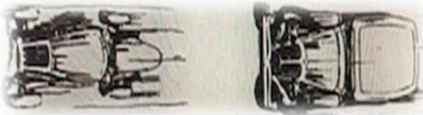


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315 Coleridge Ave. Altoona, PA 16602



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Museum 814-643-0885

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Vapor Locks

Allegheny Mountain Region, AACA

Official Publication



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



March - April 2025

Vol. 74 Number 2



*1977 Pontiac Bonneville
Owned by Randy and Paula Clemens*

**Allegheny Mountain Region,
AACA**

1951 – 2025

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COOK'S CORNER

Garlic Bacon Cheeseburger Rollups



- 1 lb. ground beef
- 1/2 cup cooked bacon, crumbled
- 1/2 cup shredded cheddar cheese
- 1/4 cup diced pickles
- Salt and pepper to taste
- 1 tube refrigerated pizza dough
- 1/4 cup unsalted butter, melted
- 2 cloves garlic, minced
- 1 tbsp fresh parsley, chopped (for garnish)
- Ketchup and mustard (for dipping)

Preheat oven to 375°F (190°C). Line a baking sheet with parchment paper. In a skillet over medium heat, cook the ground beef. Stir in the crumbled bacon. Remove from heat and cool slightly.

Roll out the pizza dough into a large rectangle. Spread the cooked beef and bacon mixture evenly over the dough. Sprinkle with shredded cheddar cheese and diced pickles.

Starting at one end, tightly roll up the dough into a log, then slice into 1-inch pieces. Place each roll-up on the prepared baking sheet. In a small bowl, combine melted butter and minced garlic. Brush the garlic butter over each roll-up.

Bake for 15-18 min. or until the roll-ups are golden brown and the cheese is melted and bubbly. Garnish with fresh parsley and a dipping sauce of your choice.

Cherry Limeade Slushie

- 2 cups frozen cherries
- 1 cup freshly squeezed or bottled lime juice
- 1 cup granulated sugar
- 4 cups water
- Ice cubes (as needed)
- Lime wedges, for garnish

In a blender, combine frozen cherries, lime juice, and sugar. Blend until smooth and the mixture is well combined. Add water to thin out the slushie to your desired consistency. Taste and adjust sweetness as needed. Pour into glasses filled with ice cubes and garnish with a lime wedges.

AACA NATIONAL HEADQUARTERS HERSHEY, PA www.aaca.org
501 West Governor R. Hershey, PA 17031 – Phone 717-534-1910

1951 Founding Officers

Regional Director – William E. Swigart, Jr.
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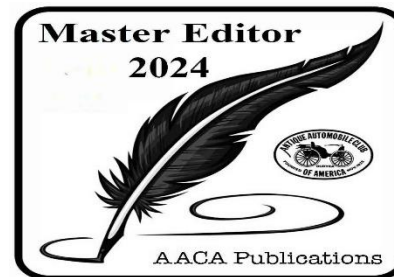
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1952-William E. Swigart, Jr.*	1977-Stephen Leoras*	2002-N. Scott Deno
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1958-Ernest L. Shank*	1983-James F. Eichelberger*	2008-Nicholas Sabatino
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Classified 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

I think spring is right around the corner with a few warm days already. I have put some gas in a few cars and started a few but no real outings yet. Can't wait for a long drive!

I am just back from the spring dinner, and we had a good turnout. Swiss steak was a nice change from turkey. I gave

a presentation on the Glidden tour and related AACA video which seemed well received. Sorry George, I forgot to run the video of the 1885 Benz car being driven. I will show that next time. It's so cool to step back to 1885 by watching the FIRST car being driven.

Boalsburg car show is the next major club event, and things are on track for a good event. The museum contract and insurance are all in place. We are pretty good with volunteers for Sunday night setup at 6PM, thanks Sam Condo and Bill Forsht. Also, we are pretty good at parking on Memorial Day, thanks to Sam Condo, George Spangler, and Bill Guyer. I still need a good-looking person at the membership table. I have done this the last several years, but my charismatic appearance has deteriorated. I mentioned my problem to Sam Condo and suggested his wife Grace as a possible replacement for the membership table. Since Sam didn't say no, do you think I should ask Grace soon or just tell her later?

The Swigart meet is again in August. Tours to Cool Spring show in July and East Broad top RR in August are still under contraction – stay tuned.

We are looking forward to upcoming local events: Next event is cooks' night out on April 16th, Old New York restaurant in State College just west of the Nittany mall on Benner Pike.

Future national activities

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. I may go with Dave Kontor to northern Maine in mid-August, if he can talk me into it.

Invitation – A reminder to consider attending 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, where last year's car turnout was low (as far as I know, we were

President's Message con't

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. I plan to attend unless I am with Dave Kontor in Maine.

Shop talk – the shop has been somewhat active.

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

Lift – the 2nd 4 post lift is still in the driveway waiting for Spring to arrive. Yes, the garage addition is still on hold, but I may be going back to plan A, raise the existing building (don't tell my wife).

1928 Studebaker – work continues. I ran up to Patterson's drive shaft shop in Phillipsburg to get the new driveshaft. Lots of engine work. If you remember, the worry was about the condition of the bearings. Thank you for your prayers; unlike what I expected, the rod and main bearings were perfect. In fact, the clearances were perfect. I guess when I did these bearings when I was high school, I was better skilled than I remembered. Valves were probably serviceable, but not great. So, I replaced all the valves by machining larger "blank" valves to fit. Manifold repairs were next; broken studs, seized & damaged studs, cracked manifold, oh boy. Stay tuned for future assembly reports. I hope to have it at the Boalsburg show, but it will be close.

Looking forward to seeing you down the road! See you at the Boalsburg show, if not sooner!

