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# Vapor Locks

Allegheny Mountain Region, AACA

Official Publication



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

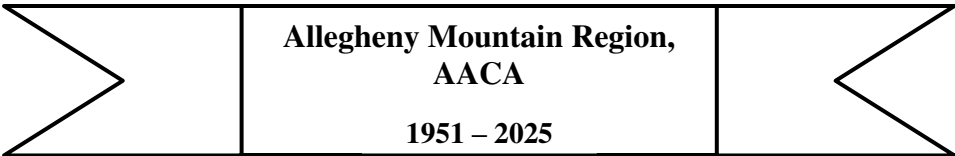


**January – February 2025**

**Vol. 74 Number 1**



1928 Ford Model A Hoster Truck  
With Mifflinburg Body "the Huckster"  
Bill and Jackie Forsht's



**Allegheny Mountain Region,  
AACA**

**1951 – 2025**

**2025 OFFICERS**

**President** Scott Deno ..... 135 Watson Rd. State College, PA 16801  
.....(814) 238-4031 nsdeds@hotmail.com

**Vice President** Zach Boring .....2402 18th St. Altoona, PA 166  
.....(814) 943-942-3373

**Secretary:** Patricia Swigart..... 2101 Ellis Ave., Huntingdon, PA 16652  
.....(814) 251-2299 pbts114@gmail.com

**Treasurer: Gladys Guyer**..... 11800 Guyer Rd. Huntingdon, PA 16652  
..... (814) 667-3796 gladys\_guyer@yahoo.com

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**2025 Board Members**

- Randy Clemens** - 814-935-1258 .....ras7595@verizon.net
- Amber Boring** – 814-931-1456 ..... amber.borexinc@gmail.com
- Bill Forsht** - 814-931-7045 ..... billforsht@hotmail.com
- Bill Guyer** - 814-667-3796 ..... gladys\_guyer@yahoo.com.com
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- Jeff Boring** – 814-931-1854 ..... borexinc@gmail.com
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- Pat Swigart**– 814-251-2299 .....pbts114@gmail.com
- Lloy Blattenberger** – 814-793-2756 ..... lloyandbetty@embarqmail.com
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- Scott Deno** - 814-238-4031 ..... nsdeds@hotmail.com

**Vapor Locks Editor:**

Gladys Guyer, 11800 Guyer Rd. Huntingdon, PA 16652 814-667-3796.... [gladys\\_guyer@yahoo.com](mailto:gladys_guyer@yahoo.com)

**AMR Website <https://allegheny.aaca.com/>**

**Webmaster:** Scott Deno, 135 Watson Rd. State College 16801  
814-238-4031 nsdeds@hotmail.com

**Assistant webmaster:** Amber Boring,  
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# COOK'S CORNER

## Crack Chicken Tenders

### Ingredients:

- 1 lb. chicken tenders
- ½ cup mayonnaise
- ½ cup grated Parmesan cheese
- 1 packet of Ranch seasoning mix
- ½ tsp garlic powder
- ½ tsp onion powder
- 1 cup crushed Ritz crackers

Preheat oven to 375°F (190°C).

Combine mayonnaise, Parmesan, Ranch seasoning, garlic powder, and onion powder. Coat chicken tenders in the mayo mixture, then dredge in crushed Ritz crackers.

Arrange on a baking sheet and bake for 20-25 minutes until golden and cooked through

## Mississippi Mud Potatoes

- 6 cups potatoes, peeled and diced
- 1 cup cheddar cheese, shredded
- ¾ cup mayonnaise
- 1 cup bacon, cooked and crumbled
- 3 teaspoons garlic, minced
- 1/2 cup chopped onion

Preheat your oven to 325°F (163°C) and get a 9x13 baking pan ready by greasing it lightly.

Mix together the diced potatoes, shredded cheddar cheese, cooked and crumbled bacon, minced garlic, and chopped onion. Add the mayonnaise to the potato mixture and stir until everything is evenly coated. Put in your prepared pan.

Bake for about 1 1/2 hours, or until the potatoes are tender and the top is golden brown.

Serve hot straight from the oven and enjoy the creamy, cheesy, bacon-filled delight that is Mississippi Mud Potatoes!



**AACA NATIONAL HEADQUARTERS HERSHEY, PA** [www.aaca.org](http://www.aaca.org)  
501 West Governor R. Hershey, PA 17031 – Phone 717-534-1910

### 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

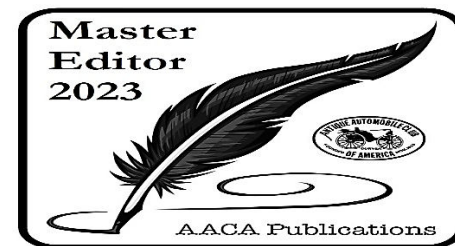
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1951-William E. Swigart, Jr.*	1976-Ferd D. Page, Jr.*	2001-N. Scott Deno
1952-William E. Swigart, Jr.*	1977-Stephen Leoras*	2002-N. Scott Deno
1953-William E. Swigart, Jr.*	1978-James L. Kingston*	2003-Patricia B. Swigart
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1955-Dr. Max Tornatore*	1980-Larrie A. Derman	2005-John R. Mueller
1956-David T. Davis*	1981-Larrie A. Derman	2006-John R. Mueller
1957-Leonard L. LeCrone*	1982-James F. Eichelberger*	2007-Nicholas Sabatino
1958-Ernest L. Shank*	1983-James F. Eichelberger*	2008-Nicholas Sabatino
1959-Chester E. Geist*	1984-Charles Caracciolo*	2009-Francis P. Searer
1960-Chester E. Geist*	1985-Charles Caracciolo*	2010-Francis P. Searer
1961-Paul Swartz*	1986-James Fisher*	2011-Bill M. Loy
1962-Dr John C. Gourley, Jr.*	1987-James Fisher*	2012-Bill M. Loy
1963-Dr John C. Gourley, Jr.*	1988-William Eardley*	2013-Ernest Romanini
1964-William H. Harshbarger*	1989-Wiliam Eardley*	2014 Ernest Romanini
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1966-Ferd D. Page, Jr.*	1991-Ralph B. Grove	2016 N. Scott Deno
1967-Ferd D. Page, Jr.*	1992-Ralph B. Grove	2017 N. Scott Deno
1968-Stephen Leoras*	1993-Ralph Hoover*	2018 William Forsht
1969-Stephen Leoras*	1994-Robert M. Struble	2019 William Forsht
1970-Robert L. Meckley*	1995-Russell Bambarger	2020 William Forsht
1971-Dr. James K. Gordon*	1996-Russell Bambarger	2021 William Forsht
1972-Dr. James K. Gordon*	1997 Stanley B. Smith, Jr.	2022 N Scott Deno
1973-Fred P. Lockcuff*	1998-Stanley B. Smith, Jr.	2023 N. Scott Deno
1974-Robert M. Struble	1999-John R. O'Brien *	2024 N. Scott Deno
1975-Robert M Struble	2000-John R. O'Brien	2025 N. Scott Deno

