with rear fender fins, a full frame and choice of four or six cylinder power. Furnishings were solidly in the basic category.



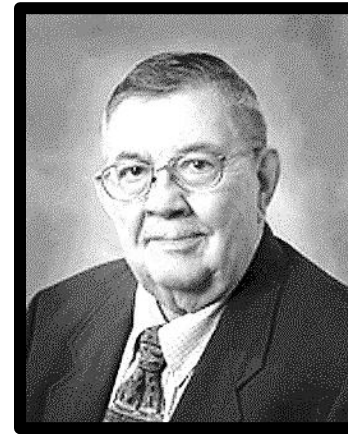
During the ensuing wrangling at K-F, Nash-Kelvinator brought out its 100-inch wheelbase Rambler during the 1950 model year. This would not end up a direct competitor to the forthcoming Henry J as Ramlers were fully equipped and sold in upmarket two-door convertible, wagon and hardtop models.

K-F's light car was to be basic transportation and that it exactly what it was, drawing complaints from some quarters.

With a full frame, 100-inch wheelbase and only a two-door sedan body style, the new compact from K-F was far from a clone of the unitized body Rambler. Fastback styling more or less followed the original design, but Howard "Dutch" Darrin, who proposed his own light car, got to modify the chosen design before it hit production. His famous dip and an altered rear window were among his contributions. Notable were high fins on the rear fenders, even higher than Cadillacs, which Darrin made clear were not of his doing.

Power was sourced from Willys-Overland, using the 134.2-cid flathead four seen in Jeeps, rated at 68 horsepower and the 161-cid flathead six, used in larger Jeeps, good for advertising 80 horsepower. Willys was working on its own compact car, the Aero Willys, which would bow as a 1952 model. The new K-F compact came out 174.5 inches long, 70 inches wide and 60 inches high. It was very basic, with no opening trunk (the rear seat back folded down) and no glove compartment, at least in the early models. Interiors were very basic.

May Our Friend Rest In Peace



Past member Giff Albright of State College passed away December 30, 2020.

In 1953, Albright became the first graduate of the University's restructured five-year bachelor of architectural engineering degree program.

After earning his master of science in building engineering from the Massachusetts Institute of Technology in 1955 and serving in the United States Navy Civil Engineering Corps, Albright returned to Penn State as the

founding head of the newly re-established AE department in 1962.

He held the title until 1983, when he stepped down and continued to serve as a professor until he retired in 1991.

"Professor Albright was the cornerstone of what would become one of the top architectural engineering programs in the world." His vision became the cornerstone for today's sophisticated building design and technology ... meeting the complex changing needs for buildings worldwide, for more than 60 years."



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COOK'S CORNER

Gladys Guyer

Slow Cooker Beef and Broccoli

- 1 1/2 lbs. beef chuck sliced into thin 1 1/2-inch long strips
- 1 cup sliced onions
- 1 cup beef broth
- 1/2 cup soy sauce
- 1 Tbsp. sesame oil
- 1/3 cup slightly packed dark-brown sugar
- 3 cloves garlic, minced
- Salt and freshly ground black pepper, to taste
- 2 1/2 Tbsp. cornstarch
- 3 cups broccoli florets, diced into bite size pieces
- Sesame seeds, for garnish (optional)

Add beef and onion portions to a slow cooker. In a mixing bowl whisk together beef broth, soy sauce, sesame oil, brown sugar and garlic. Season mixture with salt and pepper to taste.

Pour mixture over beef and onions in slow cooker. Cover with lid and cook on low heat 2 1/2 - 3 1/2 hours, until meat has cooked through. Ladle out 1/4 cup of the broth from slow cooker and pour into a bowl. Add cornstarch and whisk until smooth then return broth mixture to slow cooker and gently stir.

Add in broccoli pieces and cover slow cooker with lid, then increase to high heat and cook 20 minutes longer, or until broccoli is tender and sauce has thickened slightly. (if you want vibrantly green broccoli you can steam it and then add it at the end)

Serve warm over rice sprinkled with optional sesame seeds.

Easy Cream Cheese Brownies

- 1 box brownie mix - prepared according to package and put in 9x13 dish
- 8 oz. cream cheese
- 1/3 C. sugar
- 1 egg
- 1 tsp. vanilla

In a small bowl beat cream cheese sugar, egg and vanilla. Pour mixture onto brownie batter and swirl into batter with a knife.

Bake according to package. For something special, top with cherry pie filling

Car Parts



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TIRES

TRUNK

WHEELS

WIPERS



1951 Packard

Caution Car In Tow

Stan Smith – Jan 2021



The sign in the photo above is never seen anymore. Back in the early days of our hobby, 1950's and 60's, it was used multiple times when car hauling trailers and roll-backs were not around to help one drag home a 4-wheeled treasure.

