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Vapor Locks



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



Official Publication
ALLEGHENY MOUNTAIN REGION, AACA
May - June 2018

Vol. 67

Number 3



*1946 Ford Coupe
Owned by Jeff and Polly Boring's*

Allegheny Mountain Region, AACA

1951 – 2018

2018 OFFICERS

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ALLEGHENY MOUNTAIN REGION BOARD OF DIRECTORS

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PAST PRESIDENTS OF ALLEGHENY MOUNTAIN REGION, AACA

1951-William E. Swigart, Jr.*
1952-William E. Swigart, Jr.*
1953-William E. Swigart, Jr.*
1954-Stanley B. Smith*
1955-Dr. Max Tornatore*
1956-David T. Davis*
1957-Leonard L. LeCrone*
1958-Ernest L. Shank*
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1960-Chester E. Geist*
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1962-Dr John C. Gourley, Jr.*
1963-Dr John C. Gourley, Jr.*
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1965-Leonard L. LeCrone*
1966-Ferd D. Page, Jr.*
1967-Ferd D. Page, Jr.*
1968-Stephen Leoras*
1969-Stephen Leoras*
1970-Robert L. Meckley*
1971-Dr. James K. Gordon*
1972-Dr. James K. Gordon*
1973-Fred P. Lockcuff*

1974-Robert M. Struble
1975-Robert M. Struble
1976-Ferd D. Page, Jr.*
1977-Stephen Leoras*
1978-James L. Kingston*
1979-James L. Kingston*
1980-Larrie A. Derman
1981-Larrie A. Derman
1982-James F. Eichelberger*
1983-James F. Eichelberger*
1984-Charles Caracciolo*
1985-Charles Caracciolo*
1986-James Fisher*
1987-James Fisher*
1988-William Eardley*
1989-William Eardley*
1990-Ralph B. Grove
1991-Ralph B. Grove
1992-Ralph B. Grove
1993-Ralph Hoover*
1994-Robert M. Struble
1995-Russell Bambarger
1996-Russell Bambarger

1997-Stanley B. Smith, Jr.
1998-Stanley B. Smith, Jr.
1999-John R. O'Brien
2000-John R. O'Brien
2001-N. Scott Deno
2002-N. Scott Deno
2003-Patricia B. Swigart
2004-Patricia B. Swigart
2005-John R. Mueller
2006-John R. Mueller
2007-Nicholas Sabatino
2008-Nicholas Sabatino
2009-Francis P. Searer
2010-Francis P. Searer
2011-Bill M. Loy
2012-Bill M. Loy
2013-Ernest Romanini
2014-Ernest Romanini
2015 N. Scott Deno
2016 N. Scott Deno
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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

Vapor Locks is the official; publication of the Allegheny Mountain Region, AACA, Inc., a non-profit club. It is published by and for the members of the Allegheny Mountain Region on a bi-monthly basis. January, March, May, July, September, and November.

Membership in Allegheny Mountain Region, AACA. Please contact any officer or club member. Membership is **\$10.00** for a single or joint (husband and wife). You must include your AACA National number.

Advertising on the cover in Vapor Locks, One sixth page **\$12.00** and one third page **\$24.00** per year.

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Have a great day!

The President's Message



Spring finally arrives and before we know it summer will be half over.

The Boalsburg show was terrific. We had a great turnout and lots of help from old and new members to make sure everything got taken care of. Mike Walter did an outstanding job on his first year as co-chair of the event. I am sure that having Scott Deno there to show him the ropes made his job go much smoother!

Also thanks to all those who came out on Sunday night and helped set up and lay out the field. Having those things done makes Monday morning so much easier. I think we will follow Mikes lead when we get ready for the DelGrosso show and try taking flyer around to the auto stores and other places that have cruise in's.

The night before the Boalsburg show we hadn't decided what to bring. The MG was still in the shop. If we brought the LaSalle we had to get that beast and clean her up. We were going to bring the 1991 Jeep but a '91 Jeep Wrangler just isn't that exciting. Finally Jackie said "Let's put the mopeds in the back of the van and take those!" The mopeds are a pretty little pair of 1978 Sachs that Bill Loy and Randy Clemens forced me to buy at Hershey last year! They are cute and fun and can be dangerous! My brother in law came down right after we got them. "Can I ride one?" he asks. Sure I say, just kick start it and ride down the driveway. Approximately 18 seconds later he was lying in the shale in the driveway. I just happened to have a pair of latex gloves in my pocket but when I started to put them on he yelled "I am not hurt that bad!" Some people....

The trip to Ronnie Morse garage was slightly damper than we would have liked but it was still a fun day with people you like. If you haven't seen Ronnie's collection of memorabilia you need to make it a point to go on the next trip there. It is a beautiful location and it is a wonderful drive if the windshield wipers aren't running the whole time!

Cooks night out in Lewistown was a great evening. Jackie is always happy when she finds a restaurant we haven't been to. Anthony's, and the "delightful" company, was worth the drive from Altoona. There was a nice turn out too! And I actually did help that woman get her windshield wiper on after 20 minutes!

The President's Message page 2

Remember the picnic and Board of Directors meeting is June 24th at our house and the Swigart meet will be coming quickly on Aug. 10-12 at the Museum. Please try to attend both.

Enjoy the beautiful summer weather and get those old cars out as much as you can. Take a drive and take the back road. We have some beautiful scenery in central Pa. and an antique car, and a great navigator, is the perfect way to enjoy it!

Bill Forsht (I know I got lost but it might have been the navigators fault...)



BOARD MEETING

A Board Meeting has been schedule for June 24, 2018 at Bill and Jackie Forsht's Picnic.

The meeting will be at 1:00

Everyone is welcome!!

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2018 Calendar of Events

June 20	Cook's Nite, Mill Stone Manor in Huntingdon
June 24	Board Meeting Bill Forsht Picnic 1:00
June 24	Bill and Jackie Forsht's picnic, eat at 3:00
June 30	Antique Buick Show at AACA Museum
July 14	Alum Bank Car Show, Alum Bank, PA
July 15	Spring Meet at Gettysburg
July 17-21	AACA Vintage Tour (1931& earlier) Wellsboro, PA
July 18	Cook's Nite at Traditions in Martinsburg
July 18	Dessert at the Blattenberger's
August 10-12	Swigart Meet, Huntingdon
August 15	Cook's Nite in Bedford area
September 2	Cruise in at Ronnie Morris's
September 7-9	Three day tour to Potomac Eagle Scenic RR
September 15	Edgar Rohr Memorial Car Show Manassas, VA
September 16-21	Glidden Tour, Idaho Falls, Idaho
September 19	Cook's Nite Burnham area
September 30	Delgrosso Car Show
October 6	Fall Dinner
October 10-13	Fall Hershey
October 13	Bedford Fall Foliage parade
October 17	Cook's Nite in Huntingdon
October 20	Fall Grape Escape Tour

Additional dates will be added as they become available



HAVE A GREAT DAY!

