

NEW ENGLAND CLASSIC QUARTERLY & BULLETIN



*The Boston Cup 2020
Best In Show*

*1931 Chrysler Imperial CG, Dual Cowl Phaeton Custom by LeBaron
Owned by Joe Morgan, NH*



CLASSIC CAR CLUB
OF AMERICA

NEW ENGLAND REGION

FOURTH QUARTER 2020



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PUBLISHING DATES

***Cut off Date for
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Magazine & Bulletin

JANUARY

APRIL

JULY

OCTOBER

PLEASE NOTE:

**ALL BOARD OF
DIRECTOR'S MEETINGS
ARE OPEN TO ANY MEMBER
TO ATTEND WHEN
THEY RESUME.**

– Advertising Rates –

Classifieds are Free to
CCCA Members
For Photo Ads
or Business Ads
Please Contact:

Rich Doucette,
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Director's Message:

The fall season is one of the most beautiful color displays mother nature has to offer. And it is certainly a welcome sight in this very different year we have been having.

The Boston Cup Concours was a great success in it's new location and we want to give our congratulations to Rich Doucette and his team for putting together some of the greatest collectible cars from all over New England for us to enjoy and to Joe Morgan from Hampton Falls, NH and his 1931 Chrysler Imperial for winning "Best of Show". I am also pleased to share that I have attained my "CCCA Master Judge" status and I have been appointed to the Board of Directors of the CCCA Museum.

Other news being brought to you from National Board of Directors is that they have voted to allow each region to make their own decision whether to hold an in-person Regional Annual Meeting, or to hold a virtual one or to postpone their Annual meeting altogether due to the uncertainty of COVID-19 and each state's regulations on the virus. Further if a region wants to retain their current slate of officers/managers rather than to hold an election, they may do so.

At this time, our Regional Board has voted not to hold our Annual Regional Meeting due to current restrictions and for the safety of our members. We have also voted to retain the same slate of officers and Managers extending each term by one year. The new terms will be reflected in the first publication of 2021.

We have managed many events in the past 66 years and 2020 for however different and difficult a year it has been we know that better times are ahead where we can all be together. They will be marked by peace, health and prosperity and our region and the club will be stronger and more energized.

We hope that with the upcoming Holiday Season you will be sharing fond memories with friends and family even if it is virtually. Look back where this year started and know how far we have come and what we have done. We

thank you our members for helping us move forward and we wish each of you the very best in the coming months and look forward to seeing all of you in 2021.

— Jeff

Editor's Notes:

**Sharing many
greatful thoughts
with you our
members for being
part of our Region.
Here's to staying
safe as we look
forward to the
holidays and the
New Year.**



— Heidi Ann

AACA HERSHEY FALL MEET REVISITED

For many of us who make the annual pilgrimage to Hershey PA for the AACA Eastern Division Fall Meet in October we received the following information from the AACA. The letter went on to explain the various considerations that weighed into the decision to not have the event for the first time in its 65-year history. "The Board took many obstacles into account, including but not limited to: the health and welfare of our volunteers, vendors, partners, and visitors; the unknown restrictions and/or guidelines that may be in place at the time of our show; and the volunteer-only workforce we rely on to prepare for a show of our magnitude."

In plain words "CANCELLED"!

Say it isn't so! For 65 years Hershey has literally weathered many storms and now "COVID19" has cancelled this year's event.

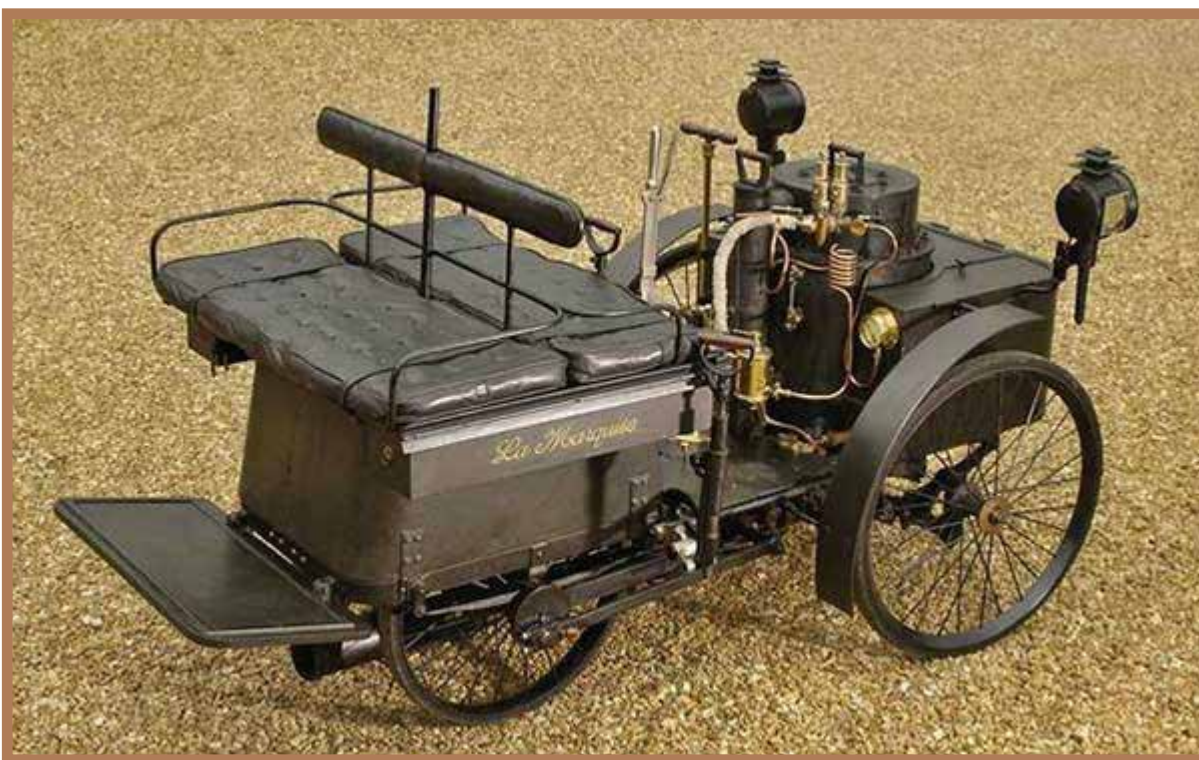
*When we put out the word that we were going to have our "Hershey Fall Meet" in **this publication** our NER members shared their best experiences at "Hershey AACA Fall Meet".*



AUCTIONS ARE A BIG PART OF THE FALL HERSHEY EXPERIENCE

By Joe Gildea

I saw this auctioned at Hershey - in October 2011. Top speed 38 mph. They had it outside for half an hour trying to heat up the combustion chamber. When they finally got it going, it got up onto the stage (with a little push) - then conked out. The high bidder used a cane to help stand up - to place his bid. His high bid of \$4,200,000 (plus 10% buyer's premium) won him the car.



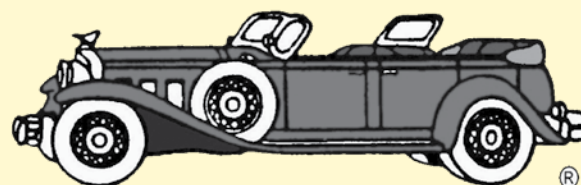
The oldest running car on the planet: the 1884 De Dion, Bouton et Trepardou Dos-à-Dos.

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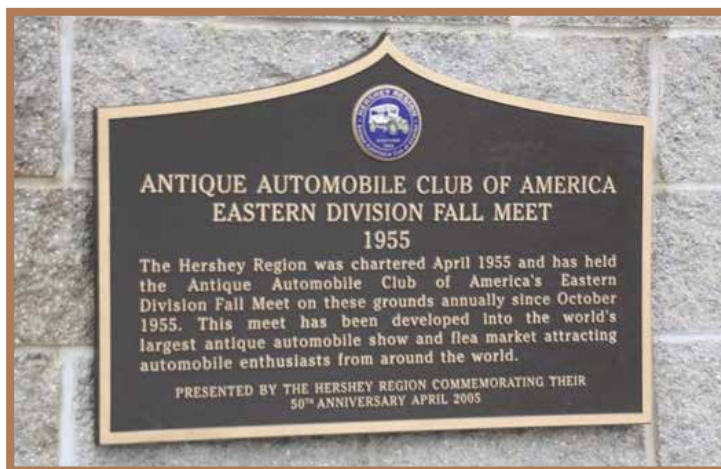
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SUMMARY OF THE HISTORY AACCA FALL MEET HOSTED BY THE HERSHEY REGION



Plaque

Internet Photo

1950s

Hershey Region was named Host for AACCA Fall Meet held in October Annually. In the Early years it was held in the Hershey Stadium and some 400 cars were entered to be judged on Saturday. Vendors were allowed to sell parts inside the stadium but one year a significant amount of rain soaked the field and about 100 cars cancelled their registrations. Vendors were also affected by the rain soaked field and several of them decided rather than cancel and go home they would set up spaces outside the stadium in the parking lot. This was the beginning of what would become the "Flea Market. Sunday there was a breakfast run followed by afternoon activities. In 1956 the first ladies luncheon was arranged and in 1958 the region purchased a 1914 Ford "Chuck Wagon" and used it to dispense snacks and refreshments. The 1950's ended with the establishment of the first shuttle buses.

