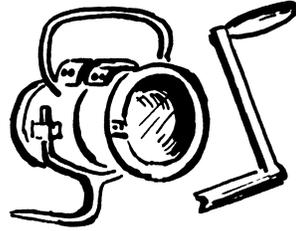


# “Tin n Brass”



MAY 2020

RETURN SERVICE REQUESTED

FROM:  
Michael Horning  
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Allentown, PA 18104

**“TIN ‘N BRASS”**

**AACA ONTELAUNEE REGION FOUNDED 1965  
VOLUME FIFTY FIVE ISSUE NO. FIVE MAY 2020**

**Ontelaunee Region AACA holds monthly meetings on the first Saturday of each month, January through May and September through November, at 7:00 p.m.**

**Meetings are held at the New Jerusalem Zion Church, Krumsville, PA.**

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Das Awscht Fescht - Matt Manwiller  
Activities - Suzy McGovern**

**[www.ontelaunee.aaca.com](http://www.ontelaunee.aaca.com)**

## SMOKE SIGNALS

### May

2	Ontelaunee Business Meeting	Krumsville, PA
3	Apple Blossom Tour	
17	Wind Gap Car Show	Wind Gap, PA

### June

5	Carlisle Ford	Carlisle, PA
12-13	AACA Southeastern Spring Nat'l	Charlotte, NC
14	Church Tour	
26-27	Carlisle Chevrolet Nat'l	Carlisle, PA
24-27	AACA Eastern Spring Nat'ls	Beckley, WV
28	West End Car Show	Gilbert, PA

### July

4	Hawk Mt. Region Car Show	Fleetwood, PA
5	Anthracite Car Show	Hazleton, PA
19-24	AACA Reliability Tour	Lockhaven, PA
23-25	Grand National	Allentown, PA
27	DAF Stake Off 3:00 PM	
31-Aug 1	Das Awkscht Fescht	Macungie, PA

## PRESIDENT'S MESSAGE

The Ontelaunee Board responded quickly to Governor Tom Wolf's March 19, 2020 executive order by cancelling our April 4, 2020 meeting. Susan McGovern and Barbara Spohn cancelled the Early Bird Tour because our host facility, Stoudt's Winery, closed under the executive order. Since then, Governor Wolf expanded the stay-at-home regulation to cover all of Pennsylvania, not just the southeastern counties. Who can predict the duration of these regulations? Certainly none of us controls the COVID-19 virus. But each of us should continue social distancing so the virus does not spread. I congratulate each of our members who works as an essential employee in a life-sustaining business or who wears a mask in public when not at home.

What are we doing? I have reached out to our Board members to connect on Zoom, an internet program that provides web-based meetings. We see and hear each other on computers or smart phones. Please let me know if you have a smart phone or computer with microphone and camera. We would like to schedule Zoom meetings for as many of our members as possible until we can see each other in person. We are calling our members to make sure they are doing well and encourage you to call other members, congratulating them for birthdays, consoling them for losses and offering to help them as you are able. A list of birthdays and anniversaries appears on the last page of this newsletter. Please go to our website for current information as it is posted.

In this edition of "Tin 'N Brass," please check out Bonnie Schorr's article on her 1958 Nash Metropolitan. Bonnie and her husband, Howard, are new members in the Ontelaunee Club. I thank her parents, Ken and Elsa Dages, who encouraged them to join. It's easy to see how she became interested in cars; her parents' car stories will appear in future editions of this newsletter. Let's hope that the Metropolitan shows well at the AACA Grand National in Allentown, presently scheduled July 23-25, 2020 at the NB Center for American Automotive Heritage.

Note that AACA events are being rescheduled. The Southeastern Spring National, originally scheduled for April 2-4, 2020, has been rescheduled until June 12-13, 2020 in Charlotte, NC. I will judge there if possible. The AACA Grand National in Allentown has been rescheduled as noted above. Check out all the AACA shows and tours at [http://www.aaca.org/Meets/aaca\\_calendar.html](http://www.aaca.org/Meets/aaca_calendar.html). Let's keep our fingers crossed for Das Awkscht Fescht!