THE EDITOR'S DESK



Hello everyone,

I hope you have had the chance to get out and about with the old car. Bill and I have been out several times and we just never get tired of it.

There are lots of opportunities to drive YOUR car and enjoy the company of other region members. I am most definitely looking forward to the weekend tour on Sept. 7-9 to the Potomac Eagle Scenic RR and everything we will do that weekend. It will be a super time. Hopefully many of you will be part of the "group". Mark your calendars!

I'll meet you in the next issue with plans for the road.

Have a great day!

Gladys

Email Correspondent

As you have noticed when checking your email, you have been receiving emails about happenings in the Region. Cathy Searer is the Regions e-mail correspondent. She takes on the task of reminding you of the upcoming events and information. We hope you find this helpful.



Thank you Cathy!

NO Guarantee

The truth is you don't know what is going to happen tomorrow.
Life is a crazy ride and nothing is guaranteed

Author unknown



COOK'S NITE OUT

No cooking tonight!

Gladys Guyer



Cook's Nite Out one of the region's most popular activities has begun. Come on out and give the cook in your house the nite off!

Cook's Nite schedule is below.

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

Please contact the person making the reservations if you will be attending.

- | | |
|---------------------|--|
| June 20 | Mill Stone Manor in Huntingdon. Contact Pat Swigart 814-251-2299 or pbts114@gmail.com |
| July 18 | Traditions in Martinsburg. Contact Randy Clemens 814-935-1258 |
| August 15 | Bedford Area -Jean Bonnett Tavern - contact Judy Lloyd by August 12. 814-327-8191 or judy.lloyd1029@gmail.com |
| September 19 | Lewistown Area |
| October 17 | Huntingdon Area |





Why Do You Rob Banks?

Wayne Tuck
Vice President, Membership

Legend has it, “Because that’s where the money is” was the answer given by infamous bank robber Willie Sutton.

Sounds like a pretty simple answer doesn’t it? Where do we find prospective new AACA members? The answer may not be as simple as where the money is kept, but probably isn’t that difficult to answer either. The simplest answer would be “where there are old cars”. That answer by itself needs a little more detail.

How about the person that comes over and asks a lot of questions about your old car when you are out for a ride? Have you ever suggested joining to someone that expresses an interest?

Have you handed out AACA flyers at a local cruise night or car show promoting the advantages of membership in your region? Do you know anyone that belongs to the local Ford V-8 Club, Buick Club or any of the Marque clubs? What about the neighbor who still owns his grandfather’s old pickup that has been in the family for 30 years?

The answer is “Wherever you see old cars.” So be prepared, carry a few of the red Mustang cutouts or the new AACA Tri-fold brochure with you. Have some printed handouts promoting region membership. Start attending local cruise nights and other old car events. Sometimes prospects are right under our nose and we fail to see them.

Let’s go “where the money is!”



Yester Years News

Cars of the 1950's

Information from Consumer Guide via Greg Zyla

I wonder which cars were driven by Allegheny Mountain Region in the '50's

Chevy was the top seller. Matter of fact, Chevy out sold second place Ford by over a million cars, 13,419,048 to 12,282,492. Third place on the list, and way behind with 5,653,874 was followed by Buick in fourth with 4,858,961 and Oldsmobile in the top five with 3,745,648 sales. Rounding out the top 10 were Pontiac at 3,706,959; Mercury 2,588,472; Dodge 2,413,239; Studebaker at 1,374,967 and finally Packard with 1,300,835.

Interesting is that of the top ten in sales through 1959, only Chevy, Ford, Buick and Dodge have survived. All other makes either disappeared, or in the case of Studebaker and Packard, their company went out of business.

Notable is that there were 24 different makes in 1950 competing for consumer dollars, including from 11th on: Chrysler, Cadillac, Nash, DeSoto, Rambler, Hudson, Lincoln, Kaiser, Henry J, Edsel, Imperial, Willys, Continental and Frazer—all in order of sales. These last 14 now finds 10 models no longer available. Additionally, this is a listing of cars only, as makes like Jeep and truck sales do not show up in this report

Volkswagen was the **most popular** foreign car company.

In ending, the decade of 1950 was one of hope and excitement as the war was over and baby boomer families started to grow up. It was a decade of spectacular car design, ice cream trucks making the rounds during the summer, new villages popping up all over the country and words like “God” and “America the Beautiful” were welcomed anywhere, anytime.

The advertisements, too, were spectacular and done by artists with a paint brush and easel. Television grew in its infancy and produced some of the most noteworthy car commercials we have grown to love. Thanks to *Auto Round-Up*, we can still enjoy those wonderful times.

FUN FACTS

In 1950 the average income per year was **\$3,210.00** and by 1959 was **\$5,010.00**.

In 1950 a gallon of gas was **18 cents** and by 1959 was **25 cents**.

In 1950 the average cost of new car was **\$1,510.00** and by 1959 was **\$2,200.00**

Spring Dinner



April 28, 2018
Smithfield Fire Hall
Pat Swigart and Gladys Guyer

Pat Swigart and Gladys Guyer arrived at the Fire hall with food, drink and centerpieces to complete arrangements for the dinner.

A table lined with a variety of appetizers and "Pat's punch" was looking pretty good. Unique tea cups with brilliant pink impatiens made very pretty centerpieces on the tables. With the prep work finished Pat and Gladys were waiting for the arrival of club members.

Everyone mingled during the social hour and enjoyed talking as well as relaxing and eating appetizers. What would a club event be without food? Most would hate the thought of it.

The smell of the full course turkey meal with all the trimmings took us to our seats. President Forsht welcomed everyone especially new members Daryl and Nellie Wright to the dinner. Emery Turner gave a heartfelt invocation before each table went to the buffet table. Pat and Gladys thought the food police may be needed as the possibility of line jumpers was mentioned.

Gladys was busy with Jeff Boring so Pat was keeping a watchful eye on the buffet line.



Whew! I am happy to report there was not a problem and everyone left the buffet with a plate filled with great food. What is a dinner without a dessert especially when the dessert was PIE? The stomach we thought was to full suddenly had a little bit of space for pie.

As you can see from the following pictures a wonderful day spent with members of the car club. **How many can you name?**

Spring Dinner p. 2



Spring Dinner p. 3



President Forsht thanked the fire company for the delicious meal and wished everyone a safe trip home.

A great day was had by all!

It's the friends we meet along the way
that helps us appreciate the journey!



COOK'S CORNER

Gladys Guyer

Garlic Cheddar Chicken Bake

2 T. butter	1/4 tsp. pepper
1/2 C bread or cracker crumbs	1/4 tsp. garlic powder
1 lb. chicken cut into bite-size pieces	2 1/2 C chicken broth
1 C regular uncooked rice	2 C shredded cheddar cheese
1 tsp. salt	Fresh chopped parsley if desired

Heat oven to 375°F. Spray 8-inch square (2-quart) baking dish with cooking spray. In small bowl, mix melted butter and bread crumbs until well mixed. Set aside.