1960s

1960 Marked the Silver Jubilee Meet and AACCA's 25 Anniversary. Some 891 vehicles registered and the meet was proclaimed the largest gathering of old cars held anywhere in the world. There were also a record number of vendors and they were moved from the Stadium to the road between the stadium and the car field. Just a year later there would again be an increase in the number of vehicles registered and they show moved from inside the stadium to another field near the vendors. 1965, marked

the ten year anniversary of the event with about 35,000 visitors. The welcome party of 1967 was held at the Hershey Motor Lodge. 1968 stood as the record with 1,186 vehicles being judged.

1970s

During the 1970's there were more visitors and vendors but the number of vehicles registered for the show remained around 1,000. 1972 was the year of the big flood in Pennsylvania, but things did not slow down. People arrived by campers and the plane traffic at the Hershey Airport (which is now the White field) in 1974 the Red Field was added and traffic increased with the addition of bus tours to the event. The following years were marked by heavy rain which created ankle deep mud. But the weather didn't bother the crowds. In 1978 the popular "amateur night" was born. And in 1979 the Three Mile Island disaster happened and yet some 900 cars and 5,300 vendor spaces were filled.

1980s

In the 1980's the show grew to cover 80 acres and there was now a Red Field and a Blue Field. Vendor numbers also grew to a point that registration was really unmanageable. A standard operating procedure was established the foundation for setting up the meet and in 1984 the Chocolate Field was opened. Just a year later in 1985 AACCA celebrated their 50th anniversary and the Hershey Meet celebrated their 25th. With an all-time high of 2100



Race Day at Hershey Stadium

Internet Photo

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Entrance to Chocolate World

Credit - Hershey Chocolate World

show cars registered this was considered the largest Car show in America and possibly the world. The region was now computerized. The Green Field was added to expand the flea market in 1989 and the Car Corral was growing rapidly. By the end of the 1980's there were still over 2,000 cars being judged and some 10,286 flea market spaces.

1990s

In 1990, the Meet opened between two hurricanes moving up the coast. It took over 600 tons of crushed stone to fight the mud. By now, Hershey was truly an international event with visitors from Australia, Denmark, France, Great Britain, Ireland, Italy, Japan, Mexico, Portugal, New Zealand, Spain, Sweden and Switzerland. Rain continued to be a factor early in the 1990's but the flea market vendors prevailed. A ribbon cutting ceremony was held for the future AACA Museum and the Hershey Region Headquarters in 1996 and it was also the 100th anniversary of the Automobile in America. A display of Vehicles representing each year from 1904 to 1971 was held in the Stadium. By the end of the 1990's the Hershey Meet there were 600 judges, and the meet occupied 15 acres for show cars, 134 acres for vendors, 15 acres for car corral, camper parking 15 acres, trailer parking took up 10 acres and finally 107 acres for public parking. The grand total of space occupied by the meet was 296 acres.

2000s

The Hershey Region was now in the new millennium and the Giant Center was now under construction. The construction made it necessary to move the car corral to what is now known as the Hershey Outlet Mall parking lot and then returned to Giant Center Parking Lot in 2003. Meetings were no longer held in living rooms and

the procedures became more refined. There are now some 75 different committees and over 750 volunteers now do the job of the first few men and women. Hosting for the fall meet for the last fifty years has been a labor of love and extreme dedication by the Hershey Region and they look forward to the next fifty years.

Summary compiled from: <http://hershey.aaca.com/eastern-division-fall-meet/meet-history/>



Trying to find the right part is all part of the fun of Hershey
Photo Credit: fountainheadauto.blogspot.com



Vendors with Vintage Signs, but you better get there early!
Credit vintagemotortees.com



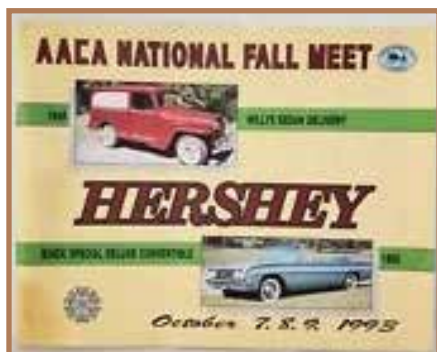
Image Credit - Bob Drake, 2017

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Fall Meet Booklet



Wooden Nickel



The Parkside Grill, Hershey, PA in 2011
Photo Credit: Tripadvisor



Visitor Info

Plan Your Visit – hours, rates, more

161 Museum Dr., Hershey, PA 17033

Open Daily: 9 am – 5 pm

NEW ENGLAND REGION MEMBERS CAPTURE THEIR BEST MEMORIES
OF HERSEY FALL MEET ON THE FOLLOWING PAGES.



Visitors from all over enjoy the AACA show on Saturday

Photo Credit - <https://richardscarblog.com/>



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BUYING A CLASSIC AT HERSHEY

By Jon Elmendorf

Diane and I were married in September of 1995 (you will note that I kept our wedding out of October and the Holy Days of Hershey). A month later we went to Hershey for our annual pilgrimage, I was getting car ants and on the first day we discovered a 1935 Pierce Arrow in the Car Corral. It was a Club Coupe and looked in very good touring condition with a price of 25K on it. I fell in love with the lines of the car. We talked with the owner and the car seemed great, however I had not planned on buying a car and so was not prepared with finances to complete the purchase. As I remember it now, we went back to that car 4 more times during Hershey, each time I grew more frustrated that I was not in a position to buy.

My father had owned Classic Cars when I was growing up and I used to work on them, as he got older, I was doing more and more service and restoration work on them. I explained all this to my new wife as to why I wanted a Classic and told her that if we bought a Classic, we could participate in CCCA events. I thought we would get to know some great people and she would have a ball. At that time, we owned 2 antique cars, but neither one was a Classic.



Our First Christmas with the 1932 Packard



A Few Years later our then Three Year Old Daughter Anastasia modeled the Packard for the Camera

Now let's go back to Hershey and it is now 1996. During that year we put a garage extension on our home going from a one car garage to a five-car garage. Lots of room for more cars! This year we went with money in our pockets and the hope to find a nice affordable Classic. The first day in the fields (they were still fields back then) we found a small dealer that had a 32 Packard Coupe for sale, no one was around so Diane and I looked at the car and thought it had possibilities. The asking price on the windshield was within our budget and the car looked basically sound but needed someone to spend some time with it.

The colors were nice on it, (not too flashy for a coupe) and the chrome was good enough for a driver. That afternoon we went back to that space and the dealer was there. After expressing an interest in the car, he told me what he knew of the history and the car's current condition. The Packard had been given a restoration in the late 70's and had been sitting for about 10 years, none of the gauges worked, but it ran. I expressed interest in purchasing the car and wanted a test drive. He was slightly reluctant to

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take the car out as we would have to drive down the rows of Hershey to get out and it would be a bother. I insisted that we were interested but we were not going any further until a test drive, at that he said OK. Out of the fields we went, once on pavement he let me drive. Within ½ a mile the engine started sputtering and quit, I was able to just roll it into a gas station on momentum only. At that point he said, "Well it must be out of gas, I told you the gas gauge did not work". We pushed the Packard over to a pump and then he told me he didn't have his wallet on him could I put a couple of bucks in it? Here I am loaded with cash, so sure I put 5 bucks in it. After cranking it fired up and off, we went. I dove the car back and parked it at his space and started to dicker.

The result was Diane and I bought the car and joined CCCA while at Hershey. I was told by a lot of my friends at Hershey that year, you never buy a car the first day. My response to that was the Packard was just what I was looking for and for that price it would have gone to someone else if we didn't jump. Through that Packard, we got involved with NER and have put on many happy miles on the car, including 6 CARavans.



The 1932 Packard Eight Cylinder Engine for Model 902



*Who doesn't love a Sepia Toned photo,
especially if it is of a Packard.*

TWO BIGGEST BARGAINS FOUND AT HERSHEY

By FW Jackson

For my 1932 Cadillac 2 door convertible: I had 2 beautiful hood ornaments for this car and always worried about theft due to the ease of removal. At Hershey, I found a very nice convex chrome cap for \$5.00.

For my 1948 Buick 2 door convertible, I found a very clean looking hydraulic pump for the windows and top. The owner had no idea what it was and sold it to me for \$20. Had he known its identification, he would have asked at least \$150!



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REFLECTING ON HERSHEY

by Jack Welch

The first time, I had the opportunity to attend the AACA Fall Meet in Hershey PA was in 1981. I have only missed that event once since. This year does not count as there is no Hershey meet.