Scott

~Welcome~
New Member

Steven R. Grove
12952 Raystown Rd
Hesston, PA 16647

1928 Ford Coupe
1934 Dodge Dump Truck

Calendar of Events

SAVE THE DATES

May 26	Memorial Day Car Show, Boalsburg, PA
May 30-June 1	Nittany Antique Machinery Spring show Centre Hall
April 23-27	Spring Carlisle
June 1-7	AACA Vintage Tour Southern and Eastern PA
June 13-14	ATCA – Macungie Pa
June 22	Forsht's picnic
July 19	Cool Springs car show/tour
July 26	Keystone Chapter Annual Truck Show and Allegheny Mtn. Region Car Show
August 2	The Swigart Museum and Allegheny Mountain car show
August ?	Tour - East Broad Top and alpaca farm TBA
Sept. 7-12	AACA Glidden Tour, Owensboro KY
October 4	Fall Dinner – Smithfield Fire Hall
October 7-10	Eastern Fall Meet Hershey
October	Tour TBA

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

Cook's Nite Schedule

Our 2025 Cook's Nites are a well-attended monthly event. Below are the listings for the next several months. It is always a nice evening socializing with members of the region. Come spend an evening with us.

May 21	Paesano's in Alexandria contact Gladys 814-667-3796
June 18 th	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 EDITOR'S DESK



Hi Everyone,

My apologies for this issue of Vapor Locks being delayed.

Thank you, President Deno, for keeping everyone up to date by email on the happenings of the Region. Teamwork is a great thing!!

I hope everyone enjoyed a nice Easter. Bill's and I spent our Easter with the family at a family dinner and included an after-dinner Easter egg hunt planned by our daughter. Some of the eggs found were good with a slip of paper inside stating you got candy, chips or something else but other eggs had slips of paper that were not for candy or chips or something else.. I can say I was happy when I opened my eggs and did not have an egg with a piece of paper in telling me I had to do squats or pushups or other exercises. It was all in good fun for everyone!!!

Speaking of fun, the region has some activities either planned or in the process of being planned for everyone to enjoy. Check the calendar of events and if you need any additional information, please contact President Deno.

See you on the road!!

Gladys



I'm hot, are we there yet?

SPRING DINNER

BY GLADYS GUYER

The Region held our Spring Dinner Saturday April 12th at the Smithfield Fire Hall in Huntingdon.

Pat Swigart and Gladys Guyer handled the arrangements for the afternoon. When members arrived a table of goodies which included a fruit tray, relish tray, cheese spread, along with chips and dip as well as Pat's Punch were enjoyed.

Socializing was a must before we took our seats. There was some concern about the Easter Bunnies driving cars on the tables but I am happy to report a few near collisions but no injuries to the bunnies or cars. Rumor has it that a nameless attendee had his finger run over while attempting to remove a wheel. No need for an ambulance, in the end all was well.

John Mueller gave a nice blessing just before our meal at 2:00. Our meal included Salisbury steak with mashed potatoes, noodles, carrots topped with gravy and rolls to top off our plates. A choice of iced tea, water and coffee were available as our beverages. Dessert was your choice of several kinds of delicious cake.

Just as the meal ended President Deno delighted us with a very interesting presentation of early Glidden Tours. Everyone really enjoyed and appreciated the entertainment. Thank you, President Deno.

After a pleasant afternoon everyone made their way home.



Wreckless Driving

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 May-June issue of AACA Antique Automobile. \$7400. Call or text 814-933-7573 or email 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. \$12,000 obo
Contact Scott Deno 814-571-9790 or nsdeds@hotmail.com

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

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

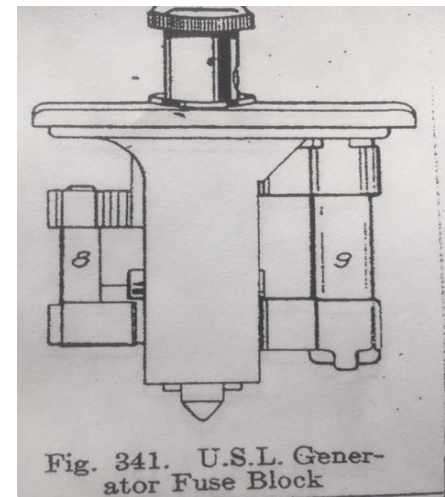
WANTED:

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

Figure 9 –

1926 Studebaker installation, looks all original



Rand McNally

wikipedia

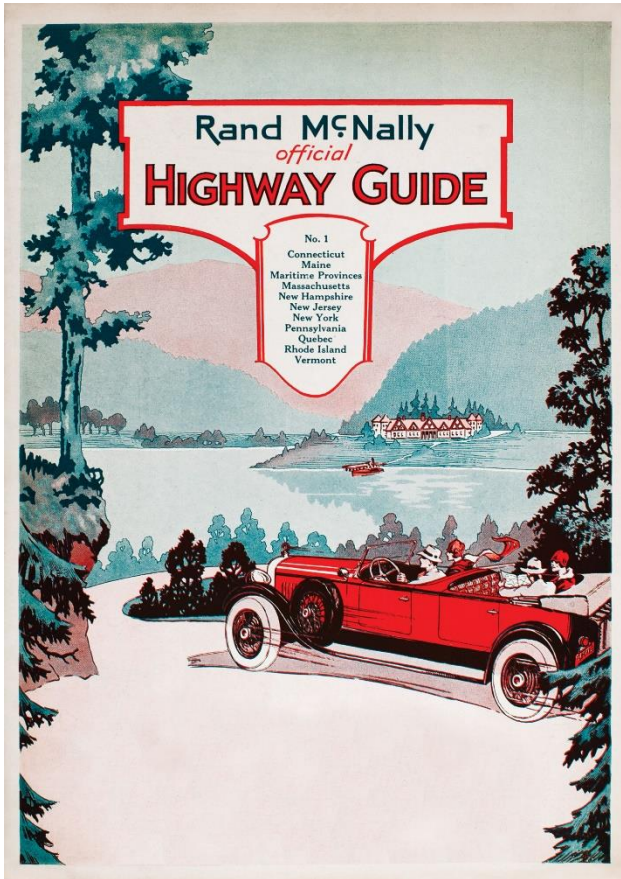
Rand McNally and the road atlas grew out of the desire oil companies had in the 1910s to connect with customers. The oil companies would give away maps in the hopes of building goodwill and fostering repeat business.

