

## The Wednesday evening Meet & Greet in the Matterhorn lobby and bar.



Joe Kurszewski, owner of the Matterhorn Inn, arranged for a wine tasting as part of our traditional Wednesday Meet & Greet session, it was a great addition to the festivities! He also provided cheese and relish trays for everyone to nibble on. The wines were all Vermont local varieties, many grown with hybrid grapes developed at the University of Minnesota to withstand the harsh Vermont winters.

**Above right:** "Huck" Mundell and President Luken. "Lukey" has his reading glasses as he was handing out registration packets all evening. "Huck" and Sally only live a couple of miles from the Matterhorn, they were instrumental in the success of this year's event.

**Right:** Tom Cox, Bobbi Luken and Shirley Harvey.



## Thursday technical seminar relocated to the parking lot after lunch.



**Left:** Bob Shafto giving us the low down on his '36 Cabriolet. **Right:** Working on Jay VanAltvorst's '28. At first we checked the fuel system and carburetor, there was no change in performance from lean to very rich.



## Hemmings, the final stop on the Friday Driving Tour



Andy Wise getting his '26 refueled, Hemmings Sunoco is a full service facility. The publishing offices are in the brick building to the right. The back side of the '55 Chevy nose is shown above, thanks to Bobbi Luken.



This was a popular photo opportunity, Jay & Mary, left; Ann & Joe Miraglio, right. See the back cover...



These tires were being displayed in the back of a truck in the Hemmings collection and were donated by Huck Mundell, he bought them new in 1958 to put on his '34 Pontiac. He replaced them in 2006, and during those 48 years he only put 2,000 miles on them! This little roadster is a Bantam, produced in Pennsylvania. American Bantam was the company that produced the original "jeep" prior to World War II. They did not have the necessary production capacity needed and their design was awarded to Willys in Toledo, Ohio.



## Highlights from Saturday's Show & Shine in the parking lot.



### The Ladies

Front row, L-R: Betsy Thomas, Karla Wise, Lois Landvoigt, Mary VanAltvorst and Marcia Oster.

Second row: Ellen Hamilton, India Broyles, Marjo Prinzing and Shirley Harvey.

Third row: Bobbi Luken, Andi Woodruff and Janice Glatz

### The Gentlemen

Front row, L-R: Harold Glatz, Cliff Oster, Pete Woodruff, Ralph Hamilton and Andy Wise

Second row: Ron Thomas, Paul Prinzing, and Arn Landvoigt

Third row: Dave Luken, Jay VanAltvorst, Rick Shoestock and John Harvey

### Our Host Joe Kurszewski



At right is the majority of our Saturday evening buffet roasting in a portable barbecue trailer. A whole hog was being cooked to perfection!





## Saturday Afternoon Opportunities



Thanks to Tom Cox for these photos! The Landvoigt's accepted Bob Shafto's offer of a ride in the rumble seat. Top left shows Arn and India steadying Lois as she makes the climb up the fender before stepping down into the seat. Top right Arn was not hindered by modesty and a skirt, so he fares a bit better.



Being broad daylight, I am sure that Arn has his arm around Lois because the rumble seat is quite narrow...

Bob's height and that rakish low windshield certainly prevent him from wearing a hat. The ladies both took suitable precautions with their hair. I expect that Arn quickly found that his other hand was needed, he still had his hat when they returned from the drive!

Below: Jay VanAltvorst at the wheel of Andy Wise's 1926 Pontiac.



Ken Gartha showing a very early sign advertising Pontiac Six Sales and Service



Flathead Reunion Cars and Drivers at their first event with us.  
We had spectacular weather on Saturday for the "Show & Shine"!  
This was the first time our show was in the hotel parking lot.



**Ed & Gwynne Almekinder, Naples, NY  
1948 Torpedo Eight Deluxe Convertible**



**Dan & Danielle Cochrane, Wilbraham, MA  
1951 Chieftain Catalina Coupe**



**Ken Gartha & Linda, New Marlboro, MA  
1928 New Series 6-28 Coach**



**"Huck" & Sally Mundell, Wilmington, VT  
1934 Economy Eight Touring Sedan**



**Tom & Maryellen Myers, Granite Springs, NY  
1952 Chieftain Deluxe Station Wagon**



**Cliff & Marcia Oster, Langdon, NH  
1946 Streamliner Eight Touring Sedan**





**Bob Shafto & India, Falmouth, ME  
1936 Deluxe Six Cabriolet**



**Dick & Mazie Stitt, Sudbury, MA  
1940 Special Six Touring Sedan**



**David & Betty Tollner, Amsterdam, NY  
1953 Chieftain Catalina Coupe**



**John Henderson flew from Warwickshire, England to Montana where his '51 Chieftain was stored, then drove to Vermont! He won the Long Distance Driven Award.**