I guess you never forget your first Hershey. I stayed at a motel in York. As it turned out, it was right next to a truck stop, so I had no trouble getting up on that first morning. The sound of Diesel semis stating up around 4:30 Am, got me off and running.

When I arrived at the meet, I was directed to a large grassy area for parking, in what had been a pasture at one time. I had friends who had vendor spaces in the chocolate field, so I headed in that direction. Like most Hershey attendees, I had a list of things I was looking for.

I found a NOS interior dome light lens for a Jaguar XK120 fixed coupe, that I owned. I could not believe my good luck. The outer rows of vendors on the chocolate field included, Rolls Royce and Bentley vendors. I have never owned either of those marques, but I was taken by the parts themselves, and the organization of the entire event.

I had a friend with me that was looking for a mid-forties pickup truck. We had not been on the field for 10 minutes, when I spotted a nice original late forties International KB pick up. The asking price was \$4500. I told him, it was a bargain, buy it. He thought he wanted to look around some more before doing that. About two hours later, we saw the truck at a different vendor for \$5800. I said, it is still a deal, buy it. Before we left the chocolate field, it was at still another vendor spot for \$6500. Now priced at market value. I discovered later that another friend of

mine bought it for \$6000 from that vendor and drove it for over twenty years with no issues. There is a lesson to be learned here. If you see it and it is what you need / want, buy it before someone else does. Years later I asked myself, why I didn't buy it!!!



Reflection Selfie in a Porsche hubcap.

Like many first time Hershey attendees, I was so taken by the sheer size of the event and the quality of the merchandise, that I did not get to my friends spaces until lunch time.

As timings happen, I now have those spaces for myself, because my friends stopped going to Hershey

after their own restorations were complete. I do not think, that I will stop going, until I can no longer drive.

Things have changed, a whole lot, since my first Hershey adventure. The Chocolate field is still there, but the white field, once an airfield landing strip is gone, the Chocolate field is paved, the blue field is gone, the green field is gone. All of those fields were dirt (sometimes mud) and made for some real trekking. The blue field had a small mountain (well, it felt like a mountain at the end of the day). All of these fields have been replaced by new fields that are not fields in the strictest sense of the word, they are now paved parking lots.

On my second day at Hershey, I was in the far corner of the white field and discovered a used Jaguar XK140 rack and pinion steering system with tie rod ends et al. It was not new, but mine was much worn, so I asked the vendor, what the rack fit. He told me, that he did not know, but he was pretty sure I knew. Given the art of the deal in those day, we negotiated what I thought

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was a very favorable price. The bad news was that I was as far from my truck as I could possibly be. It was a long walk, but I was sure I would run in to one of the seeming endless kids with red wagons, that would tote your parts for a modest fee. I never saw any of those kids on that journey. I was happy with my purchase, but had I annoyed my rotator cuff, beyond all measure by the time the part got to my truck.

My friends had asked me to join them for dinner at their camper that evening, so I spent a wonderful evening listening to stories of sales made and lost and parts discovered. Around 8:00 PM, I decided to head back to my truck for the journey back to York. It was easy to locate, (with a flashlight) and as I headed out, I realized, I had no idea where the exit from that field was. It was totally dark and I could only see as far as my headlights would shine, and that was not far enough. As I drove around looking for a way out, I was accosted by the "Herco cops". It was not a pleasant exchange, as everyone is expected to know the rules. One of those rules is that you are supposed to be out of there by dark. I was told, I could not exit in the dark. I told them, I had no intention of sleeping in my truck, etc., etc. They were firm, so I agreed, waited until they left, and then I got out of the truck, trekked around until I located an exit, got back in the truck and drove out without any lights on.

My final day was the car show. It was such a treat to see the line up going on to the show field. The car show was held at the stadium in those days. I realize that the current location is probably a more central location given the way the event is now situated, but I miss the old way of showing the cars, and I am struck by the fact that the only possible place to get stuck in the mud is now the show field.

Much has changed over the years. I recently donated much of the literature I bought in my early years at Hershey to the AACA Library and research Center. A lot of drama is gone. There are no tanks or tractors pulling vehicles out of the mud. The threats over the loud speaker of attendees about to have their car towed have diminished. The man with the chrome headlight on his head, playing the phony accordion is



Reflections of a 1932 Buick

gone. There are actually women walking through the flea market areas. The kids with the red wagons are no longer there. The vendors with lots of NOS parts now have a lot of well used and abused parts.

Despite all the changes, good and bad, there is no place I would rather be in early October than Hershey.



Reflections in a 1953 Oldsmobile



HERSHEY VIGNETTES

By Frank Wemple



Cheers from Austie!

Photo Credit vanderbiltcupraces.com/blog/cica1968

My first Hershey was 1972. I was living on Long Island at the time and I went down with Walt Gosden who had been going to Hershey since he was a boy. We left Walt's house in Floral Park at something like 3:00 in the morning and drove down in Walt's 1941 Packard 120 wood station wagon. About halfway down it started to rain and the rain continued steadily for the rest of the trip. I was driving when we arrived at Hershey and parked by the stadium and by that time the rain had fortunately stopped. (At that time there was only one flea market field – the old Blue Field which was next to the stadium.) I tried to open the driver's door to get out, but the door was jammed tight. I told Walt that I couldn't open my door, so he told me to slide over and get out through the passenger door. Except that Walt couldn't open the passenger door either! It seems that the rain had swelled up the wood. Walt said he had noticed that the car body was unusually quiet for the past 100 miles or so. Walt then climbed over the seat back to open one of the rear doors, but they were both tightly jammed. He was finally able to open the tailgate from the inside and that's how we finally crawled out of the car. It turned out to be a nice, warm sunny day and when we returned to the car at the end of the day, all the doors opened just fine.

Speaking of rain, Hershey veterans are well aware that it often rains while the flea market is underway. One year I went to breakfast with some friends and as we entered the restaurant, a group of local men were leaving. One of

the men said to us "Thank goodness you people are here – we really need the rain." Another year when we had a lot of rain I was sitting in a friend's stand at the end of the day watching people slog by in the mud. Suddenly my friend said "Oh my gosh! Look what's coming!" Sure enough, along came a couple dressed up for a day at the horse races. He had on a blue sport jacket, white shirt, tie, grey slacks and loafers. She had on a dress, white blouse and high heeled shoes which she had removed so she could navigate the mud in her stocking feet. Right opposite where we were sitting, the man lifted his foot to take another step and his loafer stayed down in the mud. He leaned down and extracted the mud encrusted loafer, put it back on his foot and continued on.

One of my early trips to Hershey in the Seventies was at a time when I didn't have much money to spend, so I spent much of my time at Austie Clark's flea market stand. Austie was an old family friend and he owned the Long Island Automotive Museum. I helped him greet people and sell his postcards. One thing about Austie was that wherever he was, alcoholic refreshments were sure to be readily available.

That year, the Hershey Park Police declared that no alcoholic beverages were permitted on the flea market grounds and they were enforcing their rule with a vengeance. (They had never had a problem, so nobody could figure out the reason for this.) While I was sitting with Austie in his stand, someone whom Austie knew came by saying that the Hershey Park Gestapo were coming down the aisle looking for offenders. Austie said something like, "You don't say!" and he went into his rented motor home and emerged with his arms loaded with liquor bottles and beer cans. He arranged the bottles and cans on the table at the front of his stand and then made sure that everyone at his stand had a beer or drink in his hand when the Park Police descended on us. They announced to Austie that he was in violation and would be kicked out of the flea market. Austie, who knew just about everyone involved in running the Hershey meet, dared the jackboots to try to evict him and if they did try, he promised to have them fired. The "cops" looked around at all of us and promptly marched off. I was told that enforcement of their stupid rule ceased at that point.



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MY FAVORITE CAR EVENT

By Chris Charlton

The AACA National Fall Meet at Hershey Pennsylvania and the Swap Meet [Flea Market] is without a question my most favorite car event. Not to take anything away from our beloved CCCA events Hershey was where I started. I met most all of my car friends there and got to see them year after year. It is where most of my car collection parts, literature and automobila came from either by direct purchase or contacts with collectors after the meet. I don't know of any other event where you can spend as much valued time with fellow enthusiast and at the same time find things you really need and don't need but take home anyway. I was eleven when I first went to Hershey I was interested in buying a Model A Ford. At that time the swap meet was held in one field and that field was not full however I was amazed at all the cars and parts that were there. When I got back home the first thing I did was to join the AACA and our local Region. I did not get the Model A that would come a year later but I was introduced to Art Brummer.