Rand McNally began as a Chicago printing shop in the mid-nineteenth century, printing train tickets and railroad guides. It branched out into mapmaking later in the nineteenth century with educational maps and early in the twentieth century with city road maps.

Its first national road atlas, published in 1924, was called the *Rand McNally Auto Chum*, and that soon became a fixture in people's cars, helping direct drivers on the best route and helping those who were lost find their way.

A full-color road atlas, what people of a certain age will remember, was first published in 1960. The internet, then GPS, and the smartphone changed people's need for maps, and by the late 1990s, **Rand McNally was struggling**. It went into bankruptcy soon after and has been sold multiple times. In recent years, it has transformed itself into a company providing fleet management solutions. It continues to publish a road atlas, however, one especially designed for long-distance truck drivers.

Probably many students have never even seen an atlas and might have no idea how to read it. The internet and smartphones have altered almost every area of life.



Yester Years News

From June 1956 Vapor Locks

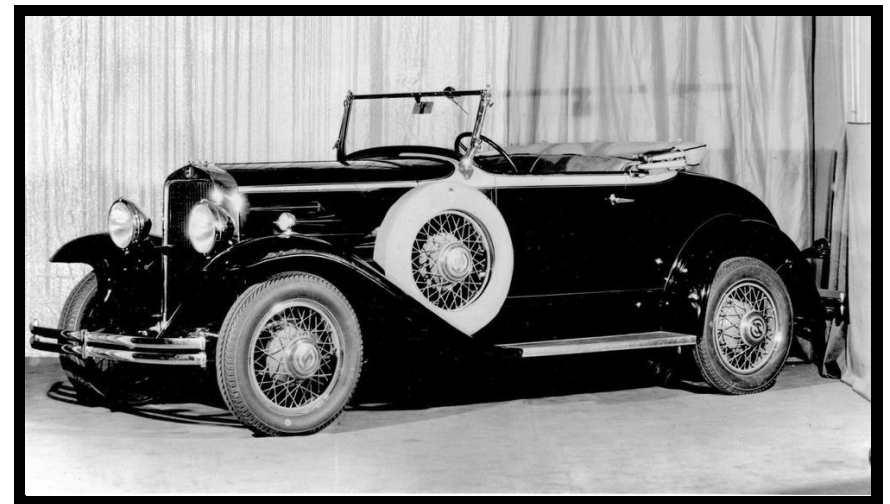
Talk About Luck!!!

By Gene Swank

Last November I purchased a 1930 Durant Sport Roadster in fairly good condition. The only things missing were two hubcaps. I thought my chances of finding any hubcaps were pretty slim, because this size hubcap was only used on the 1930-1931 models and in 1932 the Durant went out of business. So that means these were widely spread throughout the United States and I doubt if there are too many left in existence.

This spring I decided to dig a garden in a new location from last year where it did not produce so well. I could have dug ground in any spot on eight acres that I live on, through which there are two blacktop roads and one dirt road. I finally chose a spot alongside one of the blacktops. After digging for several evenings, I struck something hard like a rock. I reached down and picked it up. By now you have probably guessed it. Yep-A Durant hub cap, the exact same size I needed. It was a little rusty, but the chrome was still in fair condition.

Anybody know where I can get one more? I thought not! Oh, well---back to the shovel.



The 1930 Durant Model 614, a six-cylinder roadster



Where's the Starter?

By Dave Bowman, VP - Judging

There have been articles about where the hidden gas filler is, so what about starting the car? It's not just about where the key fob is.

Early cars, as we know, were crank started from the front of the engine. Set the timing, set the throttle or you will break your arm. So, what came after that? I'm going to miss a few and get some years wrong but stay with me.

In the 1930's, Chevrolet and others adopted a mechanical starter with a pedal above and to the right of the accelerator pedal to press and engage the starter gear and then the starter. A little difficult at times; left foot on the clutch, choke and throttle set, toe pushing the starter pedal while the heel of the right foot pumps the gas. Buick, on the other hand, chose an almost automatic starting system in 1936. With a switch on the carburetor, all you need to do was turn the ignition switch to on and press the accelerator pedal. Very convenient when you stall the car, as all you need to do is depress the clutch enough so it doesn't engage, and the engine will restart. This was continued through 1960.

Starting a 1940's Studebaker with manual transmission, you press the clutch pedal to the floor and engage a button under the clutch to start it. If you own a 1954 Nash with automatic transmission, shift to Neutral and then pull the gearshift lever towards you and the car will start. On many other cars of the 1940's, it was turning the key to the "on" position and then find the starter button somewhere on the dash.

Last on the list is the 1957-58 Chrysler products with automatic transmission. These were the push button shifters, but you had to push the Neutral button in farther to actuate the starter. Now that you know how to start it, where does the gas go?



MADE IN PA

Have you ever heard of a Huselton car? I had not until I came across this article on Facebook.

Huselton

909 Huselton Model 40, Butler, PA

The Huselton Company produced automobiles in Butler, PA during the early 1900s. The company was started by Edgar C. Huselton, who was Butler County's first automobile dealer. His father, B.C. Huselton, was the owner of the B.C. Huselton Shoe Store. Realizing the world and the business practices were constantly changing and evolving, he sent his son to Mercersburg Academy for an education in modern business practices. Edgar, who was twenty-three years old at the time, came home in 1906, and began working alongside his father in the family shoe business. A very short time later, he left the shoe business in search of more interesting prospects.