### Classified Ads:

For Sale or Wanted are **Free** of charge to members. Please include contact information.

Articles in this newsletter may be reprinted.





## President's Message

Wow, what a cold winter so far. Low single digits called for a re-check of my cars' antifreeze levels. All were Aok. With temperatures reaching 50's today and my wood pile getting low, it is definitely time to look for Spring.

The after Christmas party, which was well attended, was the local event of the winter. A big thank you goes to the staff at the Smithfield fire hall for another great job. Our club member of the year was announced; the honor goes to Randy Clemens, congratulations Randy. The planning board meeting in January produced a good-looking schedule with the popular cooks' night out events continuing and several 1-day tours with details to be announced later. I am happy to announce that the Memorial Day show is ON for this year. There has been some concern as the museum is undergoing major renovations. Swigart meet is in August. The meeting also finalized our directors and board for 2025. Only one change for 2025; Randy retired and congratulations to Zach Boring who stepped up to the Vice President office.

We are looking forward to upcoming local events: Next event is cooks' night out on March 19, at Marzonies in Greenwood

### Future national activities

Convention –by the time you read this Dave Kontor and I will have attended the AACA national convention in Charlotte, NC. Pat Swigart, Don Barlup, and Don's grandson will be there, as well. Bill Forsht is a maybe; we will see.

Shows and Tours – The Denos' have several events scheduled so far; AACA vintage/buzzy tour in early June, AACA Snapper tour in New York the last week in July, Hershey, and Hershey hangover tour immediately after Hershey.

Invitation – I was approached very recently to attend the Bedford Springs Hotel "Vintage Days". It appears to be by invitation. They are looking for pre-1915 cars but will accept later cars if they need more cars. This is the second year for this event. Last year's car

## President's Message page 2

turnout was too low (as far as I know, we were not aware of this event last year). The tentative date is August 16-17. Contact me if you might be interested and especially if you have a 1915 or earlier car. See Bedford Springs website for more information.

Shop talk – the shop has been somewhat active.

Wireless lights – the newly developed wireless lighting system sales have kept me busy. The next time you see one of our cars look for the system operating. Memorial Day is a good place.

Lift – the 4-post lift was assembled and cars loaded. I was so impressed with the unit quality and ease of assembly I purchased another one! Yes, the garage addition is still on hold, but another option may have surfaced, stay tuned.

1928 Studebaker – it is finally getting some attention. The overdrive was installed, differential reassembled, major rewiring, new gas tank installed, and new fuel gauge system installed. Also, Bob Struble and I ran up to Patterson's drive shaft shop in Phillipsburg to get the required new driveshaft made. The engine is next. The worry is the condition of the bearings. Yesterday the oil pan was "dropped". I put dropped in quotes because it would not "drop". After considerably prying, I was forced to heat it with a torch! A little gasket cement and 50+ years make for a strong bond. Stay tuned for the bearing report next time (prayers are welcome).

Looking forward to seeing you down the road! See you in March, if not sooner!

Scott



## Yester Years News pg. 2

it impossible to adjust the brakes on the rear wheels evenly. The bands on the rear wheels rattled a lot, so I soon discarded them. That was years before car inspections. The foot brake was on the drive shaft just behind the transmission. It was very satisfactory except when the cap which held the transmission main shaft amid ball bearing came unscrewed. When that happened, the brake would retard the speed of the car slightly but would not stop it on much of a grade. Very embarrassing twice. Once when I had just started down Bellefonte side of Snow Shoe Mountain, I discovered I had brake trouble, but I could not stop the car to do anything about it. Each blind curve I approached I sure hoped was not hiding a condition that would call for me to stop. I doubt if anyone was ever as glad to get to Gum Stump, at the foot of the mountain, as I was that day.

Another time Dad, Mother and I were on our way to Pitcairn to visit Sadie and Art. It was before the days of improved and marked highways. We picked our route via Phillipsburg, Madera, Spangler, Crabtree and Greensburg. As we came to the foot of a long hill there was a small stream with a small wooden bridge across it. Some men were repairing the bridge, and a flagman tried to stop us, but no way. That bearing cap was out again. We got topped on a flat spot beyond the bridge and I crawled under and put that bearing where it belonged. For more than 60 years I have been wondering what they were doing to that little bridge near Crabtree. We arrived in Pitcairn in good shape, in one day. On the way home our gas line got clogged and we were two days on the road. Dad sure did a bit of cranking. The gas tank was under the seat and some solder that came loose from inside the tank entered the shut off valve. When we reached Philipsburg, we had the tank removed and turned upside down to remove the solder. Later we had the filler opening made larger so we could reach into the tank. We learned the hard way! Then the steering tie rod had a habit of dropping off the ball on the steering arm. The ball was under the arm and the mud we drove through in those days was a poor lubricant. The larger part of the ball wore smaller and the hole in the socket was large.

One more story about the old Franklin and we'll leave it. One day I was replacing one of the front springs. I had a 2x4 under the ends of the frame and a jack under it. I crawled out from under to get a different wrench. The 2x4 snapped. It was lucky no one was there to hand me the wrench I wanted. Then Dr. R.J Young joined the list of car owners. He bought a Metz Roadster. It was a very small car. If it had a top, I never saw it up. I doubt if Dr. Young ever drove it. Doc Cramer, a physician from Moshannon, was his chauffeur. He was very tall and dressed exactly as chauffeurs were supposed to dress in those days—linen duster, gloves with gauntlets, a proper cap and goggles. He was quite a picture.