Art had a strong interest in old cars and his business was auto salvage. He would save all the better old cars that came through his yard and had a special interest in Packard's. Art had always collected and purchased parts at Hershey but never sold things there. I was interested in selling things at Hershey and Art let me load his truck with things he did not need. I was too young to drive so Art took the truck to Hershey and I stayed there sleeping in the cab to set up and sell parts. The first day I got up early because a guy by the name of Don Carlson was knocking on the door of the 1965 Ford tilt cab just as the sun was rising wanting to buy some items. Now this load of parts looked like a lot of junk but it was hard to find stuff and back then many people were building cars and needed these parts.

If any of you know Art he is not an early riser and his business was not far from Hershey in York Pa. When Art finally arrived in early afternoon he ask me if I had sold anything. I reached in my pocket and pulled out a wad of cash that would choke a horse. He was satisfied with the results and we did Hershey ever since not missing a year. It was such a good experience dealing with all the characters, learning the parts, and how to deal.

For all of you that have been there you know that there is no class difference at Hershey. You could be negotiat-

ing with Bill Harrah or Jack Nethercutt one moment or some poor guy that has almost nothing, but they all have the same interest and after 4 days of standing in the mud you couldn't tell one from the other.

In those years most vendors stayed overnight on the field and were open all day and until late at night. It was like camping, cooking meals on a charcoal grill. We would set up lanterns on the parts table and you never know who may walk by. Also at night there was a group that set up a band and many of the vendors would be entertained with music of the time.



*Photo of Art Brummer's Parts – Hershey 1973
Chris is shown to the right of photo
in background.*

I had a lot of great finds of parts needed for my own car or customer cars were working on. The most interesting find was when I first met Heidi I ask her to come to Hershey to see this great event. At the time I had a 1934 Packard and needed parts. We walked the field with the list that I gave her. Now when I walk the field I glance to see what kind of parts the vendor may have and if it looks not so good I keep walking. Not Heidi she has to look in every box and bin. Not thinking she was going to find a damn thing and she was starting to slow me down. After

a good amount of time of this she picks up a license plate lenses out of a box of at least 20 different ones and says is this it. I wiped it off and there was the C.M. Hall number 1201 the correct lenses for the 1934 Packard which I had been looking for a long time. After that I started to slow down and also look in every box and bin.

Hershey has changed every year from the grass clay fields that turned to slippery mud to nice dry pavement. From folks staying all night selling their junk to every one getting together and going to dinner, auctions, and staying in a hotel. The car coral has turned into a nice thing and the National Meet on Saturday is the best variety of all types of cars and trucks anywhere. For years we were set up with Art and Durland Edwards just near the main gate on the Blue field then we got moved to the Green Field and nowadays we share spaces with Joe and Maureen Morgan at CO-45 in the Chocolate Field. The changes are probably for the better considering we are all getting older. I will always have fond memories of old Hershey and mostly of the people.



While researching all things Hershey Fall Meet I read the following excerpt and the writer's sheer honesty of what Hershey meant to him drew me in. See for yourself as the excerpt is used with permission from the writer.

"We DO NOT miss Hershey. Not for the Barber Vintage Festival, not for work, not for optional family events, not because of the weather—nothing. Each year, during that first full week in October, we schedule time off work and look forward to "Hershey week"—our personal, annual vacation.

"Hershey" (as it's known simply to us) is difficult to explain to anyone who hasn't been there. "So—it's an antique car show?" Well, yes; but it's more than that. The actual "show" (or, specifically, the competition event among antique vehicle owners for recognition) is on the last day of Hershey week; Saturday. But the show field competition is just one part of the whole. Hershey is also—and, most importantly for many of us—10,000 chatty vendors, bringing nearly any imaginable object for sale (though most of the items do relate to the American automobile, auto industry history, or history in a general sense). It's a shopping adventure of walking among and meeting some of the thousands of these vendors (and walking the over-twenty miles of vendor frontage) that is the primary attraction for me and many other Hershey fans. Yes, we're searching for the possible hidden motorcycle (or parts or memorabilia), but Hershey is much more than that. At its most ideal, it's a perfect, sunny fall day with no responsibilities, a few dollars in one's pocket, freshly-made fries smothered in vinegar and salt, a world of old things to explore, and...maybe one more cup of coffee! Hershey is...possibilities! It's not knowing what you'll find, but knowing you'll find something! It's walking among a homemade, temporary Museum of Americana and imagining the origin of the Model-T; thinking of your grandfather and grandmother's car, and seeing America through the millions of bits of material culture that have been kindly laid before us. It is, as best I can describe, "guy shopping." (Or, perhaps "hunting," to compare it to another guy custom.)

David has the soul of every type of collector in his writings and his art work.

David Russell is a member of the Federal Aviation Administration's (FAA) Unmanned Aircraft Systems Integration Office. Prior to joining the FAA, David retired in 2005 from active military duty in the Army National Guard, and previously served in the US Marine Corps as a CH-53E helicopter pilot. David has also worked concurrently as a historical artist/illustrator throughout his career for clients such as Lenox, The Franklin Mint, and Civil War Times, and his work is held by several major military museums. He deployed to Iraq as a war artist in 2005, and he has taught art at the Pennsylvania State University, Harrisburg campus.

In his free time, David writes about the history of American transportation, focusing on motorcycle artifacts and culture. He has curated six museum exhibitions on the subject, and he enjoys restoring antique vehicles. His writings have appeared in academic, professional, and popular venues. David holds a BFA in Communication Design/Painting, as well as MA and PhD degrees in American Studies. He also facilitates an adult Sunday school class at his church.

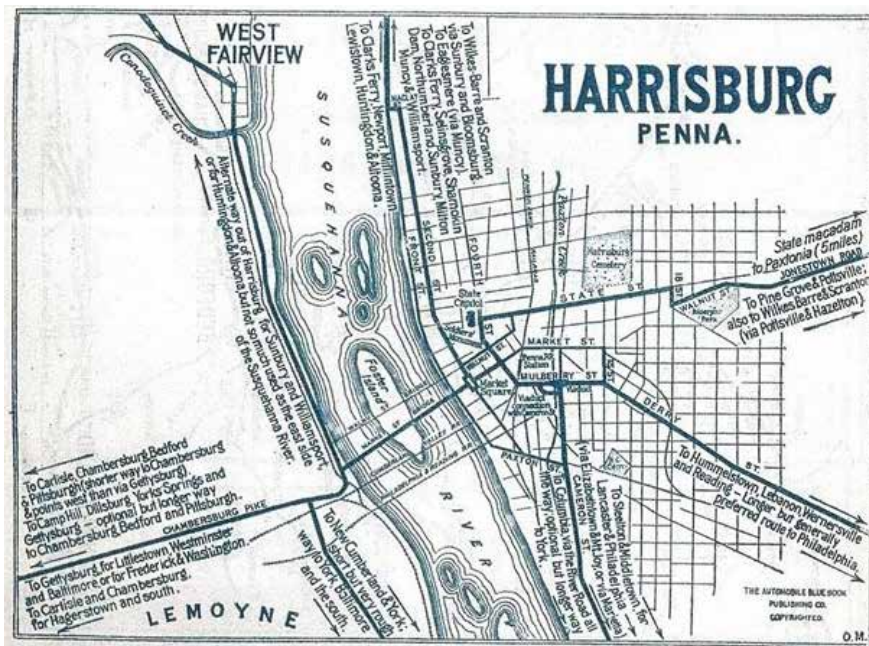
David's article "Early Motoring in Harrisburg, Pennsylvania is shared here with his permission.



EARLY MOTORING IN HARRISBURG, PENNSYLVANIA

By David Russell

An examination of the advent of motorized transportation in and around Harrisburg, Pennsylvania in the early 1900s



We often reflect, sentimentally—and from a standpoint of enjoying all that personal motorized transport has given us—what life may have been like without the automobile, in a pre-motorized and horse-dependent America. Residents of the Harrisburg, Pennsylvania area might imagine Indian canoes on the Susquehanna River, the waters brimming with fish, no noise but the clip-clop of horse's hooves on the dirt or cobblestone roads, and an idyllic, more localized and interdependent life. What is much less often considered is: What was life like with the car, in those very early years?

In the next few pages we'll search for answers to the following questions:

Introduction

For most of us, owning and operating an automobile is a requisite and routine aspect of living in modern America. We depend on our cars for all but very local and very distant transportation; our ability to generate income usually requires access to one, and we are able to live where we live, due to our ability to access life's necessities with our cars. We project our status with the car we are seen in, and perhaps we spend our idle hours in maintaining our present vehicle or in the restoration of an older one. Most American working adults spend more time alone in their cars each week than they do with any member of their family. Post-1900 American culture could just as well be wrapped around the automobile, for purposes of dating and explanation, as well as any other political, artistic, or cultural armature.

The car as we know it today is infinitely more advanced than early automobiles, yet in most cases remains based upon an original design of four wheels and a reciprocating, internal-combustion, gas-fueled engine. Yet our current cars are far more powerful and reliable than the earliest versions: manufacturers now tell us we don't even need a tune-up until 100,000 miles, while not that long ago the useful life expectancy of an American car extended not far past this same mark.

