

HORSELESS CARRIAGE GAZETTE

Volume 84 Number 5

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HORSELESS CARRIAGE GAZETTE

The Horseless Carriage Gazette is an Official Publication of the Horseless Carriage Club of America



3 President's Corner - *Andy Wallace*

4 Calendar

5 New Member Welcome

6 Editor's Notes

7 Letters to the Editor

8 Club Comments - *Terry Cole*

9 Regional Highlights

12 In Memoriam

13 HCCA Board Nominee Biographies

16 The Evolution of the Automobile Tire in the Brass Era

- *David O. Lyon*

20 Part One: The Trials and Tribulations of Removing a Delco Starter From a Brass Era Oldsmobile - *Ray Prisk*

23 2022 Marian Welch Service Nominations - *Andy Wallace*

24 The Lineage of the Bartholomew - *Robert Hendzel*

25 BBC is Back! The Return of the Brits, Canadians, and Dutch

- *Tracy Leshner and Kim Simoni*

32 Center Spread: BBC Autos at the Eastern Museum of Motor Racing

34 Cover Car Story: Big Blue - *Joan Kelly*

37 A Reunion - Courtesy of the Early Cadillac Group - *Ian Berg*

38 Grandpa's Gift - *Terry Cole*

40 An Old-Fashioned Summertime One- and Two-Cylinder Jaunt

- *Gil Fitzhugh the Elder*

44 ABCs of the Brass Era: T is for Tow Trucks! - *Ron Gardas Jr.*

48 So You Have a Missing Seat? No Problem, Just Make One!

- *Skip Carpenter*

50 Steaming Around Syria - *Michael Zerega*

53 Slightly Warped - *Bob Bruce*

54 Advertising and Classifieds



*On the front and back covers: Jeff Kelly and his mother Joan Kelly driving on the 2022 BBC Tour in their family's 1907 Ford Model K.
(Photo by Tracy Leshner)*

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PRESIDENT'S CORNER



In June my wife Tricia and I drove our 1910 Buick Model F on the 2022 National 1- and 2-Cylinder Tour through the beautiful valleys of Bedford County, Pennsylvania. Things were going along very nicely until I went back to the car after a morning coffee stop and found a puddle on the ground under the front end of the car. The smell was unmistakable—gasoline!

As the song goes, "He had to get under, get out and get under..." and so down on my back I went. There I found the culprit, not a gusher but a very steady, deliberate drip from the front mounted gas tank. The leak was emanating from a slight crack in the solder joint of a tube leading to the carburetor. What was particularly frustrating was that the leak was before the gas shut off valve. I had no way of stopping the gas flow to the leak! In desperation, I got out my old faithful Gorilla tape and wrapped a substantial amount around the crack and sur-

rounding area, but the adhesive was no match for the gasoline. I had put ten gallons in the tank that morning so I had to find a solution soon.

As I lay there, contemplating what to do next, a man pulled up in a pickup truck and asked if I needed help. I answered that what I really needed was a repair shop...FAST! The Good Samaritan said there was a body repair shop only a half-mile away down a side road and he could lead me to it. I rolled the Buick away from the gas puddle, started it up, and away we went, drip and all.

We arrived at Price's Body Shop, and I parked off to one side on some gravel. I introduced myself to the owner, Todd, and explained my problem. He came out right away to take a look, went back inside and re-emerged with several five-gallon buckets and his father, Jerry. The tank was emptied into the buckets and the faulty plumbing removed for repair. These two gentlemen could not have been friendlier and spoke of their admiration of the car and their delight in seeing it out on tour.

Price's Body Shop is indeed a body repair facility, but Todd and his father are deep into auto racing and invited me inside their very substantial machine shop. As they re-soldered the cracked joint, I took in all the racing photos and posters on the walls and the race car that was in mid-repair resulting from a close encounter with a track wall. Next thing I knew, Todd was under "Beuford" (Buick with a Ford timer and carb). The parts were reassembled in short order and the three of us worked at refilling the tank with the saved fuel. When all was ready to go, we chatted for several minutes about their racing activities and our HCCA touring.

I asked to pay the bill and was told "absolutely no charge." I practically had to wrestle Todd to the ground (no small feat, given his stature) to get some cash in his hand. Even then, he insisted that I take half back and pay it forward to someone who needed help as I did.

What a fine pair of gentlemen and what talented mechanics these two are. It is so gratifying to meet people in the car community who are so kind and generous with their time and labor. Their smiles, as I started the engine and said our farewells, said it all. I hope the price was right for them. It certainly was for us.

Andy Wallace,
HCCA President



Our saviors Todd and Jerry. (Photo by Andy Wallace)

CALENDAR

September 17

Antique Autos in the Park

(non-club event)

San José, CA

Hosts: Peder Jorgensen and Allan Greenberg

Email: www.scvmtfc.org

September 21-24

Red Flag Motor Tour

(non-club event)

Mount Pleasant, IA

Contact: George Chapman

Email: gachap@gmail.com

Website: www.redflagmotortour.com

October 4-7

AACA National Fall Meet

Hershey, PA

HCCA Booth Red Field RWO 30

The HCCA Barbecue is at noon on Thursday. *Note: AACA announced that the 2022 National Fall Meet is Monday-Friday.*

October 8-10

Hershey Hangover XI

Morgantown, PA

Sponsors: Susquehanna Valley

Regional Group and Snapper's Brass & Gas Region AACA

Hosts: Jeff Leshner and John McAnlis, 610-639-1977 (Jeff)

Email: hersheyhangover@gmail.com

October 23-26

The Four Chapter Rendezvous

Paso Robles, CA

Hosts: SoCal Regional Group

Contact: Steven Chase,

323-497-0601

Email: NewNorthSouth@gmail.com

Looking Forward to 2023

March 17-18

33rd Annual Chickasha Pre-War

Swap Meet

(non-club event)

Chickasha, OK

Host: Mike or Susie Ersland,

405-224-9090

April 16-20

HCCA National Convention and Tour

Visalia, CA

Contact: Don Azevedo,

925-301-5315

Email: imnuts4fords@comcast.net

Alternate contact: Mike Reid,

780-464-6146

Email: mreid@wdcoauto.com

May 14-18

BBC Tour and Swap Meet

Swap Meet on May 14 starting at 8:00 am

Tour days May 15-18

Gettysburg, PA

Sponsor: Susquehanna Valley

Regional Group

Hosts: Pat and Marcy Gamble,

717-383-0360

Email: bbcinfo@mail.com

June 19-23

New England Brass and Gas Tour

Ludlow, VT

Sponsor: Autoneers

Contacts: Karen Tomko, 203-247-7906 or

Jan Kendrick, 207-381-7938

Email: kmtomko13@gmail.com (Karen),

janfkendrick@gmail.com (Jan)

July 13-18

Celebration of Brass III

Show, Swap Meet, and HCCA Tour

Hickory Corners, MI

Sponsor: The Museum of the

Horseless Carriage

Contact: Kevin Fleck,

269-830-6174

Email: kfleck@outlook.com

Website: www.museumofthehorselesscarriage.org/events

August 9-12

37th New London to New Brighton

Antique Car Run

(non-club event)

New London, MN

Contact: Bruce Van Sloun,

612-963-7586

Website: www.antiquecarrun.org

October 3-6

AACA National Fall Meet

Hershey, PA

HCCA Booth Red Field RWO 30

The HCCA Barbecue is at noon on Thursday.

Looking Forward to 2024

May 26-June 1, 2024

8th HCCA International Tour

Tweed Valley, Queensland, AUS

Hosts: Russell Holden and Michael Holding, 757-434-0056 (Russell - U.S.)

Email: russell@oldworldlamps.net (Russell)

mholding@netspace.net.au (Michael)



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Brass Era Cars + Touring = Fun

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**First time members only - Canadian members add \$20 - All other foreign members add \$30*

EDITOR'S NOTES

Whooooosh! Just like that summer flew into fall. Now, Hershey is right around the corner.

The Celebration of Brass II at the Gilmore Car Museum was a blast. The Gilmore is just a fantastic location for a car show and socializing with your fellow Brass Era friends. Bob Ladd and team organized a five-day event that was chock-full of activities. Where else were you going to see 13 Thomas Flyers and listen to Jeff Mahl's 1908 New York to Paris presentation in one weekend event? During the car show days, Brass Era cars drove around the campus giving rides to participants and car show visitors. I don't think there are bigger smiles than those motoring around the Gilmore Campus! During the Celebration's tour days, it was nice to see children and grandchildren join in the fun.

Dave Stevens' clear tour directions and routes brought the group from the west side of Kalamazoo out towards Lake Michigan. The roads were mostly flat, and except for a little rain, the weather was darn near perfect too. Consider coming out next July! The upcoming Celebration of Brass II article and photos will be in the November-December *Gazette*.

Next up on most of our calendars is the 2022 Hershey Fall Meet (and for some the Hershey Hangover XI Tour). I am looking forward to another fantastic turnout for our HCCA BBQ on Thursday and seeing a bunch of Brass Era cars for the Friday car show.

Some of you know that Jeff and I are headed to London for the 2022 London to Brighton Run. This will be the trip of a lifetime. Special thanks to Howard Hodson and John Biggs for helping a dream come true! I highly doubt I will sleep much leading up to the run. I might need a tranquilizer dart to help me get some "Zzzzs." Besides seeing Veteran Era automobiles with names that I have never heard of, I am very excited at the prospect of meeting our "over the pond" club members. I can't tell you how much I enjoy meeting the people that I have only corresponded with by phone and/or email.

Let's get down to business. In this issue we have HCCA Board Nominee Biographies, HCCA National Board Ballot, and the announcement soliciting nominations for the Marian Welch Award. As you read this issue notice that there is a new point of contact for the Century Plaque program. Our son Augie Leshar volunteered to head the Century Plaque program established by the late Harold Sharon (until Augie heads off to college in two years). Carl Pate has done an outstanding job of carrying on Harold's legacy.

Earlier this spring, I announced on Facebook that I needed an "ABC" article for the letter "T" and I received two articles. So for the September-October issue we have the bonus "T" article written by Ron Gardas Jr. Members are enjoying the series too! HCCA Member Gary Smith is ready to write the next "M" article about the H.A. Moyer Automobile Company from Syracuse, New York. (That will need to wait until the next ABC cycle.) I owe Bob Ladd thanks for suggesting the "ABC" series.

I have gotten in the habit of not staging each cover photo. Wade and Jeanne Smith's 1911 Ford Model T on the July-August issue was pure luck. This cover with Jeff Kelly and his mother Joan Kelly was another example of being in the right place at the right time. Now it is a coincidence that the last two cover cars happen to be Fords.

Thank you to all of this issue's contributors! You helped to create another fantastic HCCA *Gazette*.

Merry Motoring-

Tracy



Channeling my inner Bertha Benz while riding in the Gilmore Car Museum's reproduction 1886 Benz Motorwagen with Jim Hart at the Gilmore Car Museum. (Photo by Jeff Leshar)

LETTERS TO THE EDITOR

Hi Tracy,

We have at least three Cadillacs owned by Americans entering the 2022 London to Brighton Run this year and running on US registration plates (aka tags)—a 1903, belonging to Dave Ness of San Diego, California, and the Marne Family who are entering the two 1904 Model Bs (which live in the United Kingdom).

I am going to be collecting Dave Ness's 1903 Cadillac when it lands in the United Kingdom, and somehow squeeze it into my garage. I will probably travel in convoy with Dave on the actual run. The Marne family has done the event loads of times and know their way, blindfolded. One of my 'guests' in my car is from the Museum at Reno (formerly known as the Harrah Collection), and his name is Brighton Dennison. He was conceived on one of the 1980s London to Brighton Runs, hence his name, when his parents owned a 1904 Model B Cadillac Surrey. His father has passed away, but he is bringing his mum. This is his first visit to the UK and the first trip to London for his mum (since she competed in the run in the 1980s).

The family is desperate to trace their 1904 Cadillac, in which they competed. I managed to work out the car and engine number (2825) etc., and when it was last sold at auction in 2010. We are hoping that, because the RAC and VCC are honouring the Cadillac's 120th anniversary, it might drag this car out, as we do not know who the current owner is (unseen since 2010). I would be grateful if people could ask around. It would make a great story!!

I think the 'missing' 1904 Model B (engine number 2825) is still in the United States, but despite my best efforts I can't locate the owner. The Selden plate which was fitted to this car, and was incorrect I hasten to add, recently turned up on another earlier Cadillac being sold by a classic car dealer. I contacted the seller, but unless I pay \$150,000.00 for the car he is selling he won't give me any further information on how the Selden plate became attached to this 1903 Cadillac. See <https://www.jamesedition.com/cars/cadillac/model-a/1904-cadillac-model-a-for-sale-10567660>

So, I am wondering if HCCA members might know anything about this car or anyone else who might have an idea of its whereabouts. It's probably a long shot, but no harm in trying.

I can be contacted at okt42@btinternet.com.

Best wishes,

Pete Wood
Chiselhurst, England

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From the October 1906 issue of *Country Life in America*.
(Image courtesy of the Babel-hathitrust.org)

CLUB COMMENTS

The pre-1916 car festival, the Celebration of Brass II, took place July 14th and 15th at the Gilmore Car Museum in Hickory Corners, Michigan. It was two, fun-filled days of viewing excitement, renewing awesome friendships, and making new ones. The entire event was another reason to celebrate our desire to have the Museum of the Horseless Carriage established; so that we never lose sight of our history with the automobile and our passion for driving our historic automobiles! The Celebration of Brass II was the highlight of my family's summer season.

This year's celebration featured the presence of 13 Thomas Flyer automobiles. The car show display was fantastic and reminded viewers of the ostentatiousness and creative genius of those who went before us. These Brass Era vehicles are genuinely mechanical works of art.

It is a joy to pass along our knowledge to others in the Brass Era hobby. In addition to the two-day car show, there were great opportunities for education and fun with the Friday car games, organized by the Paulsen family, and HCCA club members conducted seminars about the crank start, gas lights, and the steam car. The Friday evening presentation by Jeff Mahl, George Schuster's great-grandson, was a highlight of the two-day car show. George was the driver and mechanic of the 1908 New York to Paris Race winning Thomas Flyer.

I would be remiss if I didn't share the joys of this year's national tour in West Michigan that followed the car show. Tourists traveled wine country with its bounteous produce and succulent grapes, drove through the Saugatuck area, boated down the Kalamazoo River and along the beautiful shores of Lake Michigan on an antique paddle boat, and enjoyed breaking for coffee and devouring those delicious donuts. These are memories that will last a lifetime and will bring us back year after year for more Celebrations of the Brass Car. The vision of the Museum of the Horseless Carriage committee is to share this love of touring with others.

The Museum of the Horseless Carriage Board of Directors sincerely hopes future generations will develop a love and appreciation for the Brass Era. Those are two reasons why we hope to establish the Museum of the Horseless Carriage at the Gilmore Car Museum, and we want to ensure that this period of history will never be forgotten.



We do want to thank all of those (seen and unseen) who organized this year's events and tour. Thank you to those involved and those who help us to carry on this wonderful tradition.

We look forward to next year's Celebration III, where cars associated with the E.M.F. brand (Everitt, Flanders, Northern, and Studebaker) will be highlighted. Our hope is to bring together a diverse group of individuals and automobiles to the Gilmore Car Museum next summer. Please plan to join us and help to make the Museum of the Horseless Carriage a reality at the Gilmore Car Museum campus.

Terry Cole,
HCCA Board Member

**HCCA membership applications
are always available on our
club's website at:**

<https://hcca.org/member-signup/>

REGIONAL HIGHLIGHTS

All regional groups are encouraged to share recent activities/events and related images (JPEGs work best). Please submit by the next deadline—October 1. Email materials to editor@hcca.org or edsvrhcca@gmail.com

Autoneers Regional Group:

On Saturday, July 16th, in Barre, Massachusetts, the Autoneers Regional Group held a fun one day tour. Skip Carpenter, age 91+, drove his daughter around in his 1910 Buick. Skip has done so much for the Autoneers and the Brass Era hobby in the New England area.

Mike Landry helped organize the logistics of the tour, but the true leader of the day was Skip and he didn't miss a beat. The tour consisted of a 57-mile run that led us through rural farm lands to the Red Apple Farm, Hardwick Winery, and, of course, an ice-cream/beer stop at Stone Cow Brewery. Over a dozen cars all over 100 years old made the trip. It was a great day with fantastic weather and wonderful company!

Jill Chase,
Autoneers Regional Group

(Photos by Jill Chase)



Jerry and Joyce Chase in their 1909 Pope-Hartford.



Alan Miller's 1913 Cadillac at the brewery.



Joyce Chase is admiring Richard and Ginny Cutler's 1914 Ford Model T.



Left to right: Howard Lane, Jerry Chase, Bob Blanck, Joyce Chase, Skip Carpenter, and Skip's daughter Christine.

- Continued on the next page

Salinas Valley Regional Group:

On July 4th, Kent and Rosemary Weinstein drove our 1913 Overland in the Spreckels, California, parade. Parade honoree Josie Walsh and her childhood friend Ann rode in our Overland. Walsh is the great-great-great-granddaughter of Claus Spreckels, founder of the town.

Claus Spreckels was the sugar baron of the Western United States since the late 1800s and built the world's largest sugar beet refinery in his new town of Spreckels in 1898. The refinery continued producing sugar until 1982.

The town of Spreckels is now considered one of the most "original and complete historical industrial towns" in the United States.