**PART 2 will be in March-April Vapor Locks**

## Yester Years News

From the Centre Daily Times, November 14, 2014 sent by Bob Struble  
Story from Max Confer as told to him by his Uncle Wilber "Pete" Confer  
**"The horseless carriage as I knew it"**

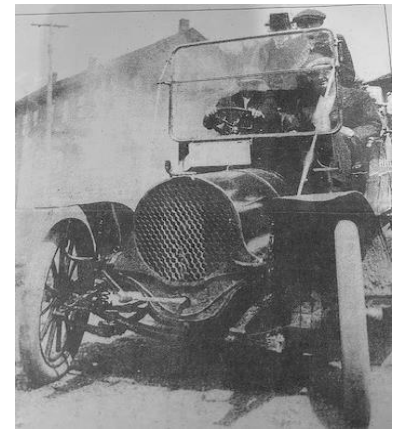
It was around 1899 that the Bierly Brothers, who operated a carriage repair shop in Milesburg, PA, installed a gasoline engine in a rubber (solid) tire buggy. I saw it once or twice when they tried it out on the streets of Milesburg.

The next time I saw an automobile was around 1905, after we had moved to Snowshoe. M.D. Kelly and his brother, Harry, each bought Bick Touring cars. Two Thompson Boys, cousins from Bellefonte, went to Snowshoe and were their chauffeurs. That same year, TB Budinger bought a used Franklin. It had four air-cooled cylinders, and the engine sat crosswise in the car. It was chain drive.

By 1907 there were two cars on the market propelled by steam, Stanley and White. They were more powerful than the cars powered by gas engines, but it took time to get up steam before they would move.

A man travelling through Snowshoe with a steamer encountered trouble and was stranded at the Mountain House. Garages were very scarce in those days, but a local boy Ernie Eckenroth was able to fix the steamer. I often wondered where Ernie got the know-how.

In 1910 Dad bought a used 1906 Franklin which had the same features as the 1907. It must have been because I became an auto bug and studied all the automotive books, I could find and I was chosen to be the driver for the car instead of my older brothers. I was then fifteen. I spent 3 days in Bellefonte learning to drive the car and keep it running. That was before starters appeared. It took some experience to shift from high to second gear without clashing them. There was a throttle stop the steering wheel and a spark timer lever under it. There was no choke on the carburetor, but a small rubber hose attached to the top of the carburetor ran up through the dash. If you blew in the hose the float lowered and let the carburetor flood a bit. Be sure you retard the spark, or you will get a sore arm.



The car had a laminated wood frame, four full elliptic springs and no bumpers. It was a soft-riding car but there was no radius torque rods, so the rear axle was able to change its relative position with the rest of the car at will. This made

# Calendar of Events

ALLEGHENY MOUNTAIN REGION AACA

Saturday, January 25, 2025

## SAVE THE DATES

April 12	Spring Dinner – Smithfield Fire Hall
<b>May 26</b>	<b>Memorial Day Car Show, Boalsburg, PA</b>
May 30-June 1	Nittany Antique Machinery Spring show Centre Hall
June 13-14	ATCA – Macungie Pa
June 22	Forsht's picnic
July 19	Tour to Cool Springs Car Show
<b>July 26</b>	<b>Keystone Chapter Annual Truck Show and Allegheny Mtn Region Car Show</b>
<b>August 2</b>	<b>The Swigart Museum and Allegheny Mountain car show</b>
August ?	Tour - East Broad Top and alpaca farm TBA
October 4	Fall Dinner – Smithfield Fire Hall
October	Tour TBA

*Additional events and updates will be included in future issues of Vapor Locks!*

## Cook's Nite Schedule

**Our 2025 Cook's Nite will begin in March. Below are the dates, places and contact information for the evenings.**

March 19	Cook's Nite Marzoni's -Greenwood contact Paula 814-215-5949
April 16	Cook's Nite -Ole New York State College contact Scott 814-238-4031
May 21	Paesano's in Alexandria contact Gladys 814-667-3796
June 18 <sup>th</sup>	Jethro's, Altoona, contact Paula 814-215-5949
July 16	Traditions with dessert at the Blattenberger's
August 20	Cooks Nite Bull Pen Restaurant, Tyrone contact Jackie Forsht 814-931-7045
Sept. 17	Cooks Nite Quaker Steak & Lube, State College, contact Scott 814-238-4031
October 15	Cooks Nite Marzoni's – Duncansville contact Paula
Nov. 19	Kelly's Corner Huntingdon contact Jackie Forsht

The board of the Allegheny Mountain Region AACA held their meeting on Saturday, January 25, 2025, at the Swigart Museum Office in Huntingdon.

Members present were President Scott Deno, Vice President Randy Clemens, Treasurer and Vapor Locks Editor, Gladys Guyer, Secretary Patricia Swigart and Members Jeff Boring, Zach Boring, James Burke, Paula Clemens, Jackie Forsht and Bill Guyer and guest Ken Claar. Absent: Lloy Blattenberger, Amber Boring and Bill Forsht.

The meeting was called to order by President Deno at 1:15 P.M. The minutes of the Fall Meeting had been printed in the Vapor Locks and upon the motion of Paula, seconded by Jackie, they were approved.

The Financial report was given by Gladys. She informed the group that we had received a \$400.00 check from the Keystone Chapter of the Antique Truck Club of America. This was for our help in their truck show. Upon the motion of Jackie, seconded by Paula, this was accepted with a lot of thanks.

### Old Business

Ken discussed the truck show for 2025 which will be held on July 26. It was decided that AMR will join them for this event.

Officers for the Region were discussed. Vice President Randy submitted his resignation as Vice President. Zach Boring was elected to take his place. Congratulations, Zach. Upon the motion of Jackie, seconded by Jeff all other officers and directors will remain the same for the balance of this year.

### New Business

Jackie presented information regarding a friend of hers who has a Food Truck and would be willing to come to the Boalsburg Show. It is Royal Candy Carriage, and they have a variety of nuts and snacks. Jackie brought samples and everyone enjoyed checking them out.