Soon, Edgar was the first automobile dealer in Butler County, working as an agent for the Reliance Automobile Company. Within a few years, he began work on a vehicle that bore his own surname.

Edgar Huselton's first car was a 1909 Huselton, which started as a two-seat race car. It was later rebuilt and extended in 1911, and can accommodate up to nine passengers in a soft-top touring car configuration. The car was built by Huselton himself.

The design for his Huselton Model 40 was very similar to the Packard Thirty, with the radiator having a similar design to that of a Pierce-Arrow. As was common practice during this era, the parts for the car were sourced from several different vendors. He selected many of the highest quality mechanical components available at the time. His first vehicle was a two-seat race-about that was propelled by a Wisconsin engine offering forty horsepower.

From 1909 through 1915, the Huselton Company (which consisted of Edgar and five employees) produced a total of 12 cars, one 'Butler' truck and a funeral hearse for a local funeral home.

Huselton page 2

Edgar soon realized he was not able to compete with the larger automakers and their mass production methods. Even after Huselton production ceased, Edgar remained in the automobile business, becoming the dealer of a number of makes including: Velie, Reo, Hudson, Cadillac, Pierce Arrow, GMC, and International.

Edgar's first car, his two-seater, remained with him his entire life. It was his daily driver, and in competition, for many years. After he married and had five children, he extended and re-bodied the car into the seven-passenger tourer.

The car remained in the family, passing from father to son to grandson. The car was donated by B.C. Huselton III (the grandson) in 1984, to the city of Butler, PA, with the instructions that the members of the Butler Old Stone House Region of the Antique Automobile Club of America would care, maintain, and store the car.



Just for Laughs

Times Gazette

At a party, a young wife admonished her husband, "That's the fourth time you've gone back for ice cream and cake. Doesn't it embarrass you?" "Why no should it?" answered her spouse. "I keep telling them it's for you."

The elementary school cook prided herself on the healthy meals she provided with lots of vegetables and fruits. When the power failed one day, the cook couldn't serve a hot meal in the cafeteria, so at the last minute she whipped up great stacks of peanut-butter-and-jelly sandwiches. As one little boy filled his plate, he said, "It's about time. At last, a home-cooked meal!"

Jake decides that he wants to start farming chickens, so he goes to the chicken farmer and buys 1,000 chicks. The next month Jake goes back and buys 500 more. The following month he goes to the chicken farmer again and buys another 500 chicks, at which point the chicken farmer comments; "Your chicken farm must be coming along well now." Jake looks glum and replies, "Sadly no. I'm not sure what I'm doing wrong. Either I'm planting them too deep, or upside down, or too close together".

**Allegheny Mountain Region is invited to
attend the 49th Edgar Rohr Memorial Car Meet**

Jonathan Battle, Rohr Show Publicity Committee.

The 49th Edgar Rohr Memorial Car Meet, sponsored by the Bull Run Region of the Antique Automobile Club of America, will return to Old Town Manassas, Virginia on Saturday, September 20, 2025, after a two-year absence. It will be held at the town's historic railroad depot at 9431 West Street, and on adjacent streets, from 8:00 AM to 3:00 PM.

Additional information will be included in a future issue of Vapor Locks but in the meantime complete information is available at the Bull Run website at Bullrun.AACA.com. Further questions may be addressed to Randy Higgins via telephone (703-853-2235) or e-mail (rth24@yahoo.com).

One Day Tour

July 19, 2025

***Antique Car, Truck & Tractor Show.
At the Coolspring Power Museum Exhibitor Field***

Under the direction of Jim Burke, the region is planning a one day to Tour to Coolspring, PA. located between Brookville and Punxsutawney.

Details for the day have not been finalized. They will be included in the next issue of Vapor Locks.

This is a show for fun! 9: a.m. to 4:00 p.m. No judging of cars, trucks, or tractors. No vehicle is too large or too small. It is History Day with the show and many engines will be running. A food vendor will be on-site if you wish to purchase lunch or refreshments.

A donation to CPM for showing your vehicle is appreciated.

Admission to museum is \$12 unless you show a vehicle. Two free admissions per vehicle.



1958 Edsel

Just for Thought

An Evening Out

Quora

One evening a soldier home on leave took his elderly mother to a nice restaurant for dinner.

The Mother, while eating, dropped food on her Blouse. Other diners watched her in disgust while her son was calm. After she finished eating her son, who was not at all embarrassed, quietly took her to the washroom, wiped the food particles, removed the stains, combed her hair and fitted her spectacles firmly.

When they came out the entire restaurant was watching them in dead silence, they were not be able to grasp how someone could embarrass themselves publicly like that. The soldier settled the bill and started walking out with his mother. At that time a man amongst the diners called out to the soldier and asked him. "Don't you think you have left something behind?" The son replied, "No sir I haven't." The man responded "Yes you have!"

You left a lesson for every son and hope for every mother. Thank you for serving our country!

Life is too Short My friend!

Author unknown

Grudges are a waste of perfect happiness. Laugh when you can.

Apologize when you should and let go of the past.

Give everything today and live for tomorrow.

Life is too short to be unhappy.

Take the good with the bad and smile even if you're sad.

Always remember what you had and love what you have.

Always forgive and learn from your mistakes.

People change and things go wrong.

But always remember, life goes on.



Forsht's Picnic

Saturday, June 22

Altoona, PA

Jackie and Bill Forsht are hosting a picnic on June 22, 2025, and **everyone** is invited for a great afternoon with a group of car club friends.