**Jay & Mary VanAltvorst, Best Display Pre-War.  
Best Display Post-War,  
went to Ed & Gwynne Almekinder**



**Jay & Mary also earned the Long Distance Trailered Award. They are making progress on the restoration of their '28 Sport Landau and expect to have it finished for 2011.**



Familiar faces and cars of this years' Flathead Reunion!  
Our "core-group" of participants gets bigger each year; once you attend and find out how much fun we have...you have to come back!



**Tom Cox, Woodstock, MD  
1941 Deluxe Torpedo Six Coupe**



**Harold & Janice Glatz, Greenfield, IN  
1953 Chieftain Catalina Coupe**



**Ralph & Ellen Hamilton, Belmont, OH  
1951 Chieftain Catalina Coupe**



**Bill & Wanda Harris, Mooresville, IN  
1948 Torpedo Eight Deluxe Convertible**



**John & Shirley Harvey, Oakley, IL  
1951 Chieftain Deluxe Sedan**



**Arn & Lois Landvoigt, Savage, MD  
1937 Deluxe Eight Touring Sedan**





**Dave & Bobbi Luken, Port Byron, IL  
1950 Chieftain Deluxe Sedan**



**Rick Shoestock, Sylva, NC  
1946 Streamliner Eight Sedan Coupe**



**Mike & Sandy Smith's 1954 Star Chief Custom  
Sedan departing on the driving tour.**



**Ron & Betsy Thomas, Zanesville, OH  
1929 Big Six Cabriolet**



**Andy & Karla Wise, Ellendale, DE  
1926 Series 6-27 Coach**



**Pete & Andi Woodruff, Norwalk, OH  
1953 Chieftain Deluxe Sedan**

The 7th annual Flathead Reunion will be held in Quincy, IL on the banks of the Mississippi River, September 8th - 11th, 2011. Mark your calendar and get out the road maps...see you there!



Late Saturday afternoon early everyone took the opportunity to drive through this covered bridge for a photo.



## **Saturday night dinner, dessert and awards**



The dining room at the Matterhorn Inn was just the right size for our group. It was filled every morning for the breakfast buffet, also on Saturday night as we all partook of Joe's Polish buffet. The food was always excellent and more than enough was provided.

This is the first time we have done more than dessert and awards at a Flathead Reunion, but taking over the Matterhorn Inn gave us the perfect opportunity for a more traditional "awards" dinner. I suspect if you were to ask all of the repeat attendees, they would probably say this was our best Flathead Reunion yet!



Joe Kurszewski bought some of the new Flathead Reunion polo shirts, so Lukey stepped up and bought Joe an ETC hat.

As you can see from this picture, Joe got right into the spirit of things before dinner was served!





## Flathead Reunion 2010, Getting there was half the fun!

**By Arn Landvoigt**

Well I really don't know how to measure what portion of the fun of a Flathead Reunion was represented by the drive up or back, but it was a significant part for the Landvoigts! There were two groups converging on Vermont who coordinated and connected for a great few days on the road. Most of our travel was on secondary roads with limited stretches on rural interstate.

The first group assembled in St. Clairsville, Ohio, near where Ralph and Ellen Hamilton live. In addition to the Hamilton's were Harold and Jan Glatz, who had driven in from Indiana and John Henderson, who at that point has already driven over 2,100 miles from Whitefish, Montana. The Hamilton's had researched, planned and tested the first leg of the trip and the group headed out on Saturday morning of Labor Day weekend. Their destination for that day was the Swigart Museum in Huntingdon, Pennsylvania. This museum claims to be "America's Oldest Automobile Museum" and has around three dozen cars of their 150 car collection on display at any point in time. After touring the museum the group stayed nearby for the night and the next day continued on to Clarks Summit, where the rest of the group was to assemble.

Coming from the south, the second group left from Savage, Maryland, home of Arn and Lois Landvoigt. They had planned the eastern leg of the trip to Vermont. Joining them were Mike and Sandy Smith, who had traveled from their home near Montgomery, Alabama, and Tom Cox, who lives not too far from the Landvoigt's. This group left on Sunday morning and made its way up to Clarks Summit by early evening. Arn and Lois had an intermittent problem with their '37 that afternoon, but the group eventually pulled in to a warm greeting by those who had arrived earlier. Also joining the group there were Andy and Karla Wise towing their '26 in a trailer.

