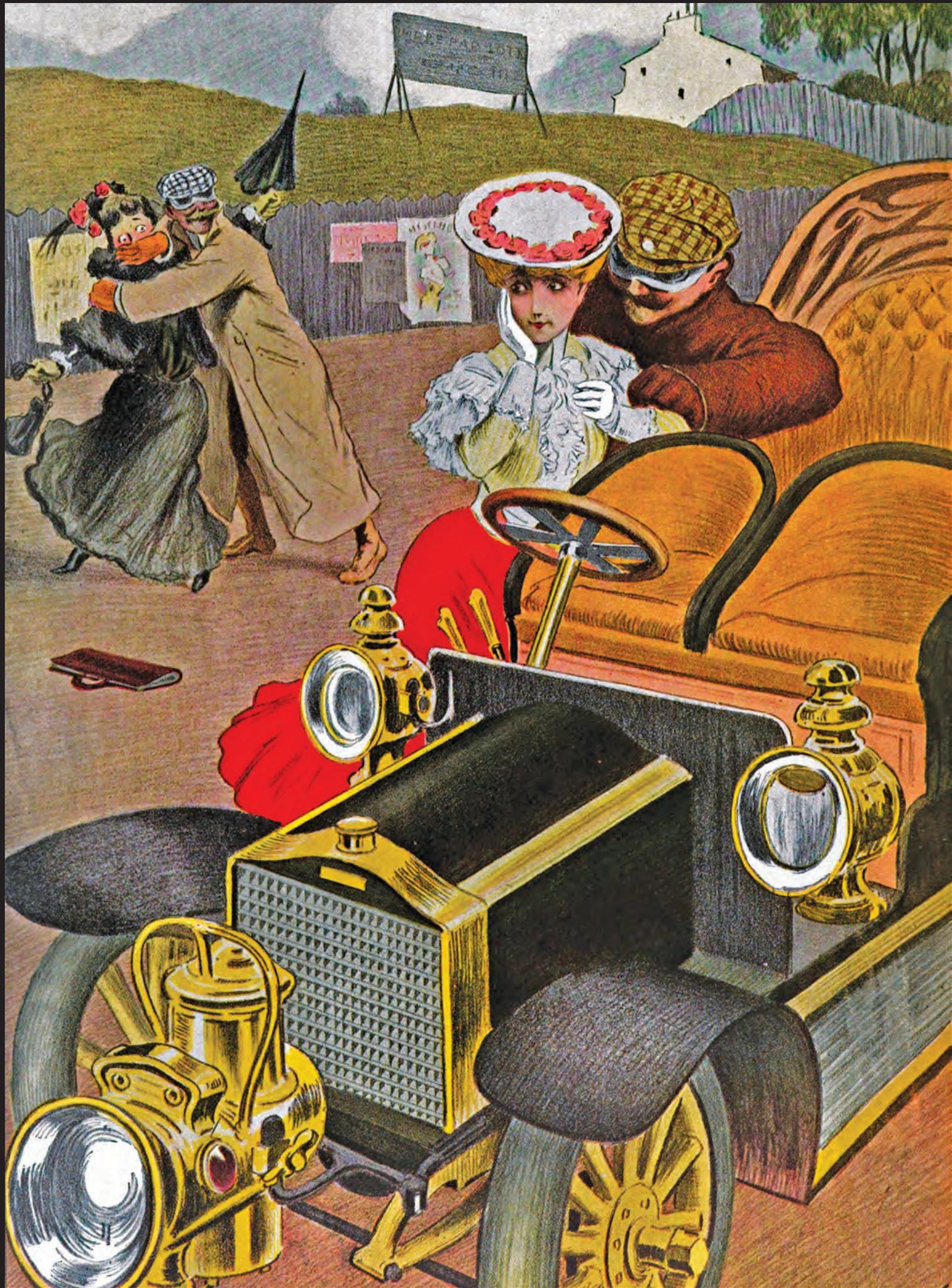


HORSELESS CARRIAGE GAZETTE

Volume 85 Number 3

May-June 2023





HORSELESS CARRIAGE GAZETTE

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



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Front and back covers: John and Joyce Rendemonti exhibit the joy of touring as they ford a creek in their 1911 Franklin Model D during the 2022 Burkittsville, Maryland, Tour. The Rendemonti's Franklin parked in Williamsport, Maryland, just around the corner from the Chesapeake and Ohio Canal. (Photos by Tracy Leshner)