Bring the "old car" and of course your better half and plan to arrive any time around noon and be prepared to eat about 2:00. The Forsht's are providing Hamburgers, Hotdogs, and place settings.

Chef Bill has his BBQ tools ready and will be cooking perfectly grilled hamburgers and hot dogs. Of course, Jackie will be supervising Bill's grilling and organizing the food etc.

Everyone is asked to bring covered dishes to share, your beverage and your appetite.

Please let Bill and Jackie by June 15 if you would like to attend

Call all 814-943-8766 or 814-931-7045 if you can attend.

KEYSTONE TRUCKERS

CAR & TRUCK SHOW

JULY 26, 2025

Allegheny Mountain Region is again this year teaming up with the Keystone Chapter Truckers. The Truck/Car show is July 26, 2025, in East Freedom across from East Freedom Township Fire Hall.

More info in the next issue of VL



Memorial Day Show



**Military Museum Grounds,
Boalsburg, PA**

May 26, 2025

9:00 a.m. - 4:00 p.m.

This will be the 31st year that Allegheny Mountain Region will hold a show on the lawn of the PA Military Museum.

There will be no pre-registration for the Memorial Day Show. Registrations will be done when you arrive. An entry donation of \$10 per vehicle is very much appreciated.

Registration starts at 9:00

- Dash plaques will be given while supply lasts.
- There will be food available.
- Festivities in the village.
- A random gift card drawing will be held at the end of the show.

Join members and socialize under the big white tent or walk across the highway and experience the town festivities. There will be food vendors at the show with a delicious variety of options.

This is a **NON-JUDGED SHOW!!** There will NOT be trophies at the show! At 3:00, by a random drawing, various items will be given to lucky participants.

Come and enjoy a great day!

For Additional information contact President Scott Deno at 814-571-9790

LAND OF THE FREE BECAUSE OF THE BRAVE

“The Great Chadwick Six”

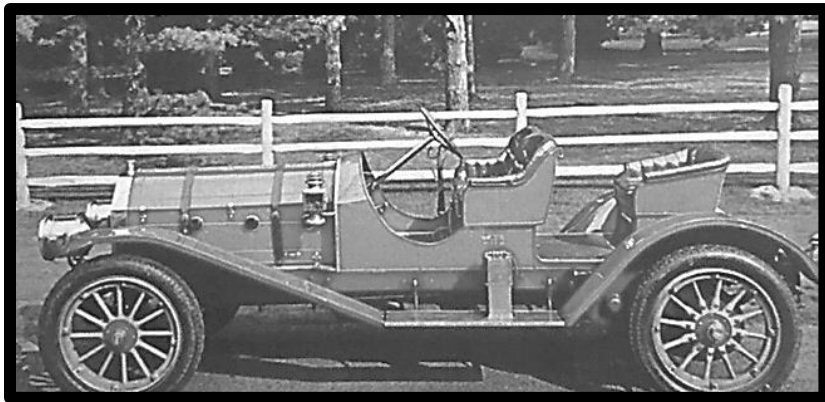
By Stan Smith

In the last issue of VL our editor posed a question in her column MADE IN PA as to whether you ever heard of a Chadwick. My answer would be absolutely since it was 70 years ago that Bob Struble and I were witnesses to see and hear a newly restored 1910 Chadwick Runabout being driven across a show field.

It was owned by William Pollack, 1958-59 president of AACA, who brought it to one of our first regional antique car meets here in State College. He was from Pottstown, PA where the Chadwick cars were built after an initial start in Philadelphia in 1906.

Lee Chadwick, was the founder and designer of the Chadwick Six. The use of copper water jackets to surround the three pairs of cast cylinders for better cooling plus the carburetor were of his own design. Also Mr. Chadwick designed and patented his own cone clutch, four-speed transmission, plus the double chain drive that was enclosed in a dust free cast aluminum case for the rear wheels.

This high-class car, selling for \$5500 to \$7500 depending on body type, had a motto of “Built up to a high standard – not down to a Price”. Lee Chadwick’s mind set was - let us build it first and then see what it’s worth. Once sold, it was expected that the owner would maintain it to a high degree. If returned to the Chadwick factory for service, the owner was expected to have it in like new clean condition. Otherwise, there would be a charge of \$.75 an hour for the time to do so before being serviced.



This photo appeared in AUTOMOBILE QUARTERLY Vol. 9 No. 2. If you would like more info on the history of Lee Chadwick and his car, read the excellent article in that issue by the late and close friend Beverly Rae Kimes

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To prove the worthiness of owning a Chadwick there was a race team formed. Lee came up with a design of a centrifugal supercharger to increase the HP from 70/75 to 100. This feature was used on two team racers, the first known use of such a device. It could be bought and installed by the factory for any owner’s Runabout. The Chadwick race cars were successful at a good number of hill climbs and road races.

Mr. Pollack also restored a second Chadwick, a 1907 Tour about. Of the approximate 250 sold during 1906 to the mid-teens his two are the only ones known to exist.

Glad Bob and I got to see one in action since they are now in museums.



“Vacuum Tanks, what Bill and Mike didn’t cover (the ugly)”

by Scott Deno

First, for the sake of automobile history I strongly believe in authentic restoration of historic automobiles. However, as always, there are exceptions to all rules. In my opinion, there are a few exceptions like carburetor cork floats, tires, and vacuum tanks. Cork carburetor floats - I remember arguing with Harold Sharon about cork floats which he felt were more than sufficient (a topic for another day). Harold was a super knowledgeable fellow and wrote the famous book, “Understanding Your Brass Car”. The book appears to be still available and is a great resource for anyone in the early car hobby. I remember Harold fondly, as he inspired me to present my restoration seminars at the AACA national convention starting 20+ years ago (how can I be that old!). Tires – I doubt if few of us would be driving our antiques if we used original tire technology. Now let’s talk vacuum tanks.