Jim Riley,
Salinas Valley Regional Group Member

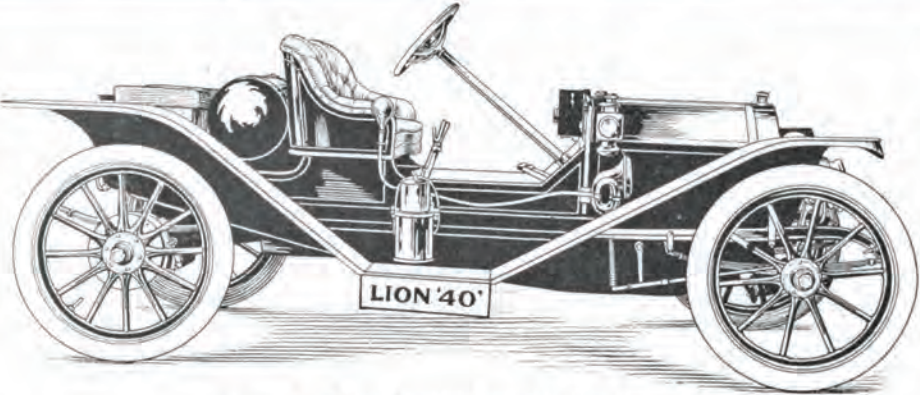
(Photo courtesy of Jim Riley)



Kent and Mary Weinstein with Spreckels Parade honoree Josie Walsh and her friend Ann sitting in the backseat of the Riley's 1913 Overland.

**The
Get
There
Kind**

**This
LION
"40"**




**36-Inch
Wheels**

**112-Inch
Wheel
Base**

1911 GENTLEMAN'S ROADSTER, \$1650

"RUNS LIKE SIXTY"

Always reaches your destination, whether in sand, mud or on the steepest hill. This is not an assembled car—it is made at our factory, Adrian, Michigan. The output for our 1911 Models is to be 2000 cars. We could make more but NOT without jeopardizing the quality consistent with skilled workmanship in a factory manufacturing its own product.

 **SOME DESIRABLE AGENCY TERRITORY OPEN**

**LION MOTOR SALES COMPANY, 650 WOODWARD AVENUE
DETROIT, MICHIGAN**

GENERAL AGENTS UNITED STATES AND CANADA

Mississippi Valley Brass Touring Club:

The Mississippi Valley Brass Touring Club had its second annual tour Sunday, July 10th. We held this “shake-down” tour prior to the Celebration of Brass II event at the Gilmore. Things did not go quite as planned. But plans had been made, and we proceeded. Participants were: Steven and Sherry Williams and daughter Sarah Smith, along with co-owner Carol Teaney with their 1911 Cadillac Model 30; Jim and Myrna Schild with their 1909 Auburn Model G with Stephen Noll as driver; and Martin (Larry) Hassel with his Russian Ural motorcycle with sidecar. Larry’s friend Stephen Raja rode in the sidecar. Club member Laren Langguth joined us at the parking lot to see us off.

The group departed the Gravois Bluffs shopping center covered bridge. The Sandy Creek Covered Bridge was built in 1872 to allow traffic from the Jefferson County Seat in Hillsboro to cross the creek on the way to St. Louis, Missouri.

When we departed, I led the way, followed by the Auburn, with the motorcycle hopping between the cars for photo opportunities. Jefferson County is rather hilly, and the two-cylinder Auburn struggled on the hills. I pulled over several times to allow them to catch up. At one such stop Larry pulled up next to me and said they had broken down. Fortunately, the car was not damaged. Then Larry’s bike began missing and backfiring. After Jim and Larry loaded the Auburn into the Schild’s trailer, Larry nursed the bike home, dropping out of the tour.

The Schilds planned to join us for lunch at The Blue Owl, in Kimmswick. The Blue Owl is famous for their Levee High Caramel Pecan Apple Pie, and the place is always packed. We had reservations for 11:30 am. Club member Jeff Buckley met us for lunch. The Schilds and Stephen Noll arrived, with the Auburn in their trailer.

Kimmswick is the port of call for the American Steamboat Company for the St. Louis metropolitan area. The American Countess docked at noon that day, so after lunch we drove down to see about a photo opportunity. Every steamboat that arrives in Kimmswick is greeted by the mayor and a barbershop quartet. The Kimmswick police have the road to the docking area on the levee blocked to control traffic when a riverboat arrives. When I explained our plans, they let us through, after taking some photos of officers standing next to our car. As we drove up to the levee docking area, we angled for the right spot for a photo, when the mayor walked over. We had a good visit, and took many photos with various folks.

After the photo session we drove to our house where we viewed 9 of our 12 brass cars and made plans for next year’s tour (In an area that isn’t as hilly).

Steven G. Williams,
Mississippi Valley Brass Touring Club, President

(Photos courtesy of Steven G. Williams)



Left to right: Carol Teaney, Sarah Smith, and Sherry Williams beside their 1911 Cadillac Model 30.



Jim Schild in the sidecar ready to retrieve his tow vehicle and trailer.



Kimmswick Mayor Philip Stang in top hat and tails with Steven Williams and the American Countess in the background. The Mississippi River is low, else more of the riverboat (a sternwheeler) would be visible.

IN MEMORIAM



Glenn Harold Slack passed away April 30, 2022, taking a piece of our hearts with him. He was a loving husband, father, grandfather, great-grandfather, and friend.

Even with all Glenn endured these last few years, he never lost his optimism, sense of humor, or the sparkle of mischief in his laughing blue eyes. He was an absolute light in his family, a shining example of what and how a person should strive to be, and an all around wonderful person. Glenn always showed love, strength, kindness, loyalty, support, and grace. He had an indomitable spirit, incredible work ethic, and fiercely loved his family and friends.

Born in Portland, Oregon, on June 18, 1933, Glenn later graduated from U.S. Grant High School. After graduation he joined the U.S. Navy where he proudly served on two aircraft carriers during the Korean War. Following college Glenn worked for the Port of Portland, retiring as the Superintendent of Maintenance of the Marine Terminals after 36 years.

With his wife Shirley, he was a world traveler, either flying or touring in their motor home. Glenn was an avid skier, a ski instructor, and on the Ski Patrol at Timberline. Many happy memories were made at their mountain cabin. He enjoyed many hobbies, including fishing, woodcarving, woodworking, and building anything and everything. Glenn was a handyman extraordinaire.

He enjoyed restoring and touring in his antique cars (1913 Ford Model T, 1915 Kissel Kar, and 1931 Model A), and in the company of fellow car club members. Glenn founded and was a longtime member of the HCCA Portland Regional Group. He also belonged to the Beaver Chapter of the Model A Club, and the Winnebago club.

Glenn leaves behind his wife Shirley; five children; 11 grandchildren; 10 great-grandchildren; and numerous nieces, nephews, and cousins. He was predeceased by his parents and a sister. He lived a meaningful and productive life, and his absence will be felt by everyone who knew him.

- Jim Zordich



William (Bill) Charles Dubats Jr., loving husband of 56 years, and father of three daughters, passed away on January 5, 2022, at the age of 78 due to numerous health problems worsened by a severe stroke near the end of August. Bill was born on July 6, 1943, in Milwaukee, Wisconsin, to Bill and Ethel (Alft) Dubats.

From an early age, he showed leadership, curiosity, and a strong work ethic as he led outdoor activities at his family's summer camp and earned Eagle Scout standing. On April 19, 1965, Bill married his one and only true love Janet Nelson and they resettled in the Twin Cities metro area, where he worked at FMC Northern Ordnance Division for 28 years.

Until the end, Bill had a passion for anything with a motor: snowmobiles, motorcycles, powered parachutes, and antique cars in his later years. Never faltering from his character, he told doctors shortly after his stroke of his plans to tinker with the mobility stair lift to get him up the stairs faster. Bill's drive and innovation led him to several successful business ventures and engineering patents. He received his undergraduate degree in Industrial Technology from Stout State University and his Master's in Business Administration from the University of Minnesota's Carlson School of Business.

Full of enthusiasm, Bill loved hunting, music, traveling, and spending time at the family lake place. He was known for his sense of humor, generosity, and decades-long, civic-minded volunteerism. Bill is survived by his wife Jan, their three daughters Darlene, Dena, and Dawn, seven grandchildren, one great-grandchild, and five siblings.

- Jan Dubats

HCCA BOARD NOMINEES



Rusty Berg

Greetings from scenic Southeastern Michigan. My name is Rusty Berg, and it is my distinct honor and pleasure to be considered as a candidate for a position on the HCCA Board of Directors.

I grew up in New Jersey, before settling in the Midwest 15 years ago, to begin my career as an engineer at General Motors. I enjoy the

irony, that while I work on cutting-edge technology for automobiles, my passion centers on vehicles built prior to World War II especially focusing on the Pre-1916 Era. At a young age I saw the movie *The Absent-Minded Professor* with a Brass Era Flying Ford Model T, and I became hooked on the look and style of early cars. I purchased my first antique car in 2008 (1931 Chevrolet) and my first pre-1916 car (1914 Studebaker) in 2017.

I am a relative newcomer to the HCCA after becoming the caretaker of my 1914 Studebaker touring car. I've found since joining HCCA the active membership has been invaluable through the kindness and assistance from others when it came to getting my cars running reliably. The focus on touring and enjoying cars has been fantastic, especially as my Studebaker is more of a driver

than a show car. I've recently added to my collection with a 1906 REO Model B one-cylinder, and I am looking forward to attending as many one- and two-cylinder tours as I can.

I try to help others where and when I can. I've volunteered at the R.E. Olds Transportation Museum in Lansing, Michigan, where I was part of the team entrusted to get the Baby REO running for its debut at the Celebration of Brass I in 2021. I have helped get some of the other display cars at the museum running and driving for various events. I also assist friends with the maintenance of their vehicles.

I do my best to share my love and passion for the early automobiles and their history with everyone. My Studebaker has been a regular at many local events, including the Old Car Festival at Greenfield Village and the Celebration of Brass at the Gilmore. At all the events, I welcome folks to the car, share details and answer questions, and give rides if possible. And if a child shows interest, I'll ask them to sit in the car and honk the horn hoping to get them hooked early!

If elected to the board, I hope to bring a younger professional's perspective to the hobby and encourage new generations to get involved with our favorite pre-1916 automobiles, while keeping focus on all that has made this club great, specifically the camaraderie that comes from driving, touring, working on, and enjoying Brass Era cars!

Thanks for your consideration, and I hope to see you down the road sometime!



Danny Case

Hello brass motorcar enthusiasts. I have been involved with antique automobiles as early as I can remember. From being in the rumble seat of a 1931 Model A Ford Roadster heading out for breakfast with my family and a group of antique Fords, to being in the garage with my Dad sanding rusty parts. (Now I know why I got that job and I did the same with my own kids!)

I always loved going to the car shows and participating in the car games. Remember those? I often saw the friendships between Brass Era car enthusiasts which still exists today. I don't think I have ever met antique car folks I didn't like!

My first initiation into Brass Era cars was the purchase of a CASE speedster project that had very few parts left and the engine was in a box. I bought the carcass and the adventure began! My

first call was to a HCCA member that lived close to me and he invited me to come down to his place for a visit. He was always willing to help and supported my new endeavor. The seven-year restoration was an experience like no other. I have fond memories of the CASE as a running chassis with wood boxes as seats (on Florida Regional Group HCCA tours).

My career as an engineer for a military aircraft company has helped tremendously in my ability to think "out of the box" on how to make broken things new or worn out parts better. I joined the HCCA and the Florida Regional Group in 1998 and have been a member ever since. My wife Susan and I participate in every tour we can that does not interfere with other family events. I was elected President of the Florida Regional Group and served two years back in the early 2000s. We saw growth in membership as I tried to get the word out regarding this fantastic hobby that to me, has no equal! Susan and I have also hosted many tours for the region over the years. I am currently elected to serve as the Florida Regional Group President again starting in 2023!

I would love the opportunity to serve on the HCCA Board. I believe that we can make this club even better for the generations that are to come. Keep the brass shining!

- Continued on the next page



Jeff Chattin

I am a third generation Brass Era auto enthusiast. My grandfather introduced me to horseless carriages as soon as I could walk to the shop. I spent many hours around and under cars, reading the HCCA *Gazettes*, touring and showing, and dreaming of owning a large brass car some day.

Locally born and raised, I live in Canton, Georgia, with my wife, Angie where I built a career in commercial real estate. Along with Angie, a retired CarMax executive, and our son Alex, chief of technology and all things next generation, we also own JC Picture Cars, LLC, renting antique automobiles to the movie

industry. Together, we've taught countless people to drive vintage vehicles from Model Ts to 3-on-the-tree to 4-on-the-floor automobiles.

The HCCA has always been a great conduit in bringing fellow enthusiasts together, and most importantly, getting these cars on the road. A favorite of ours is touring the backroads, meeting strangers who just want to know more as well as fellow enthusiasts at random stops along the way. It never ceases to amaze me at how many people can track us down in a coffee shop or restaurant.

Connecting is a true passion of mine—whether it be a needed part to a car, a car to a new owner, or just people with others sharing an interest in a make/model. I have been engaged in the hobby for almost 50 years, I am grateful to all those who have poured knowledge and passion for the hobby into our generation, and it would be an honor and pleasure to serve on the HCCA Board, working together to extend the hobby into the next generations.



Jon Rising

Together with my two brothers we were exposed to the antique car hobby as kids. Dad had a 1923 Ford Model T that he drove in college and later a 1931 Ford Model A pickup. A 1905 Cadillac joined the collection; and we'd ride in parades and attend local

car shows.

We occasionally were able to drive the Ford Model A to high school, as well as to the beach (and even on a few dates). Dad convinced two of us to drive with him in the Model A pickup from Massachusetts to Dearborn, Michigan, for Ford's 75th Anniversary.

It was in the early 2000s when I was on the Brass & Gas Tour in New England that I realized I needed a Brass Era car to enjoy the hobby to the fullest. I purchased a 1909 Buick Model 10 with a broken rear end, put it together, (with some help), and drove it on a few tours. I now own a 1911 Cadillac Model 30 as well as a 1910 Ford Model T Touring. A couple of summers ago, we (brother, two nephews, Dad, and I), drove from California to Virginia in the 1910 Ford, along with my brother's 1911 Ford.

Due to the scarcity of some needed parts, and to assist others in the hobby, I have undertaken several projects to recreate those parts, including Cadillac water jackets and Magneto drive gears. I have helped run week-long tours in Massachusetts, Vermont, and Florida, and try to participate in as many local tours as possible.

I am running for a second term on the HCCA Board because I understand the hobby and its participants, and also recognize the importance of sharing it with newcomers and novices. I would like to help take the HCCA into the next decade and beyond.



Jim Skillicorn

The Horseless Carriage Club of America has become a very important part of my family's and my life.

As a current HCCA National Board member, I have had the wonderful opportunity to travel throughout this great country of ours, meeting new friends, experiencing

exciting places and attending national tours. While all along, promoting the club by reaching out to as many regional groups as possible to assist with the coordination and communication of regional club tours and events.

My background includes 33 years in law enforcement with the Santa Cruz County Sheriff's Office in Santa Cruz, California, where I retired as a Sheriff's Lieutenant in 2015. Of

all the assignments and specialty teams involvement, one of my greatest accomplishments was starting the department's first Problem Oriented Policing Teams and leading the Sheriff's Community Policing Division. These efforts were focused on meeting with community members to identify what they felt were the most important needs in their specific communities, and working together to resolve the issues. This same focus applies to understanding and assisting HCCA Regional Groups.

As a member of the HCCA Salinas Valley Regional Group, great emphasis has been placed on recruitment, membership retention, public relations through attending community events, coordination with neighboring regional groups, and maintaining the Salinas Valley Regional Group's 501c3.

I was so honored to be nominated and then appointed to the Board of Directors for the Horseless Carriage Club of America. I have done my best to carry on honorably in the footsteps laid before me. On the HCCA Board of Directors, I am currently the Chairperson for Regional Groups and Registries, and responsible for overseeing Membership Development, Regional Group Publications, Regional Group Communications, and the Awards program. I am dedicated to this national organization and will continue to serve the entire HCCA organization to the best of my ability.

The Century Plaque Program ...

- Recognizes any and all vehicles that are 100 years old ... (Cars, Trucks, Planes, Trains, Motorcycles, Bikes, Wagons, etc.), even vehicles manufactured after 1915.
- Honors a request by any one for any vehicle.
- Preserves and acknowledges the efforts of the past and present owners.
- Encourages the preservation of stories about how a vehicle was found, survived, saved, and what it experienced in its life.

Consider registering your 100 year-old vehicle.

Request a plaque today!



To request a plaque, visit www.hcca.org and go to the drop down menu at the top right-hand corner and under "Who We Are" click on "Century Plaque Program" for simple instructions.

Any questions contact Augie Leshner via email at centuryplaque@gmail.com

The Evolution of the Automobile Tire in the Brass Era

By David O. Lyon



The wood-spoked wheel on the 1771 Cugnot reproduction illustrates an early vehicle wheel. (Photo courtesy of the Tampa Bay Auto Museum)

Cugnot serves as an illustration of the wheel's evolution.

The spoke construction was repeated in a lighter style for the 1803 Trevithick. It is the first of a series of steam-powered road locomotives such as the Enterprise which lumbered over the roads in England until the restrictions imposed by the Locomotives on Highways Act of 1865 brought that traffic to a halt. The evolution from the hard surface tread to the air-filled tire followed after numerous inventions pertaining to the treatment of rubber and the growth of consumer demand.

Robert Thomson patented a leather-covered pneumatic tire on December 10, 1845, and replicas of his invention are in the collection of the Science Museum in London. One example is laced together, and the other is held together with rivets.



The patent described the tire as an "elastic belt for carriage wheels and other rolling bodies."

The general public found little value in the idea, and ignored it.

Thomson patented the idea, but he did not pursue it. Some 23 years later he is credited with inventing the first heavy-duty solid rubber tire, for which he filed a patent in 1867.

The reproduction first pneumatic tire invented by Robert Thomson is at the Science Museum in London. (Image courtesy of the Science Museum Group.)