Inside front cover: *Motor*, May 1908, supplemental artwork titled "Elopement." (Image courtesy of the University of Pennsylvania)

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3109 FISH CANYON ROAD . DUARTE . CALIFORNIA . 91010-1506

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President: Mike Reid
Vice President: Russell Holden
Secretary: Jim Skillicorn
Treasurer: Doug Tomb

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Andy Wallace	Doug Tomb	Jim Skillicorn

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Founded November 14, 1937, in Los Angeles, California

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PRESIDENT'S CORNER



Mike and his Model T like to play in the snow!

Greetings from Northern Canada! I am honored to be this year's HCCA President and I am looking forward to leading this great club in its 86th year.

By the time you read this our snow should be gone and touring with the need for parkas, toques, long underwear, and gloves should be behind us until next October. Given we love to drive our early cars (and we have a long winter) there is a small group of us in the Edmonton area that have decided to go on a 50-plus-mile drive every month throughout the winter. We have named these drives the "Winter be Damned Runs" and the picture included in my comments this month were taken on some of these drives.

For those who have not met me—a bit of history about myself. I am a second generation "car" guy who was really bitten with the passion when my dad and mom chaired the Vancouver, British Columbia, portion of the 1967 HCCA National Tour. At that time our family had only one Pre-1929 car—a 1912 Hupmobile Model 32 Touring which was under restoration; so the 1967 event was the first time I had the opportunity to ride in a Brass Era car. I distinctly recall telling myself after spending the day riding in a 1910 Rambler Touring that someday I would have to own a brass car. After purchasing my first brass car in my early twenties, a 1912 Ford T Touring, I was clearly bitten with the brass car bug and my wife Mary and I joined the HCCA. We have owned and toured numerous cars since then and currently have in our collection a 1906 Cadillac Model K, 1910 Buick Model F, 1911 Cadillac Model 30 Touring, and a 1911 Ford Model T Touring. My passion for the club (and from encouragement from Warwick Eastwood and others in the 1980s) rewarded me with a seat on the National Board in 1989—the first ever non-American to hold such an honor. I am once again honored to have been elected HCCA President by the current board and hope I can live up to the precedents set by those who preceded me in this role.

I would like to thank the directors who recently completed their terms in office: Keene Brewer, Chris Paulsen, and Matt Rising. All three worked diligently on behalf of the club with both Keene and Chris taking on the role of President during their terms.

I would also at this time like to recognize John Gebhard of Cedar Rapids, Iowa, who many years ago developed the club's membership database and continues to volunteer his time to help maintain it.

Lastly I would like to thank Don and Joyce Azevedo and their committees who spent countless hours organizing and running the recent National Tour and Convention in Visalia, California.

By the time you read this the new board committees, their chairpersons, and teams will have been established. I am tasking the committee chairpersons with the development of an annual goal for the majority of their sub-committees. These goals will be presented to and approved by the complete board during a Zoom conference call and the committees will continue to report progress throughout the year and enlist help from others, both on and off, the board as required. I can confirm that today your club has a passionate group of hard working board members that are dedicated to ensuring the ongoing success of this unique and wonderful organization into the future.

