

SIDELIGHTS



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SANTA ROSA
REGIONAL GROUP
Horseless Carriage Club of America

NOTE: Monthly meeting at 5:00, Nov 18th at Handline, Sebastopol. Be there or be square...

Them



Us...



PRESIDENT'S MESSAGE

Now that the autumn leaves keep falling, we are on standard tie with shorter days and longer nights, our garage and shops become friendlier.

This gives us more time to repair and do the needed work to improve our auto's performance and appearance.

Looking forward with rain helping our drought and a decent winter, spring should be fabulous and touring should be great.

Our tour and lunch in Point Reyes was great, good cars and fellowship. Looking forward to seeing all at our next meeting.

Remember now is the time for election of directors and new officers.

Thanks all,
Stan





COAST to COAST



The Rising Family, left to right:
Nicholas, Jonathan, Don, Jon, and Matt

You Can *- and Should -* Do It, Too!

by Matt Rising and Jon Rising

Photos by Matt Rising, Jon Rising, and Nicholas Rising



On our way to Sundance, Wyoming

It's been a long while, but we remember our dad saying he thought it would be great to drive across the country in a Model T. To do so wouldn't make him the first, nor, in fact, one of just a few, because many have accomplished the feat. And he and our mom have accumulated enough miles touring in their 1905 Cadillac to make such a trip nine or ten times. But we think everyone would agree there's something alluring, something quintessentially American, about pointing a car on a compass and just driving until you can't drive any more.

Latching onto this idea, last summer we finally made what lawyers might call a "successful attempt" to cross the country in a Ford Model T. Five of us set out from California, headed to Virginia in two cars (1910 and 1911 Tourings), and the 1910, with two of us in it, made it to Virginia twenty-three days later. The 1911 and the three other participants made it as far as Murdo, South Dakota, where a broken crankshaft ended that car's journey (this time). With room for either three passengers or all of our critical tools and spares, but not any combination of both, we arranged for transportation to take the 1911 home. The other three participants flew home and followed along the rest of the way by reading the witty and cleverly designed blog maintained during the trip.

Regardless of how one might react upon hearing of our plans to cross the country in a couple of 100-year-old cars, or whether some or all of the



participants actually made it, the upshot is this was a defining moment of our lives, not to be regretted and certainly to be considered again. And for you, the reader, this is our note of encouragement to also surrender to the call, crank up your cars, and drive to any far away point on the map you please.

How We Got Here

We've owned a 1911 Touring for about fifteen years now, and a 1910 Touring for about twelve. During that time we've enjoyed touring with the cars, making new friends, learning how to maintain the cars, and, when necessary, repairing them. Our dad added a 1911 Touring to his stable about twelve years ago, but more as a reliable back-up car to his other, more exotic, brass era cars. (Disclaimer: he also owned a 1923 Tudor for about sixty-five years.) But we've always held onto the idea of one day making that cross country drive in a T. We knew that siren song would lure our dad and his two younger sons, and possibly his oldest son who owns a Model A but is otherwise T-less, but that was about all we knew. What we didn't know was quite a bit.

Unfortunately (or fortunately), life continued to happen all around us and the years ticked by. We could never find a window of opportunity to make the attempt that allowed all of us enough time off from work or which didn't conflict with other family plans.

Then, a little more than a year ago we read about the Horseless Carriage Club of America's (HCCA) national convention at Yosemite National Park in April 2018. We instantly recognized the opportunity to send our car(s) to California for a week of touring in Yosemite, then just keep driving east. However, Tioga Pass (el. 9943') is the only east-bound route out of the Sierra Nevada Mountains from Yosemite and is typically closed by snowpack well into May, sometimes June. If we wanted to start our trip in April we'd have to backtrack out of Yosemite, head south around the Sierra Nevada, and plan on a southerly cross-country route, unless we wanted to go north and fight early spring weather across that part of the country.

About this time we also remembered our dad's two grandsons. Although an integral part in some of our lives, we hadn't really considered their participation until our dad did. He thought they should go along with us, but they were supposed to be learning things in school until mid-June. Despite our confidence they'd learn more on the road than in a month of school, we didn't personally know the truant officer, so we felt compelled to comply with the law. Of course, an added benefit of waiting until June and having the grandsons along with us, besides fellowship, was that we could transit Tioga Pass and take the northern route to many of the more well-known national parks which the grandkids had never seen. We would also have longer periods of sunlight by which to drive, and repair, the cars.