In baking dish, mix chicken, rice, salt, pepper, garlic powder, chicken broth and 1 1/2 cups of the cheese until well mixed.

Bake 45 to 50 minutes or until rice is tender and most of the liquid is absorbed.

Sprinkle remaining 1/2 C cheese and the bread crumbs mixture evenly over rice mixture. Bake about 5 minutes or until crumbs are light golden brown. Sprinkle with chopped parsley.

3 Ingredient S'mores Bars

1 roll 16.5 oz. Refrigerated chocolate chip cookies
1 C graham crackers crumbs
1 7 oz. jar marshmallow crème
Heat oven to 350°. Spray 8-inch pan with cooking spray

In large bowl, break up cookie dough. Knead in 3/4 c graham cracker crumbs until well blended (reserve remaining crumbs). Press half of the dough evenly in bottom of pan. Bake 13 minutes.

Spoon marshmallow crème evenly over the partially baked dough; sprinkle with remaining 1/4 c graham crackers crumbs and crumble remaining cookie dough on top. Bake 20 to 25 minutes or until golden brown.

Happiness is homemade!

JUST FOR THOUGHT

One More Ride

By Joseph J. Mazzella

I was ten years old riding my bicycle at break-neck speed down a hill near my home. This was long before bike helmets were used and I am sure I was making my poor, old, gray-haired guardian angel work overtime again. Only a month before I had hit a rock in the road, flew over my handlebars and smashed open my skull. I had walked home bleeding, terrified my Mom, and gotten a trip to the hospital to have my skull stitched again. The memory of a boy is brief, however, so here I was back on my bike, flying fearlessly down a hill again.

I was picking up speed as I neared a curve in the road. I started to hit my brakes when I saw it: a pothole in the road. Not wanting to go flying over my handlebars again I twisted my wheel and stomped on my foot brakes as hard as I could. I could hear the tires skidding as I flew off the bike. Thankfully, this time I landed on my back and in the soft grass of the field along the side of the road. I got up and laughed. I was happy to be alive and ready for one more ride before heading home. I doubt that my guardian angel felt the same way.

These days I am seventy one years old and my bike riding days are far behind me. I try not to stress my guardian angel too much these days either. I am sure I made my angel work hard enough when I was a boy. These days my adventures involve hugging my boys and petting my dogs. Still, each day when I wake up in the morning I am happy to be alive. Each day when I open my eyes I am ready for one more ride through this life before heading home. I am not sure how many days, months, or years I have left but I am determined to live them all in laughter, love and joy.

Life is a glorious adventure. Its most exciting parts, though, aren't when you risk your neck. They are when you share your heart and give your love freely.



Just For Laughs

Funny0

THE CHIEF'S DAUGHTER'S WEDDING

A police officer in a small town stopped a motorist who was speeding down Main Street. "But officer," the man began, "I can explain." "Just be quiet," snapped the officer. "I'm going to let you cool your heels in jail until the chief gets back..." "But officer, I just wanted to say..." "And I said to keep quiet! You're going to jail!" A few hours later the officer looked in on his prisoner and said, "Lucky for you that the chief is at his daughter's wedding. He'll be in a good mood when he gets back." "Don't count on it," answered the fellow in the cell. "I'm the groom."

THE JUGGLER

A circus performer was pulled over by a police officer for speeding. As the officer was writing the ticket, she noticed several machetes in the car. "What are those for?" she asked suspiciously. "I'm a juggler," the man replied. "I use those in my act." "Well, show me then," the officer demanded. So the man got out the machetes and started juggling them – first three, then more, finally seven at one time, overhand, underhand, behind the back, putting on a dazzling show and amazing the officer. Another car passed by. The driver did a double take, and said, "My God. I've got to give up drinking! Look at the test they're giving now."

Region Shirts

There are a few remaining polo/golf style club shirts in both men's and ladies available to purchase in several sizes. The shirts are a medium blue with Allegheny Mountain Region, AACA embroidered on the front. If interested in purchasing a shirt for \$10 please contact Gladys at 814-667-3796 or email gladys_guyer@yahoo.com

Picnic at the "Forsht's"



Jackie and Bill Forsht are hosting a picnic on June 24, 2018 and everyone is invited. Plan to arrive any time after 12:00 and we will eat about 3:00. The Forsht's will provide Hamburgers, hotdogs and place settings. Bill will be cooking perfectly grilled hamburgers and

hotdogs. Of course Jackie will be supervising Bill!
Here's what you have to do:

- ** Plan to come to the picnic**
- ** Bring your beverages**
- ** Bring covered dishes to share.**
- ** Be prepared for a great afternoon**

Please e-mail billforsht@me or call 814-943-8766 or Bill's cell 814-931-7045 to let Bill and Jackie know you will be attending.

Directions to the Forsht Lane, Altoona PA 16601

Exit off I-99 at 17th St.
Go 1.5 Mi.- Turn right onto 12th Ave.
Go .05 mi. Turn right onto Chestnut Ave.
Go 1.0 mi. Turn left onto Juniata Gap Rd.
Go 1.0 mi. Turn right onto Wopsononock Ave.
Continue .05 mi. onto State Rt. 4015/Grandview Rd. (E. Wopsononock turns into Grandview Rd.)
Go .04 mi. and make a Slight right onto Forsht Lane



~ Welcome ~ New Members

Rex and Tracy Moore
135 Woodside Dr. State College, PA 16801
The Moore's own a 1930 Model A Ford
Became members at the 2018 Memorial Day Show

Dave and Tina Dix
140 Swan Lane
Centre Hall, PA 16828
The Dix's own a 1972 Honda 60 Cp, 197 Porsche 911 and a 1959 MGA
Became members at the 2018 Memorial Day Show

Rudolph K. Hershey
1680 Bristol Ave. Apt 102
State College, PA 16801
Rudolph owns a 1929 Model A Roadster
Became a member at the 2018 Memorial Day Show

Ira and Joyce Haire
514 Oliver Court
Belleville, PA 17004
Recommended by Robert M. Struble
Became a member at the 2018 Memorial Day Show

Tyler Crestani
146 E. College Ave.
Pleasant Gap, PA 16823
Tyler owns a 1947 Willys
Became a member at the 2018 Memorial Day Show

President Forsht, the Board of Directors would like to welcome you to the Allegheny Mountain Region. We hope to see you at many future events.

We Cruised on in!!

Ronnie Morse's Garage

RAIN WAS THE WORD OF THE DAY!! The weather for the Ronnie Morse's cruise in did not cooperate but it did not break the spirit of 11 brave souls who set out in the rain for a great day

Our group consisted of Bill Forsht, Randy Clemens, Charley Cates, Bill and Micki Loy, Gail and Harry Whitman, Don and Carol Foor as well as Bill and Gladys Guyer.

Everyone but the Foor's met in Martinsburg and with the windshield wipers on high. Under the capable hands of Bill Forsht at the wheel we continued to Bedford. In Bedford we joined Don and Carol Foor who led the way to Ronnie Morse's Garage. Every inch of Ronnie's Garage held collectibles, memorabilia and more from days gone by. What an experience!