Monday morning the group of 7 vehicles pulled out and drove to Norwich, New York, where they visited the Northeast Classic Car Museum. This is an excellent collection of over 160 antique cars plus other special exhibits. At the museum the group was joined by ETC members David and Betty Tollner and their friend Bill Mackey. The Tollner's live not too far away and were able to lead the groups drive to Johnstown, where they were staying for the night.



**ETC folks viewing the "woody" display at the Saratoga Automobile Museum.**

The next morning the group drove on to Saratoga Springs and visited the Saratoga Automobile Museum. This museum is located in a former spring water bottling plant on the beautiful grounds of an early 1900s spa. The museum's exhibits are focused on the automobile in New York State. At the time, the museum was featuring a special exhibit of 14 "woody" wagons, sedans and convertibles from a single private collector, plus other vehicle exhibits.



**Vintage Pontiacs in a small New York town.**

After touring the museum and lunch in the area, the group drove the final leg to the host hotel for the Flathead in West Dover, Vermont. As we came into Vermont we were all introduced to the hills of the Green Mountains. Throughout the Flathead we experienced a number of grades which really tested our cars, yet none of us were ever let down by our vintage Pontiacs, either going up or down hill!

There is more about the actual Flathead Reunion event elsewhere in this issue, but on the return trip, Landvoigt's, Smith's and John Henderson traveled



back to Maryland together. On Sunday afternoon we stopped at the Old Rhinebeck Aerodrome for the air show and tour of their aviation museum. Then on Monday we stopped in Hershey, Pennsylvania, where the group toured the Antique Automobile Club of America's Museum. This is a really high quality auto museum and well worth the time if you are in the area. Tuesday we made our way back to Savage, Maryland. Finally on Wednesday, Arn drove John Henderson up to the Philadelphia airport for his flight back to England. Mike Smith came along and before we dropped John off we stopped by the Simeone Foundation Museum for a few hours. This museum is dedicated to race cars, from the earliest days of autos to more recent times. Many of the cars are displayed in full sized dioramas. Race cars from the U.S. and Europe are both well represented.

All in all, this year's Flathead Reunion was a resounding success by almost any measure. The hotel owners commented on what a warm, close knit group we appeared. Yet around a quarter of the attendees were at their first Flathead Reunion. Saturday evening we heard several of these "first timers" mentioning that they wanted to add this to their calendars for 2011. As the ad folks say, if you come once, you'll find yourself coming back.



**A benefit of traveling together, several car loads of experience and help if needed!**

Lastly I want to comment on traveling with other ETC members. The camaraderie alone makes this the way to go for the Landvoigt's, but the added security of the knowledge of others also provides

much peace of mind. Along the way a few of us had relatively minor problems, but were able to resolve them with the aid of our fellow travelers. My problem on the way up to Clarks Summit turned out to be a rubber fuel hose which I had routed in too tight a bend when reinstalling my fuel tank just before the trip. When I came down to breakfast in Clarks Summit, I found that fellow traveler, Andy Wise, had already identified and repaired my problem. At the FR, John Henderson had a flat tire. He was planning to get tires and tubes later but could not find a replacement tube locally, so Lukey loaned him a spare tube he carries, to get him home. On the way home, the Hamilton's had a problem when contacts on their cut-out relay stuck and drained the battery. Ralph and Pete were able to quickly identify and resolve the problem to get them back on the road. The most serious problem any of us had was experienced by Bill and Wanda Harris, who had a water pump problem in Ohio on their return trip. This was able to be resolved with help from Harold Glatz, Pete Woodruff and local POCI member Tom Butenschon. For a bunch of cars 60 or 70 years old traveling distances of 1,000 to 4, 000 each, this is not bad. And the outcomes were all good.

Associated web links:

The Swigart Museum

<http://www.swigartmuseum.com/>

The Northeast Classic Car Museum

<http://www.classiccarmuseum.org/>

The Saratoga Automobile Museum

<http://www.saratogaautomuseum.org/>

The Old Rhinebeck Aerodrome

<http://www.olderhinebeck.org/>

The AACA Museum

<http://www.aacamuseum.org/>

The Simeone Foundation Museum

<http://www.simeonefoundation.org/>



**"Tuckerman" the Matterhorn mascot**