When did automobiles (and motorcycles) arrive in Harrisburg?

Who drove? (Gender and class issues)

What was it like to drive in the early days? (The physical aspect of driving)

What changes did motoring bring? (a brief discussion of the commercial and societal metamorphoses brought about by the automobile)

(Note: For the purposes of our inquiry, the year 1905 will be our focus. We will see that 1905 is early in the process of the public's embrace of the automobile, and a time when prices were still high, reliability low, and the public transportation system had not yet adapted to motor vehicles.)

An Odd Contraption Approaches

Motoring arrived in Harrisburg at about the turn of the nineteenth century, while motor-powered vehicles and machines were rapidly gaining attention in the 1890s across America. Various steam, electric and internal-combustion appliances and transport inventions were by the close of the century capturing Americans' interests, and certainly powering its industry.

Upon examining Harrisburg's premier newspaper, The Harrisburg Telegraph, in the first quarters of the years 1902 and 1904, no references to automobiles were not-

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ed. While automobiles were certainly present in the area at the time—Milton S. Hershey's electric Riker delivery car had been in service in and around Hershey's Derry Township factories since 1900, and the Upton family of Lebanon had founded their company in 1904—cars had apparently not yet entered the daily consciousness, as would have been evident by their presence in the local newspaper.

In the March 20, 1905 edition of the *Telegraph*, the "Central Penna. Automobile Co., Inc." proudly took out a large add, offering for sale a range of cars from \$750 (for their "semi-racer type Cadillac business car") to \$2,800 (for the big four-cylinder touring Cadillac). The company also advertised itself as a dealer for Winton, White, Buick, Columbia, Autocar, Orient, and Pope. Presumably, these vehicles could all be ordered for local purchase. The company also noted that they had "contracted for a carload of Cadillac machines every fifteen days," and could thus assure prompt delivery.

In the Business Directory section of the same issue, the I.W. Dill Company advertised its services under both "Automobiles & Pneumatic Tires" and "Carriages, Automobiles." I.W. Dill took out adds in the *Telegraph* sporadically over the next few weeks. In the March 22 issue, Market Street clothing store The Globe uses a picture of an automobile to advertise the most mature boys' caps; one style is called "the Auto . . . for the older boys." Surely we can surmise that the automobile was present in Harrisburg several years before this time, but it is only in 1905 that automobile dealers apparently felt that newspaper ads were necessary. Whether supply, anticipated demand, or timidity accounted for this, we can only guess. On March 28 a different Globe add appeared which seemed to step back from the store's embrace of the "modern" automobile, used to sell to boys. Instead, the store chose to use a horse and carriage for a more traditional impact, to market its "fine" and "most perfect" clothing for gentlemen. The very next day, another general merchandise store returned to the image of the automobile—this time showing a sleek car leading both a bicyclist and two horse-and-carriage riders in what appears to be a race—to illustrate "modern business methods." Clearly, the automobile was taking a hold in the Harrisburg consciousness. As the years progressed, the *Telegraph* reflected continually greater automobile presence and advertising. In the October 31, 1908 edition, automobile advertisements and news had taken over an entire page (of the paper's total of twelve pages). The "Automobile News" section was nestled in the middle of a plethora of ads celebrating the "New Buick," as well as advertisements for Peerless, Cadillac, Stoddard-Dayton, the Indian Motor Cycle (sold by

the West End Electric Company), auto repair, and now notices for both automobile insurance and used autos. The "Auto page" ran about every seven days. By 1909, the page had enlarged to two full pages. Some of the businesses running repeated ads were as follows (We can see that Market Street was certainly Harrisburg's "Auto Row" at the time!):

Andrew Redmond, 3rd & Boyd Sts. (Maxwell)

Cox Automobile Co., Room 200, Commonwealth Bldg. (Herreshoff Car)

Crispen Motor Car Co., 26 S. 3rd St. (Cadillac)

Harrisburg Automobile Co., 3rd & Hamilton Sts. (Rambler)

Ideal Motor Car Co., 906-908 Market St. (Mitchell, Thomas Flyer)

West End Electric & Cycle, 268 Peffer St. (Indian)

Central Pennsylvania Automobile Co., 111 Market St.

(Cadillac, Winton, White, Buick, Autocar, Pope, and others)

Keystone Motor Car Co., 1012-1025 Market St. (Pullman)



With pardonable pride we beg to announce our line of Automobiles for the season of 1905, deliveries of which have been received, including:

MODEL E
A light powerful machine of semi-racer type. A business car for fast speed and hard work. 10 H. P. 35 to 40 miles per hour. Price **\$750.00**

MODEL B
Convertible Tonneau type, makes a handsome runabout. Driven by Mr. Hulbert, won first place a perfect certificate in World's Fair Tour from New York to St. Louis. Mr. Lee drove 5 miles in 10 H. P. Price **\$900.00**

MODEL F
Touring Car. 10 H. P. The model family car with side entrance. Embodies all advantages in modern construction and comfort. Price **\$950.00**

MODEL F—DELIVERY
We do not have to leave Harrisburg for references of satisfactory work of this car. We have had 4 of these machines in daily use all seasons. Bodies furnished to accommodate needs of any particular business. 10 H. P. Price **\$950.00**

MODEL D
4 cylinder Touring Car. Only those who have driven a single cylinder Cadillac can appreciate what power 4 of these motors will furnish when assembled, tandem fashion, in this large car. For simplicity and power this car is unequalled. The same system of transmission used so satisfactorily in the smaller cars, has been used on a larger scale, with the addition of 3 speeds, forward, ranging from 15 to 53 miles per hour. 200 miles capacity per charge of gasoline. This car is of the self-starting type—you simply push the button and the motor starts. Price **\$2,800.00**

Cadillac
Winton
White
Buick
Columbia
Autocar
Orient
Pope Hartford
Pope Tribune
Etc.

Cadillac and Reliability are synonymous. The same applies to all of our cars, as we sell no experiments. We have contracted for a carload of Cadillac machines every fifteen days, and can guarantee prompt delivery on early orders.

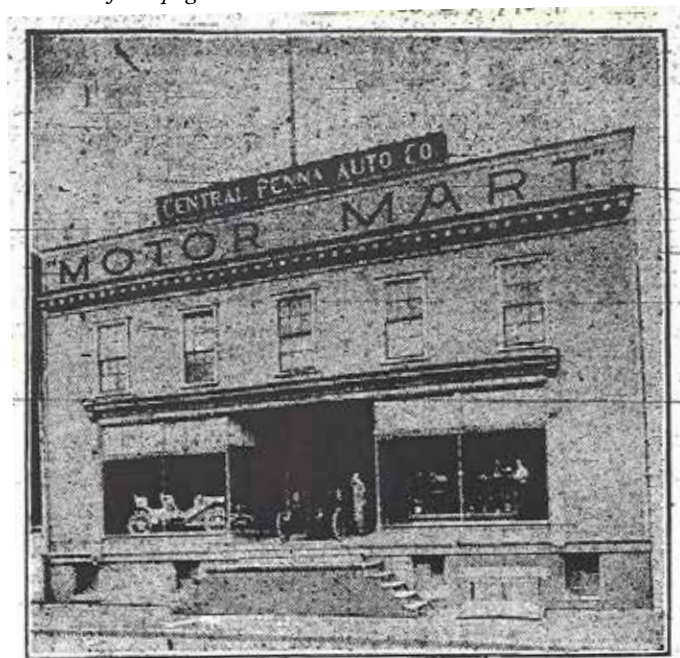
Central Penna. Automobile Co., Inc.
General Agents for Licensed Cars for Central Penna.
Salesrooms, 111 Market St. I. W. DILL, Gen. Mgr. Garage, Rear of Court House

Central Pennsylvania Automobile Co. after the move to Chestnut St. in 1909. (The Telegraph, Feb. 27, 1909)

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The new home of the Central Pennsylvania Auto Company on Chestnut street, near Fourth.

By March 1909, Doutrich's men's store used an auto race to portray fashionable men who wouldn't be "driven" in a clothes purchase." The horse and buggy man of style had now been placed into the antiquated past, replaced by the modern, forward-looking man and his automobile.

Living with a Car: the Driving Experience

In order to acquire a feel for the physical experience of operating an early automobile we must have some familiarity with the technology used at the time. Some facets of early car operation were much more demanding than today, but others were surprisingly very accommodating to the human operator.

Starting the car was definitely a memorable aspect of the driving experience, prior to the introduction of electric starting (standard in most cars by 1912). In pre-electric start cars, the engine had to be hand-cranked, certainly a very physical act. Cranking was made even more difficult by cold, congealed oil—which would have been the case during Pennsylvania's cold winter season. Besides the strenuous nature of the cranking, the engine usually had to be primed by ensuring a small amount of raw gas was in the cylinders. Furthermore, spark timing could be different for starting and low engine speeds (as opposed to running at faster speeds) and, finally, the coil-to-battery start circuit had to first be engaged (allowing a battery to provide energy to a step-up coil for the start; afterwards, an engine-driven magneto would provide this energy).