One usually resorted to using a tow strap, or a length of pipe with a chain, or if lucky a tow bar that included a steering link. If the steering linkage can't be used on then had to resort to having some ride in the vehicle being towed and steer. That's something that's illegal today although I'm sure one will resort to the older way if the distance is less than a mile and on some remote road.

It's too bad the trips that made use of the sign weren't recorded on its backside. Our club member, the late Jack Metzgar of Alexandria used it to bring home at least two 1927 Stutz sedans and possibly the 1937 Bugatti Convertible he spent many years restoring. In the mid-50's our morning breakfast included reading the Sunday New York Times....mainly to check out the automobile classified part of the Sports Section. In it there were interesting machines from the late 1930's and 40's such as Bentley, RR, and big time American cars like Cadillac, Lincoln and once a while a rare one like an Auburn or a Duesenberg.

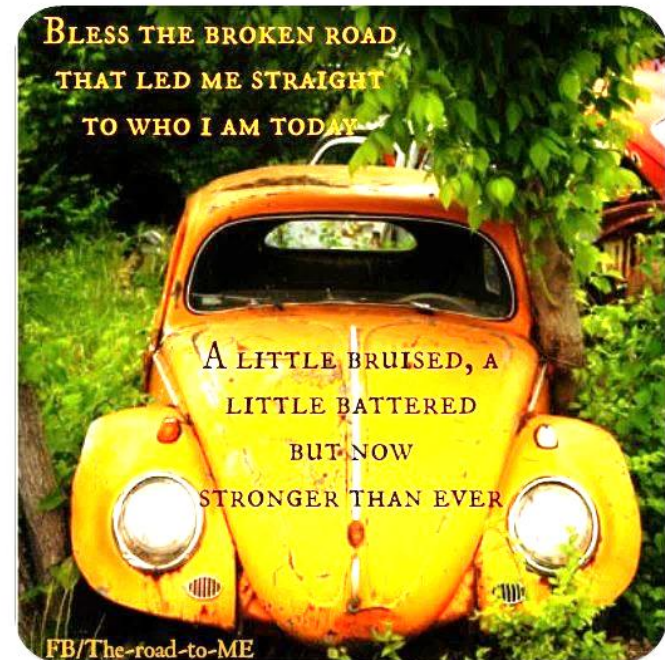
It was 1955 when Dad spotted a 1931 duPont Phaeton for sale in that paper. One that we were not of aware of. At that time we knew of 10 duPonts which included the one Dad had bought from the original owner in 1939. After a phone call or two arrangements were made to go see it. Not in NYC but in Alexandria, Virginia just south of Washington DC.

Caution Car In Tow page 2

The duPont was in a garage that was surrounded by a field of unwanted cars rusting into the ground. While Dad looked over the Phaeton I checked on the cars out in the field and to our surprise found two duPont sedans along with a '36 Cord Sedan body, 1920's RR chassis, a 1936 Chrysler Airflow and a 1930's TATRA. The Phaeton was bought by Ken Mayes of Lemont and we bought the two Sedans.

The latter two were towed home behind a Studebaker 1 ton truck of Mayes Memorials with me, who might have had a driver's license by then, steering the Sedans. I'm sure Jack's sign was strapped to the back for the 220 plus mile trip....mostly back roads. That was done twice after a trip of bringing home the wheels to have decent tires mounted!

Other times the sign was used by Dad and I were for the towing home a 1930 Packard from NJ and a 1922 Cunningham that had been sitting in a field near Jersey Shore, PA. The latter was quite an adventure worthy of presenting to you in a future VAPOR LOCKS.





Just For Laughs

A little, silver-haired lady calls her neighbor and says, "Please come over here and help me. I have a very difficult jigsaw puzzle, and I can't figure out how to get started."

Her neighbor asks, "What is it supposed to be when it's finished?"

The little lady says, "According to the picture on the box, it's a rooster."

Her neighbor decides to go over and help her with the puzzle. When he arrives, the old lady shows him the puzzle spread out all over the table. He studies the pieces for a moment, then looks at the box, then turns to her and says:

"First of all, no matter what we do, we're not going to be able to assemble these pieces into anything resembling a rooster." Then he takes her hand and says, "Secondly, I want you to relax. Let's have a nice cup of tea, and then..." and he says this with a deep sigh...

"Let's put all the Corn Flakes back in the box."



Mom said she found this pipe in my car and we are going to have a talk about it.