The good, the bad

I so enjoyed two articles originally appearing in the “The Antique Review Studebaker” “in March/April 2024. First, the **good**, “How to Live with Your Vacuum Tank” by Bill Cannon. Second, the **bad**, “Additional Adventures With Vacuum Tanks With Some Poetical Advice by the Elizabethville Sage” by Mike Margerum. As an aside, Mike has been a good friend and one of the great Studebaker guys. The former article is a great article on how to keep your original tank running as well as it can. The latter is a more humorous review of personal experiences with vacuum tanks. After reading these articles, I felt a compelling need for a third article, the **ugly**, which better addresses some serious issues and practical solutions.

The ugly

Modern fuels and vacuum tanks are not compatible. Vacuum tanks are perfectly designed to boil fuel, often referred to as “vapor lock”. Vacuum tanks are located in the engine compartment which is the ideal place to heat fuel. Even better, they have a large surface area to improve the heat transfer to the fuel. Even better, at low fuel consumption conditions, like idling in heavy traffic, the “cooking” time increases. If the fuel doesn’t boil in the vacuum tank, the preheating effect will likely improve the likelihood boiling will occur by the time fuel reaches the carburetor. Carburetors WILL NOT FUNCTION ON VAPORS.

My best related experience was on a Glidden tour several years ago and a beautiful car was on the tour (names are withheld to protect the innocent). On

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the first tour day, the weather was pretty warm. Sadly, at lunch this beauty was on the rollback. I asked the wife, “What was the problem?” later (I find that husbands are not talkative after such events). She said, “vapor lock”. I said, “are you sure?” She said, “from inside the car you could hear it boiling like a pot on the stove”. So, why did the vacuum tank work fine back in the old days? The fuel was very different. Today’s oil refineries have no concern about vapor lock, as ALL modern cars use fuel injection with a fuel pressure of 35-50PSI (vacuum tanks run at basically 0 psi). At 35 psi it’s almost impossible to refine a fuel which will boil (vapor lock).

Here are some additional minor “Uglies” which need mentioning in order of increasing severity.

1. After the car has been parked for a long period, the vacuum tank typically must be “primed” by pouring fuel into the top of the vacuum tank. Cranking until the battery is almost dead is another option which occasionally works.
2. Vacuum tanks add “additional” valves, fittings, gaskets and plugs which can leak (not good for paint or potential engine fires).
3. If you are “pulling” a long, steep grade, the vacuum tank will empty due to inadequate engine vacuum, typically, just before you reach the top. Yes, this is an ideal time to test your brakes and maneuvering skills when you stall on a steep upgrade.
4. Unfortunately, vacuum tanks have plenty of internal valves, which can fail or simply leak. “Sticky” valve failures can simply stop the car.
5. A little more serious “sticky” valve failure can feed liquid fuel directly into the engine through the vacuum line (Mike’s article dramatically describes his experience).
6. The most serious “failure” can spray liquid fuel all over the engine (can you SAY FIRE!). More on this next, including a personal experience.

If you are skim reading , stop here & read carefully. It might save your car.

Here is my primary reason for writing this article (item 6 above). Many folks I have met who run original vacuum tanks, place an electric fuel pump somewhere between the gas tank and the vacuum tank. The electric fuel pump has several nice benefits: 1. Good for “priming” the vacuum tank after the car has sat for a while, 2. supplementing fuel while “pulling” a long hill, or 3. supplementing fuel when the vacuum tank is not operating properly.

BUT here is the HUGE RISK. Simply forgetting to turn off or accidentally bumping the switch for the electric fuel pump and the vacuum tank overfills. No big deal, right? Wrong – if the inlet valve, which is not designed for 6 psi

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fuel pressure, leaks or sticks the fuel comes out the vacuum tank vent! This typically results in a steady stream of fuel spraying over the engine compartment. I witnessed this once. A good friend took me for a maiden trip of his freshly restored car and it was beautiful (again, names are withheld to protect the innocent). Either he forgot to turn off the electric fuel pump or accidentally bumped the switch as we were driving. As we returned to his driveway we both smelled LOTS of fuel, we jumped out and raised the hood. Lots of fuel was spraying directly on the spark plugs! A near death experience comes to mind. At considerable risk to ourselves, we quickly shut off the engine. We ran to some distance and waited for the explosion. It was a miracle – we were not hurt and no fire. Bottom-line –please don't put electric fuel pumps "behind" original vacuum tanks.

If you have such a risky arrangement, there is a quick fix to reduce the risk. Simply add several feet of gas line hose from the vacuum tank vent tube (this is a short curved tube exiting the top of the vacuum tank) to the ground under the car. If everything goes wrong, the fuel spray bypasses the engine and is directed to the road.

So, now that you know the **ugly** is there a solution? A perfect solution?

The challenge - Is it possible to keep the vacuum tank originality, provide a "friendly" fuel delivery system, solve all the minor issues, and eliminate the "big risk"? **Yes**, there is a solution which I have applied to all of my vacuum tank cars with excellent results including my 1931 Cadillac V12 Roadster which went through the AACA judging system to Grand National Senior. Yes, this solution looks totally original. Yes, but I can't tell you.....