Please congratulate Nancy Horning for her 1985 Mustang appearing on page 45 of the May 2020 edition of "Hemmings Classic Car." She showed at the 2019 AACA Eastern Fall National event in Hershey. Let us know if your car, truck or motorcycle shows well or wins an award this year. We need to be grateful for and remember all the good things that happen this year.

### ACTIVITIES CORNER

Hi everyone due to the situation we are in our Early Bird Tour has been cancelled because of the Coronavirus (which by the time you get the newsletter you will already know that). What we are trying to plan for is to move the Early Bird Tour to the Apple Blossom Tour. At this moment I really don't have high hopes for that happening either but just think positive and pray.

Since Gov. Tom Wolf has issued "stay at home" orders for Berks and Lehigh I guess we have to listen. I hope each and everyone of you have home projects to do and stay out of trouble projects. My sister and I are playing Rummikub (which by the way I'm kicking her butt) chicken foot with Dominos (which she seems to cheat at) and we also got some yard work done.

So everyone please stay happy, safe and healthy and remember we are all in this together. Hope to see you soon.

Suzy McGovern

### THE LINCOLN HIGHWAY

By Ken Dages

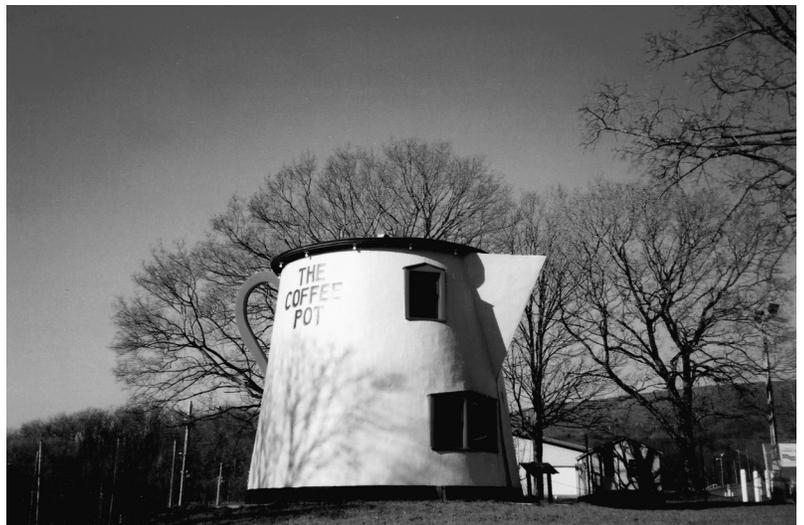
A few years ago, Elsa and I travelled across Pennsylvania on the Lincoln Highway (Route 30). This article describes the history of the Lincoln Highway.

The Horseless carriage rolled onto the American landscape in the 1890's, and by 1910 there were 450,000 registered automobiles, but no public road system. In 1913, Carl Fisher, the man who built the Indianapolis Speedway in 1909, and other



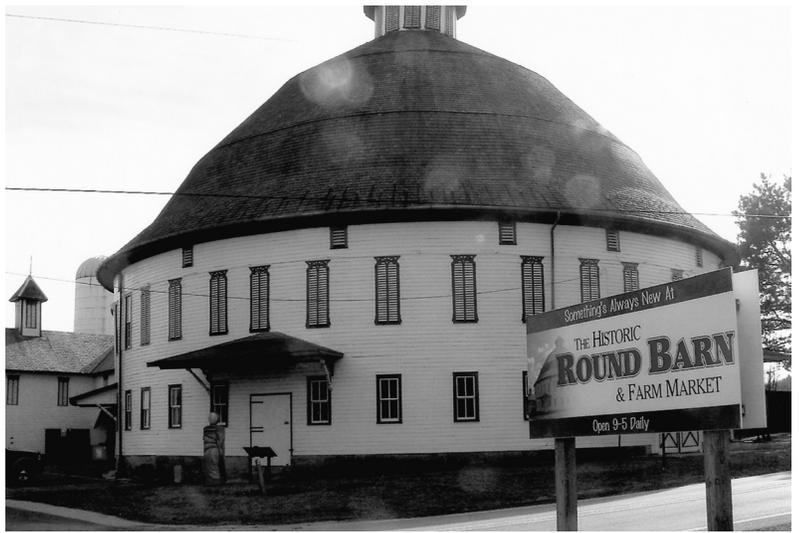
auto industry leaders, formed the Lincoln Highway Association. The purpose was to create a direct coast-to-coast automobile route. The Association's first official act was to draw up a 3,389-mile, 14-state continuous route from Times Square in New York City to Lincoln Park in San Francisco. The road was completed in 1915, and its imperfect conditions were improved over the next few years.