Even though it was raining our bellies told us it was lunch time and as you know car tourees could not miss a meal. We took advantage of the concessions and relaxed as we ate.

The rain did not let up as everyone started for home. We started the day in the rain and we ended in the day rain but still it was a great day.

Thank you Ronnie for your hospitality!



A glimpse into the garage!!



STRAWBERRY FESTIVAL

Sunday June 10th was tour time to the Strawberry Festival in Warrior Run and guess what? It was raining! Usually it is sunny and we sit under the trees and solve the problems of the world but not this year.

Once again there were a few brave souls who went anyway to support our neighbors. Our leader Bob Stumble arrived at Snappy's in his 1922 Buick without the side curtains. OH DEAR! The two lovely ladies traveling with Bob, wife Jackie and her friend Pat were good sports but they probably were not warm and dry. The rest of the group consisted of Gail and Harry Whitman, Pete and Cathy Searer, Hank and Carol Yeagley and Bill and Gladys Guyer in their cars with the windows rolled up! Ernie Romanini and Pam joined the group at the Strawberry Festival.

Windshield wipers were run nonstop and the rain never stopped! It rained going, it rained while we were at the Strawberry Festival and it rained the whole way home and it is still raining.

Our friend Al Reeves met us when we arrived and appreciated our group attending. Al also gave us tickets for homemade ice cream and strawberries. I can tell you it was delicious! We enjoyed eating under a canopy where it was dry. One in our group who I will not name but initials are HW had his ice cream first and ate lunch second. Then there were 2 in the group again no names but PS and HW who indulged in 2 servings of ice cream and enjoyed every bite.

The wet weather put a damper on the afternoon activities and our afternoon was cut short because of the rain but it felt good to support a neighbor.

Thank you Al for your hospitality. See you next year.



How about a new Mercury?



pinterest

Invitation

Elliot Ness Celebration. - July 20, 21, 22 2018

The famous Elliot Ness spent professional life in Cleveland. He lived his last years in Coudersport, PA. Ness started off his career as a relatively unknown government agent and went on to become one of the most famous federal agents in the United States. The Bureau of Alcohol, Tobacco, Firearms and Explosives described him as *"a supervisor of an ordinary team of agents who did the extraordinary."* Ness and his colleagues are considered responsible for the fall of Al Capone, the most notorious gangster in Prohibition America.

July 20, 21 and 22 the town of Coudersport is recognizing Ness and law enforcement in general with a festival. Expected are mobile displays, cruisers, horse mounted, motorcycle, swat type. Cleveland police are bringing a '49 Ford cruiser.

The organizers are closing downtown for the event. They would like to fill downtown with period cars, '20s and early '30s up to maybe '32.

For more information contact Dan Green 412-364-6094 or green.agency@verizon.net

MEMBERSHIP BOOK



Everyone should have received the new membership directory for the Region. The following are a corrections and additions to add to your book.

Bill & Jackie Forsht should be 763 Forsht Lane
Denny & Christine Stachmus cell phone
Stan Smith cell phone is: 814-424-3103
Harold & Betty Blattenberger's email is lloyandbetty@embarqmail.com

New members to add:

Rex and Tracy Moore
135 Woodside Dr. State College, PA 16801
814-571-7598
Rex.moore@gmail.com

Dave and Tina Dix
140 Swan Lane
Centre Hall, PA 16828
814-571-1861
davedix748@gmail.com

Rudolph K. Hershey
1680 Bristol Ave. Apt 102
State College, PA 16801
717-819-0584

Ira and Joyce Haire
514 Oliver Court
Belleville, PA 17004
570-250-0076
ijhaire@ptd.net

Tyler Crestani
146 E. College
Pleasant Gap, PA 16823
814-571-8546
Hbktjc94@hotmail.com

HOW ABOUT DESSERT?

Our July Cook's Nite on July 18 will be at Traditions in Martinsburg and everyone has been invited out for surprise dessert! YUM YUM!!

Club members Harold and Betty Blattenberger would like to host dessert on their patio. The Blattenberger's live just 2000 feet from Traditions and are inviting everyone to come on over.

They are looking forward to visiting with members of AMR.

Congratulations to the AACA Grand National Winners in Greensburg, Pa.

Class 05H

First Grand National

1982 Honda Silver Wing Richard E. Knight, Centre Hall, PA

Repeat Senior Grand National

1983 Honda GL650 Richard E. Knight, Centre Hall, PA

Class 22G

Repeat Senior Grand National

1972 Chevrolet Cheyenne R. Max Longenecker, Williamsburg, PA

Class 19A

First Grand National

1931 Cadillac V12 Roadster Scott Deno, State College, PA

MEMORIAL DAY SHOW MAY 28, 2018



Under the direction of Mike Walter, Allegheny Mountain Region had great weather for a GREAT SHOW. Thank you Mike for all your hard work!!

A display of about 120 historic automobiles, trucks, and others arrived and were directed to the show field. Row after row of beautiful vehicles for spectators to enjoy.

The food vendors Rubles Concessions and Weavers Concessions, provided a great variety of good food that was in high demand all day. Thank you!

The Region really appreciated the sponsorship from Industrial Commercial Realty and Mercedes-Benz of State College. Their sponsorship helps make the show possible. Thank you very much!

Proceeds from the show benefit the PA Military Museum helps fund a scholarship to a currently enrolled student at Penn College. The student must be taking courses in antique automotive technology and or restoration. It is a win win for both good causes.

Near the end of the show participants gathered together by the tents in anticipation of perhaps being the lucky winner of a gift card. Before the drawing began, President Forsht acknowledged the veterans attending the show and thanked them for their service to our country. The show concluded with a random drawing for gift cards and prizes and a 50/50 drawing.

Thank you to those who helped prepare for the show and to those who assisted in various jobs throughout the show. We have a great Region and many dedicated members who help where ever needed. It was team work that made the show a success.

We hope everyone had a fantastic day and will return for the Memorial Day 2019 Show!

Home of the free because of the brave!

SAVE THE DATE

August 10-12, 2018

Swigart Museum 49th Meet

Sponsored by Allegheny Mountain Region, AACA



Everyone is invited to attend the 49th Swigart and Allegheny Mountain Region Meet. Our Region has sponsored the Meet for many years and is continuing to do so this year.

Pat and her assistants have the event scheduled for August 10, 11 and 12th. Come for 1, 2, or all 3 days. The show will be held on Saturday the 11th on the Museum Grounds along Rt. 22 near Huntingdon.

Complete information and your reservation form will be in the next issue of Vapor Locks.

**Come out, meet other car enthusiasts, talk cars,
have a great time and support this Region sponsored
event at the Swigart Museum.**

Penn College Scholarship

Gladys Guyer

For those of you who are not aware, Allegheny Mountain Region funds a scholarship to an Automotive Technology student at Penn College in Williamsport, PA. The scholarship is awarded to a currently enrolled student in higher learning leading up to a degree in antique automotive technology and or restoration.