Several inventions followed Thomson's failed attempt and those ensuing developments provided the foundation and the consumer demand for the evolution of the pneumatic tire. In 1836 Edwin Caffee invented the "Callender-machine," which made possible the application of rubber to fabric without solvents and the production of sheet rubber with a uniform thickness. In 1839 vulcanization was invented almost simultaneously by Charles Goodyear in the United States and Thomas Hancock in England. That process used heat and sulfur to stabilize the gummy and gooey properties of rubber to create a stable product, which in turn made the manufacture of rubber tires possible. Although Hancock filed his patent seven months prior to the June 1844 Goodyear patent, Goodyear is typically credited with the invention.

Kirkpatrick MacMillan invented the first wooden bicycle with pedals on the front wheel in 1839. It was a substantial improvement over the "hobby horse," a wooden bicycle that was operated by the rider pushing along by foot in scooter fashion.

Thomas Hancock manufactured the first solid rubber bicycle tire in 1846 and that rubber tire and the MacMillan pedal drive



Two early pedal bikes; the wooden Velocipede circa 1870 with wood wheels and the ordinary bike circa 1888 with solid rubber tires and 60" wire wheels. (Image courtesy of David O. Lyon)

popularized the bicycle. In 1871 James Starley invented the Ariel bicycle with its 48-inch front wheel and the graceful ordinary bicycle with its 60-inch front wheel soon followed. The large wheel on these bikes provided the mechanical advantage for speed. The Pope Company began the manufacture of the Columbia ordinary in 1878.

Hans Renold of Manchester invented a roller chain which created the necessary mechanical advantage for a small wheel bicycle and made possible the evolution of the modern style safety bicycle by John Kemp Starley in 1885. The word "safety" was used because the 20 to 30-inch wheels meant bicyclists were no longer riding perilously on an ordinary bike seat high above the road. An upsurge in cycling followed, and Britain alone boasted of 220 clubs at the time which led to the demand for improved tires.

Jon Dunlap introduced the first practical air-filled bicycle tire in 1888. He lived in Ireland, some 60 miles from Thomson who lived in England, but he did not discover Thomson's 1845 achievement until 1890 when he attempted to patent his pneumatic tire. Essentially, Dunlap reinvented Thomson's leather clad tire using newly devised techniques in rubber processing. Dunlap enclosed a rubber tube in canvas and then overlaid that combination with a rubber tread. A year later his tire made bicycle racing history.

In 1889 William Hume entered a race pitting his low-slung safety bicycle with its air-filled tires against the very stylish ordinary bike with its 45-60-inch hard rubber tire wheel. The spectators that day were skeptical, but Hume quickly outpaced the ordinary bikes and won the race handily. Interest in the new style bicycle soared and bicycle racers clamored for air-filled tires. The safety bike grew in popularity, and during the 1890s, the ordinary bike was discarded, often left leaning against a street lamp by the owner to be claimed by any passerby. In 1896 *Vanity Fair* reported: "The Bicyclist is still a growing quantity . . . and this growth of cycling is due to women." Interestingly, a trotter horse won a race by three

seconds in Terre Haute, Indiana, in 1892, and much of the credit was given to the pneumatic tires that the jockey had mounted on the sulky.

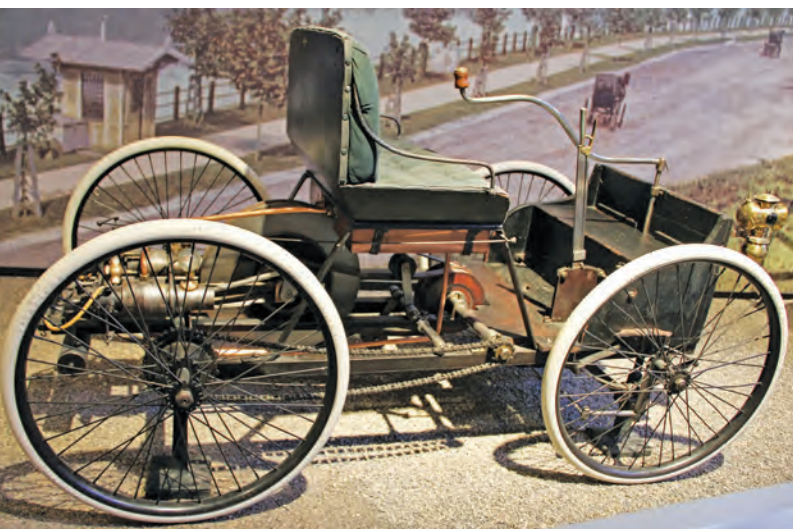
These tales of bicycle and horse races are almost trivial events in tire history and seem unrelated to the advent of the horseless carriage, but these competitions were pivotal in changing public perception. And that public perception fueled the growing demand for the horseless carriage and the pneumatic tire.

Edouard Michelin mounted pneumatic tires on a L'Eclair car which his brother André drove in the Paris-Bordeaux-Paris Trail Race in June 1895. The tire proved troublesome, and Michelin did not finish within the time limit. But the L'Eclair was one of the 10 autos that did finish out of the 23 entrants. One winning participant, however, predicted that pneumatic tires "would never be of use on cars." The Duryea with its high-wheel and hard surface tires won the Chicago Times-Herald Race, November 28, 1895. A year later, on November 14, 1896, the Duryea participated in the British Emancipation Run, celebrating the end of the British Locomotives on Highways Act. The Duryea finished some 45 minutes ahead of the others.

A vintage advertisement for Michelin tires. At the top, it says "ONE QUALITY ONLY - THE BEST". Below this is an illustration of a 1895 L'Eclair car with two men sitting in it. The text "Demonstrating the first pneumatic tire— Michelin in the Paris-Bordeaux Race, 1895." is written below the car. The word "MICHELIN" is printed in large, bold letters. Below it, "The Pioneer 21 Years Ago" is written. The main body of the text describes the history of the pneumatic tire, mentioning that it was first made by Michelin 21 years ago and that it was used in the Paris-Bordeaux Race of 1895. It also mentions that the results of this race assured the future of the automobile and laid the foundation for the world's tire industry. At the bottom, it says "This was the first step in tire-making—for the last step, see next page:". The bottom of the advertisement is framed by "MICHELIN - FOUNDED - 1859".

A Michelin tire advertisement featuring the 1895 L'Eclair, the first car to race on pneumatic tires. (Image by Michelin)

- Continued on the next page



Henry Ford's 1896 Quadricycle with all-white pneumatic tires.
(Image courtesy of David O. Lyon)

Alexander Winton fitted at least one of his two 1896 experimental cars with pneumatic tires, the first American automobile manufacturer to do so. Henry Ford attempted to use pneumatic bicycle tires on his 1896 Quadricycle, but found the 400-pound car too heavy. Pneumatics were expensive, and he decided to mount one bike tire on the rim and then mount another tire over it by cutting along the inner circumference of that second tire. Essentially, the first tire served as a tube. The second outside tire was laced shut with heavy twine. Those tires were removed from the Quadricycle in 1953, but one example of Henry's cost saving invention remains in the collection at the Henry Ford Museum. These examples may seem trivial, but each was another step in the ensuing progress of the pneumatic automobile tire.



The Baily type treaded tire. (Photo courtesy of Detroit Public Library)

The Dougherty curing press was invented in 1896. It held the rubber inside a mold which then received a thrust of air expanding the rubber into the mold leaving impressions on the tread as well as desired markings on the sidewall. The C. J. Baily Company used such a mold to patent a pneumatic button-tread tire in 1897. The Baily style button-tread tires were mounted on the 1906 Locomobile that won the 1908 Vanderbilt Cup Race and on the 1907 Thomas that won the 1908 New York to Paris Race. The tires on both cars were white. The image of a Goodrich button tread tire is dated 1910 and is from the Detroit Public Library collection. A temporary Baily

type tread, believed to be identified as a Sylvan or Woodworth cover, used a leather tire sleeve with metal buttons and was found in an undated period photograph of a 1904 Cadillac. Part of a similar leather cover was found at a swap meet, and it duplicates the leather sleeve on that 1904 Cadillac. Interestingly, the ultimate studded tire was available in 1910 on an Avery truck. The wheels were wood, and the tread was comprised of wood dowels pressed into the wheel. Firestone also developed a nonskid tire between 1904 and 1908, which featured raised letters on the tread surface that spelled NON SKID.

Most tires manufactured from 1896 to 1916 were white. Reportedly, untreated rubber is typically milky white and then manufacturers used a white zinc oxide in the vulcanizing process which enhanced the all-white finish. The use of carbon black as a reinforcing agent for rubber was discovered in 1904 by S. C. Mote. Historians contend that the demand for such reinforced rubber at the time was minimal, and Mote's discovery was simply ignored. Tires with the carbon black additive were advertised in a 1906 issue of *McClure's* magazine by Goodyear along with their comparison of a clincher and detachable rim.

The Goodyear Detachable Auto Tire on Universal Rim Won't Rim-Cut

That may sound strong, but it's a positive fact. To prove it to our own satisfaction we rode this tire hard for twenty-five miles over city pavements without a particle of air in it.

When the test was over, the casing wasn't even marked. The inner tube was all right, and the tire hadn't *cracked* a particle, though not mechanically fastened to the rim in any way. When the tire was pumped up it was just as good in every way as it was in the first place.

That's *good!* Truth, every word of it, and we've got reputable witnesses to *prove* it.

Now listen a minute and see why it won't Rim-cut.

You know how a section of the ordinary clincher rim looks—just like Figure 1. The "lip" or edge of that rim where it comes against the tire is *comparatively* sharp. And when the air gets out, the tire comes between the comparatively sharp edge of that ordinary rim and the hard ground. Then after about three minutes riding you are in for a new tire. Now the flange on the *Goodyear Detachable Auto Tire*, which carries the *Goodyear Detachable Auto Tire*, are not even *comparatively* sharp. On the contrary, they form the arc of a large circle. See Figure 2 and compare with Figure 1.

Simple, isn't it?

Now there are other good reasons about The

Goodyear Detachable Auto Tire on Universal Rim, just as important—just as trouble-saving, just as money-saving.

Taken together they wipe out at one sweep full 90 per cent of all Auto Tire Troubles.

This tire won't *break* or come off the rim when ridden *deliberately*. It is the *safest* and most *reliable* Auto Tire on the market, yet is also the most durable.

This tire is 80 per cent *pressure proof*. You can take it off or put it back in *thirty seconds* with no tools but the fingers.

These are general statements. But every one is *true* and we can prove it. It will only take a minute to show you if you will stop at our booth at

The Chicago Automobile Show.

Or, drop into one of our Branch Stores, and we'll show you there.

Or, write us and we'll send you a book that will show you.

Don't spend a cent for this tire and rim, and don't ask the maker to put it on your next season's car till you are *convinced* on every point. But in your *own interest*, if you are seeking relief from Tire Troubles, give us a chance to convince you. We can do it.

The Goodyear Tire & Rubber Company, Stark St., Akron, Ohio

Branches in the Following Cities:

Boston.....6 Merrimac St.	Buffalo.....719 Main St.	Cincinnati.....241 E. Fifth St.
Chicago.....110 Lake St.	Denver.....226 Sixteenth St.	San Francisco, Geo. F. Moore
St. Louis.....12411 Moran St.	New York.....Cor. 6th St. and Broadway	& Co., 581 Golden Gate Ave.
Philadelphia.....1821 Spring St.		Detroit.....241 Jefferson Ave.

Bailley Tread furnished on Goodyear Tires (all sizes) when ordered.

A 1906 Goodyear advertisement for a black tire also compares the clincher and the detachable tire rim. (Image courtesy of David O. Lyon)

Rubber industry historians contend that all-white tires provide service for about 5,000 miles, while black tires retain their usefulness for 10 times longer. They also argued that the general public preferred white tires because consumers were not convinced that black tires were superior to white tires. Period photographs of the 158 cars that raced at the Indianapolis 500 from 1911 through 1916 reveal only five cars with black tires near the end of that racing era. Period photographs also testify to the continued use of the all-white tire well after 1915 and is verified by two photos which are not shown, a Ford Model T military vehicle, circa 1918, and two well-driven Franklin Series 10 automobiles circa 1924. Michelin advertisements in 1926 for all-white tires conclude the argument.



A 1912 Firestone advertisement for NON SKID white tires and a gray sidewall presents a paradox; which young woman will he choose. (Image courtesy of David O. Lyon)

Even though the technology existed, the white sidewall tire with a black tread was unavailable until after 1916, and some sources contend that it was not introduced until 1918.

Consumers did not shy away from colorful combinations for tires, as advertised by Fisk and by Firestone. A Firestone advertisement from 1912 combines three elements of the period. The tire is white with a gray sidewall, the tread is the "NON SKID" lettered type, and the advertisement boasts of the quick detachable clincher that could be changed in less than 60 seconds. The advertisement uses bright colors and offers some social interest using the word "Which." The word poses the question, "Which choice will the driver make when inviting a young lady to ride with him?"

The Fisk Tire company introduced a red treaded tire in 1915 and the 1917 advertisement (not shown) promotes that Fisk tire as part of a grand evening "out on the town." The 1917 Firestone advertisement used a black tread with a red sidewall and placed a young woman in the ad at a country club. The final 1919 Fisk advertisement uses a black tire with a white sidewall and features a brief interlude apparently after a foot-

ball game. All three imply that an enjoyable life can be had if your car is fitted with these special tires.

In summary the pottery wheel dates from 3500 BCE, and its use on a wheeled-vehicle occurred some 300 years later. The first air-filled tire was invented some 5,000 years later, but no one paid much attention to it. The pneumatic tire was reinvented in 1888, and a bike race, a horse race and a car race provided convincing evidence of its value. Initially, white zinc oxide was used to treat rubber, and tires were white, but carbon black, a stronger reinforcing agent for rubber was discovered in 1904. Black tires were offered in 1906, however, consumers were reluctant and the white tire was the tire of choice into the mid-1920s. The introduction of colorful treads and the white sidewall tire after 1916 helped to strengthen the public's confidence in black rubber and eased the transition away from the all-white tire.

Top to bottom: A Fisk tire ad dated 1917 illustrates the colorful combination of the red tire tread with a white sidewall. A 1917 Firestone tire advertisement illustrates a black tread with a red sidewall combination. (Above images courtesy of David O. Lyon) And a Fisk tire advertisement dated 1919 illustrates the introduction of the white sidewall tire sometime after 1916. (Image courtesy of Barcelona University)



Part One: The Trials and Tribulations of Removing a DELCO Starter/Generator From a Brass Era Oldsmobile

By Ray Prisk

Recently I had a change of heart concerning antique automobiles. For over four decades, I avoided purchasing cars with front doors, electric starters, windshields, and tops. I was quite happy driving my open-front, hand-cranked, windy automobiles while experiencing sunburn or rain on tour after tour. However, my view of old cars began to evolve. Starting a few years ago, I realized that my age was creeping up on me, and if I wanted to continue HCCA touring, some future aches and pains might prevent me from cranking my car, or at least make it somewhat painful. So, I expanded my view of the antique automobile universe.

I realized that cars with electric starters did have a lot of merit and style. Obviously, my earlier view of old cars was much too restricted, but by planning ahead, I discovered my mistake in time. So, the search for a self-starting antique car was on.

After logging on to the HCCA website, I found a very nice 1914 Oldsmobile not too far from home. It happened to be the Model 42, a 4-cylinder touring car on a 110-inch wheelbase. As an older restoration, it had a history of touring and was a good-looking machine, with its black hood, cowl and fenders complimented by its red body. A gentleman in

Vermont owned it; I went to see it in early November last year and brought it home the day after Thanksgiving.

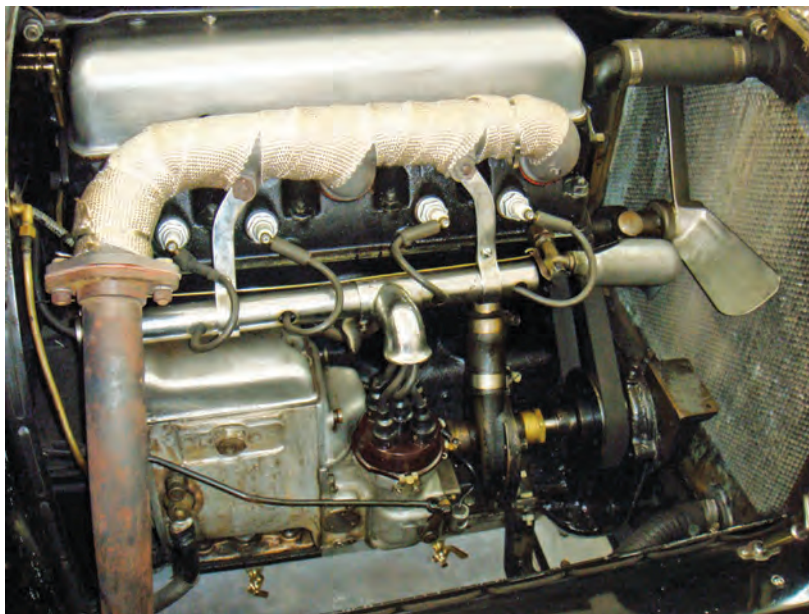
The early November visit didn't go exactly as I had expected since the cold weather in Vermont wreaked havoc with the

carburetor. Plus, the starter didn't work as well as it should have, but I was impressed enough to buy it. Then my learning curve began.

