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THE PURPOSE OF THE VMCCA IS TO PROMOTE TOURING AND ENJOYMENT OF VINTAGE VEHICLES THROUGH THE ACQUISITION, PRESERVATION, AND EXHIBITION OF ALL VINTAGE AND HISTORICALLY SIGNIFICANT VEHICLES AND ASSOCIATED MATERIALS.

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A 78th Revival Recap



By Tracy Leshner

Glidden Tour cars stop at the Historic Round Barn in Biglerville for coffee and treats.

Can you believe that this was my first Revival Glidden Tour? My parents weren't going to take me out of school. When I became a teacher, taking a week off from the beginning of the school year wouldn't look good. Then, a husband and the boys came along. Yes, it was worth the wait!

The 78th Revival AAA Glidden Tour®, hosted by the AACA Sugarloaf Region September 22-27, was likely the wettest on record. Our host hotel, the Liberty Mountain Resort, was nestled in Fairfield, Pennsylvania, just outside of Gettysburg National Park.

The Saturday before the first official tour day, 112 Glidden tour cars and numerous tourists descended on the Liberty Mountain Resort to check in and have individual pictures taken by Bob Murray. Anne Kemp Russell, Sally Murray, and Janet Gibb checked in registrants. The tour bags, tour books, and Glidden history booklets were absolutely over the top. During the Sunday evening dinner, AACA President Jack Harris welcomed all of us. Our VMCCA President Duane Copley, did likewise and even wore a sport coat (according to many this is a rare occurrence). Duane announced that Bob and Sally Murray were celebrating their 50th wedding anniversary. In her 33rd year as the Dean of Glidden Freshmen, Pat Swigart gave her first

assignment to the 91 tour freshmen, myself included. Our homework required us to find ten different tourists from ten different states. After dinner it was time to rest up for a busy week.

On Monday morning, we woke up to rain. A lot of rain. I rode with Tony Edwards in his 1931 Ford Model A Sedan. It was the perfect day for riding 98 miles in a closed car! Tony greeted me in the morning with coffee and donuts. The two of us talked the entire morning as we headed to the historic Round Barn in Biglerville, Pennsylvania, for the coffee stop. There are two variations of round barns: polygonal and round or "barrel" barns built in the Northeast and Midwest. It is believed that Quakers built these barns because the devil could not hide in the corners. Today, very few round barns exist. Noah Sheely built this particular round structure in 1914. Many tourists shopped in the farmers market on the bottom floor while others gathered on the top for coffee and donuts. From there, we headed to lunch and then to the Eastern Museum of Motor Racing (EMMR) in York Springs, Pennsylvania. The museum houses an incredible collection of race cars, memorabilia, and extensive research materials. On our way back to the resort, we passed by the location of the Russell Tavern, where George Washington visited while he attempted to quell the Whiskey Rebellion.





Above: Charles Emery is ready to tour in his 1941 Buick Super Sedan.
 Below left to right: Paul and Sharon Kron at the Eastern Museum of Motor Racing.
 Tom Roberts, Barry and Lindy Eash, and Marc Zitelman are all smiles during a light-hearted conversation.





Above: Nancy and Jerry Huffman stop for a photo on the lawn of the Eastern Museum of Motor Racing in York Springs. Their 1931 Ford Model A Roadster is all buttoned up for the rain.
Below: Walter Higgins welcomes tourists to Mt. Tabor Park. Engel and Audrey Bouwmeester drove Chester and Nancy Bradfield in the Bradfield's 1939 Studebaker President.





*Above: Steven Williams pulls into Mt. Tabor Park with front seat passenger, Carol Teaney, and Sherry Williams in the rear seat. They toured in a 1906 Stoddard-Dayton throughout the week.
Below: Here I am landing in the sawdust at the bottom of the slide.*

The dismal weather continued into Tuesday morning. I caught a ride with Peter Jakab in his 1929 Ford Model A Roadster. It was another long touring day as the group headed into Maryland for a 100-mile round trip drive. The morning coffee stop was at Mt. Tabor Park, in Rocky Ridge, Maryland, where there is a 40-foot wooden slide built in the 1950s. The big slide was a huge hit. The key to speeding down the slide was making sure you dusted the burlap sack that you slid down on in sawdust before heading down. My third run down the slide involved a 180-degree turn and ending up in the sawdust pit bum first. Did I go again? Of course! Many of us went down the slide. It was a blast. From there we headed to Frederick for lunch.

I try to stay away from food details in tour articles. Honestly, good food along with ice cream on a tour are givens. But today, most of us enjoyed Maryland blue crabs at the AMVETS. There were mallets cracking open steamed crustaceans—whacking those poor things into further oblivion. I like crab meat, but I don't want my food looking up at me. Blue crab fans ate with reckless abandon. I opted to take pictures of tour cars.

After lunch we took a drive through the Mt. Olivet Cemetery in Frederick, Maryland. The cemetery with eight-miles of paved pathways is referred to as "Frederick's other city." There are over 40,000 graves including Francis Scott Key, many notable citizens, and soldiers. It felt a little bit like an episode of the Keystone Cops as all one-hundred plus cars meandered and criss-



crossed through the graveyard. From there the group headed to Bill McGrew's incredible tractor collection. It was a very full day.

When you stop to think about the variety of automobiles on any Revival Glidden Tour, you see a representation of what was on the road 80 years ago. While most of the cars on the 2024 Glidden tour were Fords, Buicks, De Sotos, Dodges, and Chryslers, there were automobiles that added to the diversity. On this year's tour, Mike Huffman brought his 1935 Auburn. There were several Packards, Marmons, and two Pierce-Arrows.