COOK'S NITE OUT RETURNS

No cooking tonight!

Gladys Guyer

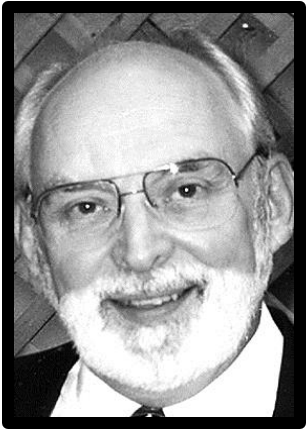


Hooray!!!! Cook's Nite is returning. As you know, Cook's Nite Out is one of the region's most popular activities which we have all missed. We will kick off the 2021 Cook's Nite on March 18. Our schedule is below. Come on out and give the cook in your house the nite off!

WE GATHER AT 6:00 and ORDER AT 6:30

- March 17** Marzonies, Greenwood - Paula Clemens
Village pantry, Tyrone, PA - Jeff Boring
- April 21** Ole New York - State College - Scott Deno
2298 East College Ave. State College, 16801
- May 19** Hosses, Huntingdon - Pat Swigart
- June 16** Traditions in Martinsburg, 2329 Curryville Rd,
Martinsburg, PA 16662 - Jeff Boring
- July 15** Jethro's - 417 Parkview Ln #9313, Altoona, PA
16601 - Paula Clemens
- August 18** Slicks Ivy Stone, Osterburg - Jackie Forsht
8785 William Penn Rd, Osterburg, PA 16667
- September 15** Village Pantry, Tyrone - Bill Forsht
- October 15** Inlows - Jim Burke

Condolences and Prayers to the Family



Past President (1999 and 2000) of Allegheny Mountain Region John R. "Obie" O'Brien, 83, Bellmead, formerly of Bellwood, passed away October 11, 2020 at home, following an extended illness.

On February 4, 1977, he married Peggie (Mitchell) Nevins. Surviving are his wife Peggy; three daughters; 7 grandchildren; and one great-grandson.

John, known to his friends and family as Obie, was a graduate of Bellwood-Antis High School and Penn State University with a degree in Engineering. He served in the U.S. Army and the Army Reserves. Throughout Blair and surrounding counties John enjoyed a long career as a project engineer and licensed surveyor. He retired from the Engineering Department of the PA Fish and Boat Commission in Pleasant Gap.

Prior to suffering a stroke in 2011, Obie enjoyed many hobbies and activities. In his youth, he was known around Bellwood as "the kid with the Model T Ford." In addition to antique car meets and restoration, he enjoyed metal detecting, hunting for arrowheads, flint knapping, antique clock repair, camping and the outdoors. He loved Irish and Blue Grass music. John belonged to many organizations, including Monica's Heart Greyhound Adoption. John and his wife spent countless hours fostering and finding homes for retired racing greyhound dogs. He will be remembered for his hearty laugh and his willingness to help others.



Thank you for serving our Country!

Handcrafted in Pennsylvania

Wendell August Forge

wikipedia

Wendell August Forge is America's oldest and largest forge, producing hand-wrought ornamental metal ware and elegant giftware in aluminum and other metals since 1920's. The company was founded in Brockway, Pennsylvania by Wendell McMinn August, who, at age 38, was active in the coal industry.

August hired Ottone "Tony" Pisoni, a blacksmith in his coal mine, to hand-forge door latches for his home. Admiring the low cost and high quality of Pisoni's work, August was inspired to start a decorative ironware business. Pisoni and 3 more blacksmiths handcrafted the first product line.

Pisoni mastered the art of forging aluminum, and the company prospered, forging the designs of James McCausland, an architect who joined Wendell August in 1928 and became Designer and Operations Manager.

In 1930, a commission to create decorative aluminum gates and elevator doors for the Aluminum Company of America led to a new era of design innovation.

As sales of Wendell August giftware soared, the company expanded its product line. Among its many notable custom designs, Wendell August was engaged to create mementos in honor of the "Millionaires' Flight" on the Hindenburg air ship, and was commissioned by the U.S. Arms Control and Disarmament Agency to produce 12 solid bronze plates commemorating the SALT II. The heritage art of Wendell August Forge is preserved by the company's artisans and craftsmen, who use the original eight-step process to produce every heirloom piece in aluminum, bronze, pewter, sterling silver, and other metals.

F.W. "Bill" Knecht, III acquired the company in 1978 from Wendell's son, Robert August. Knecht operated the company until his death in 2004; the Knecht family still owns the company today. Visitors to Wendell August's four stores will find a lovely array metal at affordable prices ranging from under \$10.00 to nearly \$1,000.00.