## Board Meeting page 2

There is a question whether we will be able to have the Boalsburg Show as the Military Museum is closed. Scott is checking on it.

UPDATE – After the meeting Scott got word that we will be able to have this show.

Jackie announced that the Forsht Picnic will be held on June 22.

The balance of the meeting was discussion of events and schedules for this year. They are listed in another part of the Vapor Locks.

### Adjournment

Upon a motion of Paula, seconded by Jackie, the meeting was adjourned at 3:12 P.M.

Respectfully submitted,

Patricia B. Swigart, Secretary

## AACA National Events

March 2	Ontelaunee Region, Swap Meet & Car Coral, Leesport, PA
April 3-5	AACA Southeastern Spring Nationals, Charlotte, NC
April 23-27	Carlisle Swap Meet & Auction-- <a href="http://www.carlisleevents.com">www.carlisleevents.com</a>
June 1-7	AACA Vintage Tour Southern and Eastern PA
Sept. 7-12	AACA Glidden Tour, Owensboro KY
October 7-10	Eastern Fall Meet, Hershey

Check your Antique Automobile magazine for a complete listing of dates and places for National events, tours etc.

## After Christmas Party

On January 18, 2025, the Region held an after Christmas Party at the Smithfield Fire Hall.

Members began to arrive near 1:00 to begin the afternoon. Everyone enjoyed socializing, appetizers & punch until our turkey meal was ready.

President Deno welcomed a group of nearly 40 members to the event. Everyone enjoyed the delicious meal, including dessert. The fire company folks did a spectacular job with everything.

After everyone finished our dinner, President Deno thanked everyone for attending and announced the current Board of Directors would serve another term for the Region. He also stated Randy Clemens was named Person of the year.

## Congratulations

*Randy Clemens!!*

**Allegheny Mountain Region's  
PERSON OF THE YEAR**



Randy Clemens was the recipient of the 2024 Person of the Year award.

Randy and his wife Paula became members of the region in 2010 and have participated in most of the Region's events. Whether it is dinners, meetings, shows, tours, you will see Randy attending. He is always willing to lend a helping hand to anyone.

Randy and his wife Paula live in Altoona where he owns Randy's Garage.

**Congratulations to a very  
deserving member of AMR!!**

# THE EDITOR'S DESK



Hi Everyone,

I think everyone will be happy when the first day of Spring arrives on March 20. It will be here before we know it.

The club's first event of 2025 just happens to be the "SPRING DINNER"! It will be held on Saturday April 12 at the Smithfield Fire Hall. Information for the dinner is in this issue of Vapor Locks. Come and enjoy the day with car club friends!

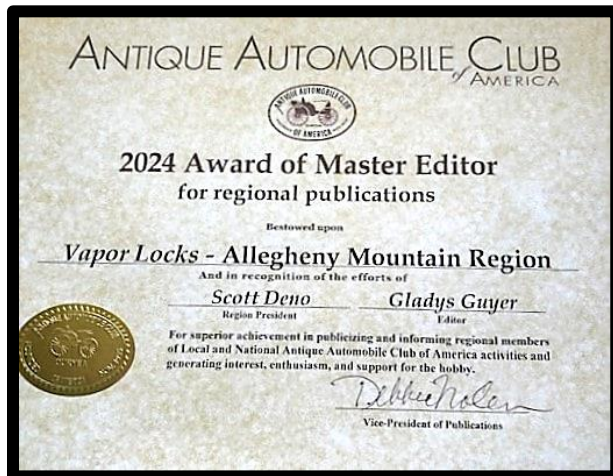
The Board held a 2025 organizational meeting on January 25<sup>th</sup>. The Big thing on the agenda is always the calendar of events. We successfully put together a variety of events for everyone to enjoy. Check out the calendar and pencil in the dates in your calendar. Additional will be included in future issue of Vapor Locks.

I will remain Vapor Locks editor for 2025 and will do my best to keep you up to date on the club adventures. Vapor Locks was acknowledged, and I received the Master Editor Award for 2024 from AACA. I would like to thank everyone who contributed articles and photos for each issue.

Come out and participate in as many events as you can. You will not be disappointed.

See you on the road!!

Gladys



President Deno and the Board of Directors

*~Welcome~  
New Member*

**Kenneth Claar**  
114 Weitzel Hill Rd.  
Roaring Spring PA 16673  
mhrollhauler612@outlook.com

1972 Olds Cutlass Supreme  
1990 Dodge D150 Club Cab  
1992 Mack MH612



**Happy Birthday  
Allegheny Mountain  
Region, AACA**

2025 is the beginning of Allegheny Mountain Region's 74<sup>th</sup> year of existence.

The Board of Directors and volunteers works very hard to plan the activities for our Region.

Just look at the schedule of events and you will see how much time and effort goes into creating each event. We have a great club.

**HAPPY BIRTHDAY!!**





The Macungie Truck Show  
By John McCarthy VP—Endowments

The town Macungie in Pennsylvania and surrounding states is synonymous with car shows. From June to September there are several shows each month at Macungie Memorial Park---to name a few the General Motors Show, Antique Truck Show (three days in their 44th year), Das Awkscht Fescht sponsored by the Ontelaunee Region AACA, Corvette Show, Wheels of Time (three days featuring hot rods and customs), plus many cruise nights with a large number of food truck vendors.

Then in mid-June there is the Antique Truck Show sponsored by the Antique Truck Club of America headquarters in Boyertown, PA. Not only is this a large show with close to a thousand trucks, but the trucks are also BIG. While there may be a couple of handfuls of F-150's, Dakota's, and Silverado's, the vast majority of the trucks are Kenworth's, Brockway's, International's, Peterbilt's, and of course, Mack, whose factory is a few miles away.

Many of these trucks are trailered by even bigger trucks for states in the South, Mid-west and Canada. There is also a large selection of orphaned trucks going back to the early 1900's like Autocar, Diamond T, Hahn, Detroit Diesel powered Studebakers, DIVCO, Moreland, REO and even Crosley. Crosley owners should never complain about detailing their trucks--- just think about what the Peterbilt owners must go through.