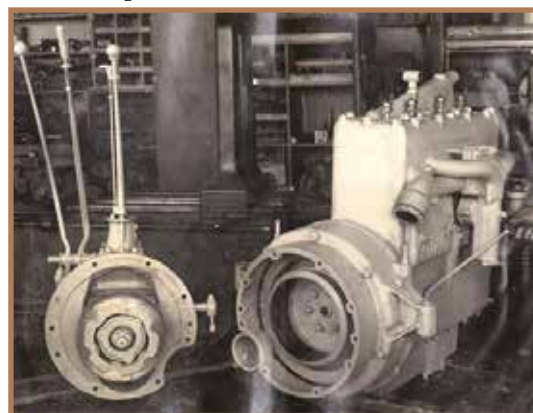
Prior to having started the early car, the driver would have had to be sure that all lubrication was in order.

Grease cups were provided around the car at critical points (water pump, steering, chassis, and so forth) and had to be properly filled. For the engine itself, very early cars had no "wet sump" engine oil system like today, where oil is held, pumped into critical areas, and recovered. These early systems were of the "total loss" type, wherein oil was supplied to critical parts at a set rate and simply burnt or passed-through by the engine.

Once actually started, driving the very early cars could be a relative relief. Electric cars were the easiest, and were considered the perfect "lady's vehicle" for in-town use. Early gas-engine autos, yet without a clutch, were also easy to drive. Later four-cylinder cars, incorporating a clutch and multiple gears, were more difficult, especially the initial designs. Very little or no instrumentation was provided on early cars, and temperatures, speeds and pressures were mostly guessed.



Two photographs from 1905 showing GMC truck detail.
This photo shows the driver's controls



This photo reveals the essential simplicity of an early 4-cylinder engine and GMC Transmission. Fewer and more solid parts meant less breakage and reasonable reliability.

(Photos: the Russell Brothers Garage)

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Standardization? What standardization?

Each brand of car was different than the next. This concept is one foreign to us in the modern era, but both the operation and the make-up of early automobiles varied greatly at first. We assume today that all cars will start and drive similarly, have the controls on a certain side, and use somewhat the same kinds of fasteners and parts. In fact, early cars, prior to Society of Automotive Engineers (S.A.E.) standardization of fastener and material sizes, required different tools from manufacturer to manufacturer, to fit the different sized nuts and bolts and screws! Nothing, in fact, was very standardized, and each automobile had its own ways which had to be learned and adopted by the driver. Even the side on which the driver sat and steered was not standardized, in the beginning. Since buggy drivers sat on the right, most early cars also placed the driver on that side. In 1908 Henry Ford decided that Fords would incorporate left-hand drive, and his domination of the market (Ford mass-production reaching high capacity by 1912) soon after forced this practice on all other manufacturers. Ultimately, owning and operating a car was a very new and different activity for anyone. In practical terms, early drivers simply had to possess exceptional skills themselves, or have access to some person with extensive mechanical ability and tools.

The Power Game: Steam, electric, or gasoline?

The winning form of power for the automobile—steam, electric, or gas—was still undecided in the very early 1900s. Steam (used in the Stanley, White, and Locomobile—this last make sold by the Central Pennsylvania Auto Co. on Market Street in Harrisburg) was not as impractical as it might seem today, and its smooth operation, dependability, and quick acceleration to high speeds made it very attractive. (In actuality, steam propulsion defied its present “old biddy” connotation: the first land speed records were set by steam-engine cars.) Steam’s major disadvantage was the time it took to heat the boiler.

Electric power was an excellent choice in urban situations. Provided that a power grid existed—which was not the case around the countryside—electric cars were simpler, easy to start and drive, and (owing to these cars’ less demand on physical strength) the perfect choice for women, in a city like Harrisburg. These vehicles held enough stored energy for 30-40 miles before requiring a re-charge. The Redmond company of Harrisburg advertised the Maxwell electric car in the *Telegraph*, and undoubtedly satisfied many local customers with their “Simply Perfect—Perfectly Simple” automobile.

Gasoline-powered cars, with their difficult starting in the early years, would seem on initial reflection to have been the sure loser in the contest for automotive power source. These cars, however, were actually best-suited to American rural environments, which would prove to be a major factor in the demand for cars and trucks. The reason for this was two-fold: Fuel was actually already available at farm supply and general stores throughout America, as farmers and some homemakers needed it for their stationary engines. Second, farmers soon realized that having a vehicle to take produce to market was an enormous advantage, and once cars started to come down in price, beginning about 1910, this marketing benefit became more and more practical. Rural areas, one could argue, needed the car and truck most, and when Henry Ford’s Model T provided an inexpensive, simple, and reliable vehicle, rural consumers led market demand. Ultimately, this more rural buying demographic—combined with Henry Ford’s mass-produced, affordable vehicle—determined the power source which would dominate for the next 100 years.

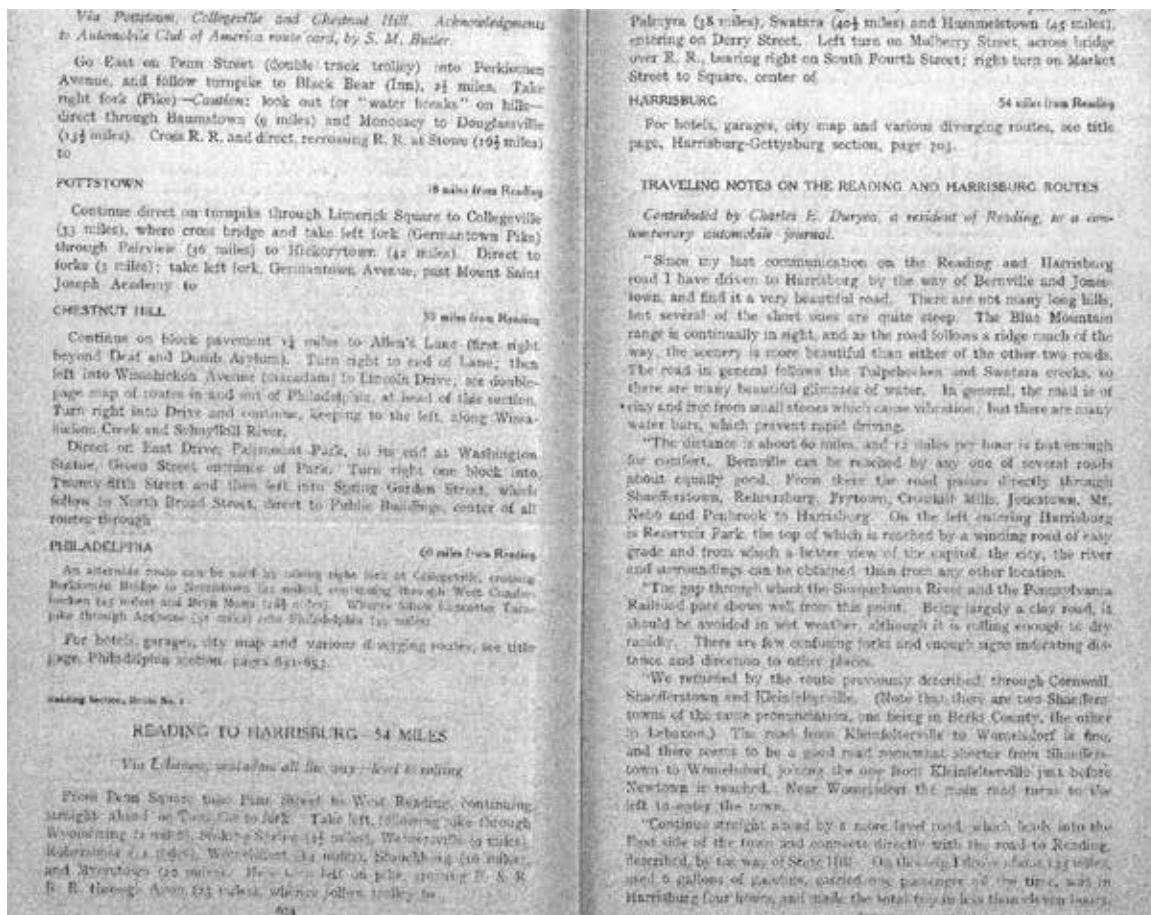
Navigation and commercial support establishments

To have a picture of the very different driving conditions in the early 1900s, we must imagine a road system largely unmarked and road maps being nonexistent, at least at first. Looking through an early area travel guide (*The Official AAA 1906 Automobile Blue Book, East & Northeast Edition*) and desiring to travel from Reading back to Harrisburg, we will first notice that not all roads are marked (it may simply be the “pike,” to the locals). Next, we note a strong dependence upon mileage in navigation (does the car even have a mileage counter—an odometer?), no doubt a help in identifying these same unmarked roads. Directions were sometimes contributed by drivers who were familiar with the particular route (the Reading and Harrisburg routes in the accompanying extract being kindly supplied by a Mr. Charles E. Duryea, a resident of Reading, Pennsylvania). Directions in other areas were even predicated on such hopeful checkpoints as “Turn right at the blue house.” Early guidebooks and publications took care to warn drivers of the new “Speed Traps” by the fast-adapting motor policemen, gave reviews of hotels and road conditions, and generally advocated for the motorist in all ways.