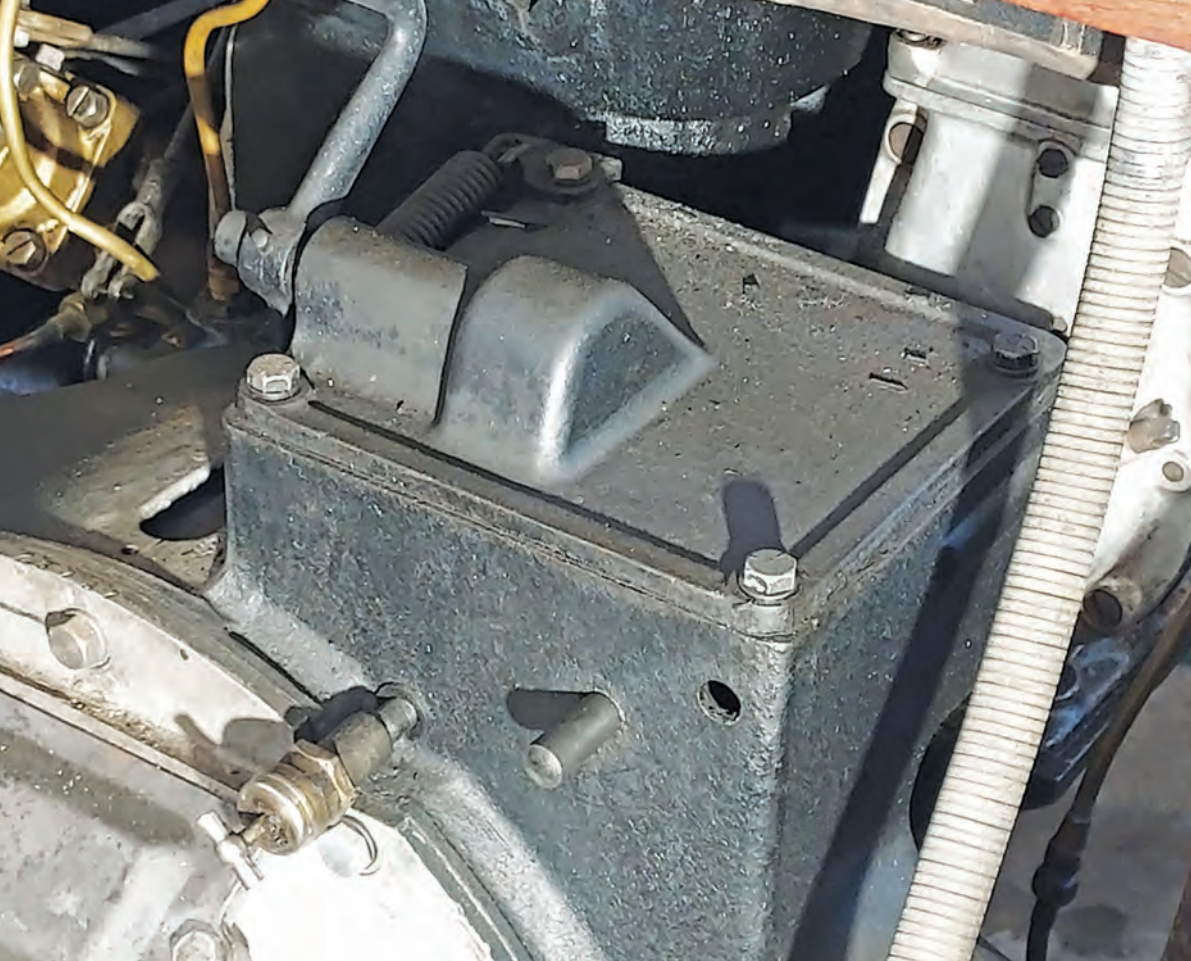
My Oldsmobile uses a Delco Model MG41 starter/generator. The first priority was getting the starter to function as it should because using it would wear the battery down in a few minutes. I tried a new battery, new cables, and with the advice of a friend, cleaned the interior as best I could. However, nothing helped. Obviously, the starter had internal problems and

needed to be rebuilt. Luckily, I knew someone who could do it and disassembly began.

Several things concerning the starter were incorrect. Quickly draining the battery was the primary concern, but although one or two six-volt wires were supposed to be attached to the starter, they were connected instead directly at the battery. The starter didn't operate properly in other ways. When the ignition switch is turned on, the starter should rotate slowly so



A view of the 1914 Oldsmobile Model 42 engine.



The Delco starter is a tight fit in the engine compartment.

that the gearing between the starter and the flywheel can engage easily. This function never worked. Numerous times the starting gears wouldn't engage at all. All these problems necessitated a complete rebuild.

On the Oldsmobile, the starter is located at the right side of the engine, behind the water pump. I started by disconnecting the main battery cable, some low-tension wiring at the distributor, and the coupling joint between the water pump and starter. Then the timing linkage at the distributor. I also had to see if anything needed to be removed between the starter and the flywheel. So, the floorboards were next, in order to access the starter gearbox which was under the cowl, between the firewall and dashboard. (This gearbox is used to shift gears from neutral to a position which engaged the starter armature gear with the flywheel.) This was a bit more complicated since one of the angled footboards held the pivot shaft for both the ignition and carburetor linkage. So, all of the control linkages had to be disconnected before the floorboard could be removed. Finally, with all these items disassembled, and if I were lucky, I could remove the bolts that secured the starter/generator to its platform and wiggle the mechanism out of the starter gearbox directly behind it. This wasn't going to be easy, however, since the starter weighs approximately 35 to 40 pounds, and as a friend of mine noticed, "It's as big as a toaster." True on both counts; I couldn't remove it. The starter moved around a bit, but it seemed that the armature gear inside the starter gearbox prevented complete removal.

This is a good time to say that there aren't many Oldsmobile Model 42 cars in existence. The most recent HCCA Roster of Members and HCCA website only shows two 1914 Model 42 Oldsmobiles, two 1915 Model 42 Oldsmobiles, and three 1915 Model 43 Oldsmobiles. Models 42 and 43 are very similar in design but do have important mechanical differences. Unfortunately for me, I couldn't locate any 1914 Oldsmobile owner's manuals, just one from 1915, which showed that the starter/generator had changed in 1915. And the only other 1914 Model 42 owner had never removed his starter/generator, so he didn't have the specific information that I needed.

Back to disassembly. The starter gearbox posed a real problem. I removed its cover quite easily, but there wasn't enough room under the dashboard to look straight down into it. A solution was needed to proceed properly. I first tried to see what was inside by using a flashlight and mirror. However, this didn't work very well since I was leaning over the running board and the front door frame while holding both the flashlight and mirror, but I could only see a portion of the items inside the box. Positioning a drop light near the box wasn't much better, so my final thought was to use my cell phone to video inside the box. A little better, but still, the view wasn't to my satisfaction.

The only alternative was to climb inside the car to get closer to the gear box. So, wedged in between the right frame member and the transmission, with the center handbrake pressing against my side, I again used my drop light and mirror. Finally, I could see the starter controlling mechanism. The starter gearbox, which is formed as part of the right rear engine mounting arm, has two shafts and also one rod which extends forward into the starter. One of the two shafts is used for the sliding gears which engage or disengage the starter from the flywheel. The second shaft mounts the sliding arm that controls both the previously mentioned gears and starter rod. All this was mounted above, and a bit to the right of, the flywheel. A few beads of perspiration formed on my forehead when I realized the awful possibility of some parts falling down into the flywheel case and creating new, larger problems. Still, I had no choice but to begin taking items apart.

- Continued on the next page



Another view of the engine compartment.

The armature gear is directly below the control shaft, and I couldn't clearly see how the gear is affixed to the armature itself. Since flashlights and mirrors didn't help, I concluded that the sliding gear, its shaft, and as much of the control mechanism as I could remove had to be taken out of the box. However, to be on the safe side, I stuffed an old bath towel over the flywheel in case gravity and small parts worked against me. Then the work began. The rod that extends into the starter was easy enough, but the sliding gear shaft was more of a problem. This shaft (with the grease cup attached to its end), is nearest the center of the car and is held in place by a screw pin that fits into a hole in the shaft. This screw pin isn't visible in my pictures and is directly over the flywheel. So, to be extra sure that it wouldn't fall down into the flywheel case, I wrapped some wire around it before starting to remove it. Once successfully done, however, the shaft still wouldn't slide out of the box.

Removing the grease cup didn't help either so I started to twist out the threads at the end of the shaft. Around and around they turned, but nothing seemed to be happening, until I noticed that the shaft had begun to emerge from the box. As I soon discovered, the shaft had been held inside its mounts by century-old grease. The grease had become so hardened that it acted like glue. I should have been able to pull out the grease cup with the shaft attached, but the grease cup unscrewed from the shaft instead. However, now that the

grease had broken free, the sliding gear shaft easily slid out of the box.

While trying to remove the sliding gear shaft from the gear-box, I also tried to move the controls forward and backward to better see the armature gear. I was fortunate doing this, since the taper pin that holds the control arm to its shaft all too easily came out when I slightly pulled on it. At some future date, this could have fallen out and caused some real problems. Luckily for the Oldsmobile it will be properly tightened when reinstalled.

Although the lower portion of the starter gearbox was still somewhat of a mystery, I soon found out that I was near the end of my quest. With the sliding gear shaft out of the box, the sliding gear was easily removed and I could view the armature gear itself. I had gathered all my tools to remove the armature gear, and again climbed into the car to begin working on it. However, it appeared that the hole in the front of the box might be just large enough for the gear to wiggle through. Although I wasn't sure, I decided to give it a shot. So, I squeezed out of the car, grabbed the starter/generator and with some gentle tugging this way and that, the starter/generator was finally out in the open. Without the sliding gears in the gearbox, the starter/generator could be manipulated so that its removal was possible.

The starter/generator is now in Massachusetts being rebuilt. While the Oldsmobile won't be on the road this year, I expect, with a completely rebuilt starter/generator, to have a good number of years on future HCCA tours with my 1914 Oldsmobile Model 42 Touring car.



The starter generator removed.

*(Photos by Ray Prisk)
Part II will continue in an upcoming issue*

2022 Marian Welch Service Award Nominations



By Andy Wallace

Request for Candidates

In your Horseless Carriage Roster it states that the Marian Welch Service Award is presented to a member or members who have demonstrated truly outstanding service to the HCCA. Recognition is for dedicated, consistent, and continuing service over a considerable length of time. The plaque on the permanent trophy reads: "Presented in Recognition of Outstanding Contribution to the Horseless Carriage Hobby and the General Welfare of the HCCA." As HCCA Executive Secretary to the club for many years, Marian Welch gave so much extra of her time. Paul N. Eoff conceived the idea of the award.

The Marian Welch Award is the highest HCCA award that any member of the organization can receive. To help members identify qualified candidates, HCCA established a simple list of qualifications:

- Member of HCCA for a minimum of 10 years involved at a local and/or national level
- Held leadership role(s) within the club (does not require an officer position)
- Demonstrated truly outstanding service
- Shown dedication, consistent, continuing service over a period of time
- Substantial service over many years
- Not a current HCCA Board member or contractor

The importance of this award is that it allows a member to receive recognition for their effort, service, and contributions at the local and/or national level over a long period of time. In order to make sure that members are aware of the program, notification reminders are sent out in multiple formats to members to find the best candidates.

- Letter or article to members in a HCCA *Gazette* issue,
- Sending emails to HCCA Regional Group and Affiliated Registry Contacts (presidents, designated contacts, editors and web administrators), HCCA Board Members and any member who has signed up for email information
- A reminder in the *HCCA National News*, notice on the

HCCA Website

The requests for nominees will be sent out to all members in time to collect information and allow time for the HCCA Board of Directors to evaluate each candidate. If you want to nominate a candidate for the Marian Welch Award you should include, but not be limited to, the following information about the proposed candidate:

- Membership length
- Leadership positions
- Activities
- Amount and types of service at the local and national levels
- Effort to promote club values
- Helping others/mentoring

Member nominations and information must be submitted by **October 31, 2022**, and should be sent to: Awards Committee Chairperson
c/o HCCA Office
3109 Fish Canyon Rd.
Duarte, CA 91010-1506

If you choose to submit your nomination by email, compose the nomination and supporting information in a document attached to the email. Send the email to: office@hcca.org.

The office will gather the information on all of the candidates and then send it to the HCCA Directors for review and questions. With the HCCA Directors having all the information on the qualified candidates, a ballot is then sent to each director with a list of the proposed candidates. Each director, using the ballot, votes for the nominee they feel most deserves the award for the year. The winner of the award is announced at the HCCA Annual Convention.

This award gives any member in the organization an opportunity to recognize a member who has made a significant contributions to the success and improvement of the organization over the years.

The Lineage of the Bartholomew

By Robert Hendzel

This one and only vehicle was built in 1902 by George Bartholomew (1863-1946) of Russell, a village in upper New York State near the Canadian border.

George decided to build a car for himself after seeing such vehicles operate in a city some 30 miles away. His self-built car is powered by a 3 ½-hp, 1-liter Fairfield single-cylinder, 2-stroke engine which he had specially adapted for use in this car.

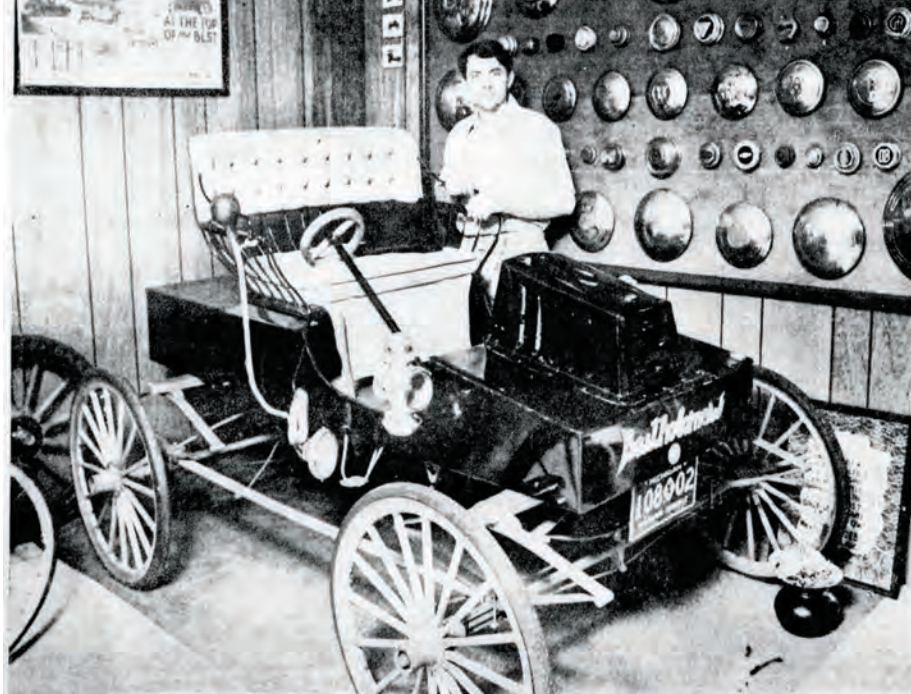
The chassis is numbered "1" and the engine "19." The suspension consists of fully elliptical springs at the front and rear, and the final drive is chain driven via a two-speed gearbox. Unlike many such vehicles of that era, steering is not done with the tiller, but with a small steering wheel. The car is a two-seater with a runabout body.

George Bartholomew ran his car for about four years and it was owned by the Bartholomew family until 1949. His widow Lil Bartholomew sold the car to John Thomas and Frank Thomas in 1949. In 1952 Frank took the car to the New York State Fair in Syracuse and won the oldest car award. On August 30, 1954, Frank sold his shares to John.

John Thomas took the Bartholomew to DeGrasse, New York, where he publicly displayed it until March 1953. John eventually sold the car to Frank Mason of Canton, New York, in the mid-1950s, who then sold it in the 1960s to a collector in Toronto, Canada. By February 27, 1971, the car was bought by John DeBell and went to The DeBell Automotive Collection Museum in Port Huron, Michigan.

In 1988, Scottish Veteran Era auto enthusiast, Time Amyes bought the Bartholomew, brought it to Britain, and registered it there under number BS 8038. The car was received in 1988 with certificate no 1745 issued by the Veteran Car Club of Great Britain for production year 1902. The Bartholomew took part in the London to Brighton Veteran Car Run from 1989 to 2019.

It is not clear when Molly and Lionel Bourne bought the vehicle, but we do know that it was registered for the London



Above: A newspaper photograph from 1985 shows the Bartholomew with its then owner.

Below: The 1902 Bartholomew is its current glory.

to Brighton Veteran Car Run in 2002 with the starting number being 131. It was Bartholomew's 100th birthday.

In 2006 Colin Klyn purchased the auto and took part in the London to Brighton rally many times. The Bartholomew came up for sale at the Bonhams auction in London on November 1, 2019, Michael Coatman from Poole Dorset bought the Bartholomew to be able to take part in the London to Brighton Rally two days later with race number 411.

On October 12, 2020, I purchased the Bartholomew. Its renovation is underway and preparations are being made for the London to Brighton Veteran Car Run in 2022.

(Photo and image courtesy of Robert Hendzel)



BBC is Back!

The Return of the Brits, Canadians, and Dutch

Days One and Two by

Tracy Leshner

Days Three and Four by

Kim Simoni



John Biggs drives through one of the seven covered bridges on Thursday's BBC Tour route. Front seat passenger Mike Spencer and back seat passengers Wade and Jeanne Smith rode along for the day in John's 1909 Ford Model T.

Pat and Marcy Gamble hosted the 2022 Beautiful Brass Cars (BBC) Tour in Gettysburg, Pennsylvania. It was in fact, a change in location for the BBC Tour after many years in Strasburg, Pennsylvania. Seventy-two Brass Era cars and a myriad of tourists assembled in Gettysburg on Sunday for a swap meet and car show. The day capped off with an evening welcome reception complete with an appearance by Abraham Lincoln.

Tourists from the United States, Canada, United Kingdom, and the Netherlands were over the moon to be together for this event. On the tour we had three 1907 Ford Model Ks (The K Crew), two Molines, a couple of Hudsons, a Velie, and a gaggle of Ford Model Ts.