Yours in touring,
Mike Reid
HCCA President

CALENDAR

May 12-13

Mid-Atlantic Pre-War Swap Meet

(non-club event)

Luray, VA

Contact: Dennis Fleming,
540-860-1384

Email: dennis@fairviewnet.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

Contacts: Pat and Marcy Gamble,
717-383-0360

Email: bbcinfo@mail.com

May 28- June 3

The Golden Gate Tour

Mill Valley, CA

Progressive tour open to pre-1916 cars

Sponsor: Bay Area HCCA Regional Group

Contact: Steven Chase,
323-497-0601

Email: NewNorthSouth@gmail.com

June 14-17

Keystone Hill Climb and Endurance Run

(non-club event)

Whidbey Island, WA

Sponsor: Single Cylinder Touring Registry

Contact: Rich Anderson, 206-240-9434

Email: singlecylindertouringregistry@gmail.com

June 19-23

New England Brass and Gas Tour

Ludlow, VT

Sponsor: Autoneers Regional Group

Contacts: Karen Tomko, 203-247-7906 or
Jan Kendrick, 207-381-7938

Email: kmtomko13@gmail.com (Karen),
janfkendrick@gmail.com (Jan)

June 22-25

**HCCA Southern Ontario Tour
for One and Two-Cylinder Cars**

Orillia, ONT, Canada

Sponsor: Southern Ontario Regional Group

Contact: John Smith,
705-325-7107 (phone and/text)

Email: johngsmith@rogers.com

**Please check our website
www.hcca.org for
calendar updates and
registration forms.**

July 13-18

Celebration of Brass III

Show, Swap Meet, and HCCA Tour

Hickory Corners, MI

Sponsor: The Museum of the
Horseless Carriage

Contact: Paul James Sloan
313-702-5555

Email: paul.james.sloan@outlook.com

Website: www.museumofthehorseless
carriage.org/events

July 16-21

La Belle Province Tour

Sponsor: Southern Ontario Regional Group

Saint-Jean-sur-Richelieu, Quebec

Contacts: Andre De Montigny, 450-822-9152

or Jean-Rene Laganiere, 418-325-5146

Email: celdemhouse@hotmail.com

(Andre), jrilt15@hotmail.com (Jean-Rene)

July 24-30

Thomas Flyer Week

Buffalo Transportation Pierce-Arrow

Museum

(non-club event)

Buffalo, NY

Contact: Jim Sandoro,

716-853-0084

Website: www.thomasflyer.com

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

September 7-10

Air Capital Tour

Hoisington, KS

Sponsor: Wichita Regional Group

Contact: Augustus Anders,

785-200-5252

Email: gusaanders@gmail.com

September 11-14

Midwest Tour Black Hills South Dakota

Custer, SD

Sponsor: Sioux Falls Regional Group

Contact: Glyndon Knutson, 605-660-0492

Larry Snuttjer, 605-351-5385

Email: knutgm45@gmail.com (Glyndon),

larrysnuttjer@sio.midco.net (Larry)

September 17-22

Cars, Cows, and Combines

One- and Two-Cylinder Tour

Lancaster County, PA

Sponsor: Old Time Touring Club RG

Contact: Keith Billet, 717-870-8022

Email: cowscombinescars@gmail.com

September 24

**Prewar Vehicle Car Show
at the former Metz Car Co.**

(non-club event)

Waltham, MA

Host: Motorheads Car Club

Contact: Gregg Anderson,
508-320-8876

September 25-30

UTNET Tour

St. George, UT

Sponsor: Nickel Era Touring Registry

Hosts: Bryce and Diana Taylor, 435-773-3126

For application contact: John Manifor,

562-665-038 or email manifor@aol.com

September 27-30

Red Flag Motor Tour

(non-club event)

Mount Pleasant, IA

Contact: George Chapman

Email: gachap@gmail.com

Website: www.redflagmotortour.com

October 3-6

AACA National Fall Meet

Hershey, PA

HCCA Booth Red Field RWO 30

The HCCA Barbecue is Thursday at noon.

October 6-9

Hershey Hangover XII

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 22-26

The Four Chapter Rendezvous

Santa Maria, CA

Sponsor: SoCal Regional Group

Contact: Steven Chase,

323-497-0601

Email: NewNorthSouth@gmail.com

Looking Forward to 2024

May 26-June 2, 2024

8th HCCA International Tour

Tweed Valley, Queensland, AUS

Sponsor: South East Australian

Regional Group

Contacts: Russell Holden and

Michael Holding,

757-434-0056 (Russell - U.S.)