As for the cars themselves, we had three to choose from and thought we should take two of them. Since our dad typically puts about 2,000 touring miles per year on his '11 Touring and always keeps it well main-

tained, it made sense that one of the cars should be his - so we chose the other two. We never considered having a modern chase vehicle.

To recap our plans so far:

1. Ship two cars to California in April
2. Ship five people to California in June to start driving
3. ?
4. Success!

The grandkids, while excited about the adventure we were signing them up for, also seemed to pick up on the nebulousness of the plan so far. To sweeten the pot, we agreed they would stick it out for at least two weeks, after which point, if they were miserable, we would deposit them at a convenient airport and send them back home to Mom who, in the meantime, would be keeping her fingers crossed she wouldn't see her children again for at least thirty days.

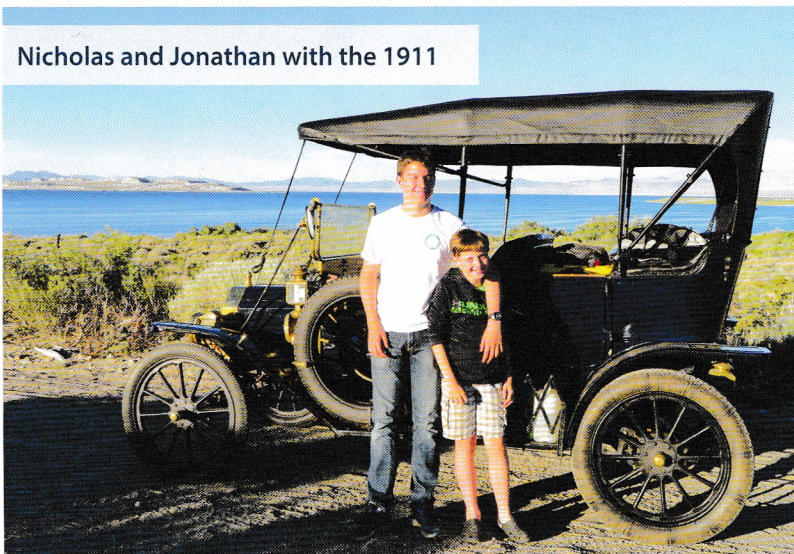
Serious Planning

The two cars would be shipped to California on a lift of opportunity which would leave the east coast on March 29, which became our "all car preparations must be completed no later than" date.

The list of things we wanted to do to our cars began to grow. Besides working through the MTFCI vehicle safety checklist, there were other things we thought we may want to finally address. One of us rebuilt the rear end on his car because we didn't know when it had last been done and had no idea whatsoever what we might find inside. The 1910 has an alternator and electric lights, but the 1911 needed battery-operated headlights installed. We had some spare coils rebuilt even though we had a collection that seemed to be working well.

The list of things we wanted to take with us also grew. In the end, roughly one quarter of all our storage space was taken up by emergency or safety gear: reflective triangles, chem lights (glo-sticks), flashlights and work-lights (with magnetic attachments in case we needed to drive with them attached to fenders), walkie-talkies, first aid kits, batteries, bungee cords, strong nylon-poly blend rope, and fire extinguishers. We also had a compact solar charger for rechargeable batteries. To be sure, we didn't intend to do much, if any, driving at night but we were planning on taking very remote roads and wanted to

Nicholas and Jonathan with the 1911



be mobile in the dark in case we needed to work our way to safety after a lengthy breakdown or other mishap. We considered a subscription service to a satellite phone/texting system but, in the end, decided to forego that. When venturing out into remote parts of the country where cellular service might be unavailable, there's something very useful and reassuring that you, too, can do with your smart phone. Several map apps are available, including free ones like maps.me and, of course, Google Maps. Since your phone's GPS works even without cellular service (even when in airplane mode if you want to save battery life), you'll always know where you are if you've downloaded the free area maps to your phone prior to each day's (or week's) departure.

We planned on staying in hotels along the way, but considered that we could break down in the most remote spot. We took sleeping bags, covered hammocks, and a large tarp to protect against rain or sun. (We are aware hammocks require suspension points, like trees, but they are compact, quick to set up, and very comfortable). As it turned out, we only needed the camping gear once, in Idaho, and were very grateful we had it.