Since I don't have a truck, what is nice about this show is that I don't have anything to do other than roam around and enjoy the trucks. There is also a large selection of vendors selling truck parts and truck models and toys. To get a good feel of this show there is an excellent video on YouTube "the trucks arriving at the Macungie Truck Show



## ADDITIONAL ADVENTURES WITH VACUUM TANKS

WITH SOME POETICAL ADVICE BY THE ELIZABETHVILLE SAGE

**Article: Mike Margerum**

**Submitted by Scott Deno**

The article, "How to Live with Your Vacuum Tank," written by editor Bill Cannon and published in the March-April 1981 issue of the *Review*, brought back a few memories — three. For what it's worth, I would like to share these experiences with fellow Antique Studebaker Club members.

*Forget about College:*

*From experience comes real knowledge.*

My first meaningful encounter with a vacuum tank came in June of 1963. I spent the better part of the winter of 1962-1963 restoring my first old car. It was not the first old Studebaker I owned, but it was the first I'd taken the trouble to put into respectable "show" condition. It was a 1926 Standard Six Duplex Roadster, and we gave it the full treatment — new chrome, engine overhaul, and a flashy Manitou Red paint job. I was taking it to the first old car show I'd ever taken a car to — the Spring AACA Meet in Corning, New York.

I convinced my wife that showing the car would be a lot of fun, and she would enjoy the leisurely four-hour trip (estimated) up to New York — the first of many great adventures we'd have with the old cars. We started out on a beautifully warm June morning, planning to be in our Motel at Corning in time for lunch. Going north to Williamsport, Pennsylvania was no problem. The little Six rolled right along. Then we got to the hill country north of Williamsport and the fun started. It took us five more hours to cover the last 60 or 70 miles of the trip. The Studebaker died on each hill. It was a fuel problem, but I was dumb about vacuum tanks and could not solve it. Looking back, I'd say it was the fault of a loose valve seat on the top of the tank, but I did not realize it at the time.

To make a long story short, the trip took close to forever, and to make matters worse, I lost my lovely young wife to the car hobby forever. Almost 20 years have passed, but she is still very hesitant about traveling with me in an old Studebaker.

Move the clock ahead a few years to the summer of 1980. I was preparing to take my 1917 Six touring car to the big meet in Gettysburg. Fellow ASC member Staffan Svensson (from Sweden) was visiting with us the week prior to the meet. No better time to get the '17 out and take it for a test run, and to give Staffan and his girlfriend a ride in the Pennsylvania countryside.

## VACUUM TANKS pg.2

In the ensuing years, I'd learned a lot about vacuum tanks, and I had the one on the '17 car all cleaned out and working right or so I thought. Well, we drove about four miles when the car started to buck and stutter. Obviously, there is a fuel problem. So, we got it off the road and proceeded to mess with the vacuum tank to no avail. The car would run along a few hundred yards, then stall out, apparently out of fuel (or so we thought). Staffan had made plans to travel to Niagara Falls later that day and had to leave, so I got a good friend at a nearby farm to take Staffan back to our home. Then we came back to try and get the Studebaker running.

Vacuum tank owners, read this next paragraph carefully. The more we experimented with the vacuum tank on the touring car, the more reluctant it seemed to start. We had cranked the battery near dead. I was in the driver's seat and my friend was standing by the right side of the car. I gave it one more try and there was a tremendous explosion! It sounded like someone pulled off both barrels of a 12-gauge shotgun under the car. It was LOUD. My friend leaped about 15 feet in one jump and hollered like he'd been shot. A huge cloud of black smoke and soot rose from under the car, all around it and up through the floorboards. I'd had a lot of crazy experiences with old cars, but this was unbelievable. My heart stopped beating for a while it seemed. I leaped out the left side door to go for the fire extinguisher in the back seat. I was sure we were burning up, but when the smoke cleared there was no fire. My friend was holding up a large, black, twisted piece of tin, and he informed me this is what came out from under the car. It had struck him in the shins. What he was holding, although it took me a minute or two to realize it, was what was left of my muffler.

After it was all over, it took no Sherlock Holmes to figure out what happened. The vacuum valve seat had come loose (See Bill Cannon's troubleshooting list, Item 3, section (a).), and had allowed us to suck raw gasoline into the manifold. From there it ran down into the muffler, and the rest is history. The moral: *Be CAREFUL! If you are having fuel problems with a vacuum tank, and you think you are not getting enough fuel, do not count on it. You may be getting TOO MUCH.* The symptoms are almost the same as when the car coughs and dies like it's running out of gas.

*Check very carefully, if the system is loading, or run like hell when the car starts exploding!*

And now a final experience I'd like to relate, although by now you've probably heard more about vacuum tanks than you really

## VACUUM TANKS pg.3

wanted to know. I happen to be in complete agreement with Bill Cannon about making the original equipment on a car work the way it should. It has always been my intention that if the equipment worked properly when the car was new, the same equipment would work OK if restored properly at a later date. This theory applied to vacuum tanks should preclude the need to install an electric fuel pump. However, about a week after the preceding disaster, I had another vacuum tank problem that might cause both Bill Cannon and I to have second thoughts.

While traveling to Gettysburg on a very hot July day, the 1917 Studebaker again started to act up. This time (the vacuum valve having been repaired) we did seem to run out of gas. You can be sure I checked immediately to make sure it was not a problem with the system loading up with too much fuel.

I had two excellent mechanics with me that day: Jim Ittner from California and Jim Van Allen from New York, both ASC members. Mr. VanAllen was driving his 1917 touring car, and Mr. Ittner was riding as a passenger with me. After several starts (and stops), the trouble was finally diagnosed. On the 1916 and 1917 cars, the vacuum tank is bolted directly to the manifolds on the left side of the engine. We were getting so much heat on the tank that the fuel was starting to boil, and it was vaporizing before it got to the carburetor. (You could hear it cooking.) I cannot help but think this must have been a problem in 1917 as well, because in later cars the vacuum tank location was changed to get it away from the manifolds or perhaps the fuels used then were of poorer quality and did not tend to vaporize so readily? No matter what, this was (is) a definite problem caused by original design.