Email: russell@oldworldlamps.net

(Russell), mholding@netspace.net.au

(Michael)

A WELCOME TO OUR NEWEST MEMBERS

David Kedrosky	Surrey, CAN, BC	Michael Moorf	Lillington, NC
John Carambia	Hemet, CA	Jim and Priscilla Wood	Hope Well Cape, CAN, NB
Benjamin and Lisa Marrone	Arcadia, CA	Adam and Jeannette Schoolskey	Hollis, NH
William Daubert	Oxnard, CA	Arthur E. Zimmermann	River Edge, NJ
Pierre Domercq	Fallbrook, CA	Robert and Darla Metro	Ballston Spa, NY
Ronald and Anne Lambrecht	Bonita, CA	Chris Wolf	Painesville, OH
Jeremiah Sasser	Ceres, CA	Daniel Mole	Grafton, OH
Mark A. and Brenda Stewart	Bakersfield, CA	Patrick N. Hill	Oklahoma City, OK
Steve and Pam Ness	Poway, CA	Bob Thompson	Morpeth, CAN, ON
Mark A. Strachan	El Monte, CA	John and Jackie Porco	Oshawa, CAN, ON
William Smith	Garden Grove, CA	George and Kim Kirkos	Cannington, CAN, ON
James and Monica Pope	Denver, CO	David and Catherine Pfeiffer	Lederach, PA
Steven and Judy Williamson	Fayetteville, GA	Normand and Anite Perron	Terrebonne, CAN, QC
David and Becky Wright	Crete, IL	Andre and Lou Meilleur	Kiamika, CAN, QC
David Snow	Roscoe, IL	Normand Desloges	Granby, CAN, QC
Robert and Arlynne Brown	Reisterstown, MD	Sylvain and Claudette Charbonneau	Laval, CAN, QC
Jonathan Reus	Grand Rapids, MI	Graham and Irene Donges	Murrumba Downs, AUS, QL
Matthew Sinclair	Canton, MI	Nicholas and Katee Waller	Portsmouth, RI
Brice and Melinda Hasselback	Vermontville, MI	Terry and Lynn Bowerman	Greeneville, TN
Don Livingston	Austin, MN	Keith and Susan Randall	Springfield, VA
Miles Massengill	Clayton, NC	Koby and Alex Vinokor	Alexandria, VA
John and Ruth Thomas	Warrenton, NC	Daryl and Fiona Meek	Bakery Hill, AUS, VI



Share the Adventure of Brass Era Touring with a friend, child, or grandchild



Brass Era Cars + Touring = Fun

Help grow the HCCA. Sign up a new member today! New member promotion \$19.15 * Enjoy the benefits of HCCA Membership: new friendships, regional and national events and tours, and six issues of the *Horseless Carriage Gazette*. Join now at hcca.org or call 626-287-4222



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

EDITOR'S NOTES

How am I going to top the March-April *Gazette*? Being an editor isn't all that different than being a parent. First, parents are not supposed to have a favorite child. So I can safely say the last issue is one of my many favorites. Second, mom is always the one behind the camera. In planning for our United Kingdom trip I had read that Europeans aren't crazy about selfies. I made an effort to not take pictures of myself. I did not want to appear too American. Well, I should have taken them when no one was watching because I have a ton of pictures with everyone else but me.

I received a lot of positive feedback about the March-April issue's cover picture. I also became a little too nervous about the photo not being sharp enough. Fickle me. The story of my life. I was reminded several times that it was raining! I owe Russell Marne a huge thank you for being patient with me. Everyone who took time to send me an email mentioned the smiles on the faces of the front seat passengers. Isn't that what touring is all about?

I spent some time thumbing through past tour pictures looking for inspiration in writing this. While I reflected on these photos I realized that I am ready for a spring and summer full of adventure. By the time this reaches your mailboxes, Jeff and I would have been out to Visalia, California, for the 2023 HCCA National Convention. Yay for California sunshine and Brass Era autos! The BBC Tour in Gettysburg, Pennsylvania, will be right around the corner too. This summer is going to be busy. Augie, Jack, and I are headed to Vermont for the New England Brass and Gas Tour. The whole family will be at the Gilmore Car Museum for the Celebration of Brass III. There will be plenty of adventure stateside.