Today Wendell August Forge maintains the same dedication to heritage and history...to artistry and craftsmanship...to quality American made products...that propelled Wendell August to first open his forge in 1923.

It's all about the Hunt

Don Barlup

As I have added a few years, I have often thought (or have been told by children) that it is time to downsize. With each decade the message (real or imagined) becomes louder!

I have bought and sold many vehicles over the years. Some (like the 1940 Plexiglas Pontiac) I have regretted selling. Others (like the 1938 Ford) I should have never bought. I recently sold my all-original 1917 American LaFrance model "45" fire truck. I really enjoyed driving that truck but unfortunately, it became too difficult to steer and shift the gears. It is now in a private collection in England.

Downsizing: 1 down and several to go! I am finally on my way! *Wrong!!!* I do not college stray dogs and cats but stray cars seem to find my phone number or email.

I received a call from an 84-year-old widow in the Phoenixville area. She recently lost her 88-year-old husband in October. He bought this car in 1955 when it was 1-year-old and traded in his 1954 car that he bought new. They dated in this car and it was his pride and joy. My good friend and fellow Gettysburg Region member Don Schell and I went to look at the car in November. The car had been residing in this garage for over 50 years. It had not been started in a couple of years.

I think you have now guessed the outcome of this adventure. Yes, I love original cars and could not turn this down. So much for downsizing.

Yes, it is truly all about the hunt! In this case basically a one owner 1954 Pontiac Star Chief convertible. How could I not add it to the pile!

Stay safe;
keep the
wheels turning
and the shiny
side up.
Hopefully
2021 will be
as fondly
remembered
as we wish to
forget 2020.



1954 Pontiac Star Chief convertible. On its way to a new home with Don!

1951 CAR ADVERTISING

Free Pictures

It's here!...it's new!...
designed for you!...the '51 **DESOTO**
-the RIDE is a REVELATION!

THE NEW 1951 DESOTO
gives you all these extra values:

- New "Whisper" Silent Absorber
- New "Whisper" Silent Rear Drive
- New "Whisper" Silent Front Drive
- New "Whisper" Silent Front Suspension
- New "Whisper" Silent Rear Suspension
- New "Whisper" Silent Steering
- New "Whisper" Silent Braking
- New "Whisper" Silent Clutch
- New "Whisper" Silent Shifting
- New "Whisper" Silent Parking
- New "Whisper" Silent Stopping
- New "Whisper" Silent Accelerating
- New "Whisper" Silent Driving
- New "Whisper" Silent idling
- New "Whisper" Silent Everything

Quick Verdict of the New-Car Season:
"Smart Buy's BUICK"

No other car provides all this:

- **Value:** Buick's new 1951 Buick is a car that's built to last.
- **Style:** Buick's new 1951 Buick is a car that's built to last.
- **Performance:** Buick's new 1951 Buick is a car that's built to last.
- **Comfort:** Buick's new 1951 Buick is a car that's built to last.
- **Convenience:** Buick's new 1951 Buick is a car that's built to last.
- **Reliability:** Buick's new 1951 Buick is a car that's built to last.
- **Resale Value:** Buick's new 1951 Buick is a car that's built to last.
- **Insurance:** Buick's new 1951 Buick is a car that's built to last.
- **Maintenance:** Buick's new 1951 Buick is a car that's built to last.
- **Parts:** Buick's new 1951 Buick is a car that's built to last.

Now On Display

Yester Year News

Gladys Guyer

Region's happenings 25 years ago (1996)

I looked back in my files to see what the Region was doing 25 years ago and found interesting information.

Russ Bambarger was President and Stan Smith was VP in 1996

February a group of members attended the AACA National Meeting in Philadelphia

April 13 a Spring Dinner and white elephant sale held at the Bald Eagle Grange increased the treasury by \$117.00

May 19 Robert Struble hosted a chicken BBQ where Pete Brown got a special treat. A ride in Mac Dufton's American LaFrance Fire Truck

May 27 Boalsburg car show

June 7 & 8 AACA Spring Meet in Johnstown, PA

June 14 & 15 AACA Eastern National Tour in Gettysburg

June 21-23 Lancaster Tour. Pat Swigart developed a tour guide to carry us through the weekend. After breakfast 20 members traveled thru "big towns" like McAllisterville, Liverpool etc. Our accommodations were at the Caboose Motel and ate in the Caboose Diner. Both were "experiences." Saturday we visited Honey Brook Classics, the Strasburg Railroad. A road side repair was needed taken care of but no one missed dinner at the Hershey Farms Restaurant. Sunday we were off to Renninger's Model A parts. It was then time for lunch where we realized we broke all previous land speed records. We had covered 30 Miles in 7 hours. No typo 7 hours. It was a GREAT WEEKEND!!