The way we solved it on the freeway north of Gettysburg was to salvage an old oil can from along the road, cut it to make a flat piece of tin which was then installed to make a crude heat shield between the vacuum tank and manifold. The car ran fine after the modification, but it did not draw any joy or adulation from the concours judges!

What is the answer here? If you have a 1916 or 1917 car, it would appear that you have three choices. Install some sort of heat shield for the vacuum tank (non-original), install an electric fuel pump (again, non-original), or do not drive on real hot days.

# Huck the Truck

Jackie Forsht

As with most things in our lives, Huck the Truck arrived in “deal.”

Bill traded a funeral director’s burial vault for a 1928 model A Huckster truck that had been sitting for years. Huck arrived at our place and then sat neglected for a year or so. Finally, Huck got moved to the front of the line and work began. He was torn down to the frame and Bill and Chuck Kuntz redid all the mechanicals and Jeff Boring helped with the manifolds.

Now it was time for the body work done with his friends Galen, who was a master cabinet maker. Galen did all the work rebuilding the woodwork and Bill was his assistant! Every piece they touched fell to pieces and the Long Barn in Ebsburg remade it! Once the body was ready, they tackled the wiring harness! This turned into the biggest pain in the whole project! It took about a year to get that done. Today’s mechanics do not understand Henry Ford’s wiring strategy! Bill, Randy Clemens and Scott Deno all worked and cussed at the wiring harness then they modified the harness to their way of thinking and are happy. Henry will never see it. Along the way the guys kept in touch with Al Ingham who was a font of knowledge on the workings of Model A’s.

Jack White at Jack White signs in Altoona is a friend of Bills school days and he hand lettered the lettering on the doors. Bills family owned a Feed and Flour mill in Altoona back

in the early 1900s but his daughter always wanted to have a Flower Farm so there was a compromise in the spelling! He is one of a kind! lol. We filled the boxes in the back with produce and headed to a show. Jackie cans the leftover produce on Monday!

Huck the truck is once again delivering produce to people!



# 1966 Ford Mustero:

wikipedia



## The Mustero is one of the rarest Mustangs Pickups

Picture an extremely rare dealership-special Mustang costing over \$6,000 in 1966 (\$58,309 in 2024). What comes to mind? A stripped-out racing machine like the Shelby GT-350? A slick 302 fitted into a fully optioned-out fastback. Probably the last expectation to pop into someone’s mind was a Mustang pickup truck. But fortunately, back in the mid-1960s, Beverly Hills Ford seemed to have missed that memo. Introducing, for the 1966 model year: the Ford Mustero, a factory-licensed creation that marries the sportiness of the Mustang with the coolness of the small pickup body. Also known as the Mustang Ranchero, this eccentric-looking vehicle was essentially a conversion kit performed by Beverly Hills Ford, a dealership no longer in business.

So what’s the history behind this oddity of the 60s?

The 1960s marked a time of widespread experimentation for virtually all automakers. Ford was certainly no exception, diversifying their market to circuit racing following the rise of Shelby American and Ford’s subsequent image rebranding

Mustang’s meteoric rise of popularity shook the automotive world to its foundation, kickstarting the titular Pony car Era and ushering in a new wave of designs across America. Meanwhile, the Falcon-based Ranchero debuted in 1960, the smallest of the Ranchero family to date. A design that proved popular, especially overseas in Australia where the Ute body type gained huge traction. So, if Ford combined the Mustang’s timeless image with the Ute body, surely the result would sell like hotcakes.

However, it remained a relatively radical idea, even at the time, seeing as Ford already sold the Ranchero. Instead, they opted to go the conversion

## Mustero page 2

route, licensing the rights to Beverly Hills Ford. For a nominal fee of \$6,000 (including the Mustang base), a customer could purchase this bizarre creation: the Mustero.

It's essentially a Mustang with a fiberglass pickup bed (of dubious utility, especially without a tailgate), the dealership moved the rear cabin pillars forward and cut new glass for the door windows while keeping the rear glass intact. Other than that, everything else remained firmly Mustang. The coupe body lines and overall length remained unchanged, leading to a downward-sloping rear silhouette. Beverly Hills Ford reportedly only converted 50 such vehicles, 40 of which were sent overseas. That leaves just 10 possible units in the US currently, probably less considering it's almost 60 years old by this point.

So why only 50? While undoubtedly a cool little experiment, the Mustero fundamentally fails at both being a Mustang and Ranchero. This centers around the appeal of both models and why people purchased them. Namely, the Mustang became sensational because of its affordability. It was a small-block V8 that could challenge European GT cars in coolness, style, and speed. Something which one foregoes when purchasing a Mustero. Which, when optioned up, may cost upwards of \$9,000 including the Mustang's sticker price. To put that into context, you could buy a 1966 Continental Mark IV for under \$7k. A well-equipped El Camino came to around \$3,000.00

Couple this with its overall lack of utility. With the coupe length and fiberglass bed with no tailgate, the Mustero had virtually no practicality over the Ranchero, taking cost out of the equation. That meant that the Mustero only appealed to people looking specifically for a Mustang pickup and were willing to pay a *lot* of money for such a vehicle.

Ultimately, this fact relegated the Mustero as nothing more than an interesting curiosity known only to Mustang enthusiasts. Considering it was originally a conversion, it's also feasible to perform said conversion today, should one have the expertise and time. But ultimately, as a car, the Mustero failed to gain any real headway. Even at half the price, it arguably wouldn't have succeeded because of its lack of functionality as a utility vehicle. However, in terms of pure coolness factor, the Mustero remains one of the best (and weirdest) Fords ever sold from a dealership in the 60s. Which is an impressive feat to achieve.

"

## Laughter Is the Best Medicine!



When I went to lunch today, I noticed an old man sitting on a park bench sobbing his eyes out. I stopped and asked him, sir, what is wrong?

He told me, "I have a 22-year-old wife at home." She rubs my back every morning and then gets up and makes me pancakes, sausage, fresh fruit, and freshly ground coffee."

I continued, "Well, then why are you crying?"

He added, "She makes me homemade soup for lunch and my favorite biscuits, cleans the house and then watches sports TV with me for the rest of the afternoon."

I said, "Well, why are you crying?"

He said, "For dinner she makes me a gourmet meal with wine and my favorite dessert and then we cuddle until the small hours."