Above: VMCCA President Duane Copley with his wife Trisha, who is also our VMCCA Activities Chairperson, stand next to their 1932 Plymouth Roadster.

Below: Edna Cross delights in the blue crab lunch. We followed brothers Kent and Craig Haberle in Kent's 1929 Pierce-Arrow into the cemetery.



Guess what? On Wednesday it rained too. The day's 46-mile route kept us in the Gettysburg area just north of the Mason-Dixon line. I got spoiled and rode with David Coco in his spectacular 1931 Pierce-Arrow.

I was excited to ride with David, partially because of the car. But I was even more excited to finally meet him in person. We had communicated via email for years and finally had a chance to get to know each other. Making new friends is one of the best parts of touring. On the way to the Gettysburg National Military Park's Visitor's Center, I learned that David's Pierce once belonged to Henry Austin Clark.

At the visitor's center, we had the opportunity to watch a film depicting the Battle of Gettysburg, visit the Cyclorama, and the museum. David had the bonus tour at the center. His cousin Greg wrote 16 books about the Civil War and was once a park ranger at Gettysburg. David connected with a colleague of his cousin who gave him an insightful tour. Many of the tourists opted to visit the Cyclorama which houses a 360-degree paneled painting that tells the story of Pickett's Charge. French artist Paul Philippoteaux painted the panels and completed his work in 1883.

After spending time in the visitor's center, it was time to follow the auto tour and drive through the park. The number of monuments throughout the park is mind-boggling. David mentioned



Above: A section of the 1883 Cyclorama painting depicting Pickett's Charge.

Below: The Major General John Fulton Reynolds Memorial (on horseback) at Gettysburg National Military Park.

the symbolism of the horses on many of the statues throughout the park. If a soldier is mounted on a horse with all four legs on the ground, that soldier survived. If one leg was up, that soldier had been wounded but survived. If the horse is reared up on two legs, that marks a fatality.





Above: Glidden Tour Director Rob Burchill had Don Pohlmann with him as a passenger. Don helped with trailer parking and during the tour.

Below: David Coco's 1931 Pierce-Arrow at Gettysburg.

After the auto tour, we followed brothers Kent and Craig Haberle's 1929 Pierce-Arrow. The car had a failure to proceed at a stop sign while driving through Gettysburg College on the way to the World War II American Experience Museum. We waited with them until AAA showed up with a roll-back.

The WWII American Experience Museum houses an impressive number of WWII tanks, jeeps, motorcycles, and artifacts. Afterward, it was a short drive back to the resort.

Several Gliddenites had signed up for the afternoon tea. Most who attended it dressed the part. I showed up in my usual jeans and ball cap. I did not come prepared. But it was a lovely hour or so where we enjoyed delectable tea sandwiches, cakes, scones, and various teas. That evening, I spent time with VMCCA President Duane and Trisha Copley (Trisha is also our VMCCA Vice President of Activities), Bob and Sally Murray, and Glidden Tour Chairman Rob Burchill before heading off to the freshmen ceremony. I had turned in my homework at breakfast, so I was good with Pat! Rob Burchill presented many Glidden awards. I was impressed with the number of repeat Glidden participants. Steve Gordon holds the record with 58 times! Somehow all 91 freshmen had an easy time of being indoctrinated. We got away with only having to do the chicken dance. After the chicken dance, I was ready to hit the hay. The day might have been short on miles, but it sure was busy.





Above: (left to right) Dion Stams, Claire Oestreicher, Sally and Bob Murray with the Murrays' 1932 DeSoto.

Below: Roy Sargent and his 1933 Plymouth Sedan.



On Thursday, we got a break from the rain. I opted to ride with Peter again. Back seats were becoming harder to find by this point in the tour. Thursday's tour day was titled, "Fun with Mike and Rob" and it was back into Maryland for a hilly 120-mile day. Around mile 18, Randy and Marge Hall's 1911 Buick got stuck behind a line of creeping-up-the-hill at-a snail's-pace Glidden tour cars. This spelled trouble for their Buick's rear end. The constant down-shifting on the steep hill resulted in a failure to proceed. AAA to the rescue!

Later that morning, we toured the Antietam National Battlefield for more Civil War history. Todd Milner, a program manager at AAA, caught a ride in Peter's rumble seat, and Todd loved the drive through the park. The 8.5-mile drive featured 11 stops throughout the park. One of the most picturesque stops was at the 85-foot observation tower built in 1897, where one could see 360-degree views of the rolling hills within the park.

Afterward, we headed to the Washington County Agricultural Museum for lunch and an opportunity to tour the museum's grounds and three buildings featuring all things agricultural and automobiles with local connections. The drive featured narrow farm lanes that made you feel like you were driving in the United Kingdom. The roads throughout the week were just amazing. Fall leaves just beginning to change colors provided pops of color along the routes. On the return trip around mile 96, Peter and I, along with about a half-dozen cars, got the "More Fun with Mike and Rob" bonus tour. Mike Zerega helped Rob to create a fun day of touring over the rolling hills of western Maryland. We had a little trouble with the directions and GPSed back to the resort—likely operator error.





Jack and Gail Bartolini own this stunning 1936 DeSoto Airstream Convertible. In this picture, the vehicle is driving on the Antietam National Battlefield Auto Tour.