June 29 A group of members met at the Sunset West Restaurant and toured to Lock Haven to the Piper Airplane Fly in.

July 9 Participated in the Port Matilda Parade

July 17 Participated in the Warriors Mark Parade

July 21 Members attended Mt. Nittany Show

August 3 - 33 members participated in the State College Centennial Parade

August 8 Took part in the Undine Fire Co. Parade

August 9-11 Swigart Meet was well attended

August 25 Picnic at Ralph Holtz's near Lake Glendale to see cars and airplanes and weather permitting rides in the planes

September 7 Invited to the Mount Nittany Machinery Show

September 16-21 GLIDDEN Tour in Erie to Detroit MI

September 29 Annual Bland's Park Show

October 6 AMR invited everyone on a Lake Raystown Cruise and picnic.

October 26 AMR Annual Meeting held at the Bald Eagle Grange

December 7 Christmas Party at the Bald Eagle Grange



Allegheny Mountain Region, AACA 70th Anniversary



Bedford Springs Hotel - 1951

The Bedford Springs Hotel had been known by travelers and was a stop-over for both the old and the revived Glidden Tours.

On a cold wintery evening, February 2, 1951, William E. Swigart and 48 Antique car enthusiasts anxiously arrived at the Bedford Springs Hotel in Bedford, PA. The goal they had in mind was to discuss the idea of an antique car club that would be part of AACA.

Under the direction of founder William E. Swigart, Jr, this group united and formed the Allegheny Mountain Region, AACA. At the beginning of the meeting there were fourteen members of AACA and by the end of the meeting twenty eight new members had filed applications. Perhaps it was a coincidence, but Les Henry, chairman of the membership committee, attended with an ample supply of applications and a full fountain pen.

The enthusiasm and interest in those attending to establish a region was over whelming. A petition was drafted and signed for submission to the directors of the Antique Automobile Club of America for an area with a radius of approximately 100 miles from Bedford. The boundaries would be: North, New York State Line; South, Cumberland, MD; East, Susquehanna River and West, Johnstown.

70th Anniversary page 2

Officers were elected before the close of the evening and thus were the beginnings of an antique car club. The car club would be named Allegheny Mountain Region, AACA.

In the near future, the new Allegheny Mountain Region, AACA would receive its charter. It was official!!

Throughout the next 70 years many have been instrumental to the success of this magnificent club. The leadership role has been held by 35 different Presidents, numerous board members, officers and volunteers.

Allegheny Mountain Region's 35th President is Bill Forsht. He will guide the AMR through the 70th year, 2021

The Region has been very fortunate to have many dedicated members willing to work together to enhance the antique car hobby.

Our founders would be very pleased with the achievements throughout the years. Times have steadily changed during the past years and our Region has continued to advance with them.

As we celebrate our 70th year, 2021, let our Region continue to promote the hobby that we all love.

A 70th Celebration Party known as the "platinum jubilee" is being planned!

Party details will be coming soon.



Trivia Answers

1. Answer D. Gulf opened up the first station in Pittsburg, PA in 1913.
2. Answer C. The first drive in Theater was built in 1933, in Camden, NJ.
3. Answer A. 1962 Chevrolet Impala SS 409. It could go from 0-60 mph in 4.0 seconds.
4. Answer C. The Spirit of Ecstasy is the official name for the woman mascot hood ornament seen on many Rolls Royces.
5. Answer A. The first auto insurance policy is purchased in Westfield, MA in 1897
6. Answer D. Harley Earl introduces the tail fin on the Cadillac in 1948 which continue to grace the rear of Cadillac's for another decade.
7. Answer C. Oil Shortage. The National Maximum Speed Law (NMSL) in the United States was a provision of the 1974 Emergency Highway Energy Conservation Act that prohibited speed limits higher than 55 miles per hour (90 km/h). It was drafted in response to oil price spikes and supply disruptions during the 1973 oil crisis. While officials hoped gasoline consumption would fall by 2.2%, actual savings are estimated at between 0.5% and 1%.

Thank you

Your loyal support of Vapor Locks is very appreciated..

Ron Strapel,- Maefield Enterprises
John Mueller - Johnny's U-Pull it and Mueller's Auto
Larrie Derman - Derman Funeral Home
Steve Hall - Mill Stone Manor
Pat Swigart - Swigart Museum
Harold Blattenberger - Jacob's Church
Jeff Boring - Borex Inc