I inquired, "Well then, why in the world would you be crying?"

He replied, "I can't remember where I live."

## Just for Thought

I put my grandma on speed dial, it's called insta-gram

In the cookie of life, friends are chocolate chips.

A friend is someone who understands your past, believes in your future, and accepts you just the way you are.

A grandma is warm hugs and sweet memories. She remembers all your accomplishments and forgets all of your mistakes.

"A good friend is a connection to life - a tie to the past, a road to the future, the key to sanity in an insane world.

Remember that the most valuable antiques are dear old friends

**In Remembrance of  
Pastor John F. "Fuzzy" Fosbrink  
August 13, 1943 – January 29, 2025**

**Our heart Condolences to the family of PASTOR John Fosbrink**

A member of the Region, Pastor John F. "Fuzzy" Fosbrink, 81 of Connellsville passed away on Wednesday January 29, 2025, at the Green Healthcare and Rehab Center, Greensburg.

He was born on August 13, 1943, in Indiana, PA. John was a 1961 graduate of Connellsville High School. He was a veteran of the U.S. Marine Corps having served in the Vietnam War. He was employed as a maintenance mechanic and truck driver having been employed at Seven Springs Resort, Cavanaugh Trucking and at the U.S. Steel Christy Works.

John was also pastor of the Mt. Tabor Church of God for many years. John was a member of the Western Pennsylvania Antique Automobile Club, Coke Center Antique Automobile Club, Bedford Region Antique Automobile Club and the Allegheny Mt. Regional Antique Automobile Club. He was also a member of the Breakneck Church of God. In addition to his parents, he was predeceased by his wife, LaVerne R. Slesman Fosbrink; two sons.



**SPRING DINNER**  
Smithfield Firehall

**April 12, 2025**  
Event planners Pat Swigart and Gladys Guyer

You are invited to the Region's Spring Dinner at the Smithfield Firehall on Saturday April 12, 2025

**Menu:**  
Swiss Steak dinner with all the fixings:  
Mashed Potatoes, Stuffing, Noodles, Roll,  
Vegetable, Drinks and Dessert.

Appetizers at 1:00 meal at 2:00

The Meal cost **\$15.00**

Your reservation form is included in this issue of VL.  
Reservation's deadline is



## For your sweet tooth 100 years ago!

1925 A unique non-chocolate candy bar, with a sweet taste and taffy consistency, called Bit O Honey was introduced by the Schutter Johnson company of Chicago.

1925 Henry Heide introduced Red Hot Dollars. Despite the name, the candy is Raspberry flavored. Unfortunately, it wasn't until the 70s that Red Hot Dollars became cinnamon flavored and lived up to their name.

1925 Hershey continued to innovate and introduced the first Milk Chocolate Bar with Peanuts, called Mr. Goodbar.

## The Ford Model T

Ford was by far the most popular automaker in the United States in **1925** but there were also a wide range of other, smaller car shops making legendary vehicles.

The Model T could, at the height of its production history, cost the consumer \$295

The Model T, also known as the "Tin Lizzie," became an American folkloric symbol and the first Ford to have all its parts built by the company itself.



## MADE IN PA

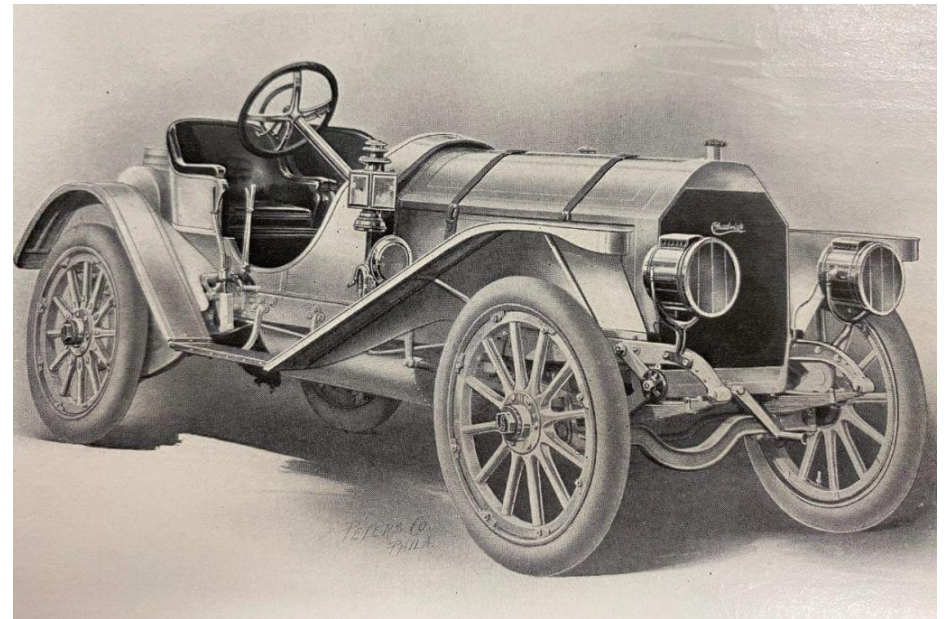
wikipedia

### Have you ever heard of a Chadwick race car?

Chadwick was a very ambitious sports car which was well advanced for its time. Hailing from Pottstown, Pennsylvania, Chadwick Engineering Works was founded by Lee Sherman Chadwick a young engineer. It was in business from 1904-1916 and was known to produce high-quality cars.

A sales brochure indicates the performance of the "standard Chadwick Roadster" capable of speeds of 107 miles an hour in practice for the Vanderbilt cup race. All models had a special high-speed carburetor, and other features designed for performance. A supercharger was available for an additional \$350

The view of the standard Chadwick roadster suggests that this was a car strictly for racing, but as you can see, with fenders and hood straps, a sports car was available as a double purpose vehicle.



Chadwick was considered an American Sportscar.

# Pics From the Past



**1956 Oldsmobiles**



**Let's Take the Bus**



**How about a Studebaker?**

# Classifieds

## FOR SALE:

### **1937 Dodge Sedan**

“Barn Find” appears to be a good candidate for a project.