For Tour Day One Pat and Marcy Gamble organized a fantastic 75-mile route through the rolling countryside of Adams and York Counties. But, much to the dismay of just about everyone, the forecast did not look promising. The potential threat of severe thunderstorms, hail, and tornadoes loomed.

Since my husband Jeff had to work and the boys returned to school, I was on my own for the tour and needed a ride. Thinking that the rain would start before the departure time on Monday, I had made arrangements to ride modern with Bob Richmon, Manny Rein, and Rudy Boyance. By the time of the Drivers' Meeting the skies had not opened up, and 15 Brass Era cars were willing to brave the weather forecast. I ditched Bob, Rudy, and Manny. And I asked Hugo and Linda Vermeulen if I could ride with them in their 1907 Ford Model K. They said, "Absolutely." What a treat that was! I was surprised at how strong and quiet Hugo and Linda's car ran.

Joe and Betty Swann hosted tourists at their home and upholstery shop for the morning's coffee. Joe and Betty's two swans, Gretchen and Mortimer, welcomed us. The Swann's home dates back to 1799 and the property dates to 1742. Think of all the history their home has witnessed! From the coffee stop we headed to the Eastern Museum of Motor Racing.

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Clockwise: A view of the Sunday BBC Car Show and you can see Laura and Karl Darby waving at the far right! Brenda Henshaw stands with an Eastern Museum of Motor Racing display –her father did the paint work on the pictured vehicles. Jamie and Linda Holmes with their 1911 Buick Model 32.

The museum houses a terrific collection of Pennsylvania and Indianapolis racing memorabilia and artifacts spanning decades. Our own Bob Ladd is part of the museum's memorabilia collection. He is a local racing legend! HCCA member Brenda Henshaw's father painted two of the race cars on display. Brenda met her husband Joe while she raced!

Before we departed the museum Kyle Barrow decided to ford a sizeable, deep stream that flows between the rear of the building and the Latimer Valley dirt track. His nimble 1914 Ford Model T made its way into the stream and got itself stuck in the muck after the engine stalled. Kyle waded out into the knee-deep water to give the T a crank and through the stream they went. Water dripped from the tool box on the running board for several minutes.

Still no rain or thunderstorms as we headed towards the Appalachian Trail Museum and lunch at Pine Grove Furnace

State Park. During the tail end of lunch, the clouds started to thicken and spit a little rain. I got suited up just in case, and I looked ready for anything except the large number of leaves and bugs that bombarded my face riding in the Model K sans windshield.

After lunch some opted to stop at the National Apple Museum in Biglerville. Biglerville is also home to Musselman's apple products. I think the entire tour stopped by the Half-Pint Creamery for some of the best ice cream I have had in a very long time.

About five miles from the hotel, the rain started and I lost my HCCA hat that had been tucked in behind me. Rob Heyen and Bruce Van Sloun rescued my hat. It was a fantastic tour day, and I am sure many who opted to drive modern kicked themselves.

Some people refer to Tuesdays as "Taco Tuesdays." In the case of Keith Billet's tour route, it was "T-intersection Tuesday." The nice thing about a T-intersection is that it's hard to make navigating errors. During Day Two I navigated for Peter Jakab in his 1914 Overland. Keith's directions were spot on and his route took us through some beautiful countryside over to New Oxford and back to Gettysburg. There was abundant sunshine and a constant breeze throughout the day. The morning coffee stop at mile 15 allowed us to socialize in the sunshine for quite some time. Gil Fitzhugh the Elder brought his 1904 Curved Dash Oldsmobile out for the morning. The two Molines owned by John Stamberg and Tony and Janet Trippi parked side by side. Seeing the Model Ks on a BBC Tour is becoming a regular occurrence, but the two Molines were very special too. From there, we drove another 20 miles to our lunch stop at the Bourbon Mill Inn. The food was worth the wait.

After lunch we ventured into the town of New Oxford. New Oxford has several antique shops and a train museum. The 35 miles back to the host hotel were uneventful and relaxing. We needed to conserve our energy for the cruise-in, gaslight drive, and viewing of *100 Years of the Lincoln Highway*, which documents the historical significance of the first transcontinental road. The PBS documentary *100 Years of the Lincoln Highway* has a connection to this area of Pennsylvania since Route 30 that runs west to east through the commonwealth is, in fact, part of the Lincoln Highway. The gaslight drive was a huge hit with the locals. About 40 BBC cars paraded for several miles winding around a residential area lined with tons of exuberant spectators.

Top to bottom: Kyle Barrow scoops water out of the toolbox of his 1914 Ford Model T after taking it fording in a stream. Kevin Mueller's 1914 Model T during the gaslight tour. (Gaslight tour photo by Kevin Mueller)



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Clockwise: Roger McGinnis and Bob Richmon zip down the slide at Mt. Tabor Park. Dave Kostansek and Bill Hartz in Dave's 1912 Hudson pull up to Links Bridge Winery. Kathie Conrad and son Kevin arrive at lunch on Thursday. Kathie drove in her 1912 Ford Model T the entire tour week.

Days Three and Four By Kim Simoni

Day Three continued with beautiful weather and no rain in sight! This day we toured four covered bridges scattered throughout Frederick County, Maryland. But first we had a super fun and memorable coffee stop at Mt. Tabor Park about 17 miles along the route. It was cold (by California standards where Wayne and I live), but the sun was out, and when we pulled into the park, we knew we were in for something special! The park, owned by Mt. Tabor United Church of Christ, is the home of "The Big Slide," a 40-foot tall, wavy wooden slide with a glass smooth surface built in the spring of 1950. The foot of the slide had a big circle of sawdust to land in, and carpet remnants and towels abounded to speed up your descent! It was fast and a blast; many besides me, gave it a go!

After covered bridge #1 our next stop was the family-run Links Bridge Vineyards started by a husband and wife team, Joan Cartier and Robert Thompson, as a weekend undertaking while living and working outside Washington, D.C. Joan and Robert have since moved to the vineyards. Together they started producing their own wines in 2015. Their winery is a true labor of love, they have successfully produced several very nice wines, while opening their tasting room at the vineyard in 2018. We all tasted multiple whites and reds and purchases were made by many.

After covered bridge #2, we lunched at Thurmont Park, a lovely park with multiple pavilions. Thanks to Rob Burchill for



arranging a fine sack lunch, down to the individual names labeled on each brown bag—very clever and efficient.

Covered bridges #3 and #4 followed lunch, traipsing through gorgeous Maryland countryside and back into Pennsylvania. One more stop was required before returning to our hotel—ice cream, of course, at Sanders Square!! Never have I seen so many people enjoy ice cream so abundantly. It was a fantastic 85-mile touring day!



Willem van der Horst and newlyweds Hans and Sonja van der Wouden in Willem's 1914 Buick.



Alan and Kathy Miller played follow the leader and made a wrong turn.



Left to right: Natalie Weaver, Stacy Zimmerman, and Janice Weaver tour in Natalie's 1912 Ford Model T. This was Stacy's first Brass Era tour ride. (But not Stacy's last)

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Day Four, our final BBC day, was extraordinary for so many reasons. Although short on mileage (35 miles), it was long on history and very informative and sobering. Learning about the Battle of Gettysburg in school pales in comparison to visiting the battlefields and experiencing the events almost first-hand. Although it was only a three-day battle (July 1-3, 1863), it is considered not only the most critical engagement of the Civil War, but is also the costliest to human life, with over 50,000 casualties.

After stopping at the Gettysburg Visitors Center, everyone toured the battlefields, at their own pace. Mark Ounan provided an outline of battlefield events and points of interest. His guide described the intensity, hardships, suffering, and incredible casualties which all "came to life" with the suggested detailed 16-stops Mark wrote up for us BBC tourists. I can't begin to express how today's tour profoundly impacted me. I look forward to spending more time there on future BBC tours.

After refreshing ourselves at the hotel (and delivering our car back to Lebanon, Pennsylvania), we arrived at The Inn at Herr Ridge for the closing banquet and ceremony. It is a stately structure with a history of its own. Established in 1815, the property functioned as a local tavern until 1828 when Frederick Herr purchased it. Herr also ran the property as a tavern and lodging for travelers. Additionally, the Herr Tavern was a major stop in the Underground Railroad. The property played a pivotal role in helping slaves to escape. The Battle of Gettysburg was played out in the fields surrounding Herr Tavern. During the Civil War the tavern functioned as the first confederate hospital. In the main, historic building of the property, rooms one through three were the surgical rooms during the war. Frederick Herr owned the tavern until his death in 1868. The building was bought and sold over the years, and eventually used as a farm in the early 1900s. In 1977 Steven Wolf purchased and restored the property into a lodging and dining facility for both locals and travelers.

The banquet was delicious, and the closing comments by Pat Gamble (BBC chair, with able assistance by his wife Marcy Gamble) and HCCA president Andy Wallace, were succinct and well-stated. Andy Wallace and Doug Tomb presented Vince Altieri and Al Zamba with our newest regional group charter, the Tri-State Regional Group.

Everyone that attended this first-of-more-to-come-in-Gettysburg BBC Tour, had a unique and memorable experience. I certainly did and look forward to more time absorbing the sights and history of these backroads in Beautiful Brass Cars!

(Photos by Tracy Leshner)



Left to right: Dan and Janice Kerr's 1915 Dodge Brothers Touring and Mark and Merri Jo Ounan's 1914 Dodge Brothers Military Touring car.



Joe and Betty Swann in their 1912 E.M.F. take a drive through Gettysburg National Park.



Michael Zerega navigates for Manny Rein as Manny drives his 1911 Ford Model T.



Tour hosts Pat and Marcy Gamble with Pat's son Tory are smiling in the sunshine during a coffee stop.



Al Zamba and HCCA Board Member Vince Altieri receive the Tri-State Regional Group Charter from HCCA President Andy Wallace and Treasurer Doug Tomb.

JOIN US IN 2023!



BBC at the Eastern Museum of Motor Racing



Photo by Tracy Leshner

Cover Car Story: Big Blue

By Joan Kelly



Jeff Kelly and his mother Joan Kelly exiting a covered bridge during the 2022 BBC Tour in their family's 1907 Ford Model K. (Photo by Tracy Leshner)

Henry Ford began producing the six-cylinder Model K in 1906. There were about 1,000 of these cars produced between 1906 and 1909. Currently there are 25 cars known to exist, and only three that are on the road. There is an ongoing debate as to whether the Model K was a success, but that's a story for another time.

My Model K story began around 2009 when my late husband Tim announced that, after decades of passionately collecting Model A Fords (1928-1931), he wanted to get a Brass Era car, the caveat being that it had to be one that was tour-worthy. He began to research and study Brass Era cars to be sure to find the right one. It wasn't long before he learned of an interesting car that was soon going to be for sale at auction. Tim quickly made plans to attend the auction. Before leaving he told me not to worry, that the car he really wanted was rare and it was unlikely he would be able to make the purchase.

Despite the comforting disclaimer, Tim left for the auction, money in hand "just in case." Well, the stars aligned, he placed the winning bid. He was completely star struck and returned home from the auction with the biggest smile on his face. Then the transport truck arrived and we welcomed home the newest addition—a 1907 Model K Ford.

This particular Model K had been owned in the 1950s by Elmer Bemis, who toured in it a great deal, sometimes driving 1,000 miles each way. The car completed several Glidden Reliability Tours during his ownership. The car spent some time in the Harrah's Collection and underwent a restoration while in residence. Then it became part of the Clyde Ensor Sr. Collection. It has a 1907 six-cylinder engine with an era magneto and brakes. The body and wheels are wooden.



The Kelly's 1907 Ford Model K during the 1952 Glidden Tour when Elmer Bemis owned it. (Photos courtesy of the Kelly family)



The Kelly family on last year's 2021 Clay Green Memorial Tour. Joan and her son Jeff are up front and Jennifer, (granddaughter), Laura (daughter-in-law), and Jessica (granddaughter) are seated in the back seat left to right.

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As the car came off the transport I was taken aback. It was sooo big, and there was so much brass! What was he thinking? Tim quickly got busy checking everything to be sure it was ready for the road. He spent hours on the internet reading everything he could about the Model K Ford so that he would learn how it "ticked." Once Tim was satisfied that he understood the car, and was confident that it was functioning properly and safe he was off and running.

We started by taking the car on local tours and shows near our home. Many people commented that they never knew Henry Ford had produced such a car. The car's first big tour was The Antique Car Run in New London, Minnesota in 2011. It is a four-day tour through the Minnesota countryside ending with a 125-mile run the final day that commemorates the London to Brighton Run of 1896. At the time it was the only Model K on the road. It performed well. Tim was satisfied that this was our tour car. It was there that our good friend Rob Heyen was bitten by the K bug. It wasn't long before he found his own Model K. Several years later Hugo Vermeulen acquired his Model K. That was the beginning of the "K Crew." Currently these three cars are the only Model Ks on the road.

This crazy car opened our life up to the world of touring. After years of collecting and showing cars, now it was time to drive them. Big Blue has completed every Antique Car Run in Minnesota since this adventure began in 2011. The K has taken us to so many places and introduced us to so many interesting, fun-loving people. I estimate we have logged about 6,000 miles in Big Blue with only routine maintenance and repairs.

That's a testament to its reliability.

Like many wives, I dragged my feet at the purchase of yet another car. At the time, I remember thinking to myself "Do we need another car?" However in hindsight the Model K is the best car purchase we, Tim, made. We have had so much fun and made countless memories since owning this car. Now my oldest son Jeff has developed an interest in touring.

Our friends in The Early Ford Registry are mentoring Jeff so that he will be able to keep this bit of history on the road and hopefully his family will have years of touring fun.

(Photos by Tracy Lesher and Joan and Jeff Kelly)



This year's K Crew shirt worn by Rob Heyen.



A rear view of the Kelly's Model K as it heads up a hill during the 2022 BBC Tour.

A Reunion - Courtesy of the Early Cadillac Group

By Ian Berg

In July 2020 Steve Hammatt posted a message on the Early Cadillac Group (ECG) website enquiring about the current owner of the 1910 Cadillac, formerly owned by Tom Patris of San Diego. Steve did not explain why he wanted to make contact but emphasized that it was important he do so.

I have been a subscriber to the ECG for over 10 years and have always found it not only interesting but full of helpful facts and data for our copper cylinder Cadillacs. It has gotten me out of a couple of fixes in the past, proving the adage that most problems we have with these cars have been encountered and usually solved by others previously.

So, within a day I responded to Steve's call that not only did I own the Cadillac in question, but he in fact had been a passenger in that very car while he was in Australia on the HCCA Bathurst tour only a few months before. Now that is a coincidence!

It turned out that Steve had been given a substantial binder of information on the car, which was put together by Tom, the original restorer. Tom had owned the car from the late 1950s up until 1989, and the binder had been left with an upholsterer but was never collected. It included considerable information such as reference books and details of the car's early history and concours successes, including at Pebble Beach. Much material had also been assembled thanks to the considerable efforts of the Cadillac division of General Motors in 1961. Tom has long since passed, but the binder was eventually handed over to fellow early Cadillac owner Ron Blissit from Oklahoma who, in turn, requested Steve's assistance to find the car's current whereabouts.

So now the binder (all 2½ pounds) has been reunited with the car and me as the not so new owner. I purchased the car from Tom Patris when we were living in Rhode Island and have learnt by another coincidence the car had been sold new by the Cadillac dealer in



Photographed in 1958 following its arrival in California by train from Rhode Island.

Providence, Rhode Island. Tom purchased the Cadillac in 1958, at which time it was in San Diego, restored it, and it was first shown in about 1960 after which the car was featured in many HCCA tours on the West Coast before my purchase. When I returned to Australia with my family in 1993, I brought the car back, and it has been in Melbourne ever since. Out of all the cars in my collection, it is the one that has been the most enjoyable to tour with for me and my family.

The value of the HCCA community and forums such as the Early Cadillac Group, not to mention the enduring friendships that evolve no matter where you may be, has certainly been proven once again.



Sue and Ian Berg are shown at Forbes in New South Wales in the Cadillac on the 2018 Veteran Car Club of Australia National Tour. (Photos courtesy of Ian Berg)

Grandpa's Gift

By Terry Cole

*Dedicated to all of those HCCA grandparents—
Grandparents' Day is September 11th.*



Terry's grandfather stands with the 1915 White Limousine.

My grandfather holds a special place in my life. I was so fortunate to be around him. I learned from him and shared his passion for old cars. The family's 1915 White Limousine was no small part of both of our lives, and it bound us together forever. Whether it was Grandpa driving the car in different TV commercials in our local area, photos of the car with the stately old homes that graced Grand Rapids in the 1900s, or the White's presence in weddings and parades, the car loomed bigger than life itself. As a small child, this massive car seemed so huge with a wheelbase of 138 inches and a towering height of 7 feet. Grandpa was the only person that could drive this behemoth.

I spent endless years polishing brass and longing to be behind the wheel. One day when I was 12 years old, seemingly out of nowhere, Grandpa asked me to steer the White. This day is forever etched in my memory. It was a cloudy fall day just before Hershey, and I knew that Grandpa trusted and showed his love for me by allowing this privilege.

It was not unusual for me to help Grandpa, but one day in particular stands out. I received a call that he needed my help moving cars around on the lot. It was the weekend and I knew that when I was done pushing, sliding, relocating, and blocking up cars I would be too tired and exhausted to enjoy MY weekend plans. Boy, was I ever shortsighted! As I pulled in the driveway, there he sat all smiles with the doors



Terry is in the backseat of the White and his younger brothers Josh and Brady pose with the White Limo some years ago.

to the White wide open. As I walked up, I remember him saying, "Are you ready to learn something that only a few people have ever had the opportunity or will ever grasp how to do?" What a lucky 16 year-old I was! My heart was beating very fast, and my face was flushed with excitement I was going to drive it, bringing to culmination the years of questions, observations, and anticipation.