I can only trace our 1913 Buick Model 31's history back to the early 1990s when it came out of Texas to Florida. In this issue we have articles written by John Rendemonti and Steve Wooldridge that trace their Brass Era autos' histories to the beginning of their manufactures.

I have known Steve and his family since I was a kid. I don't feel old until I remember that was over 40 years ago. At that time I was just some squirrely little girl forced to go to antique car club meetings with her parents. I am sure Steve would have never thought in a million years that I would end up being your editor.

We have an article from *Hemmings* and author Kurt Ernst about early female automobile racing pioneer Joan Newton Cuneo. She pushed speedometers and boundaries in the early 20th century.

Also, we have the 2022 Marian Welch Award, HCCA Newsletter Awards, and Century Plaque articles. There are three Brass Era beauties in the May-June center spread. We have a tech article and personal essays with a lot of heart in them. Haynes-Apperson history appears twice. And two other members of the Leshner family contributed to this issue.

Merry Motoring-

Tracy



I still can't wipe the grin off my face. (Photo by Mike Spencer)



CLASSIC SPEEDSTERS

THE CARS, THE TIMES, AND THE CHARACTERS WHO DROVE THEM

RONALD D. SIEBER with a foreword by KARL LUDVIGSEN

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12 FAMOUS OWNERS. 304 PAGES,
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LETTERS TO THE EDITOR

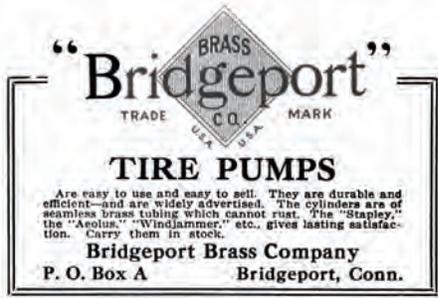
Dear Tracy,

An almost certain way to sign up a new regional group member is to invite them on a tour or perhaps get them behind the wheel and let 'em drive. Did you know that 30% of our club members do not own a Brass Era car? During a meeting of the Salinas Valley Regional Group, it was discovered that club member, Anthony Jimenez, had never driven a Brass Era car. Anthony has been a passenger on many horseless carriage tours, but never actually driven. Steve Hughes immediately said, "Well, we'll just have to change that!" Hopefully we'll see Anthony and his family driving their own Brass Era automobile soon.

Jim Skillicorn
Salinas, CA



Steve Hughes gave Anthony Jimenez a Brass Era driving lesson.
(Photo by Jim Skillicorn)



Keystone Hill Climb and Endurance Run

June 14-17, 2023

Whidbey Island, Washington

Open to pre-1916 single-cylinder automobiles and motorcycles.

Host: Single-Cylinder Touring Registry HCCA

Registration: singlecylindertouringregistry@gmail.com

Contact: Richard Anderson

Phone: 206-240-9434

CLUB COMMENTS

HCCA regional groups are the foundation of our club. It doesn't matter how many members are in the regional group or where the regional group is located, each is equally important to the overall strength of the national organization. We have all signed up for tours, paid our tour registration fees, and readied our Brass Era cars just in time to hear about another tour on the same dates. This problem is even tougher on those who organize the tours when they learn about a tour with conflicting dates. This is not a new problem. But what to do about it? How can we work together to maximize tour participation? Ah-ha! There lies one possible solution. Working together. Again, but how?

As a member of the National HCCA Board of Directors, my verbal suggestions led to me being appointed as chairman of Regional Group Communication and Coordination. Gerald Robinson, from the Bay Area Regional Group, assisted me, and we implemented a seven western states calendar. Each regional group president or a designated member could access the calendar and enter all relevant tours and events. This calendar gave way to the plan of updating the hcca.org calendar. HCCA Board members Doug Tomb and Vince Altieri, and HCCA webmaster, Brad Balduff, assisted in this endeavor.