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Extract from the 1906 AAA Blue Book, showing suggested routes around Harrisburg.

The need for fuel was filled by general stores at first, and later by garages. The cost of gasoline, at 29 cents a gallon in 1922, was substantial (considering that Americans would see that same price, decades later, while enjoying much higher wages). Surprisingly, gasoline availability is not much advertised in the early travel guides. Replacement parts were a more difficult matter for the motorist, and items which could not be repaired or fabricated by a blacksmith (initially, or later a machine shop) would have to be special-ordered from the manufacturer. Remembering that in the early years industrial standardization had yet to be instituted by the S.A.E. (and a part from a Ford would probably not work on a Buick, and so forth), a part failure could have impeded travel for many days or weeks.

Fortunately, the simplistic nature of early cars and the similarity of technology between cars, wagons and buggies aided in repairs. Many problems were initially addressed by the village blacksmith/buggy shop. Broken parts that could be repaired, were. In time these businesses developed into the garages and service stations of the 1930s and beyond. By then, automotive travel in the United States was actually routine. (My father, William F. Russell, tells the story of he, his older sister, and his mother being placed in a circa 1922 Willys-Knight—with a complex “sleeve-valve” engine—by his father in the summer of 1927. The trio drove all the way from western Pennsylvania to central Florida, his mother at the wheel, with no breakdowns whatsoever. This story testifies to both the reliability of the car and the state of the American highway system by this early time.)

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Class and gender considerations

The automobile in the early 1900s was an expensive item, by any means of comparison. Picking the Cadillac line of 1905, we see prices for new vehicles ranging between about \$750 for a small two-seater, \$950 for a delivery truck, and \$2,800 for the largest touring car (all 1905 dollars). The Cadillac Model B (a small, uncovered one-cylinder car seating four, with two forward speeds, a reverse gear, and 24-inch wood spoke wheels) sold for \$900 and will suffice as a “nice” (though not exotic) car for comparison.

Considering annual salaries in the Harrisburg area around 1905, I offer the following estimates:

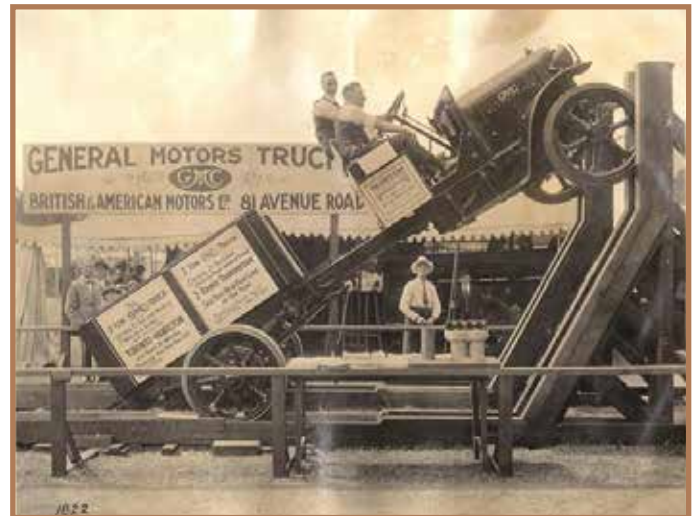
Average female factory worker	\$260
Average male factory worker	451
College professor	2,000
Dentist.....	2,500

Comparing these salary estimates versus the price of a car in 1905, we see that for a male, head-of-household blue collar wage earner (at \$451 annual earnings), even our moderately-priced Cadillac runabout was roughly twice his annual income. While not an impossible barrier to new car ownership, we can make the similar analogy to an information worker today (earning \$38,000) buying a Mercedes costing \$76,000—likely not something their accountant would recommend, but not impossible, either. In the case of the 1905 buyer, credit would have been much more difficult to obtain for lower-earning workers. Additionally, as a relatively as-yet unproven technology and not essential for daily transport in an urban area, the automobile would have been considered an unnecessary luxury in the first place for the worker and his family.

Motorcycles, coming on the scene at much the same time as cars, were certainly cheaper, but not by much. It was also not nearly as practical; the motorcycle did not have the ability to carry more than one or two people, and little else. West End Electric’s \$200 to \$250 Indians in 1908 were likely purchased more as sporting entertainment for wealthier male motor enthusiasts, than as low-cost alternative transportation, since this purchase price still constituted about half the annual salary of a blue-collar worker. Later, as the assembly line reduced car costs, the relative price of a new motorcycle was nearly that of the much more practical car, and a good argument can be made that many motorcycles were much more a device for sport than low-cost basic transportation. (The emerging used vehicle market would

change this to some extent, making pre-owned cars and motorcycles available to less affluent buyers.)

Conversely, we can see that for the higher-paid professionals and businessmen in 1905, the automobile was relatively attainable, at roughly half his annual salary. Putting the cost in relative terms, this would be about the same salary-to-item-cost ratio as a \$110,000/year professional today buying a BMW or Mercedes costing \$55,000—again, not necessarily any accountant’s advice, but certainly not ridiculous. We can also imagine that for our 1905 professional, the ability to travel quickly to different job sites (the doctor, for example) could have been a very rational financial incentive for car ownership. Surely the farmer could have benefited likewise, but he would have to wait a few years for new-car prices to fall.



1905 General Motors publicity stunt, showing the capability of the GMC truck. Commercial entities (particularly delivery-dependent businesses) were early buyers and operators of trucks.

One major change to the salary versus cost relationship for car ownership was even then in the making. Henry Ford was, at around this time, in the early stages of his creation of assembly line production techniques. By 1912, prices would begin to drop, as his production reached about 70,000 units per year. By 1913, Ford produced 150,000 units, and by 1915 and 1917, respectively, he manufactured 244,000 and 500,000 cars and trucks a year. Ford’s economical production methods drastically reduced the relative costs of new car ownership, changing the world simultaneously. By 1912 a Model T could be purchased in America for about \$690. The price *dropped* in 1913 to \$550, and by the 1920s a Ford worker could buy a new model T for \$260—about *four months’ salary*.

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We can see that the early automobiles were probably owned by more affluent buyers, but that with each passing year car ownership became much more achievable and crossed class and economic barriers. And, we must acknowledge the used car market—appearing in *The Harrisburg Telegraph* in October 1908—which continued to bring cars down in price and affordability. Further advancing car ownership would be the converging cost-benefit relationship for farmers and other merchants. The falling cost of ownership compared with rising profit potential would eventually demand the purchase of a commercial vehicle for most any business which wished to grow.

Gender. Males were the predominant owner/operators of automobiles in the early 1900s. This was due to the entrenchment of the male as wage earner, the cost of the automobile, and to the base physical requirements for starting and driving (with the notable exception here of the electric car, which was quite easy to start and drive). Women were certainly capable of driving, and did; but these obstacles initially stood in their way.

Women drivers in the early years, for the most part not being wage-earners, were by necessity the beneficiaries of husbands and fathers who could afford the purchase price and maintenance of an automobile. Lady drivers are frequently noted in early records, and even drove cars coast-to-coast on occasion. The electric car, as previously noted, was ideal for and directly marketed to urban women.

Beyond actual ownership and being the driver at the wheel, women clearly did travel by auto in the earliest years—albeit with their husbands or another male doing the driving. There is no reason to believe that husbands left their wives and families at home as a matter of course when they traveled, and the idea of automobile touring was clearly one in which affluent male and female Harrisburgers participated. The *Harrisburg Telegraph* of November 2, 1908, in “Harrisburgers In Automobile Wreck” on page 9 notes the adventures of Mr. and Mrs. W.J. Pittman and Mr. and Mrs. J.F. Deardorf the night of Saturday, October 31st. En route to spend the evening in York, the couples experienced a breakdown about 8:00pm in the evening. The men sent the ladies on ahead, and set themselves to fixing the car. Unfortunately, their efforts came to naught when the gasoline tank caught fire and “...containing ten gallons, exploded, sending the once valuable machine flying through the air. The car is a total wreck. Mr. Deardorf was slightly burned about the hands.” (We can assume Mr. Deardorf’s pride was likewise singed.)

Automobiles made in Harrisburg and vicinity

Amidst the frenetic automobile building of the early 1900s, three cars were invented in Harrisburg for planned commercial production. None of the three was a success, although one maker, Kline, did later achieve success in York, Pennsylvania.