While I sat in the driver's seat, we talked (again) about the history of the

car—how Grandpa found it in Chicago after seeing an ad for an old White automobile. He drove to Chicago and found out the owner had removed the body, setting it aside, so that he could make a truck for his business from the chassis.



The Cole family's 1915 White Limo at the Celebration of Brass Car Show in 2021. (Photo by Tracy Leshner)

After buying lunch Grandpa and the seller completed the deal, and the body was loaded onto Grandpa's truck and brought back to Grand Rapids. The next weekend he returned to Chicago for the running gear. I had heard that story many times before. He told me how it took two years to repair the 4-cylinder, 16-valve T-head which put out 30 hp how he painted it white, and spent hours making factory round fenders only to discard them for flat fenders that he made as they appeared more regal! Grandpa would not let me forget that his good friend, Dick Teague, was there helping him and left "the snake horn" as a gift, which is still on the car.

Finally came the explanations about how to shift the four-speed. Ironically, I had seen Grandpa do this more times than I had eaten—by listening to the motor, double-clutching, easing the gas, dropping in half way and letting off the gas, and so on. After what seemed like an eternity, he asked, "OK, do you feel ready?" I looked directly at him and replied with youthful confidence, "Grandpa, I've been training for this my whole life!" I set the spark and the gas; hit the starter; the White awoke with the roar only a 16-valve coffee can size piston T-head engine with the cut-out pressed in can produce. I adjusted the choke, let the engine warm-up, and the transmission throw oil around for easy cold shifting. Grandpa explained to me that was necessary.

The reality of what was about to happen hit me: goosebumps, butterflies, and a severe rush of adrenaline. And, I stalled it. Grandpa just looked straight ahead as if he didn't notice, and I heard him say, "Training your whole life, eh? Let's try it again with less pressure on the cut-out, thus less noise in the barn."

I was slightly humbled and less proud. With slumped shoulders I pushed the starter and got it into first gear with

more grinding than a garbage disposal. But we were moving! After about 10 miles under my belt, we stopped for gas, and mentally I went through everything Grandpa had taught me. I was so impressed by the power and handling of the White that I knew why Grandpa always had a grin while driving. I learned that driving this car was an exhilarating experience, and I understood how my grandfather felt about showing off his prized car.

As Grandpa grew older, my driving time increased. I mastered the shifting that only a White owner/driver could understand: the cold shifts, the warm shifts, the double-shifting, and shifting without using the clutch. As time marched on, Grandpa drove the White less and less and he replaced it with something easier to drive. Even though I asked many times for Grandpa to take out "his car," he always had a reason why he shouldn't. Finally, I made up my mind to take him for a ride. As Grandpa approached the limo, I could see the sparkle of joy in his dimming eyes, and he said, "I

think I should drive." We went for a short three-mile ride, and that was the last time Grandpa drove or saw the car.

The next time I got the White out, I sat in the seat he had occupied for so many miles and cried. I cried out of thankfulness and joy. My Grandpa gave me a legacy of love for this White.

(Photos courtesy of Terry Cole)



The 1915 White Limo during the first Celebration of Brass Tour in 2021. (Photo by Tracy Leshner)



An Old-Fashioned Summertime One- and Two-Cylinder Jaunt

By Gil Fitzhugh the Elder

Doug and Beverly Tomb pull through a covered bridge in their 1909 Buick Model F.

In mid-June, the VMCCA ran a one-and two-cylinder tour in Fremont, Ohio. Table-flat roads laid out in a rectangular grid attracted over 25 cars, including very slow ones like a Crestmobile.

This article isn't about that tour.

In the *very same week*, about 300 miles southeast of Fremont, Vince and Janice Altieri hosted an HCCA one-and two-cylinder tour in Bedford, Pennsylvania. The terrain was more varied, more scenic and much more challenging. There were three Curved Dash Oldsmobiles, but all the other participants drove heavier cars that benefited from having an extra cylinder. All did just fine on the gently-rolling hills, but a couple of smaller twins needed a running start on a few of the hills that rolled more vigorously. Whoever Vince put in charge of weather did a fine job.

There is a formidable northeast-southwest mountain ridge that runs from Williamsport, Pennsylvania, to Oak Ridge, Tennessee. Bedford lies in one of the few gaps in the ridge, and US 220, US 30 (the Lincoln Highway) and the Pennsylvania Turnpike all converge on this gap. With primitive cars, it was critical to pick one side of the gap or the other for each day's

tour, and stick with that choice. Vince found ways to sneak across on back roads, but sometimes one way had to be on a busier road. Fortunately, these bits were short, the shoulders were wide, and traffic was light; no one had any trouble staying safe on these sections. The host hotel was nestled into the side of a cliff and had a tiny parking lot, so trailers were stationed about three miles away at a regional fairground (safely gated at night), and each day's tour started and ended there. A benefit of this arrangement was an air-conditioned ice cream stop on the way back to the hotel.

Newcomers Norm and Kathy Madsen brought the oldest known authentic Buick, the 1905 Model C they had just acquired from Skip Carpenter; after being parked for two years during the pandemic, the car's high-speed clutch needed some long-term love, so the Madsens rode with others. Three couples successfully completed 1&2 tours for the first time: Randy and Terry Marcus with a 1911 Maxwell, Bill and Betty Clough with a 1910 Maxwell, and David and Nel Deardorff with a 1908 Buick. My CDO had lost a transmission spring on the BBC tour, but Vince had a spare and (with some supervisory advice from Jeff Jones) replaced it for me before the tour on top of all the other stuff he had to do as tour-master. The car now runs fine—many thanks again, Vince!

Babies and very young children are a delight on HCCA tours, but there weren't any on this one. There was, however, a very small passenger: a tiny white puppy named Sparky, recently adopted by the Altieris, and adopted for the duration of the tour by the rest of us.

Bedford has an art deco gas station that's been in business for 89 years; most of us gassed up there every day, to the amazement and amusement of the townsfolk.

Monday's 50-mile run was north-east to the so-called Dutch Corner of Bedford County, where there are still a lot of family farms. We went to four covered bridges, a terrific country hardware store, and an ice cream stop. Vince had arranged a catered lunch brought to us at a fish hatchery, one of several in the state that stocks trout for publicly-fished lakes, paid for by fishing license fees. (Maybe we could talk the state into stocking endangered tire sizes for us, paid for by antique car registration fees!)

Tuesday's tour took us to Everett, a historic town with a railroad museum. During our visit, we heard all about the Karns Car, a vehicle built in Everett in 1905, for which the builder tried and failed to get financial backing. The only example built is in a private collection in Indiana, and the town wants very badly to get it back. Vince took the director of the museum for a ride in his CDO, and she publicly announced: "I've just lost my virginity!" Still a chick magnet at age 118! (The car, that is; Vince ain't quite that old yet.) We then had a beautiful ride through a valley, including a 12-mile stretch with no turns, to Mike's Place, a popular eatery out in the country. A great 60-mile day.

Wednesday's destination was the Flight 93 Memorial, at the site where a planeload of dedicated passengers died thwarting terrorists who wanted to crash the plane into the Capitol Building during the 9/11 attack. But there's no good way to get there from Bedford in one-and two-cylinder cars. Doing it on Route 30 would be very unpleasant, and the round trip on back roads would be over 110 miles of serious hills. So Vince arranged an air-conditioned bus for the trip. (Could somebody plan that 110-mile route for bigger brass cars? Sounds wonderful!) I missed that day; Daryl Kendall had finished major repairs on my Stanley the night before. I went to retrieve it and drove it the rest of the week.



Top to bottom: Vince and Janice Altieri with their newly-adopted pup Sparky rode along in their 1904 Curved Dash Oldsmobile. Randy and Terry Marcus meander through a covered bridge in their 1911 Maxwell.

- Continued on the next page



Ones and Twos at Neil Furlow's Collection.

For the banquet, we went back to Everett of railroad museum and Karns Car fame. The venerable Union Hotel has a fine restaurant, and the sommelier saw to it that we were well taken care of. Kyle had found a model of a CDO that we gave to Vince and Janice in thanks for their hard work. Farewells were lingering; no one wanted to leave yet.

Now, about that schedule conflict. The VMCCA has a 1&2 each year, and so do we. It's about the only thing the clubs have in common. Could there be a liaison between the boards, so the clubs have their 1&2s at separate times? We could have twice the fun!

(Photos by Gil Fitzhugh the Elder)

We owe Thursday's 72-mile tour largely to Kyle Blake, who has a 1914 Buick (and later cars) but is new to ones'n'twos. The tour was to Cumberland, Maryland, at another gap in the great ridge, and to two car collections that Kyle told Vince about. One offered coffee and doughnuts and had mostly newer cars and BIG trucks, but also had the oldest MG in the country, a 1929 that was probably built in the Morris Garages by Cecil Kimber himself. The other had several older Corvettes, including a stick-shift fuelie that quickened a few pulses. Lunch was at a craft brewery, where a cold IPA helped alleviate a broiling-hot day. The roads took us into shaded valleys with lakes and streams. Kyle rode with Keith Billet in his REO, and was driving it by the end of the day, wearing a big grin; I suspect he's now a slow-car convert.

Friday's tour was the shortest at 37 miles, so everyone would have plenty of time to lock the cars into the trailers and clean up for the banquet. We went back to the Dutch Corner for a more intimate look. The destination was Hospitality Spring Farm, which grows almost all its own food. Vegetables, of course, but also pigs, goats, chickens, ducks and geese. And flowers. And spices. And fruit. Nelson and Sarah Phero call it a subsistence farm, but they do a lot more than merely subsist. We had an extensive tour of the place and then were treated to a farm-to-table lunch. And boy, was that good! Afterward, I gave the Phero kids a ride in the Stanley.



Keith Billet gives Kyle Blake a lesson in 1905 REO driving and clearly Kyle is loving it.



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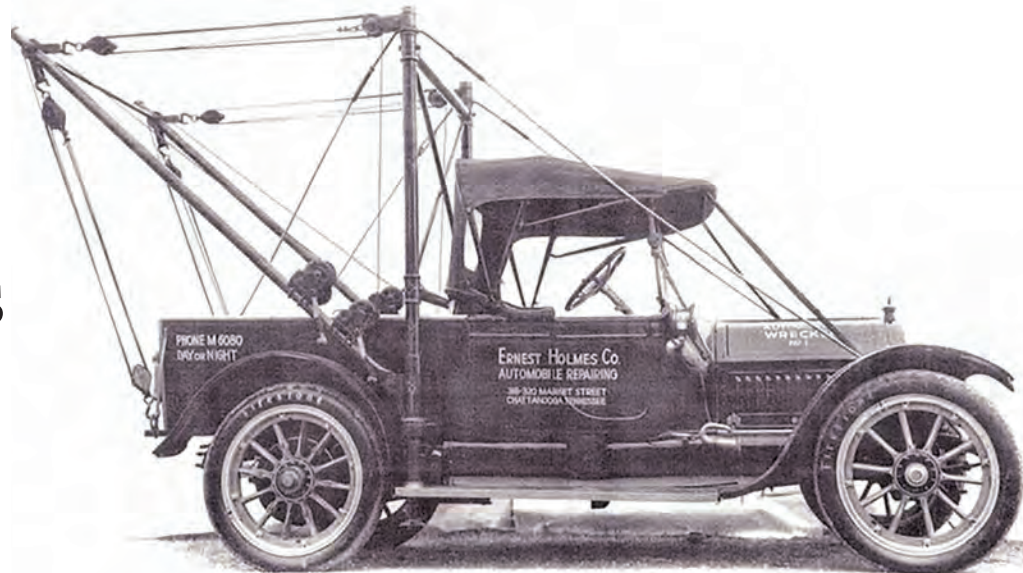
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ABCs of the Brass Era: "T" is for Tow Trucks



The original Holmes Wrecker Model 680.

By Ron Gardas Jr.

The modern-day tow truck started like many great inventions, out of necessity.

Ernest Walter Holmes Sr. was born on January 17, 1883, in Hobbs Island, Alabama. Shortly after his birth, Ernest's father, who worked at the Nashville, Chattanooga, and St. Louis Railroad, got a promotion to depot master. His father moved the family to Chattanooga, Tennessee.

Ernest went to school with an emphasis on engineering and worked many different jobs trying to provide for his new wife, Hattie (Hackett). In 1905 Ernest worked as a salesman at a local department store where his wife was employed. From there he moved to be a demonstrator, mechanic, and salesman for the Chattanooga Auto Company. After that he moved into management at Southern Auto and Supply Co. With each job that Ernest held, he was one step closer to his life's destiny.

In 1910 Ernest stepped out on his own and bought a small garage. He and Hattie lived upstairs and the garage was downstairs. Ernest, like most new business owners, worked hard to get new customers and show his worth. Because of Ernest's background in mechanics and sales his business started to grow. With his success and growth Ernest bought a newer larger building on three city lots. It was in this shop that Ernest would

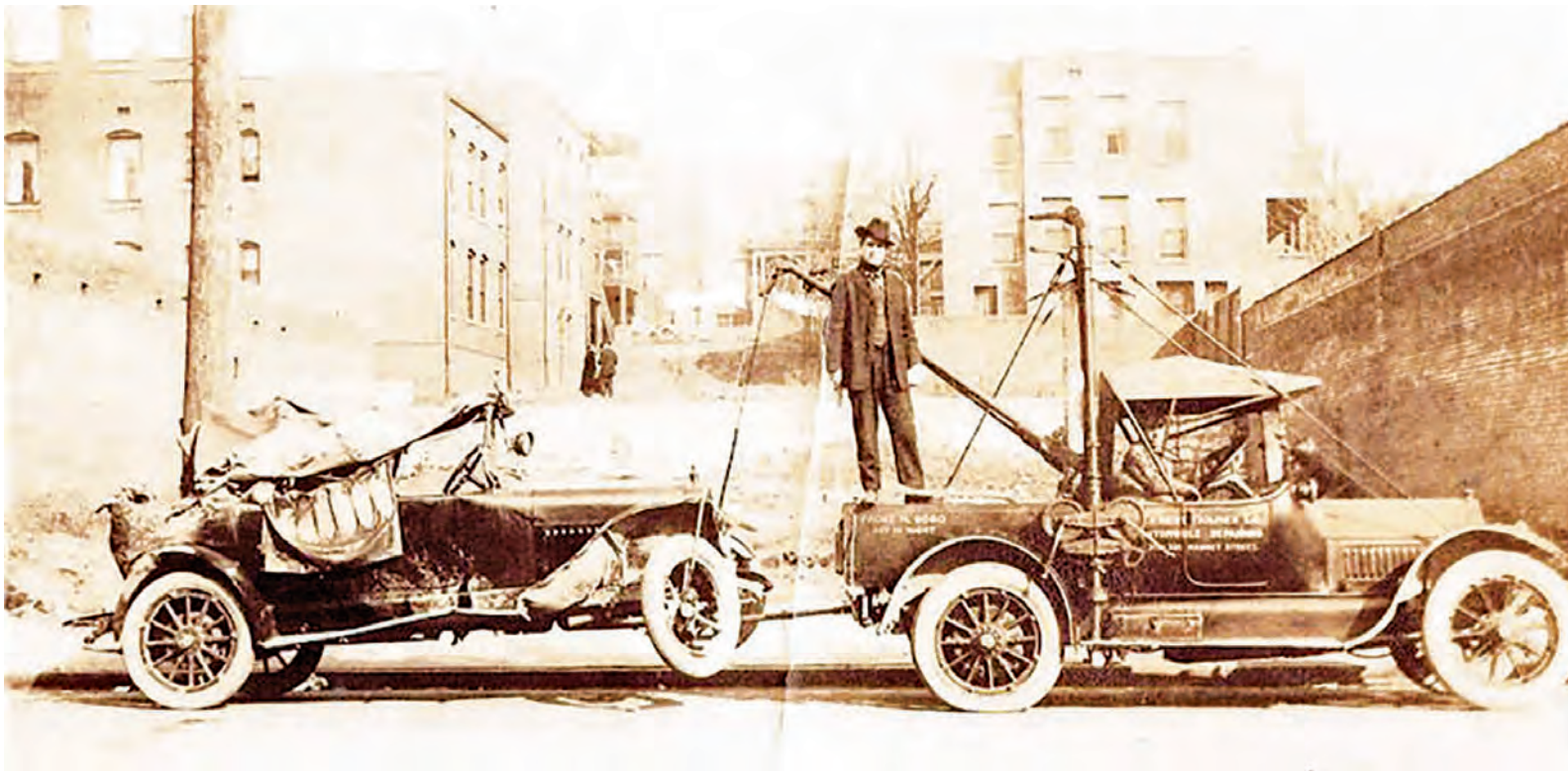
change the world of garage mechanics and invent an industry.

Around 1914-1915 Ernest started tinkering with the idea of a tow truck. With the way that things were done at the time, as a mechanic you had two options; either get the automobile fixed on the side of the road or pull the automobile back to the shop with a rope. On a recovery, the mechanic would have to take a few helpers out with him and use pulleys and raw muscle to get the car free from mud. If someone would wreck an automobile on the road, it was near impossible for most to get them back to the garage. Ernest's can-do attitude gained him a reputation for always getting the job done and the word spread throughout Chattanooga.



Ernest Holmes in an undated photo.