Students learn to apply specialized restoration skills in the repair and maintenance of vintage vehicles. The curriculum emphasizes research, structural, mechanical, electrical, and refinishing skills. The fine attention to detail expected by collectors, museums, and contest judges is also emphasized. Project work involves extensive restoration on select 1900-1972 automobiles with additional projects on a variety of antique and classic chassis. Also skills necessary for the various facets of the restoration industry. Quality craftsmanship, professionalism and a strong work ethic are expected by the industry and reinforced in all restoration courses.

Automotive Restoration Technology at Penn College starts with developing the basic painting and non-structural repairs common to all cars, but then progresses to refining the unique skills found in:

- Woodworking
- Sheet metal forming
- Upholstery installation
- Automotive research
- Classical paint
- Custom machining / fabrication / welding
- Fit and finish
- Antique mechanical and electrical systems

Students have practiced their skills on vehicles from AACA, the Swigart Museum and others. This allows students to learn the techniques and workmanship sought after by the most discriminating collectors and museums. The students have restored a variety of cars including. *A 1970 Chevrolet Chevelle Super Sport, 1953 The Verrill Wolf Wagon, 1916 Scripps-Booth, 1965 Ford Mustang and many more.*

In 2015, the restoration program caught the eye of Jay Leno who visited Penn College and enjoyed road testing several vehicles.

"Tommy" receives Award



A 1908 Studebaker electric car, restored by students at Penn College, was recognized with an award at Florida's prestigious **Amelia Island Concours d'Elegance** in March – the first student project ever judged at the renowned show.

Affectionately known as "Tommy," the vehicle was one of a pair that shuttled federal legislators to and from the U.S. Capitol shortly after the turn of the 20th century. It was honored with an Amelia Award in the Horseless Carriage (Electric) category, coinciding with the show's celebration of a

technology that has re-emerged in today's automobiles.

The recognition was termed "truly remarkable" by instructor Roy H. Klinger, who praised students and faculty members – both within the School of Transportation & Natural Resources Technologies and down the hall in the School of Industrial, Computing & Engineering Technologies – who **worked tirelessly** to prepare the historic vehicle for its March 9-11 southern excursion. "It really makes a statement about the program's goals and the dynamics involved in getting there."

Roy also singled out the college's partnership with the museum and Patricia B. Swigart, its generous owner who joined the Penn College group at the show.

Students from Pennsylvania College of Technology worked on the car and got it running for the first time in 25 years and were there with Pat Swigart to help accept the award.

"Being involved in the Amelia Island Concours d'Elegance was truly a once-in-a-lifetime experience," said student Luke C. Miller, of Grasonville, Maryland. He stated "Having the honor of not only having a car on the field, but also driving it, telling everyone the significance of the car and winning an Amelia Island award was a blessing. Luke said driving the Studebaker was fun, but also quite difficult: "It's the oldest car I've driven – and the first

Tommy page 2

electric car – so it was important to be delicate when operating. Because we had completely mechanically restored the car, it had no troubles cruising around the event.



Owner Patricia Swigart expressed her gratitude to everyone involved in the phenomenal restoration

Many who shared interest in the car were present at the Elegance to help celebrate the historical moment.



The 1908 Studebaker is surrounded by Penn College students and faculty instrumental in its functional fine-tuning for a prestigious show in Amelia Island, Florida. From left are Keith H. English, instructor of machine tool technology and automated manufacturing; student Alex M. Koser; Christopher H. Van Stavoren, assistant automotive professor; student Andrew B. Moyer; Roy H. Klinger, automotive restoration instructor; students Benjamin T. Steimling, Kevin S. Kyle, and Michael R. Krukowski; Eric K. Albert, associate professor of machine tool technology and automated manufacturing; and student Luke C. Miller.

2018 ORPHAN TOUR

By Jon Battle

The Orphan Car Tour is an annual event designed to encourage the driving enjoyment of antique “orphans”, which the Tour defines as vehicles at least 25 years old which were produced either by now-defunct manufacturers or by the discontinued divisions of still-existing companies. Each year it moves to a different location in the greater Baltimore-Washington area. It is sponsored by six local chapters or regions of national “orphan” clubs: Mid-Atlantic Packards (a region of The Packard Club); the Chesapeake Bay Chapter of the Hudson-Essex-Terraplane Club; the Potomac Chapter of the Studebaker Drivers Club; the Potomac Ramblers (an affiliate of the AMO and AMCRC); the DeSoto Owners Club of Maryland; the Keystone Region Chapter of the Studebaker Drivers Club. The Tour maintains a website at www.orphancartour.org/.

The 28th Orphan Car Tour defied threats of rain and took place on Saturday, June 2 along the winding, scenic back roads of Maryland's Harford and Baltimore counties.

This year's Tour was nicknamed “How the Other Half Lives” because the route wove past prosperous estates and horse farms of My Lady's Manor and Worthington Valley, which lie north of Baltimore.

An all-day downpour had been forecast, but fortunately the rain held off until the tour had almost ended, late in the afternoon.



**Orphans (from left) a Packard, Triumph, Morris and Corvair awaiting send off.
(Photo by Fred Hammer)**

The day began in Jarrettsville, Maryland, where drivers of 42 cars converged on the Jarrettsville United Methodist Church parking lot starting at 9:30 AM. At least 28 of the autos were vintage “orphans”: antique cars with

ORPHAN TOUR page 2

discontinued marques. The rest were modern automobiles, driven by those concerned about how their old cars might behave in the rain.

Participants greeted one another, registered their cars, and received the printed driving directions that each driver follows at his or her own pace. At 10:45 the cars were released, one by one, onto the tour route. For the next five hours drivers traversed a 30-mile route, making occasional stops at designated places of interest along the way. Among these were Ladew Topiary Gardens, Boordy Vineyards, Oregon Ridge Nature Center, and Prigel's Creamery, a family farm that serves up outstanding ice cream treats. Perhaps the most



Prigel's Creamery, with its tasty ice cream Confections, was a popular stop.

Photo by Jon Battle

interesting attraction was a private automobile collection. This one is eclectic, containing everything from Model A Fords to 1960's European and British sports cars, along with some early racing cars. There's even an Isetta, a Fiat 500 and a customized tow truck nicknamed "Tow-Mater".

At 4:30 PM, after the driving portion of the tour had ended, a buffet dinner was served at Friendly Farm Restaurant in Upperco, MD to a crowd of 64.



Tour route ended at the Friendly Farm Restaurant.