On the topic of camping gear, we didn't bother with a stove or cookware other than a compact Jetboil flash stove and some Mountain House freeze dried food pouches. If we broke down in the middle of the night and freeze dried pouches are odorless until you open them. They also only require a cup or two of hot water to reconstitute. Try not to look at the salt content on the nutrition label.

Now that we were mostly taken care of, it was time to think about what the cars might want during the trip. We tried to pack in such a manner that either car would be able to operate independent of the other for a day or two, while also trying to reduce the number of duplicate items on board. We took several front and rear tire tubes, learning along the trip that the



We packed all the mechanical and safety supplies we could fit into the storage spaces in both cars. Space was tight!

brass stem tubes are the ones you want, or need, to have. The rubber stems do not fit through the metal hole in the wood felloes without being shaved down with a knife - a dangerous proposition when working with an inner tube. We each carried a spare front and rear tire, using a nice original-style tire mount our dad owned and a homemade version fabricated with some flat steel and eye hooks. We also carried a single, small 12-volt electric air pump (both cars have 12-volt batteries), but had we carried two of them we wouldn't have found ourselves wondering why we left the one in South Dakota with the 1911 while needing it in Nebraska for the 1910.

Each car had a scissors-type expandable running board luggage rack in which we each packed a square 2.5 gallon No-Spill gas can, plus gallon jugs of water and oil. All of these fit neatly within the width of the running board. This required removal of our acetylene gas generators but we were going to work, not to a show. Plus, we weren't using them anyway.

The route we drove was probably better than the route we planned!

Jonathan explains the fundamentals of Model T touring





We each had sets of open-end wrenches with duplicates of the most common sizes. We bought some small, flip-top plastic containers that nestled together nicely under the rear seat, but that were large enough to store collections of things. Each was labeled with its contents: Nuts and Bolts; Electrical; Steel Wire, (fuel) Tubing, and Cotter Pins; and Things That Connect Other Things. That last one held duct tape, Velcro strips, JB Weld, small clamps, Super Glue, etc. To save room, we wrapped the duct tape end-over-end around a stiff piece of flat cardboard about four inches long and just as wide as the tape. We had a small hammer and larger rubber mallet, a small bench vice that clamps to the running board when needed, a new set of king pins and bushings, and two rear axle Hyatt bearings and axle sleeves (plus a sleeve puller). A small solar battery charger kept the 1911's battery topped off and we also took along a compact portable car jump-starter in the event we found ourselves with a dead battery on flat terrain. While we didn't need it to jump the cars, it was great for keeping our camera and phone batteries charged throughout the long days.

We carried a complete set of gaskets and were glad we did; we used one each of a head, manifold, and hoghead gasket. We each carried a jack stand, wood blocks (the 1911's battery box under the rear seat comes apart, yielding some sizable boards to put under jack stands), and water-resistant car covers to 1) keep our stuff dry from overnight rainstorms and 2) keep our stuff mostly out of sight from overnight visitors. Neither car had side curtains.

When packing the cars, we needed to always keep enough back seat space open for one passenger in each car. Each car carried two 12-gallon stackable plastic bins which just fit on the rear floor between the front and rear seats, leaving leg room for a rear passenger. Finally, our personal luggage was loaded in the remaining spaces.

Route Planning

We found the best way to plan our route was to use Google Maps and its "bicycle" option. This automatically tried to keep us off the busier roads, found the shortest route, and even defaulted to some of the dirt roads we enjoy. As a bonus, it also showed us the elevation changes so we could estimate the

grades we'd need to ascend or descend and re-route accordingly. However, it also, amazingly, tried to take us along bike paths and pedestrian bridges, which seemed kind of odd since we were in a car.

To get a feel for the amount of traffic we might expect on any given road, the Google Maps street view is a good tool. While not perfect, it provides a snapshot of the type and amount of traffic to expect and whether we'd feel comfortable on that stretch of road at our speed. In fact, but we don't recommend it, you can "click" your way across the country without ever leaving your home and have a pretty good idea of what the sights along the way will look like. An amazing feature of modern technology, but too detached from the past for our taste.



If we were going to make this trip in thirty days or less, we knew we had to average about 170 miles per day, allowing for eight of those days to be dedicated to sightseeing, maintenance, and, if the weather was extremely bad, rest. This married up well the concept of driving eight hours per day at an average driving speed of 20 mph, leaving time to eat lunch, get gas, and stretch our legs along the way. We knew the western mountains would slow us down, but that we could make up some time on the straight, flat roads of the Plains states.