Soon you will be able to access the hcca.org calendar and see five new icons at the top of the page: Western States, Central States, Eastern States, National, and International. Anyone may click on one of the five icons to view all the regional groups associated with that geographical area. Click on any regional group to see what they have planned. Each regional group president or designated member will have an access code to their respective regional group's icon to add and edit or delete their own tours and events. Calendar materials entered are entirely up to the individual regional group. Ideas can include listings for tours, community events, club meetings, social gatherings, school visits, etc.

Any car club will have access to this calendar. Examples include: Model T Ford Club International, Antique Automobile Club of America, Nickel Era Touring Club, Vintage Motor Car Club, and on and on. The whole idea is to coordinate with other regional groups and other car clubs and to communicate what your own regional group is doing.

This updated calendar project will only be as good as the information entered into it by all regional group representatives. Are you planning to host a tour? Check out the HCCA calendar. Are you traveling to another area and want to see what's going on or even be a passenger on their tour? Check out the HCCA calendar. Are you traveling internationally? Check out the HCCA calendar. You never know what this coordination and communication will bring. The possibilities are endless: touring opportunities, unlisted cars for sale, and hidden car collections.

Bonuses of this new project include making new friends, recruiting new members, and sharing your passion for Brass Era cars.

Jim Skillicorn,
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—June 1. Email materials to editor@hcca.org or edsvrhcca@gmail.com

Florida Regional Group:

HCCA's Florida Region draws members from all over the Sunshine State. The region holds two, three-day tours per year. President Danny Case and Treasurer Susan Case organized and hosted the 2023 Spring Tour.

Sixteen cars with 31 participants arrived at the Staybridge Inn, in Vero Beach, Florida, on Thursday, March 2. We enjoyed a "Crankin' Up" Kick-off BBQ on the back patio. Florida weather in March can be fickle, but this year it was perfect with bright sun tempered by sea breezes. Even though it's peak tourist season, Danny and Susan put us on wonderful roads with comfortable traffic patterns. Pre-tour instructions encouraged participants to prepare for an optional period dress' day. The group responded wonderfully on opening day. Our cars and period clothing drew attention. This was a terrific opportunity to promote HCCA's goals by sharing historic information about our special vehicles with the public.

Day One's tour highlight for me was the McKee Botanical Gardens and the special exhibit: *Garden of Glass*. Six to fourteen feet tall blown glass sculptures of plants lined the walkways of this stunning garden. WOW! At our next stop was a visit to Schacht Groves in Vero Beach. Junior tour participant, Vincent Salvatora, had a blast using a 1950s-era giant slingshot to hurl oranges into a pond for turtles to eat.

Day Two's tour was all about cars, more cars, and Navy SEALS with lunch in Vero Beach's oldest municipal building. The private Schumann Collection featured twenty-three sports and race cars (1957-67) from American, British, German, and Italian manufacturers. Next, tourists were lucky to attend the special exhibit: *Rolling Sculpture: Streamlined Art Deco Automobiles and Motorcycles* at the Vero Beach Museum of Art. Twenty-two vehicles illustrated aerodynamic efficiency engineered into exciting machines that depict movement even when parked. A stunning 1925 Rolls-Royce Phantom Aerodynamic Coupe greeted the public as they entered the exhibit. A docent encouraged young visitors to explore the many interesting features.

The 1926 Vero Beach municipal power plant building houses the American Icon Brewery, our lunch stop. The building, placed on the United States National Register of Historic Places in 1999, sat unused until 2016. Following a \$6 million, 15-month renovation, the Best-in-Class brew pub and production brewery opened in 2017. The Navy SEAL Museum is located on the original training grounds of the first Navy combat divers (Frogmen) and provides interactive opportunities to educate the public about the training and missions of this elite class of warriors. The SEAL museum also



Top to bottom: Danny Case enjoys the native Florida landscape at McKee Botanical Gardens. Brando and Joanne Pistorius stop to pose for a photo.

provides easy access to an Atlantic Ocean beach. This enabled several of us to enjoy time to dip-your-toes in the ocean before heading back to the hotel.