Photo by Jon Battle

ORPHAN TOUR page 3

As is the custom for Orphan Car Tours, the direction sheets had been sprinkled with questions about sights glimpsed along the route, in order to test the observational abilities of drivers and passengers. After the meal, prizes were awarded to those who had answered the most questions correctly. First place went to Randy and Sharon Fryer of Monkton, Md.; second place was awarded to John and Vivian Czajkowski of Odenton, Md.; third place was won by Harley and Carol Smith of Annapolis. This year's Hard Luck Award went to Tom Cox of Woodstock, Md., whose car stalled while idling in the long line of cars waiting to start the tour. The Long Distance Award was given to Fred and Nina Hammer, who drove their 1966 Mercury Comet Cyclone convertible from State College, Pa.

Cars taking the tour ranged in model year from 1928 to 1993, with a nice sampling of cars from the '30's through the '60's. Automotive marques included AMC (AMX, Hornet, Marlin, Rambler), Corvair, DeSoto, Edsel, Henry J, Kaiser, Mercury (Comet and Cougar), Morris, Packard, Plymouth (Valiant), Pontiac, Studebaker (including Hawk and Lark), Terraplane and Triumph. There were also two Hupmobiles – a 1928 from Nevada and a 1933 from New Jersey – whose owners had paused to take in the Orphan Tour on their way to the Hupmobile National Meet in Staunton, Virginia.

The directors of this year's tour were Ross Miller and Bob Godwin. Ross had laid out several tours in previous years and Bob and his wife Phyllis had been frequent past winners of the "observational" contest. Assisting with the Tour were Harley Smith, Bill and Susan Johnson and Jon Battle. Mike Bianco facilitated one of the stops along the way.

Thank you to Jon Battle for inviting members of the Allegheny Mountain Region to attend the Orphan Tour and also for the article and photos.

Fred and Nina Hammer attended the tour.

Fred reports they had a great time in their Mercury!



RIDE THE RAILS

September 7, 8, and 9, 2018



Are you ready to have a fun filled weekend? Pete and Cathy Searer will be our tour planner for the 3 day tour on September 7, 8, and 9.

The Searer's are working on the itinerary for the tour and will have complete information in the near future.

We will leave Friday morning; (place and time not set) and journey on scenic less travelled roads at a leisurely pace. A slow speed will allow any year car to join the group.

One feature will be at the beautiful Potomac Eagle Scenic RR and additional interesting stops are being planned. I

Mark your calendar to save the date and join the "group" for the great weekend

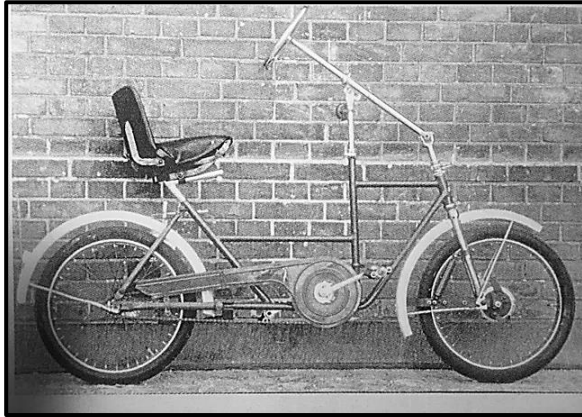


Early prototype 30U. Floating Power wasn't introduced until 1931 in the PA model, but this was the forerunner of "display" cars used to promote Floating Power in the next year.

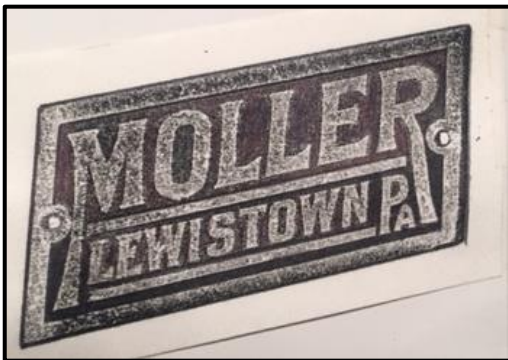
LOCAL LORE

By Stan Smith

Have any of you as a youth modified your bicycle? My most interesting change was to replace the handlebars with a steering wheel. That was on my fat tired J.C. Higgins in the early 1950's. It was not a new idea as I was to learn recently when I came across a Danish bicycle that was made in the mid 1930's that was sold with a small steering wheel plus a seat with an upright back support and a leading arm front suspension. It was called the MOLLER AUTOCYCLE and as best I know was the result of design work by a Mr. Wilhelm Moller who along with his brother Holgar came from Denmark in 1901 to work at Standard Steel.



Wilhelm was always into bicycles - racing and setting a non-stop endurance record along with being one of the first humans to ride at 60mph behind a pace train. But cars were also a passion of him and his brother so by 1910 they had a Regal automobile dealership in Lewistown. By the late teens they started to manufacture their own light weight car for export. Their manufacturing plant was on Montgomery Ave. and the first MOLLER car was shown to the public in 1920. It had a small 4 cylinder engine capable of 4000rpm which was virtually double that of engines of that time.



One test of power was to drive it over the Seven Mountains in high gear yet the small engine was capable of getting 50 miles to the gallon. They initially offered a two seat Roadster followed with a four passenger Touring that were aluminum mounted on 850 pound chassis. It was to sell for \$1000 which must be the reason sales were not high when one could by a Model T for \$400 or less.

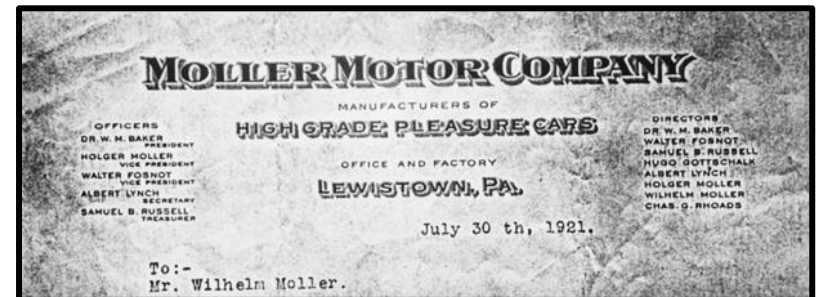
LOCAL LORE page 2



At the 1921 New York City Auto Salon they exhibited a center door Sedan. The body was built by Healy of Keyport, NJ. The Roadster body was designed by LeBaron of NYC of which I have a blueprint that was

tacked to the ceiling of the factory men's room back in early 1970. It along with an improperly stamped Serial Number tag was found by a gentleman from Altoona and sold to me. After which I made it a point to learn more by visiting the son of Wilhelm at his home in Mifflin County. He had a handful of early photos, a stock certificate along with one transmission. As best we can tell there are no cars existing from the 3 year venture and there are no records as to how many were made. The factory building later made trucks.

Near the end of the Moller car manufacturing it was called the FALCON and in 1923 there was an announcement that the manufacturing plant would move to Hagerstown, MD. I am fairly certain that did not happen since Holgar went back to Denmark and Wilhelm (who had his name changes to William) stayed in Lewistown and opened a bicycle shop. He continued to try new ideas for bicycles - two exist one of which has a two speed transmission in the pedal crank assembly using two chains to the back wheel and the other is front wheel drive.