We also spent considerable planning effort on finding dirt roads. While they would certainly slow us down, we also figured many of the western state dirt roads are good enough for modern cars to drive 40-50 mph on, so we should be good



An unfortunate, but propitious, visit with our new friend, Scott Conger.



Nicholas gives Jon a break from driving

at 25 mph. Plus, while many paved roads run north-south or east-west, the dirt roads try their best to be as direct as possible. But there are few resources, other than the locals, to assist with determining whether a dirt road is truly a “scenic short cut” or even passable.

The most difficult place to arrange lodging was at Yellowstone National Park, for several reasons: 1) tourists can make hotel reservations a year in advance to stay there and even the campgrounds fill up quickly; 2) we couldn't be certain on which day we'd arrive; 3) the park is so big (the figure-eight Grand Loop road is 142 miles long by itself) that we were going to have to limit ourselves to lodging on the bottom section of the southern loop if we wanted to see the more famous sights. Fortunately, we were able to obtain a campground reservation for four nights during the projected window we thought we'd be there, with the idea that we could cancel nights as necessary (for a small fee) as we became closer to arriving. Then, knowing

some of our group might be more comfortable in a hotel room than under the stars (or rain), we frequently visited the lodging reservation website, looking for cancellations during the period we expected to be there. Sure enough, we lucked out and were able to exchange our campground reservations for a hotel room, with the same intention to cancel nights as necessary until we knew which particular night we'd be there. These dates drove the first week of our touring, since we knew it was a 148 mile drive from the west entrance of the park up and over Sylvan Pass (el. 8,530') to Cody, Wyoming, which would be our only options for lodging if we couldn't stay in the park. This would have a ripple effect of causing us to stop early in West Yellowstone, even if the day was young, and then sprint across the park to Cody, leaving little time for sightseeing.

This might be a good time to point out that we never intended this trip to be a “see all, do all” National Park adventure for those of our group who had never seen the parks. Instead, we

wanted to give them just enough taste to want to return on their own adventure, with or without a Model T. As far as other landmarks across the country, we had some specific ones in mind, while also figuring we'd just see what came up over the horizon next.

We spent significantly less time planning our route beyond Yellowstone since we figured, by then, our plan would just be something we stapled changes to. This was fortuitous because, also by then, we began caring less about when we arrived where and, instead, spent more time just enjoying the ride.

Jonathan critiques Nicholas' driving while Don, in the back seat of the 1910, builds his case for plausible deniability.



Shipping Out

With the cars packed and safely loaded on the transport truck headed to California, now would be a good time to clarify we never intended to tour Yosemite in April with the HCCA. Instead, we knew the truck would be stopping in Bakersfield prior to going to Yosemite and that would be our stop. But feeding two parking meters in downtown Bakersfield for two and half months would negatively impact our budget, so we set to finding a cheaper place to store the cars until we could get there in June. Through an acquaintance of a friend's brother we found an airplane hangar at a local airport which could accommodate the cars and had room for the delivery truck to drop off the cars. We then made arrangements to have some very kind people standing by to help the driver unload and push the cars in the hangar so we didn't have to make a special trip to California. The only cost to keep the cars there for two months was to give Model T driving lessons before we departed Bakersfield.

Showtime

We stepped off from Bakersfield on June 20, 2018, having arrived a day and a half earlier so we could do some last minute preparing and packing. Our father's brother, who lives in California, met us in Bakersfield the day we arrived and helped shuttle us around. Since we were of the mindset that any extra Model T driving in Bakersfield (for errands or whatnot) was inversely proportional to the number of miles we could successfully drive across the country, we were grateful for this personalized Uber service. This underscores our unspoken awareness that we could have a catastrophic breakdown on the first day just a few miles outside of Bakersfield, ending the trip right then, but since it was unspoken we weren't jinxing ourselves.

The Trip

Due to constraints in both time and space (your time and this magazine's space) we won't bore you with the details of the trip itself. For that, if you're interested, you can visit the blog we kept active during our trip (ca2vabyt.com). But we would like

The 1910 looks off into the distance, excited for the challenge.