Just kidding. What follows is what I have presented at my AACA. Here are the steps:

1. Place an electric fuel pump somewhere between the gas tank and the vacuum tank. For a show car, I like to place it on top to the fuel tank where it can't be seen and wrapped in foam to reduce any vibration.
2. Modify the vacuum tank (basically bypass the entire vacuum tank internally)
 - a. Disassemble vacuum tank.
 - b. Remove most of the internals: inner chamber and float. I often leave the top internal valve control assembly and wire it up and out of the way (no longer active). See figure 1
 - c. Grind or file wedge shaped inlet inside port "flat" (figure 2).

d. Modify fuel inlet:

- i. Thread a female 1/8 pipe thread into the inside inlet port at the top of the vacuum tank (figure 3). Be careful as this is usually pot metal which easily cracks.
Or,
If the pot metal fails or you simply don't want to take the risk, consider using a fuel safe epoxy to glue a fitting or barbed tube to the inlet port (figure 4).
- e. Thread in an adapter (1/8 pipe male to 1/4" or 5/16" barbed tube) to the threads made in step "d.1", if you threaded it. Consider epoxy'ing threads as opposed to applying torque which might crack pot metal.
- f. Attach 1/4" (or 5/16") gas line hose with clamp to the newly added adapter (or glued barbed tube)
- g. Attach a metal tube to the inside of the bottom, outlet port (figure 5). Make this tube long enough for easy access from the inside of the tank (figure 6). Lead solder or silver solder the tube to the outlet port. Typically, the outlet port is a brass fitting which is easily soldered. The outlet port is typically threaded into the tank and makes this step easier. Reinsert the modified outlet fitting assembly (with newly added long tubing).
- h. Attach 1/4" (or 5/16") gas line hose with clamp to the newly added long metal tube. This tube may need bent to allow space for the fuel pressure regulator, if outlet port is centered as pictured in figure 6.
- i. Attach a pressure regulator between the two 1/4" (or 5/16") gas lines with clamps.
- j. Set the regulator to 1- 1.5 psi. The regulator is required, as the original carburetor is NOT designed for modern fuel pump pressures. If you are using a modern carburetor, the regulator is not necessary and may cause fuel starvation under heavy loads.
- k. Reassemble vacuum tank lid taking care not to crimp gas line hoses (everything goes inside vacuum tank). Spiraling gas lines to prevent crimping (looks somewhat like a coiled spring). See figure 7.
- l. I sometimes line the tank's interior with foam to stop any rattling of the regulator against the tank.
- m. Make the normal vacuum and fuel line connections to your updated vacuum tank.
- n. Plug the vacuum line somewhere between the vacuum tank and the intake manifold.
- o. I sometimes add an in-line fuel filter before the regulator, if there is room in the vacuum tank.

- p. Stand back and admire your work and the original appearance knowing that your vacuum tank issues are GONE.

Figure 8 and 9 show final installation in a 1931 V12 Cadillac and 1926 Studebaker, respectively. The Studebaker is more typical of most cars.