\$5000 OBO

Call David 814-643-1700

**1946 Dodge Deluxe 4-door, 6-passenger sedan.** Fluid Drive, Older restoration (amateur). Beautiful interior. Garaged. Picture in ad in the January-February issue of AACA Antique Automobile. \$7900. Call or text 814-933-7573 or email [sslose@msn.com](mailto:sslose@msn.com).

**1926 Ford Model T Roadster,** black, in great condition, needs nothing, ready for any tour. Wood wheels, Ruxstell, all original/no modifications. Owned for 20 years. Interesting history. 20-year maintenance record. Email for photos. \$13,000 obo  
Contact Scott Deno 814-571-9790 or [nsded@hotmai.com](mailto:nsded@hotmai.com)

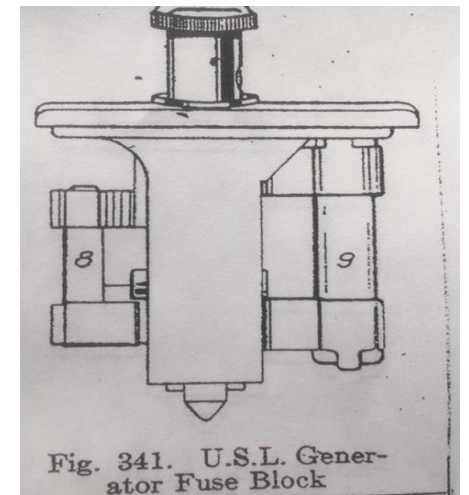
**1954 MGTF,** Engine and transmission rebuilt by Jerry Merryman. Wire wheels, Side curtains. Luggage rack. Fog light. PA Tag and title.

\$24,000. Call Roland Henry (717) 649-5710

## WANTED:

Fuse Block & Fuses that were used in the mid-teens to early 20's by USL for electrical systems of Brewster, Jeffery, Mercer and Overland automobiles.

Stan Smith - 814-242-3103  
or e-mail to [stan@myersmith.com](mailto:stan@myersmith.com)



# AACA ANNUAL MEMBERSHIP MEETING

Charlotte, North Carolina

As the weather forecast showed an impending snow and ice storm for Wednesday, February 5 into Thursday the 6th, Don Barlup, his grandson Brandon Kauffman and I left Pennsylvania early for the 2025 Annual Convention of the AACA in Charlotte, NC. While traveling south we got word from Scott Deno and Dave Kontor that they, too, had left early and were staying at Staunton, VA for the night. We made it to Staunton and had breakfast with them in the morning. With ice on the trees and roads still wet, we started on our way to Charlotte. The roads soon became dry, and the sun came out and we had a good trip the rest of the way.

Arriving at the Embassy Suites in Charlotte, we began meeting with old friends and getting prepared for three days of "old cars". After registering, the events started. There were excursions to the Hendrick Heritage Center, a private collection of classic and high-performance cars. There were also tours to the North Carolina Transportation Museum. This museum is located on what was the Southern Railway's locomotive repair site and has automotive and aircraft exhibits as well as historic railroad facilities.

Thursday evening was the Board of Directors' Welcome Reception with pasta galore.

On Friday the Trade Show opened with vendors of all types. Displays regarding tours that will be featured this year were displayed. Twenty seminars on all subjects of restoration, showing and touring in antique cars were held. Our First Lady Audrey Harris hosted a Luncheon for all attendees. The keynote speaker was Lyn St. James who was the first female to win Rookie of the Year at the Indianapolis 500 race. Lyn gave an extremely interesting talk about her entry into racing. The day after her appearance with us she was to be inducted into the National Motorsports Press Association Hall of Fame. Several years ago, Lyn was a guest at the Pennsylvania College of Technology in Williamsport and Debra Miller, Vice President brought her over to the Swigart Museum. It was great to see her again and she remarked about several of the cars in our Museum and that she still had the picture that was taken of her in the Wolfwagon.

The Friday evening dinner was sponsored by the Hornets' Nest Region. It was a picnic type menu. At this dinner, President Jack Harris spoke of some of the outstanding events of his year and told what's in store for the future of AACA. At this dinner the various Regions and Chapters presented donations in the amount of \$250.00 and up for the building, maintenance, general expenses and for the library. The Allegheny Mountain Region usually

# AACA MEETING pg. 2

presents a small amount each year but the board voted that, due to the loss of funds due to the Boalsburg Show, we would not contribute this year.

Following the dinner there was a Roaring '20s Speakeasy Casino Night. Everyone got \$10,000.00 in chips in which to gamble. There were all types of table games, and everyone had a great time. A lot of people dressed in Roaring '20s attire and that made it even more special.

On Saturday ten more seminars were on the schedule along with the National Judging Schools. Scott presented two seminars on Restoration Tips and Questions.

The General Membership Meeting was held on Saturday afternoon. Newly elected officers were introduced and the official passing of the Presidential gavel to newly elected president David W. Anspach of Virginia was held. Several participants presented questions or suggestions at this meeting. Questions were answered by members of the board and of the AACA staff. Retiring Directors were recognized for their service.

The convention closed with the National Awards Banquet. 59 car awards and 19 Service Awards were presented at this time. The Allegheny Mountain Region was one of the recipients of the Newsletter Award. Congratulations, Gladys for a super, quality Vapor Locks.

The Annual Meeting will again be held in Chantilly, VA next year. If you have never been to a Membership Meeting, I strongly suggest going. The information gained, the old and new friends that you meet, and the experience is top notch.

Pat Swigart





# SPRING DINNER RESERVATION

**Swiss Steak Meal**

**April 12, 2025**

**Smithfield Fire Hall**

**Socialize at 1:00, Meal at 2:00**

**RESERVATIONS BY April 1, 2025**

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NAME \_\_\_\_\_

Adults @ \$15.00 \_\_\_\_\_  
Children (age 6-12) @ \$7.50 \_\_\_\_\_  
Children (age 5 and under) FREE \_\_\_\_\_

TOTAL AMOUNT ENCLOSED \_\_\_\_\_

Make check payable to Allegheny Mountain Region, AACRA

**Reservation deadline by April 1, 2025.**

RETURN TO:

**Pat Swigart  
2101 Ellis Ave.  
Huntingdon, PA 16652**

Hope to see you at the dinner!!