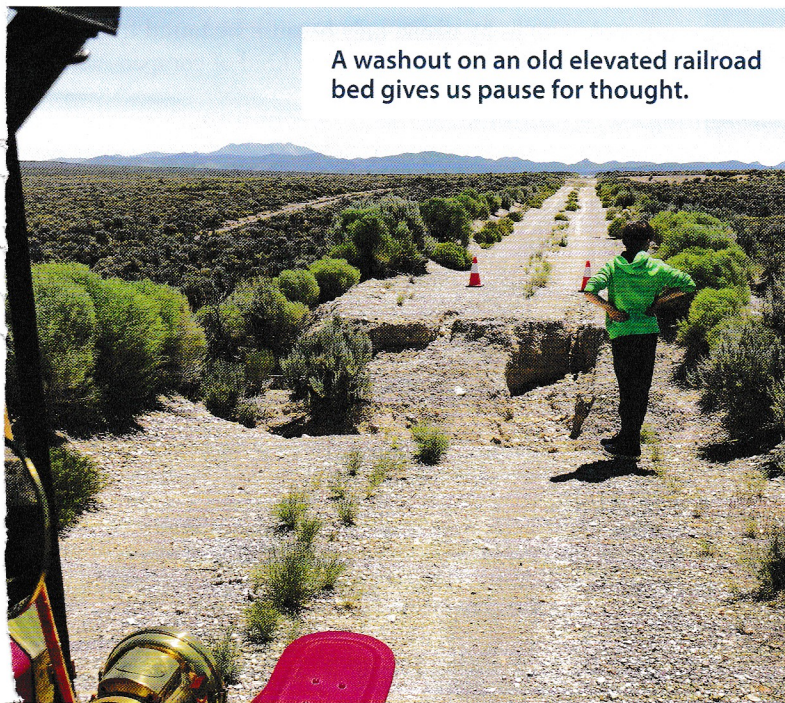


to finally get to the point of why you, too, should extend your comfort zone and drive your T like never before.

Prior to this trip, one of us had a lifetime of experience working on Model T's, while the others had various amounts ranging from over a decade to almost none at all. But after this trip, we all had experience changing tires and tubes, changing transmission bands, and even performing a valve job. Sure, anyone can drop a new engine into a car and adjust the bands, but really understanding how it works and how it goes together makes us more confident drivers and more willing to tour away from home in the future. Every one of us also learned how to drive the cars better than we had before, and we learned that both cars could take some pretty punishing touring conditions and still perform as Henry designed them to.

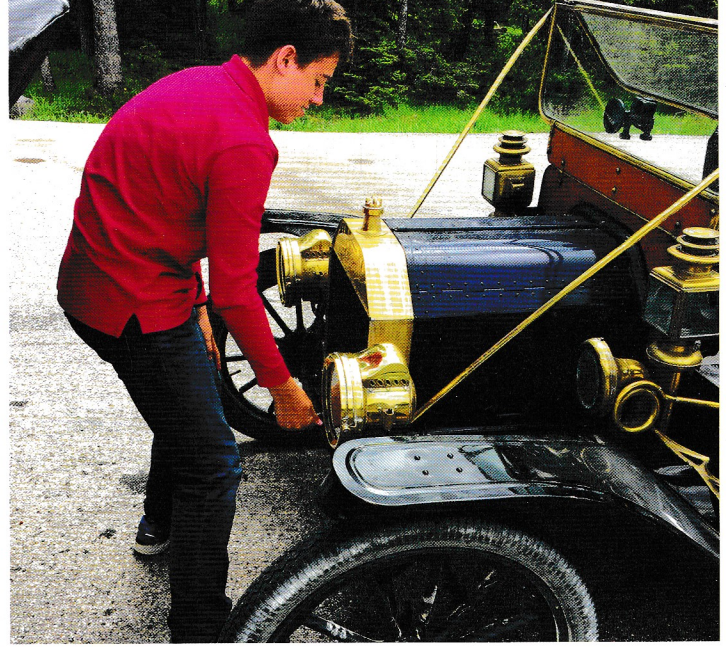
We also learned about our great country, something you're bound to do no matter how many times you drive across it. We met some fantastic individuals who helped us and encouraged us along, most of whom are not even connected to the old car hobby. We also didn't meet a lot of people whose impact on our daily lives is unmistakable. On the face of it, there's only corn, wheat, and soybeans to be seen horizon to horizon in the Midwest, but there's much more to it. Each farm we passed, although most likely farming for a very large corporation, represents generations of families dedicated to feeding the rest of us. Amazingly, only about two percent of Americans feed the rest of us, but modern technology has doubled the productivity while the number of people actively engaged in farming steadily declines. We comment on this because the first perception of touring in the Midwest is flat, featureless terrain, but with a typical Midwestern state comprised of 75% or more farmland (50% in Ohio, 90% in Nebraska), these states make themselves great places to tour, especially on dirt, without being stuck in urban traffic. And the people you meet, and the food you eat, make the entire trip worth it.