Newspaper ad from the late member Leonard LeCrone

Men's Fashion in 1950's

Retro waste

Men didn't have many workplace choices for color, dark blue, dark brown and charcoal. Even the ties, traditionally men's flamboyant touch, were uniform and dark. Sometime would have to pass before men began to reclaim the sartorial splendor which has been historically theirs.

The next fashion must for men in the 1950's was a hat. You were not dressed for work without a hat. They had hat stores, men would own several hats.

Straw hats were popular for more casual outings but would not be worn to work and not at night.



chukka boots, penny loafers, creepers, Nubuck oxfords, and Elvis's blue suede shoes.

Of all the varieties of shoes the loafers were very popular. They could easily be slipped into without the need to tie them. They were the ultimate casual shoe that was quickly replacing lace up dress shoes in most fashion settings. The classic penny loafer remained popular in the 1950s as it had been in the 1940s without much change.



Men's shoes included black and white saddle shoes, two toned wingtip oxfords,

GOOD NEWS - BAD NEWS

The Good news is Pete Searer got a 1987 Lincoln. The following story will tell you the bad.

Pete was thinking about purchasing a local 1987 Lincoln. He thought about the pros of this car and said "Hey, I'm going to buy it". The biggest selling point of the car was the trunk. It could hold 5 golf bags which meant Pete and 4 friends could go golfing.

So as the story goes Pete purchased the car and got it running. The next day Pete was going to drive the new car and go out to breakfast. Cathy however stayed at home because Pete thought it wasn't safe for Cathy to go with him.

Pete gets to the restaurant, goes in and orders his meal. A guy come in and tells Pete his car was on fire. Pete was not concerned and said it was just the brakes smoking. The guy said "no, there are flames coming out from under hood". That got Pete's attention so he went out to see.

Well, the car was on fire, the fire department was called but there was no saving the car. Pete called Cathy and told her he was ok but the Lincoln was not.

Pete's new car with the trunk large enough for 5 golf bags found a new home at the salvage yard.

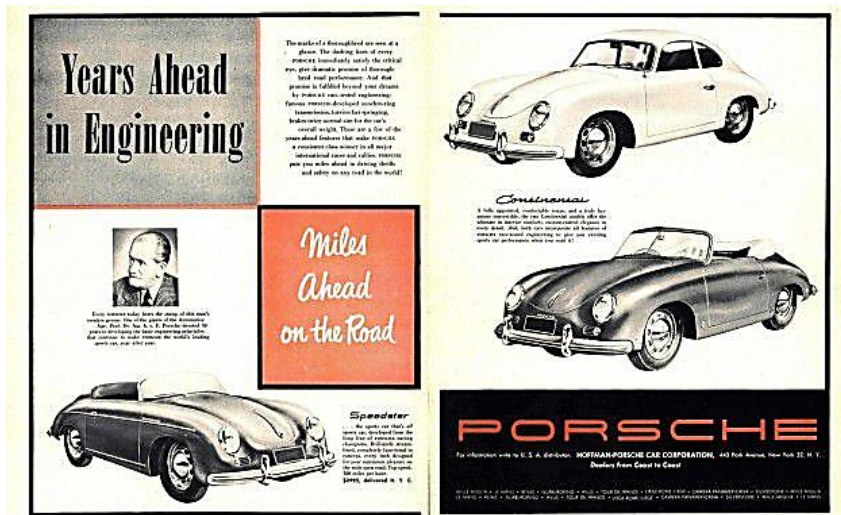


CAR TRIVIA

American Torque

1. What is the official name for Buick Port Holes?
2. Starting with what model year did all US cars come equipped with dual master cylinder brake systems?
3. What was the first mass-produced OHV V8?
4. The Chevy 409 is the bigger version of what engine?
5. When did Chrysler first officially use the "Hemi" name?
6. When did Chevrolet begin producing their famous small block engine?
7. What model and year did Pontiac's V8 debut

Answers at bottom of page



Porsche – July 1955

- | | | |
|---------------|---------|-------------------------------|
| 1) Ventiports | 2) 1967 | 3) The 1949 Oldsmobile Rocket |
| 4) 348 | 5) 1964 | 6) 1955 |
| | | 7) 1955 Strato Streak |

The Limousine

Library



1908 Studebaker Limousine with open drivers' compartment for the chauffeur and a closed cabin for passengers

Have you ever wondered about the history of limousines? How did we go from personal vehicles to the stretch limos we see today? The history of limousines dates back as far as the **1700's** when covered horse drawn carriages carried the wealthy to and from their destinations. A chauffeur was left outside the carriage, exposed to the elements.

From the beginning, limousines have been tied to wealthy or famous individuals. The cost of having your own personal chauffeur, horses and a covered carriage showed everyone around how well off you were. It was another status symbol to denote one class from another.

Limousines are still associated with luxury, but they're far more affordable and accessible than they were back in the **1700's**.

Even when the first motorized limousine was born, the driver was still forced to sit on the outside. In **1902**, the limousine had two separate compartments, much like the carriages of old. The driver's compartment was uncovered, but the passengers' area was completely covered. This was also how the division between the two compartments began. The driver still had to deal with the elements, making it a rough job.

Until the **1920s**, limousines weren't that large. The biggest difference limos and regular cars were the two compartments. In **1928**, that all changed and the stretch limo was born. The history of limousines changed for the better

The Limousine page 2

when the Fort Smith, Arkansas Company Armbruster decided to stretch a vehicle to better accommodate large bands and all their equipment.

Who was the first to own these new stretches? Two bands set the standard – Glen Miller and The Benny Goodman Orchestra. It wasn't long before other bands joined the new trend. By the **1930s**, people realized how useful limousines were for taking guests back and forth between airports and hotels.

Naturally, the limousine has grown since then. The spacious interior and luxury status symbol has made them the go to transportation for musicians, actors and the wealthy. In the **1960s** and **1970s**, limos started stretching even further. By **1986**, it wasn't unusual to see vehicles stretched as much as 54 inches.

PRESIDENTIAL LIMOUSINES

In **1899**, the Stanley brothers, as a marketing stunt, visited the White House and offered a ride to President William McKinley. McKinley had his doubts about the safety of the contraption and agreed only reluctantly; afterwards he told people that the automobile would never replace the horse carriage as a mode of transportation. McKinley was of course wrong about that—but he does go down in history as the first President to ever ride in a car.

After McKinley was assassinated in **1901**, President Teddy Roosevelt took office. Under his term, the White House purchased its first automobile, a Stanley Steamer, but Roosevelt seldom used it—an avid outdoorsman, he always preferred his horses. It wasn't until Roosevelt's successor William Howard Taft was in office that the first official Presidential limousine, a Model M Steamer made by the White Automobile Manufacturing Company, was obtained. Taft had the horse stable on the White House grounds replaced with a four-car garage, which he filled with two White Steamers and two Pierce-Arrow gasoline cars.