In 1913 there was even a guidebook published. By 1924, 1500 vehicles per hour passed through the New Jersey portion of the highway. This was the last year a guidebook was published. In 1919 a convoy of Army trucks traveled across the country to demonstrate the use and significance of the road. In 1925, the United States adopted a highway numbering system, and the Highway became Routes 1, 30, 40, and 50. In 1928, in order to identify the Highway, the Boy Scouts traveled from New York to San Francisco marking the route with concrete posts. The Scouts took a month to cross the 14 states, and rode the route in a Reo Speedwagon, a truck specially fitted for the trip. Three thousand concrete markers were placed along the route.

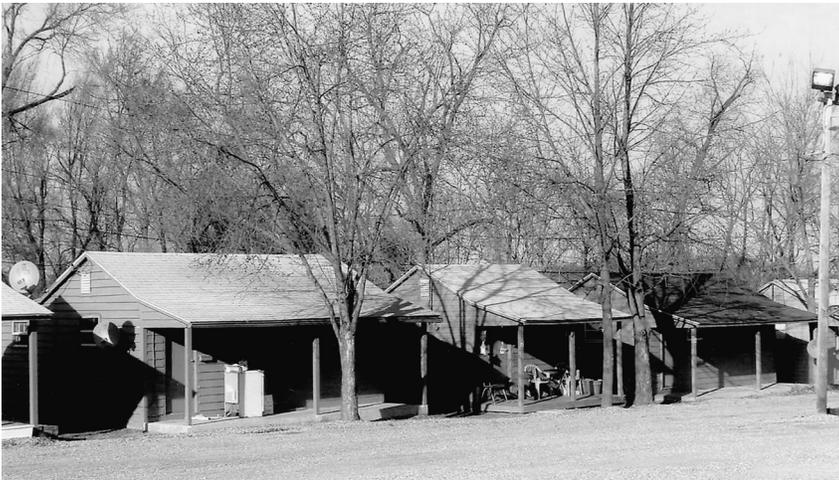


In 1928, the Lincoln Highway Association was disbanded. In 1939, the Lincoln Highway was advertised as the connecting link between the New York World's Fair and the San Francisco World's Fair. The Lincoln Highway began in Times Square, and there was only one mile of highway in New York State. It then ran through the Holland Tunnel into New Jersey. Prior to the building of the tunnel, motorists had to cross the Hudson River on the Weehawken Ferry. The Highway was 64 miles long in New Jersey, passing through Newark, Elizabeth, and Trenton. It then crossed into Pennsylvania at Morrisville. The Highway was 350 miles long in Pennsylvania and was mostly comprised of Route 30.

It passed through Philadelphia, Lancaster, York, Gettysburg, Chambersburg and into Pittsburgh. About 10 years ago, in order to help increase tourism, Pennsylvania made up a special tour. Beginning in Abbottstown (near Gettysburg) and continuing all the way to Irwin (near the Ohio border) there were erected old-fashioned gas pumps, painted with scenes of the area in which they stood. Also, on the sides of buildings and barns, beautiful murals were painted. These also depicted scenes of the Highway and the different areas of the



state. Maps, indicating locations of the gas pumps and murals were available from the state.