A washout on an old elevated railroad bed gives us pause for thought.





After proper instruction, Jonathan and Nicholas developed a daily routine of cranking the car they were riding in.



Finally, and most importantly, three generations of family spent time together like no other time before, or possibly again. And through it all we shared the thrill of wondering whether we had prepared ourselves for whatever may come our way and if we could live up to the standards that autoneering pioneers set so many years ago under even more difficult conditions. There's really only one way to know, but fortunately, for anyone, there are endless opportunities to know it. Go.

A Note About Our Blog

Our blog, or journal from the trip, if you will, was written for our friends and acquaintances, as well as fellow T enthusiasts. Given an opportunity to simplify a T concept for the layman, or provide details for the T hobbyist, we chose the former for two reasons: 1) it's the best way for laymen to enjoy our hobby and 2) read any antique car forum and you'll see how a ques-

tion, followed by a comment, quickly spirals into a fur ball of who has the right answer. We didn't want to be in that fur ball.

We posted a video on the blog as well, which is a compilation of GoPro photos we took once every minute. Needless to say, we have lots of photos. There are a few moments when we forgot to start or stop the camera, but for the most part the video summarizes our twenty-three day journey in just seven minutes. If you read the blog, you'll recognize some of the moments in the video.

Finally, we aren't normally writers but it's amazing how a few days on the road at a snail's pace can enhance your observations of what's going on around you, especially as you contemplate how vulnerable, compared to modern cars, the engineering propelling you along really is. There is so much more to our story we could tell, and would be happy to tell, but we think you'd enjoy your own story much more.

Note: in the blog, we mentioned equipment that we took with us by name, only because we found it very useful. We did not receive any kind of compensation for the plug.



Our first milestone, Yosemite National Park. A month later the Ferguson fire filled the valley with smoke and the park was closed.

ca2vabyt.com

We invite you to read about our trip at our blog. At the top of the site, enjoy a seven-minute video that summarizes our twenty-three day trip, then click on 'Chronological' to read from start to finish.

Editor's note: thank you to Matt and Jon for sharing the story of their family's cross-country adventure. I thoroughly enjoyed following their blog throughout the trip and was sad to see it end! I've been excited about them sharing their experience with readers because it sums up so many important things that we antique car hobbyists value: quality time with family because life is precious, taking time to enjoy the scenery that we tend to quickly pass by during everyday life, and instilling an excitement for the hobby in the next generation. I hope you enjoyed their story as much as I did!

On June 16, 1903, the Ford Motor Company was established. Henry Ford was the founder. This was not his first rodeo, as he had previously operated the Henry Ford Company. He left that company and took his name with him. What became of the Henry Ford Company? They became known as the Cadillac Motor Company. What does any of this have to do with the photo of a BBQ grill? Hang on.

Ford's Model T, which would number in the millions sold, required 100 board feet of wood to build. Ford despised waste. His motto was, "Reduce, reuse, and recycle." He was also a nature-lover, an environmentalist of his time. His escape from the stress of life was camping in the great outdoors.

Frustrated by the mountains of sawdust his lumber mills created, he and his partners sought a way to utilize the scrap wood and sawdust into a useful (and profitable) product.

An idea came to him one day as he was camped with some friends in the wilds of Michigan. After his party spent a long time collecting sufficient wood for a campfire, an idea sprang in Ford's mind. Upon returning back to the lumber mill, he shared the idea with some of his partners and set to work on it.

The idea? Lumping a fistful of sawdust and cornstarch with a bit of tar to form a briquette. After charring it, it performed exactly what Ford imagined it would. He then built a charcoal briquette factory adjacent to his lumber mill where the waste from one became the fuel for the other.

A new Model T was now frequently sold with a bonus bag of Ford Charcoal Briquettes, so you could drive into the woods to camp and not worry about finding campfire wood.

So now you know. Ford not only created the modern automobile industry which takes millions to work and back each workday, but he also created the weekend grilling and camping industries.