President Taft's Model M Steamer

The Limousine page 3

Woodrow Wilson was the first President to ride a car in an official state occasion, when he led a World War One victory parade in **1919** in a Cadillac convertible. In **1921**, Warren G Harding, the first President who knew how to drive a car, rode in a Packard Double Six to his inauguration at the White House. His successor, Calvin Coolidge, was driven in a **1928** Cadillac Town Car.

Then an event happened which changed the nature of the Presidential limousine. In February **1933**, President-elect Franklin D Roosevelt had just finished giving a speech from the back of an open car in Miami when an unemployed bricklayer named Giuseppe Zangara fired five shots at him. Roosevelt was not hit, but four bystanders were wounded, and Chicago Mayor Anton Cermak, who was traveling in the car with him, was killed. The Secret Service decided that they needed Presidential vehicles that were better protected.

In **1938**, the Secret Service obtained two heavily-built Cadillac convertibles outfitted with radios and weapons storage lockers—they were named the “Queen Mary” and the “Queen Elizabeth”.

In **1939**, the first specially-built Presidential limousine was delivered—known as the “Sunshine Special”. This was a **1939** Lincoln K-Series convertible V12 with extra-wide running boards and handholds for Secret Service agents.

When Pearl Harbor was attacked in December **1941**, the “Sunshine Special” was in the process of having armor plate and a bulletproof window added to it, and was not available. Instead, the Secret Service commandeered the bulletproof **1928** Cadillac Town Sedan that had belonged to gangster Al Capone, which had been confiscated by the IRS when Capone was arrested for tax evasion. FDR rode in Capone's car to the Capitol Building to give his “day of infamy” speech, and continued to use the “gangster car” until the Sunshine Special was returned.



The Sunshine Special served as the official Presidential limousine for both FDR and President Harry Truman.

The Limousine page 4

In **1950**, two custom-built Lincoln Cosmopolitan convertibles were obtained by the Secret Service. During Eisenhower's term, they were modified to add a glass "bubble top" to be used during motorcades. They also carried the names "Queen Mary" and "Queen Elizabeth".

In **1961**, President John F Kennedy received a **1960** Lincoln Continental Model 74 limousine. Known as the SS-100-X, the car was custom-built in Ohio. It was 33 inches longer than a standard Lincoln, had seats that could be raised for better visibility, and could be fitted with a clear plastic bubble top. One thing the car lacked, however, was air conditioning, and Kennedy disliked the bubble top because it made the car too hot. While riding in this car without the bubble top in Dallas, Texas, in November **1963**, Kennedy was shot and killed. After the assassination, additional armor and a fixed hard roof was added to the car, and it was used by Lyndon Johnson until it was replaced by two **1965** Lincoln Continental Executive limousines.

In **1969**, President Richard Nixon received a new Lincoln Continental, with its hard top fitted with a sun roof, through which Nixon could wave to people during motorcades.

In **1972**, this was replaced by two different limousines—one a Lincoln Continental and the other a Chrysler Imperial LeBaron. The Lincoln went on to be used by Presidents Ford, Carter and Reagan. It was this limousine that Reagan was about to enter when he was shot by John Hinckley in March 1981. Ironically, Hinckley's bullet had missed Reagan, but deflected off the armored door panel of the limousine and hit

1983, this Lincoln was replaced by a modified Cadillac Fleetwood Brougham, which was used until President George HW Bush took office, when it was replaced with a **1989** Lincoln Town Car. In **1993**, President Bill Clinton received a Cadillac Fleetwood Brougham that had been specially designed from the ground up. Now, in the interests of security, there were no more running boards or sunroof.

In **2001**, President George W Bush was provided with a Cadillac DeVille, which was replaced in **2005** with a Cadillac DTS Touring Sedan. This was itself replaced in **2009** when President Obama took office. Obama's Presidential limousine was a special-built 2009 Cadillac.

In the **2011** election, President Obama and Mitt Romney were provided with two specially-constructed armored and protected buses, known (when the

The Limousine page 5

President is aboard) as "Ground Force One" that were built in Canada and modified in Tennessee.

President Obama's limousine "The Beast" is, of course, heavily modified for Presidential use. It contains encrypted voice and data communications equipment allowing the President to keep contact with the rest of the government. For security, it is heavily armored against bullets and explosions, has special tires that can run even when flat, and is sealed against chemical and biological weapons (it carries its own air supply).

The Beast has its own airplane. The Secret Service makes use of a C-17 Globemaster transport aircraft to haul The Beast, a second limo and a heavily armored Chevrolet Suburban communications vehicle, any time the President is traveling. The Suburban is nicknamed Roadrunner and it is said to be a rolling communications office directly linked to a military satellite - hence the SATCOM dome festooned to its roof

Calling it armored is an understatement. There is probably not a better-armored vehicle with windows on the planet than The Beast. Its armor plating is said to be 8 inches thick and its doors weigh as much as those on a Boeing 757 aircraft. Five-inch thick bulletproof windows contain at least five layers to put a damper on any effort by subversives. And those gigantic, nearly bus-size Goodyear tires are Kevlar-reinforced run-flats capable of keeping The Beast on the road for quite some distance if needed. The interior is sealed off from the outside world to reduce risks of a chemical attack, while special foam surrounds the fuel tank to insulate it in the event of an impact.

It holds seven passengers. At the very least, The Beast has three passengers aboard - the driver, the president's lead Secret Service protective agent in the front passenger seat and, of course, the president himself. However, four additional seats in the back are available - three rearward facing spots on a bench and one spot next to the president for a guest. A folding desk separates the president from his guest's spot.

Its pilot is a heck of a driver. Even though The Beast has more in common with a school bus than a sports car, its highly-trained drivers can execute tight J-turns and other police-style evasion techniques in the event of a situation gone south. The Secret Service drivers have undergone extensive training on a secluded site (believed to be a military base) with input from GM engineers and test drivers.

The Limousine page 6

It's due to retire. During President Trump's Inauguration the presidential Cadillac limo -- dubbed "The Beast" was rolled out for the inauguration. **2017** will see the introduction of an all-new presidential limousine in the future

So, yes, The Beast is on its farewell tour, but that doesn't make it any less... well... beastly.

After numerous false starts, President Donald Trump's new set of wheels. Known as the Beast 2.0, Cadillac One and, simply, the presidential limo. Cadillac One, was originally thought to debut at President Trump's inauguration, but the program was delayed. The Beast 2.0, Cadillac One will officially enter service in late summer this year unless there is another delay.



THE BEAST

73rd Revival AAA Glidden Tour

**September 16-21
Twin Falls, Idaho**

- The Glidden Tour is open to both VMCCA and AACA members.
- Participants may drive restored or original automobiles built in or before 1942.
- This tour of amazing Southern Idaho is limited to 150 cars.
- The history of U.S. transcontinental transportation is rich in this area and will be brought alive by the Tour.

The 2018 Glidden Committee encourages you to *experience the*

“Magic in Magic Valley!”

**Tour Chairman – Merrill Maxfield, 801-573-6550
eldermaxfield@comcast.net**