Over a period of two years, we traveled the entire length of Route 30, and photographed all of the pumps and murals, and even found a commemorative box in which to keep all of the photos. If you have a chance to travel Route 30, or a portion of it, you will enjoy the beautiful

scenery and hopefully most of the pumps and murals are still visible.

## MY NASH METROPOLITAN

By Bonnie Schorr

No! It is not a little clown car. It is a cute yellow and white “compact” car that was built in England by Austin Motor Company, and sold in the United States by American Motors Corporation, to compete with Volkswagen.

Metropolitans were produced between 1954 and 1962, and my car is a 1957. The public responded favorably to a Metropolitan prototype called the NXI, with a Fiat 500 drivetrain, displayed in 1950. By 1953, Nash developed





production of the Met. Bodies were produced by Fisher & Ludlow, Ltd. in England and delivered to Austin for installation of powertrains. Austin delivered 13,905 Metropolitans to Nash through 1954. In 1956, Nash announced the Metropolitan 1500 which had a stronger engine and clutch, and two-tone paint scheme.

My parents discovered the car in Philadelphia, near my grandparents' home. It was parked on a city street along with other old cars. The owner

loved antique cars, but did not have a garage, therefore they were lined up on both sides of the street. My father found out who owned the Met, but the man was not interested in selling it.

A few years went by and my father got a call from the man's wife that her husband had taken a stroke and now wanted to sell the Met. When we met the owner at his house, he introduced himself as "Joe-read the paper" We asked how did he get that unusual name. He told us that his parents had been born in Italy, and couldn't read English. Every day they said "Joe-read the paper" and the name stuck with him ever since.

The car was purchased in 1989 and underwent a ground-up restoration, and winning many first-place trophies, including an AACA Senior award. My husband, Howard, and I still own the car and plan on taking it to the AACA Grand National meet at the NB Center this summer.

Nash-Kelvinator Corporation merged with Hudson Motor Car Company and became American Motors Corporation in 1955. American Motors produced 15,317 Metropolitans in coupe and convertible form during 1957, of which 11,791 were sold in the United States. It has a 52 horsepower Austin engine and gets 40 miles to the gallon. It has been a fun car to own for over 30 years.

#### MAY BIRTHDAY & ANNIVERSARIES

	5/8	Edward & Doris Umberger
Nancy Horning	5/10	
Eugene Bardo	5/14	
Angela Leiby	5/15	
	5/16	Thomas & Jamie Hopkins
Lester Manwiller	5/18	
Lynn Yoder	5/18	John & Dianne Heyer
Isabel Lenny	5/20	
	5/22	Brian & Donna Stever

Dalton Semmel	5/23	
Sherrly Bardo	5/26	
Pattie Schaffer	5/27	
Joshua Staack	5/28	
	5/30	Matthew & Susan Manwiller

#### **THINGS TO REMEMBER WHEN TOURING AND USING THE DROP OUT SYSTEM**

- Always use and display your Ontelaunee Tour Banner. If you do not have one you can purchase one from Phyllis Peters, Membership Chairperson.
- If you have a CB Radio we usually use channel 7. This is a great way of keeping in touch with others if problems occur.
- When driving on a tour it is important that you try to keep the car behind you in your sight. This way if there is a problem the tour can stay together.
- Toumasters should always drive at a moderate speed if possible so a tour can be enjoyed.
- When asked to drop out. Always stop at the side of the road. Fall back in when the tail car approaches.

#### **NATIONAL MEMBERSHIPS**

Good News!! We have received an additional Four Free Memberships from National. We were allotted Four and have been able to give these to new members. As of now we still have Four Free Membership to give to potential person who has never been a member of AACA. If you know anyone who is interested please have them contact me. I will see that they receive the necessary paperwork. Those who choose to take advantage of this offer must also join Ontelaunee. This is a one year only membership so to take advantage it is important to receive this membership as soon as possible.

Phyllis Peters, Membership

#### **KEEP ME INFORMED**

When someone is in the hospital, or on the sick list I would appreciate if you could let me know. If someone from the club has passed away I would also greatly appreciate a phone call.

Thank You, Phyllis Peters