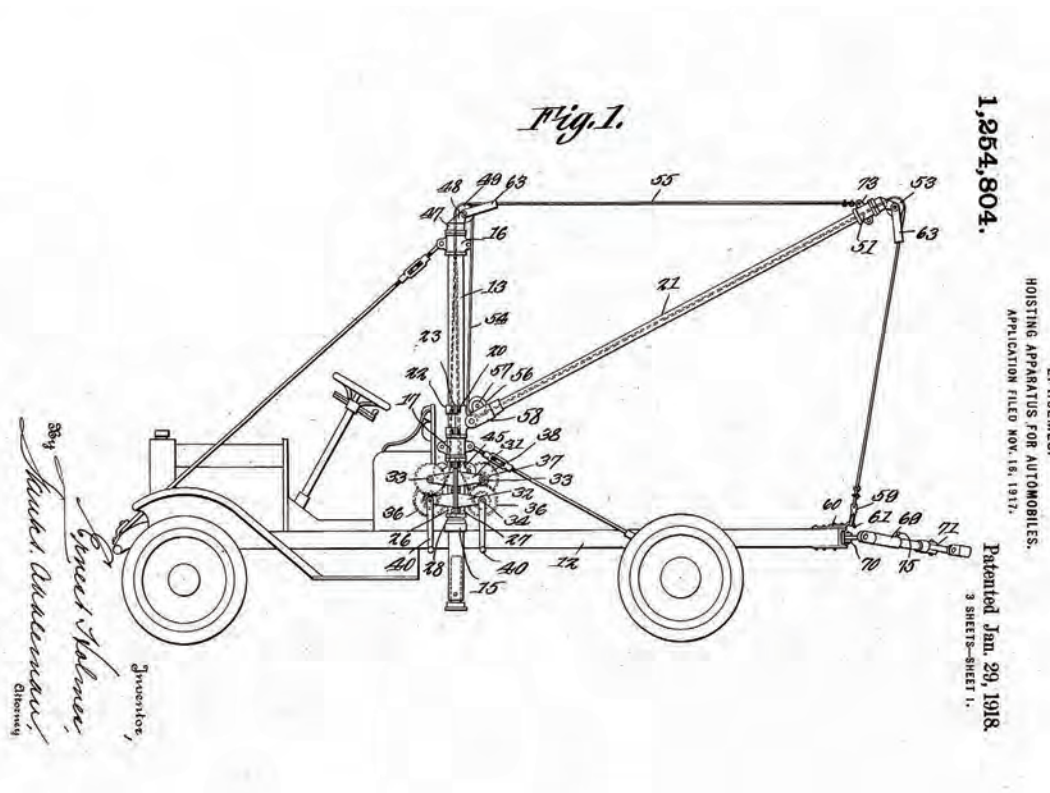
Hattie Holmes later recalled the wrecker's origin, "Ernest had so many wreck calls that he decided he needed a wrecker. So he kept the thought in his mind and was formulating ideas for one." In 1916 the fateful day came. Dr. John Wiley of the Wiley Business School, telephoned Ernest and said that he just rolled his Ford Model T into the Chickamauga Creek. It took Ernest and six men with pulleys the better part of the day to remove the Model T. That's when Ernest kicked his idea into high gear. Ernest asked for help from his two good friends, Elmer Gross and L.C. Decker in building the prototype tow truck.



The Holmes Wrecker Model 480 hard at work as an employee looks on.

Ernest outfitted his idea onto a 1913 Cadillac in his garage. Ernest knew he needed the largest, most powerful chassis to handle that weight and the torque of the wrecker bed. The 1913 Cadillac Model 30 had the larger 365.8-cubic Inch, L-shaped engine and a wheelbase of 120 inches. Ernest's original idea had twin booms known as the "split boom" design. This innovation allowed the wrecker "to reach" with one boom, while the other side of the wrecker stayed secure. This design prevented the wrecker from tipping over during a job and was especially useful when a vehicle needed to be brought up a steep embankment.

Just like many inventors with new inventions, failure is inevitable. Ernest's first design was just that. It was evident immediately that his great idea of having booms that could swing off to the side would tip the tow truck over. He needed support, or what is now known as "outriggers" for stabilization. This would give Ernest a large advantage over his new competitors. With the twin booms came hand cranks for elevation and hand cranks for the winches. Ernest then looked at the rear of the wrecker. He outfitted two stabilizing jacks on the rear of the frame. This prevented the front of the wrecker from lifting while



The 1918 U.S. Patent diagram illustrates Holmes' invention.

winching. This same design is still used to this day. Until many years later no other manufacturer outfitted their wreckers with split booms and winching jacks. Holmes obtained the patent for the very first tow truck on January 29, 1918, with full production in 1919. Holmes named the wrecker the Model 680 because the cost was \$680.00 new.

- Continued on the next page

Ernest Holmes Driving Cadillac Eight Makes a New Automobile Record From Chattanooga to Atlanta

Drives standard 7-passenger type "55" touring car with five passengers from Hotel Patten to Hotel Ansley in

3 HOURS AND 35 MINUTES

BEATING DIXIE FLYER TIME 8 MINUTES AND BEST PREVIOUS AUTOMOBILE TIME 18 MINUTES.

Left Hotel Patten Sunday morning 2:37, arrived Hotel Ansley 6:12.

Not content with this achievement Holmes, after a stop of 34 minutes in Atlanta, pushed on to Macon, arriving there at 9:45 a.m., just 7 hours and 8 minutes from Chattanooga, including an 8-minute stop for tire change and the Atlanta stop.

Following is a comparison of Cadillac time and Dixie Flyer's time Chattanooga to Macon:

Station.	Cadillac.	Dixie Flyer.
Leave Chattanooga	2:37 a.m.	4:22 p.m.
Arrive Atlanta	6:12 a.m.	8:05 p.m.
Stop in Atlanta	34 m.	20 m.
Leave Atlanta	6:46 a.m.	8:25 p.m.
Arrive Macon	9:45 a.m.	11:22 p.m.

Total time from Chattanooga, deducting time of stops in Atlanta: Cadillac, 6 hours 34 minutes; Dixie Flyer, 6 hours 40 minutes.

Thus taking actual road time for automobile and train we find that the Cadillac not only beat the Dixie Flyer time to Atlanta, but also made six minutes better time to Macon, a distance of 220.6 miles.

After a 35-minute stop in Macon, Holmes headed the Cadillac toward Chattanooga. The return trip was made in 7 hours and 28 minutes, including a 25-minute stop in Atlanta. The run from Hotel Ansley, Atlanta, to Hotel Patten, Chattanooga, was made in 4 hours and 3 minutes, beating fast W. & A. night train No. 3, known as the "Quick-Step," time by two minutes. The time was also again taken from city limits Atlanta to city limits Chattanooga and was 3 hours and 43 minutes, in itself ten minutes faster than best previous automobile record, which was 3 hours and 53 minutes from city limits to city limits.

Best previous automobile time Atlanta to Chattanooga (city limits to city limits)..... 3 hours 53 minutes
Cadillac time southbound (city limits to city limits)..... 3 hours 24 minutes
Cadillac time northbound (city limits to city limits)..... 3 hours 43 minutes
Cadillac time Hotel Patten to Hotel Ansley..... 3 hours 35 minutes
Cadillac time Hotel Ansley to Hotel Patten..... 4 hours 3 minutes

The entire trip of 441.2 miles was made in 13 hours and 52 minutes road time and 15 hours 21 minutes elapsed time, with an average of 9.6 miles to the gallon of gasoline and 252 miles to the gallon of cylinder oil and with one puncture.

Average speed, taking elapsed time and total mileage, was 28.7 miles per hour. Average speed, taking road time and total mileage, was 32.7 miles per hour.

Those in the party were Ernest W. Holmes, C. E. Kirkpatrick, Paul Severance, James L. Forstner and Ernest W. Forstner.

CHATTANOOGA AUTOMOBILE COMPANY
"The House of Service"
619 BROAD STREET.

Ernest's parents, John and Laura Holmes, begged him not to go down this tow truck path. They saw the dangers firsthand as Ernest Holmes' friend and neighbor, L. C. Decker, was involved in a work accident (before the tow truck), while trying to recover a car, a chain broke and took out Mr. Decker's eye. Sadly the dangers of the towing industry remain very real even today. Since Holmes' tow truck invention, many people have had new ideas on how to improve it.

Many new tow truck manufacturing companies followed in Holmes' footsteps, most notably were Weaver and Manley. Producing tow trucks was a natural progression for Weaver. Weaver Manufacturing was started by brothers Gailard and Ira Weaver in 1897. In the early 1900s Weaver manufacturing was the nation's largest garage supplier. Weaver produced a wide range of garage tools such as jacks; Ira Weaver patented the first automotive jack in 1899. Weaver also produced jack stands, automotive lifts, brake testers, alignment testers,



Left to right: A newspaper article from the *Chattanooga Daily Times*, October 3, 1916, details Ernest Holmes' racing exploits. From left to right: Ashley Gardas, Ron Gardas Jr. (author), Katie Grindeland, Renee Gardas, Ron Gardas Sr. in front of the Holmes Wrecker at the international Towing and Recovery Museum in Chattanooga, Tennessee. Below: The Ernest Holmes' Company Garage in an undated photo.

Rightfully so, Holmes was excited about his new invention. But not everyone in the family was enthused.

and their well-known "Weaver Tire Changer." The Weaver Tire Changer greatly reduced the amount of time it took to change a tire. Tire changes now took five minutes instead of hours!

Gailard and Ira first got their start in the newly invented towing industry by first inventing and patenting the Weaver Auto Ambulance in 1915. This tow truck utilized a device that positioned itself under the front or rear axle of a broken down or wrecked automobile and pulled the disabled car back to the shop. Next they patented their version of a wrecker in 1920. The Weaver Auto Crane was much different from the Holmes. They had one fixed hoisting boom with one winch. Theirs also could not tie off to something such as a tree on the driver's side and winch the car out from the passenger side. Many shops liked them though because they were cheaper, lighter, and easier to operate.

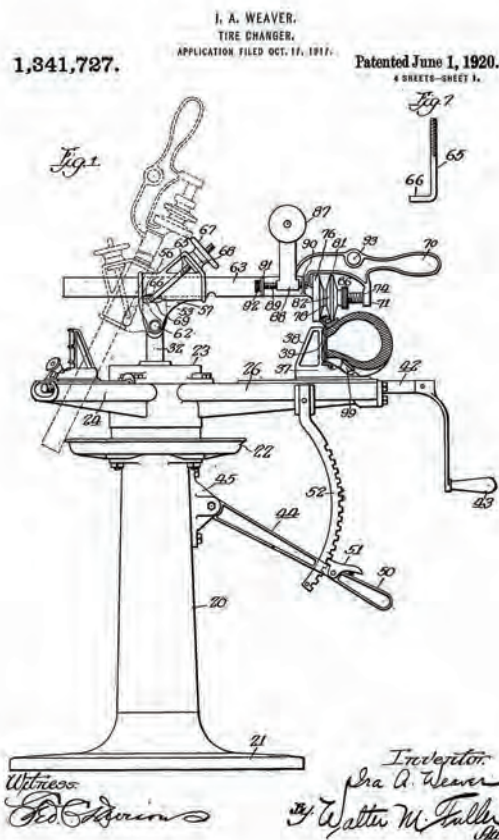


Weaver Tire Changer

Great difficulty often is experienced in removing a tire from the rim after it has been in service for a long time. In such cases particularly the car is usually brought to the garage, and it is up to them to remove the tire as quickly and with as little damage as possible. For this reason the Weaver universal tire changer, brought out by the Weaver Mfg. Co., Springfield, Ills., should prove a valuable addition to the equipment of any garage.



With this tire changer the tire is removed from the rim by means of rollers. The result is that there is no spring or battering of the rim such as would occur with the use of ordinary tools and, therefore, no marring of the tires. Any size or style of rim can be handled with the remover and the adjustments are quick and simple. The weight of the complete outfit is about 250 pounds.



Left to right: The April 1917 issue of the *Motor Record* details the Weaver Tire Changer. The Weaver Tire U.S. Patent diagram from June 1, 1920.

Manley was a subsidiary of and produced by American Chain and Cable Company of York, Pennsylvania. During the early 20th century, American Chain and Cable Company was the world's largest manufacturer of chain and cable. Because of American Chain and Cable's size and main business dealings, a leap into the towing industry only seemed logical. Interestingly Manley's early beginnings are much of a mystery. What we do know is that Manley's wrecker was patented in 1923. They had much of the same idea of Weaver with one hoist and a single hand crank winch. Both units were outfitted with chain going to the winch instead of cable.

This was a costly mistake by both Weaver and Manley as chain was heavier and harder to work with. Even though the Manley wrecker was patented in 1923, they were manufacturing wreckers before then. Some units have been found with casting numbers as early as 1915-1916, the same time as Ernest Holmes. Like Manley, American Chain and Cable also owned Weed Tire Chain. Not many people can say that they had a chance to work on the Manhattan Project, but American Chain and Cable was one of them. They crimped the uranium rods that went into the nuclear reactor.

Many new tow truck manufacturing companies were started after Ernest Holmes. None had the staying power of Holmes and they all eventually went out of business. The original Holmes tow truck is still in existence to this day. It was bought by Dick Pellow from the Holmes family then restored to its former glory by Dick and his son Roddy. The truck has also graced the cover of the *Horseless Carriage Gazette*

(July-August 2005). It is now owned by two of Dick's children (both HCCA members) and is on display at the International Towing and Recovery Hall of Fame and Museum in Chattanooga, Tennessee. The Holmes wrecker is spending its life now just like it started—looking over the mountain roads of Chattanooga just a few miles from the Holmes original factory and the birthplace of the tow truck.

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(Photos and images courtesy of Ron Gardas Jr. and Tracy Leshner)

So, You Have a Missing Seat? No Problem, Just Make a New One.

By Skip Carpenter

You will need the following—

1. Three sheets of 3/8-inch bending plywood (also known as wacky wood). It's bendable in the long way or in the short way. As expected, you will need it to bend the long way.
2. Waterproof glue.
3. Lots and lots of clamps.
4. A lot of 1x1x3 ft stair balusters.

Start by laying out and cutting out the seat bottom shape on a sheet of 3/4" plywood, remembering that the pattern should be 2 1/4 inches shorter and 1 1/8 inches narrower than the actual seat bottom since the built up seat will be attached around the outside of the seat bottom. Next lay out and cut another board the same shape but longer and wider to match the seat shape as it angles out halfway up the height of the seat and bore 2" diameter holes in both boards as shown in photo 1. These holes are for clamping.

Next cut some of the stair balusters to a length that is 1 1/2 inches shorter than half way up the seat at an angle so the front edges of the seat boards lineup. The angle cut on the balusters will be the same on both ends. Make enough balusters to go around the perimeter of the seat about five inches apart. Attach the seat boards together with screws using the baluster as in photo 1. Mark the center line on this setup.



Photo 1: The built-up seat pattern.



Photo 2: The paper pattern wrapped around the seat pattern.

Wrap a piece of heavy craft paper around the seat pattern you have completed and cut it to the shape you want for the seat, plus two inches in length for trimming later. See photos 2 and 3.

Place the pattern on one of the sheets of plywood and trace around it. Cut it out and mark the center line. Wrap the plywood around the seat pattern, and clamp it in a few places so you can measure the total length around the outside of the plywood. Cut your paper pattern in two at the center line and extend its length to that measured around the plywood. Do the same thing to the third sheet of plywood extending its length. Mark the center line on each sheet of plywood.

Now comes what I think is the hardest part of the whole task. Lay down the longest sheet of plywood and spread a generous coat of glue it on. Lay down the second longest sheet and glue it. Lay down the third. Place the seat pattern on a bench as in photo 4. Place the buildup of plywood sheets on the pattern with the center lines matching up and start clamping from the center toward each end alternating left and right with the clamps. Use the extra balusters you have to hold the sheets together along the back. Let it dry and wipe off the excess glue.

When dry (I like to leave it a couple of days) take it apart, cut the ends to the proper length, and smooth the edges. Make the real seat bottom (the same size as the pattern bottom board) and attach the bent up shape to it with glue and screws.

Apply the proper moldings, sand, seal, and paint. See photo 5.

(Photos by Skip Carpenter)



Photo 3: The paper pattern laid out flat.



Photo 4: The glued up plywood sandwich clamped around seat bottom pattern.



Photo 5: The finished seat.



Steaming Around Syria

By Michael Zerega

White and Stanley Steamers lined up at one of the tour stops.

Ah, the good old days. No internet, no Wi-Fi, no cell phones. Just you and your friends and family. The 20th century.

Or maybe the present day in Syria, Virginia, the central hub of the 2022 Eastern Steam Tour. The stock markets, crime, plague, and cataclysms could all wait until the next week when we returned home. That week we were in Syria was the most beautiful place I've had the pleasure of staying in many a year, and we were going to do without any modern communication. (Actually, they did have a kind of 'hit or miss' internet, to be honest.)

Our Tour Director, Alex Joyce, picked a winner for our modified progressive tour of the Virginia countryside. A veritable Appalachian Berchtesgaden. Beautiful swift-running streams and rolling hills were just perfect for steam automobiles. The most fun was being able to siphon our water tanks full from the many streams. Syria was named by some individual at the U.S. Post Office a long time ago—pulling the name out of the Bible. (I don't think anyone who had ever been to Syria in Asia Minor would see a similarity to this verdant gem of a place.)

There were 27 cars and 59 tourists in Syria—24 Stanley Steam Cars and 3 White Steam Cars.



*Herb and Sheila de la Porte's 1909 Stanley Model R.
(Photo by Herb de la Porte)*



A thirsty steam car is always on the lookout for water! Bo and Jamie Kirkpatrick siphon from a creek. (Photo by Herb de la Porte)



Herb and Sheila de la Porte's Stanley fords a stream. (Photo by Herb de la Porte)

The tour began on a Monday in Syria at the Graves Mountain Lodge, home of an annual music festival and apple harvest festival, and progressed to Montpelier, President James Madison's abode in Orange, Virginia. Along the way we visited many charming villages, and we lunched with Gill and Robin Roberts at the Somerset Steam and Gas Engine Association grounds. The capper on a lovely day was Gaar Mountain Road, which was a roller coaster ride on a barely hard-packed two-lane road that ended at a ford. Wonderful.