Figure 1 – Parts to discard

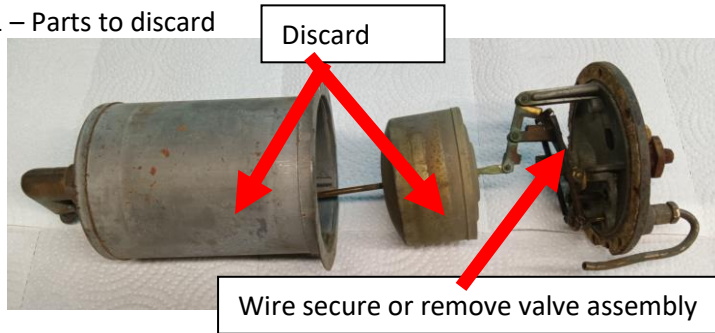


Figure 2 – Grind inlet “flat” e

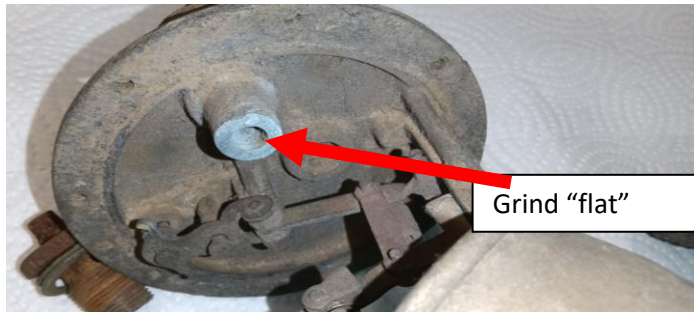


Figure 3 - Option 1 threaded inlet modification

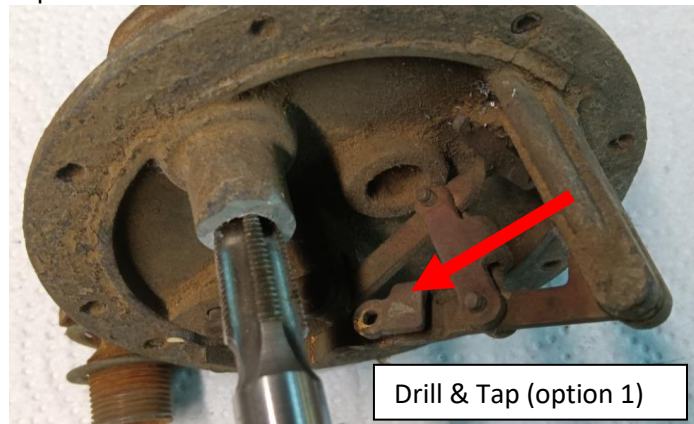


Figure 4 – Option 2 epoxy inlet modification

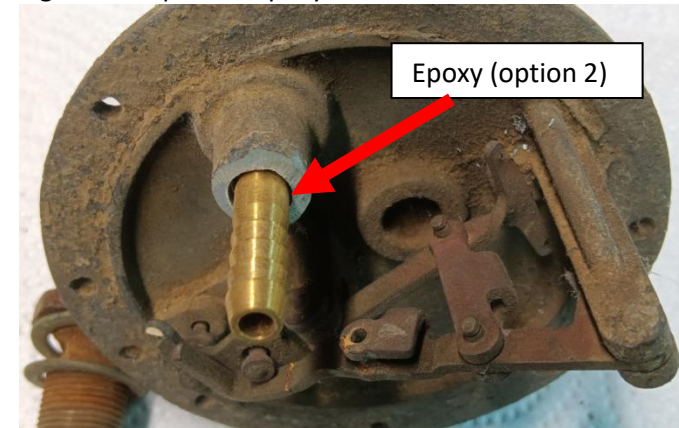


Figure 5 – Outlet modification. Fitting of your choice and extension tube

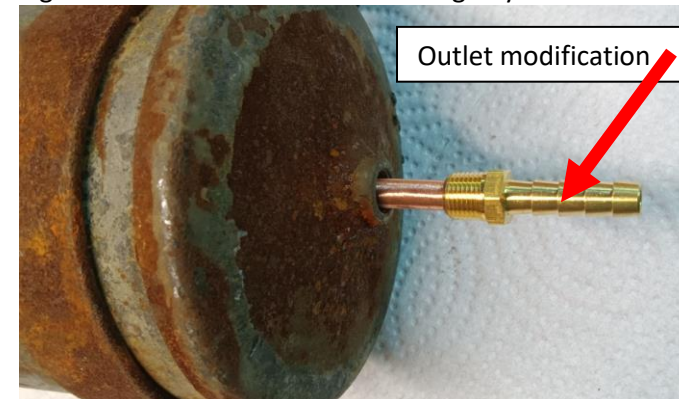


Figure 6 – new, long outlet extension

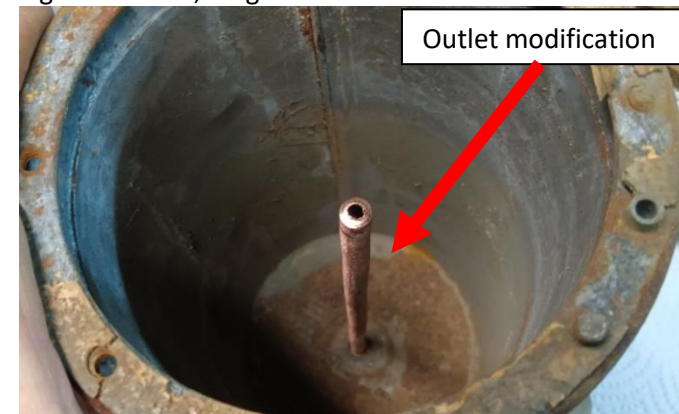


Figure 7 – final assembly, V12 Cadillac pictured

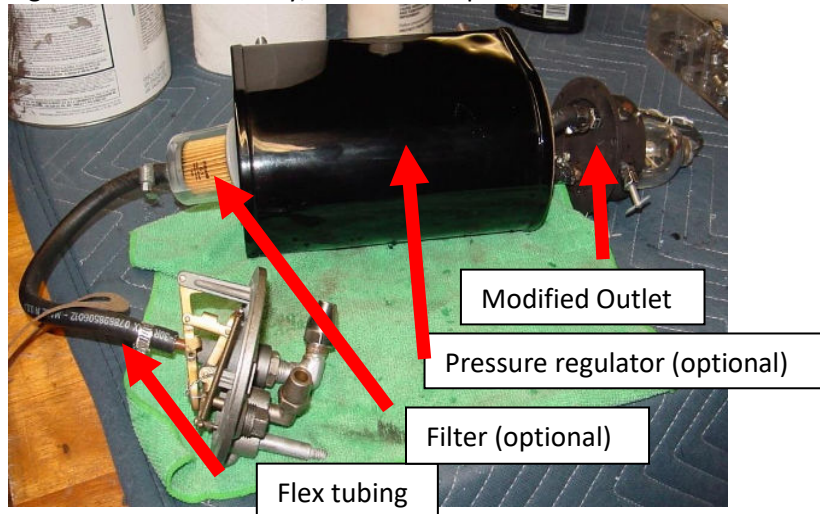
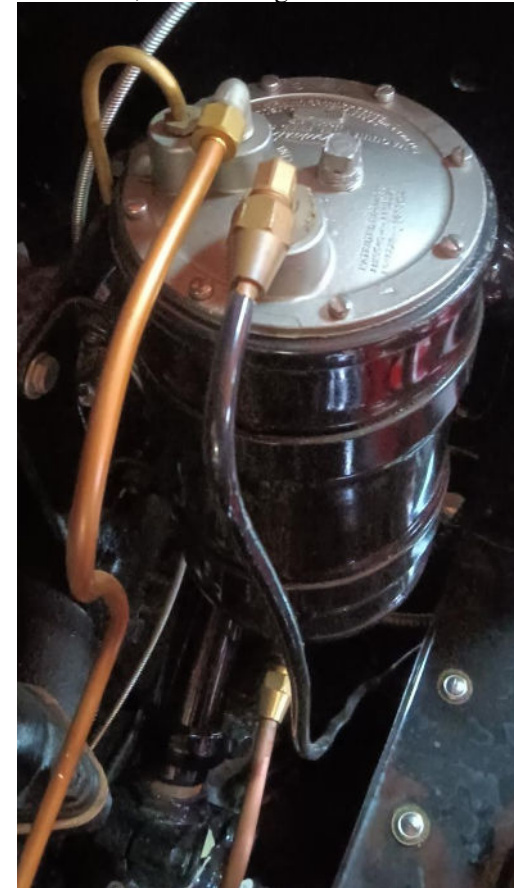


Figure 8 –Final 1931 V12 Cadillac installation, looks all original



Figure 9 –

1926 Studebaker installation, looks all original



As a foot note, this arrangement has one small additional benefit. Before storing your car for a winter or long storage, let the engine run while turning off the fuel pump until the engine stops. This removes fuel from the carburetor during storage which keeps the carburetor cleaner.