In 1951, the Ford Charcoal Briquette Company was sold. The new company was named after Ford's real estate partner who helped him find the land to supply wood for building the early Ford automobiles- E.J. Kingsford. Kingsford Charcoal is the largest producer of charcoal briquettes in the world.



HCCA NATIONAL NEWS



Re: Hershey Tent Success! Publication Awards; What's Happening? Gazette Indexing!
Issue: 2020-11-01 #12

HAPPY THANKSGIVING!

- **Hershey Tent Report 2021** – Bob Ladd reported: “The annual event at the 2021 Hershey Tent is in the books. We were blessed with cloudy but dry weather and an active if somewhat reduced attendance mostly due to international Covid restrictions. The board and other members were great at helping to set up on Tuesday and tear down on Friday. Lindsay and Sharon were busy taking (15) new membership applications and (50) renewals. Matt and Jon Rising did great with clothing, including the test marketing of some new items, and they managed to unload some very old items. They realized about \$2,400 in sales.”
“Income to finance this event comes from two main sources, donations for coffee, donuts, and sodas, as well as for lunch on Friday. Below is a comparison of income/expenses to 2019 expenses. We had a special meal in remembrance of both Herb Singes, and a board meeting at the Hershey Region building, including the ability to Zoom in Russell Holden, Jim Skillicorn and Mike Reid, who could not come this year. We also had a meeting of the board of the Museum of the Horseless Carriage on Wednesday in the tent, and hosted several other groups over the three days. Our sincere thanks go out to Melinda Singe who provided the meal, and the Hershey Region AACA for their facility.”
“As you can see by the chart below, our income was about the same as 2019. Expenses were down because we did not buy helium for the blimp and the new supplier for portable toilets saved us almost \$150, which offset the increased cost of rentals and food. All in all, the good-will and opportunity to introduce new people to our passion is easily worth the cost. Special thanks to my son, Jason, who did a substantial part of the lifting and carrying of stuff this year. I will not be leading this effort next year, but both Jason and I are willing to be support staff.”
Bob’s chart, (not included), shows a \$100 lower cost than the last (2019) Hershey Tent cost. A Thank You to Bob and Jason for all their hard work. Thanks to all the HCCA members who were able to attend at Hershey.
- **Publication Awards Reminder** – Alex Huppe will be judging the HCCA Publication Awards for 2021. He has asked that presidents of all Regional Groups and Affiliated Registers submit examples of their publications to his email address at: alexhuppe@aol.com
The deadline for submissions is December 15, 2021.
- **What’s on the Calendar?** – The latest from the HCCA Gazette and Website:
 - 2022 HCCA National Convention and Tour, Howey-in-the-Hills, FL, February 20 – 25, 2022. Hosts: Andy & Tricia Wallace. Email: andyauto@hotmail.com
 - 32nd Annual Chickasha Pre-War Swap Meet, Chickasha, OK, March 18-19, 2022. Hosts: Mike or Susie Ersland 405-224-9090
 - BBC 2022, Gettysburg, PA, May 15 – 19, 2022. Host: Patrick & Marcy Gamble Email: bbcinfo@mail.com
 - IDNET 2022 Tour, Moscow, ID, June 6 – 10, 2022. Hosts: Jim and Susan Stutzman Email: hatlady@centurylink.net
 - HCCA National Tour, Circle Missouri Tour, Columbia, Missouri. June 26 – July 1, 2022. Contact: Chris Paulsen. Email: cp7254@hotmail.com
- **Gazette Indexing Update** – As of this writing, 35 issues of the Horseless Carriage Gazette have been indexed, or are in progress, out of the 114 issues needing to be indexed. Thank You to the following HCCA member volunteers: Sharon Gooding, Tony Bowker, Mike Barnes, Ken Findlay, Ian Hayhurst, and Peter Findlay. John Gebhard will be joining the indexing effort soon too. Want to help? Send me an email at: douglas.tomb@verizon.net

Doug Tomb / Douglas.tomb@verizon.net

Board Member – HCCA NN Editor ...

2022 BBC National HCCA Tour

has a new

GETTYSBURG ADDRESS!

Our Headquarters will be the
Holiday Inn Express, Gettysburg, PA.



Beautiful Brass Cars

MAY 15-19 2022



Tour Information & Flea Market:
Pat Gamble (717) 383 - 0360
bbcinfo@mail.com

Registration:
Marcy Gamble (717) 951 - 7095

Flea Market: May 15
Tour: May 16 - 19