That night Wendy Gross, Mitch's wife, held an all-hands steam trivia contest that was really fun and really hard (I only knew one answer for certain). She really put in the effort and research.

Day two found us fired up and headed to Luray with our 'hobo bags' tucked into the back of the car. The big event of the day

was a chug up the Blue Ridge Mountains to the Skyline Drive. We started at 600 feet and climbed to 1,755 over seven miles of winding road. The payoff was the beautiful vistas from the top of the ridge looking down into the valley as we drove many miles along the Skyline Drive. Coming down was done thoughtfully without any serious difficulty. The most imperative things were to keep your boiler topped off and your brakes cool.

The destination for Tuesday was the Mimslyn Inn in Luray. This historic hotel is the pearl of the Shenandoah Valley, built in a majestic Corinthian style and Flemish bond brick—with service to match its august appearance. I want to live there.

Wednesday was a short driving day finding the tour at the Luray Caverns and its several museums. One is the Car and Carriage Caravan Museum, a remarkable collection that takes the visitor from carriages suspended on leather straps up through the Conestoga wagon to the 1940s. I found the 1-cylinder Speedwell and the 1892 Benz particularly interesting, as well as a couple of lone survivors and a Mercedes Benz SSK. The Graves brothers and a sister operate the caverns, and they have made a concerted effort to put the collection in good shape and arrange it in an interesting and informative way.

Thursday had us leaving Luray for Syria, starting with another 1,800-foot hill climb on our way to Fort Valley, Front Royal for lunch, Washington, and Sperryville before the end of our trek. On our way it was more beautiful countryside and siphoning out of the many streams (which never gets old). We drove around the Smithsonian Biological Preserve (where they're regrowing dinosaurs—or so I heard) and the George Washington National Forest. In Washington, Virginia, you could smell the money, and it's where I had the best cup of coffee in the last three months. Even my son, a noted coffee snob, thought it was good.

Friday threatened rain so only four cars rallied on the last day, and I'm happy to say I was one because it ended up being a beautiful day. I won't leave in the rain, but if it isn't raining when I leave, I'm touring. We went to Culpeper to visit the Clore Furniture manufactory, which is still hand making furniture. We finished up at the Copper Fox Distillery for a taste before heading home. The rain never came.

All steam tours begin with a firing-up banquet and end with a blow-down dinner. This steam tour was no exception, as we said goodbye to Syria and hello to Wi-Fi and the internet.

(Photos courtesy of Michael Zerega)

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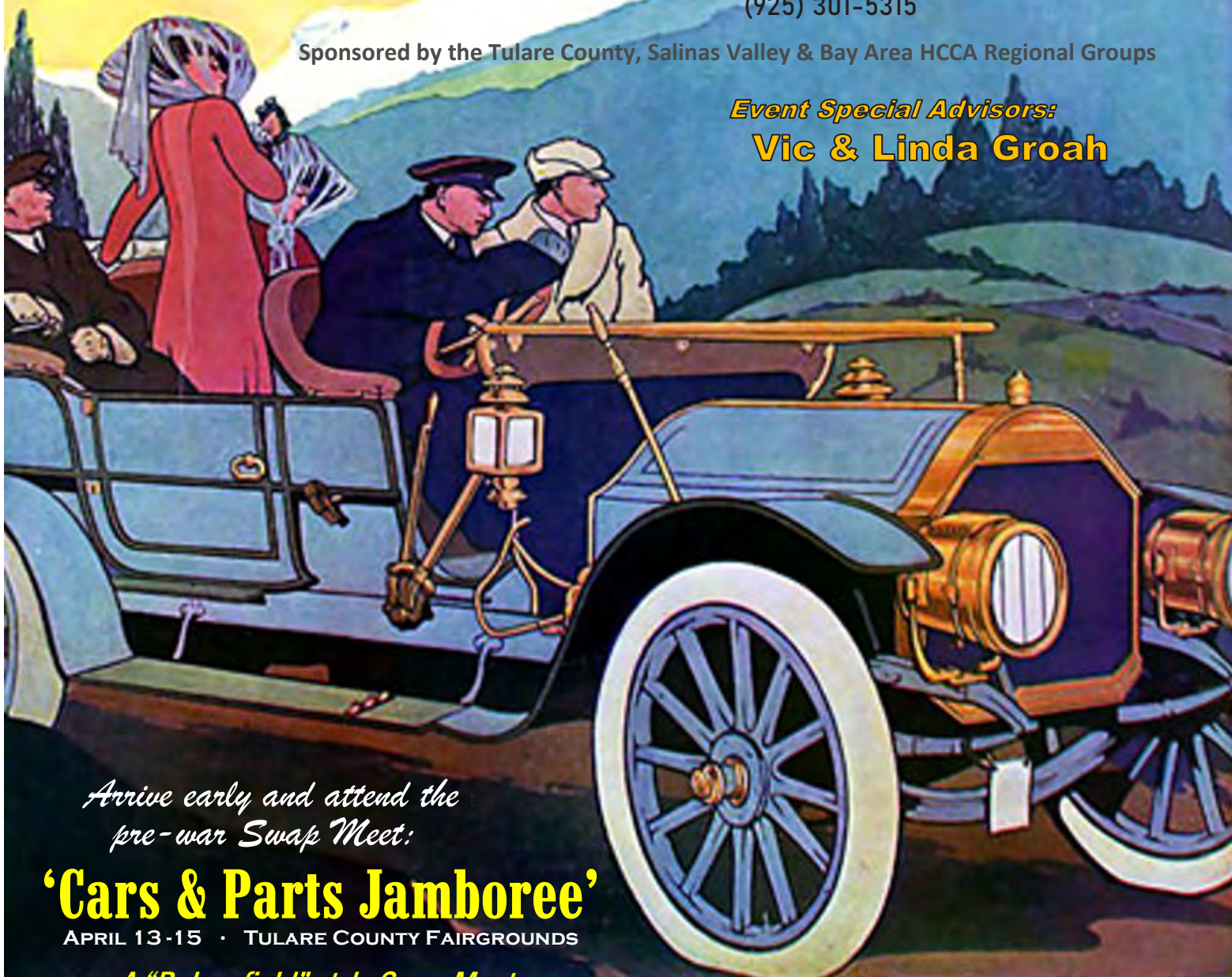
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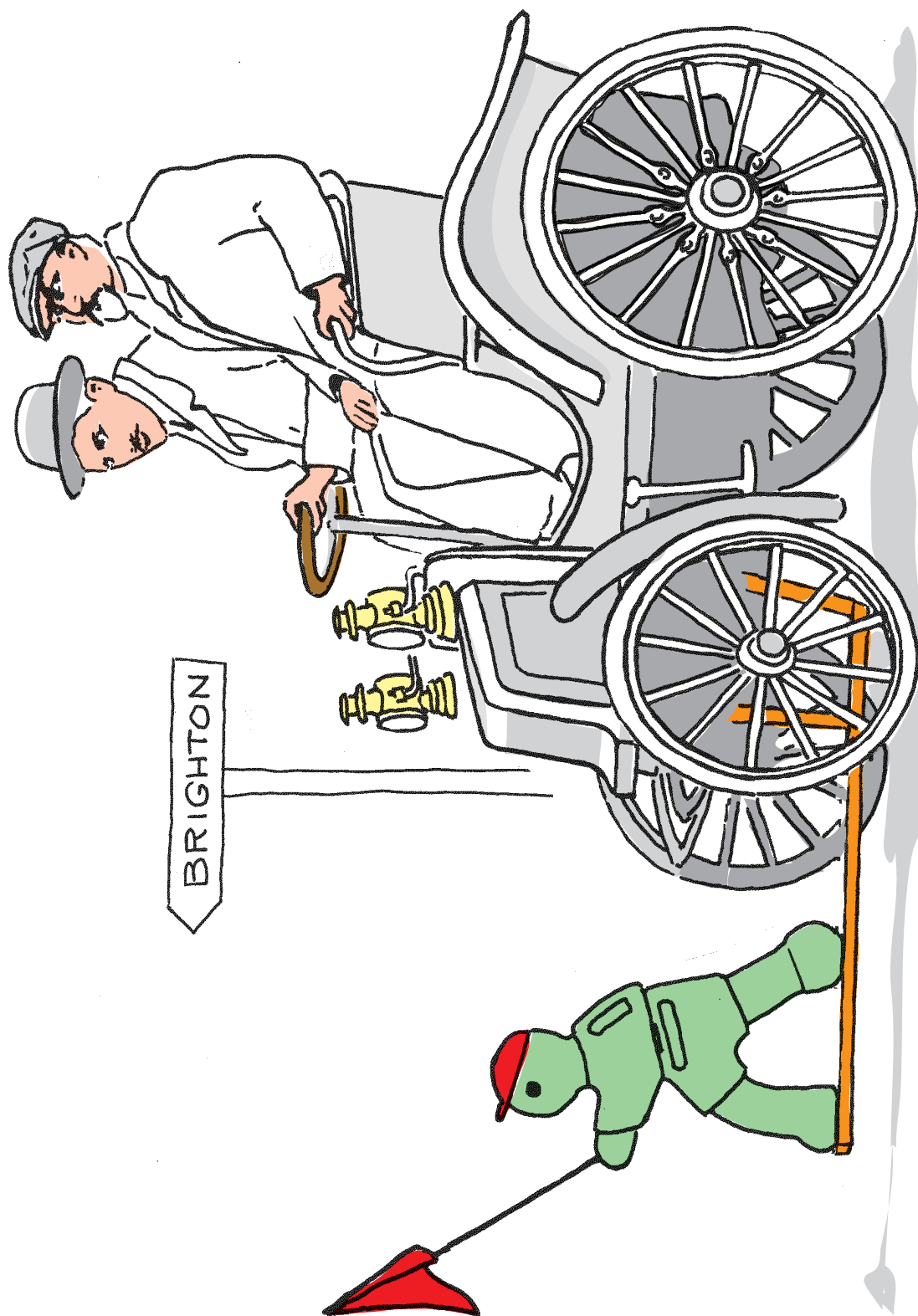
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by Bob Bruce

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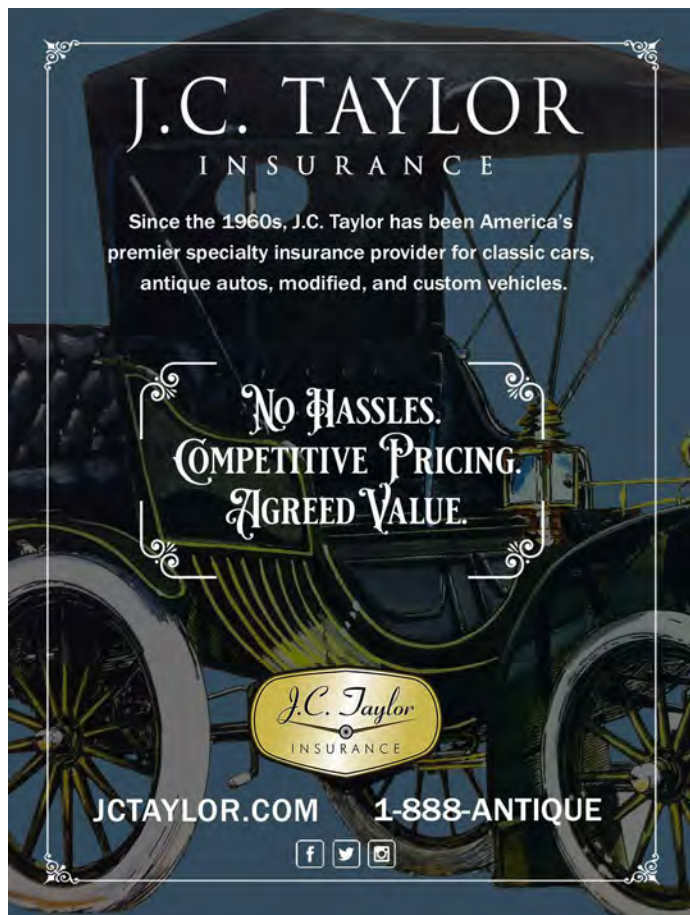
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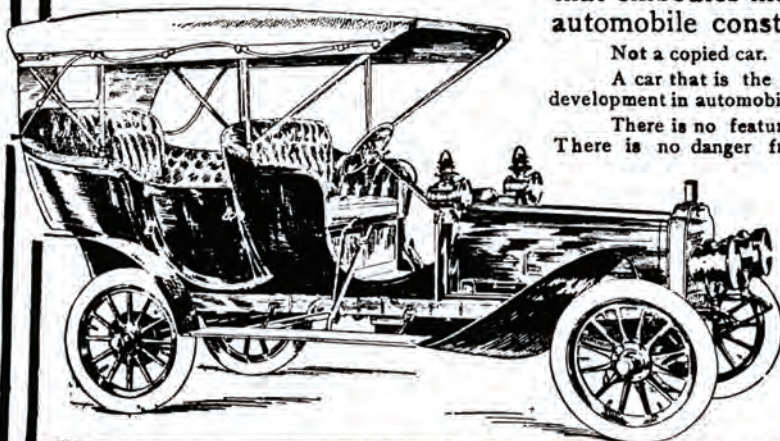
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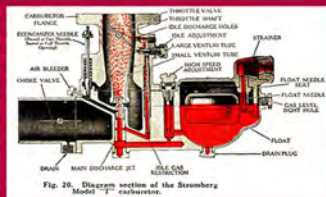
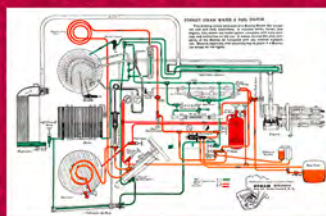


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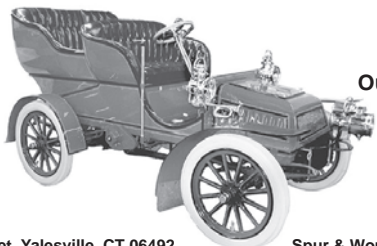
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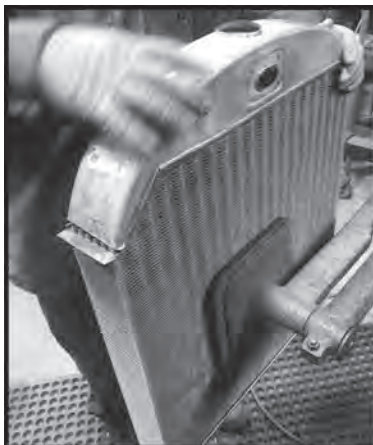


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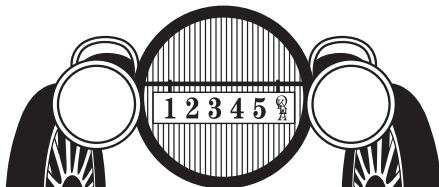
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Classified Ads

1. The members' classified ad section is limited to the exchange of specific pre-1942 automotive and hobby-related items. Please list exactly what you are looking for. Products or services offered on a regular business basis are considered commercial and must use display advertising rates.
2. Members requiring ads longer than 50 words, or who require logos or extra space, must use display advertising rates.
3. A member may run one free "for sale" ad and one free "wanted" ad per issue. (please give your membership number). Classified ads are accepted for **one insertion only**.
4. One photograph per classified can be included for \$20 but will not be returned without a stamped, self-addressed envelope. Print your name and address on the back of each photo. Please note the photographs can also be sent by email. (Photocopies of photographs are not acceptable no matter how they are received).
5. HCCA Regional Groups and Affiliated Registries are entitled up to 1/2 page of free advertising for their brass era touring event per annum. Nationally sponsored events are eligible for one full-page of advertising for their brass era touring event per annum.
6. For non-members, the cost of a 50 word ad is \$20.
7. Type or print clearly (name and address or included in the 50 word limit).
8. Mail to: Classified Ads, *Horseless Carriage Gazette*, 3109 Fish Canyon Rd., Duarte, CA 91010-1506
9. Advertisements will be placed in the next available issue.
10. Ads must include the name of the member and an address or telephone number.
11. Please note: the word "original" means unrestored, as the factory manufactured the vehicle. A vehicle can only be original once. "Authentic" means stock or unmodified.
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13. If sending an email response, mention the name of the car or part in the subject line. Send your email to editor@hcca.org.

Display Ads

Price per Issue

\$ 1500	Inside front cover	8.5" x 11" + .125" bleeds
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\$ 80	Tenth page	3.5625" x 1.625" or 2.3125" x 2.75"
\$ 50	per 3.5625" wide column inch (21.5 picas)	
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Advertising Deadlines:

January-February.....	December 1
March--April.....	February 1
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September-October.....	August 1
November-December.....	October 1

Notice: Advertising limited to products or services clearly related to the needs of historical vehicle owners, historians, and accessory collectors. Address all inquiries and send display ad copy to:

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If possible, please provide ads electronically by email or CD, PDF, JPG, TIFF (300+ dpi), EPS accepted. Copy must fit within both dimensions. No choice of position. Please supply logos as EPS. Photographs should be 300+ dpi JPG or TIFF. The editor reserves the right to clean up the copy to *Horseless Carriage Gazette* standards. • Six for five rate available for the same ad in consecutive issues if paid in advance.



Rob Heyen and passenger Bruce Van Sloun in Rob's 1907 Ford Model K Roadster during the BBC Tour in Gettysburg, Pennsylvania. (Photo by Tracy Leshner)



Hugo and Linda Vermuelen's 1907 Ford Model K Touring pictured at Joe and Betty Swann's property during the BBC Tour in Gettysburg, Pennsylvania. (Photo by Tracy Leshner)



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