The 1900 **Herman** was a small steam-powered vehicle which also used gasoline for fuel (to heat the boiler). Made by Harrisburg resident inventor M.P. Herman, the single vehicle made was sold to J.N. McCulloch, a bicycle manufacturer.

The 1920 **Hunter**, a large 121-inch wheelbase, six-cylinder luxury car, was made by Charles Hunter and Simon Miller at the Hunter Motor Car Co. on South Cameron Street. Hunter and his crew produced by all accounts a beautiful, running, “brilliant red” prototype, and drove it frequently. The car was to be sold for \$2,750. Sadly, the post-World War I depression dampened sales, and the company was bankrupt by 1922.

The 1900 **Kline** was made in Harrisburg by Hummelstown native James A. Kline. Kline worked for a while as an optician in Harrisburg before establishing a machine shop. He became Harrisburg’s first automobile dealer in 1900 (selling Locomobile), and during the same time built a gas-powered vehicle for himself.

Several years later in 1910, after a series of business partnerships and ventures, Kline designed the **Kline Kar**, a six-cylinder performance car made in York, Pennsylvania (and later in Richmond, Virginia) which soon went into competition. In 1917 Kline produced 500 units of his fine automobile. As with Hunter, the post-war depression caused the end of Kline Kar.

Only some miles away in Lebanon, Pennsylvania, Colcord **Upton** and his family produced the Upton automobile from 1904-1907. The Upton was a five-passenger, four-cylinder, three-speed upscale touring car selling for \$2,500.

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Photo showing principals of the Upton Motor Company in 1905 Uptons (courtesy AACA museum).

Conclusions

Automobiles reached the city of Harrisburg at the same time and in roughly the same manner as with other small cities in the region. A rarity in the earliest years of the 20th century, by 1905 the gasoline-powered automobile had begun its steady climb to ascendancy over all other forms of individual transportation. By 1908 the validity of the personal automobile was indisputable. By the early teens, Henry Ford's mass-production techniques insured that a car would soon be in vast numbers of American households and farms.

An extremely expensive commodity at first, the automobile (and motorcycle) was mostly owned and operated by affluent men. Yet the wives and daughters of these well-to-do men also experienced the automobile, and many learned to drive one. It took Ford's assembly line to bring the car to the less-privileged masses; in another fifteen years from the car's 1905 arrival in Harrisburg, this was certainly the case.

Driving in the earliest days was a far-different experience than it is today. Unimproved roads, non-standardized road signs, undependable cars and irregular supplies of gas and parts all combined to make motor-ing an honest-to-goodness *adventure*, as well as faster transportation. Perhaps that is why Americans took to it as enthusiastically as they did. As David Potter noted, Americans are always "moving" forward; the automobile would have been a machine ideally suited to both the vast American landscape and the rarely-static

American psyche. As the automobile became more a routine facet of American life, commercial and government entities predictably responded, and by the 1930s operating a car was a safe and reliable form of transportation.

Of the changes brought about by the car locally, we can see that Harrisburg, like other cities, soon answered the car's appearance with municipal infrastructure and commercial services to meet the demand. Encouraged by motorists' organizations (like the American Automobile Association) and commercial voices, local and state governments began to improve the dirt roads linking towns. Commerce undoubtedly benefited, and goods could soon be moved from producer to buyer in much faster time. Businesses necessary to support the automobile blossomed all around the city and countryside, and many citizens gained their livelihood in auto-related industries, working in garages, dealerships, and parts-suppliers. By June, 1922, fully 31 automotive garages (already specializing in tires, painting, suspension, glass, and electrics) advertised in the Motor Club of Harrisburg's Motor Mention alone.

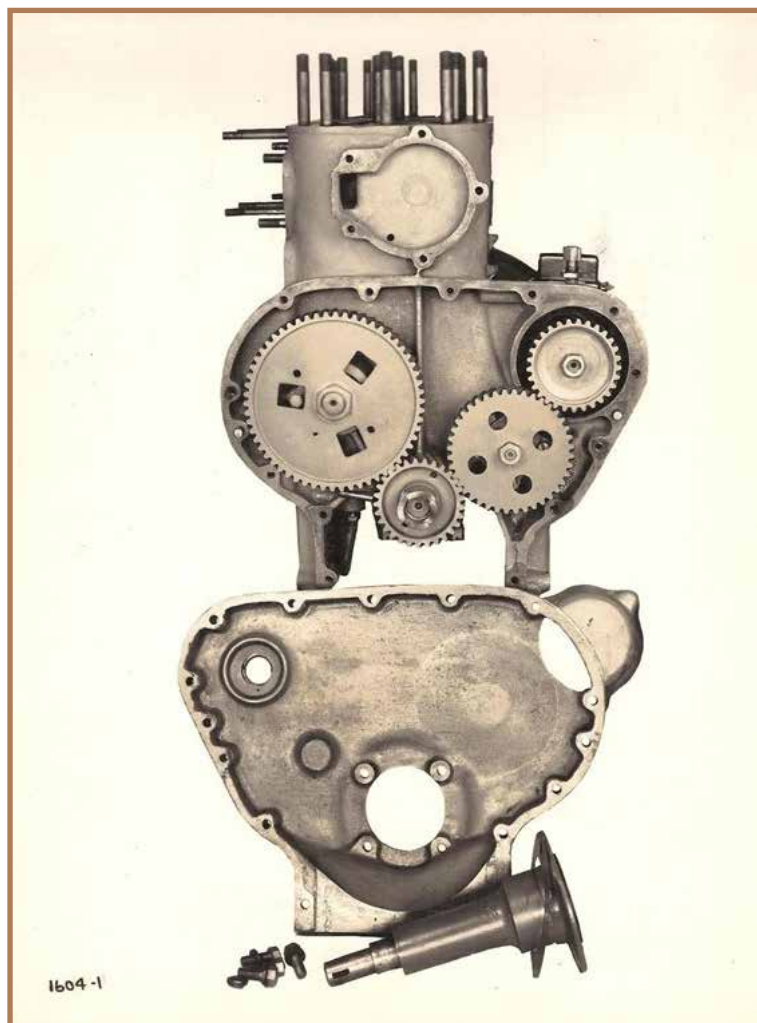
Finally, the advent of the car (and other commercial and mass-transit vehicles) allowed Harrisburg residents to live farther from their workplaces, and in this way set the stage for a less urban community. This new tendency to live well apart from one's work would flourish as the idea of "suburbia" in later decades. The availability of faster transportation certainly permitted a new freedom in personal relationships: for the Harrisburger with relations in York or Carlisle, these trips were now reduced from a day or two (from pre-automobile, horse-and-buggy days) to much more reasonable travel times.

The advent of the automobile was to bring to Harrisburg, as it was to bring to many other American cities in the early 1900s, significant changes. Commerce and worker/employer models, the demographics of family housing, and community interaction and family visitation habits all changed remarkably as a result of the automobile. Rather than a blight on a mythical pastoral landscape, we can see that the automobile was at worst just another societal phase. At best, it altered our communities in manifold positive and lasting ways.

Continued on page 23



Continued from page 22



Timing Case

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THE NOR'EASTER

— MEMBERSHIP NEWS —

By Joe Gildea

We recently received the news that on October 6, 2020 our member and friend Bob Gedney from Alton Bay, NH passed away. Bob and his wife Diane participated in many regional events with their 1941 Cadillac Series 61 Sedan. to include, The Vintage Celebration at NHIS, 2018 NER Grand Classic and the 2016 Classic New England CARavan. Bob is survived by his wife Diane, and Children. A family service will be planned at a later date. For anyone wishing to send a card to Diane Gedney the address is: P.O. Box 315, Alton Bay, NH 03810.

THE THREE AMIGOS

By Jon Elmendorf

In Chatham, MA there are three members of the New England region; Charlie Wallace, Craig Kappel and Jon Elmendorf. We often get together for morning coffee in our town and start the day in a Classic style.



1937 Cord, Jon Elmendorf

1934 Packard, Craig Kappel

1933 Packard, Charlie Wallace



The "Three Amigos"



Craig Kapple, Jon Elmendorf and Charlie Wallace



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SHOW BUSINESS



The Boston Cup was held on September 27, 2020 on the beautiful grounds of the new hotel “Encore Boston Harbor” complete with Astroturf lawn. It was a fabulous venue.

The Imperial was named “Best in Show” shown on Front Cover. NESN will be airing the show several times beginning in late October. The event was wonderful mix of old and new.



Due to COVID19 no spectators were able to view the cars. Highlights of the cars present:

1934 Lincoln KB, Dick Shappy, RI

1933 Packard Model 1005 shown by Parker's Packards, MA

1932 Auburn 8-100 Boattail Speedster, Philip Davino, MA

1915 Stutz Bearcat, Heritage Museum and Gardens, MA

1927 Bentley 3/4.5 Liter Open Tourer, Bill Johnson, RI

1931 Chrysler Imperial CG, Dual Cowl Phaeton Custom by LeBaron, Joe Morgan, NH