Day Three gave us a beautiful coastal drive to the Elliott Museum in Stuart, Florida. This museum had something for everyone as a repository for unique and interesting collections and artifacts. It's a one-of-a-kind in America, three-level car racking system that holds over fifty vehicles. Select a car you wish to see at the computer console and watch it come down on a robotic tray and rotate on the turntable at ground level! The men were entranced. Others explored the baseball cards and balls collection, an era-accurate mercantile, and an exhibit dedicated to the capture of the notorious Ashley Gang. Lunch at the Seaside Café gave us sustenance and another chance to enjoy the Atlantic Beach. Ice cream or chocolate at Bruno's and a pleasant ride home concluded this enjoyable tour.

Marge Hall,
Florida Regional Group Member

(Photos by Susan Case)

Salinas Valley Regional Group:

The Salinas Valley Regional Group was invited to one of California's most scenic state parks to help celebrate Women's History Month. On Saturday, March 4, club members trailed their vehicles to Asilomar State Beach and Conference Grounds where we set up a public education and membership recruitment booth.

In 1913, Asilomar Conference Grounds opened for their first season. The YWCA had been looking for a permanent home for their annual West coast leadership conference and selected Pacific Grove, California, as the site. The purpose of Asilomar was to be a leadership training center for college-age women and a summer camp for high school-age girls. Beginning in 1913, Asilomar introduced driver's training to women in order to further empower their independence and foster community leadership. Thanks to Lindsey Jackson for helping to secure insurance coverage for this event.

The Salinas Valley Regional Group partnered with the California State Park System to co-sponsor the event and provided 52 separate rides through the Asilomar property to 130 passengers.

Jim Skillicorn,
Salinas Valley Regional Group President

(Photo courtesy of Jim Skillicorn)



Jim Skillicorn with three passengers dressed in vintage clothing during the Women's History Month event at Asilomar Conference Grounds.

2nd Annual California RENDEZVOUS

Say Farewell to Summer

"California Rendezvous" 2022 in Paso Robles was such a great success, that we're going to do it again!

Join "Four California Regional Groups" at the end of Summer, and tour with us in your Horseless Carriage, through the beautiful Central Coast region of California

Tour Highlights:

- Relish a leisurely drive to the majestic Pacific Ocean.
- Tour a renowned Restoration Shop.
- Explore charming Solvang, "The Danish Capital of America" . . . and much more!

Sign Up Today!

Tour Fee: \$150. per person (lodging not included)

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1909 Pierce Arrow
Vaughn & Lynette Vartanian



Make your reservation today!

Radisson Santa Maria
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Group Code:
Horseless Carriage Club
Group Rate:
\$105/night + tax

For more information:

Steven Chase
(323) 497-0601
NewNorthSouth@gmail.com

Visit hcca.org/calendar to Register

IN MEMORIAM



Richard D. Coffey, 88, passed away Friday, February 10, 2023, in Salinas, California. He was born in Picher, Oklahoma, on August 14, 1934, and lived in the Salinas area for the past 86 years.

Richard graduated from Salinas High School in 1953. He owned and operated RD Coffey Roofing Company for over 40 years. Richard enjoyed camping, hunting, fishing, and working on antique cars. He served as president for various antique car clubs and served on the National Board of Directors for the Horseless Carriage Club of America for six years.

Richard and his wife, June, loved to travel in their Brass Era cars and participated in countless HCCA tours, most often in their 1910 REO. Richard thoroughly enjoyed working on his cars. He proudly displayed his collection of photographs, trophies, banners and other horseless carriage artifacts in his shop. His collection made visitors feel as if they were in a museum.

Richard is survived by his high school sweetheart, June Coffey; children: Cheryl (Michael) Sharp, Richard Coffey Jr., and Gerald (Jerri) Coffey. He also leaves a sister, Marva Jean Miller, brother, Bill Coffey; his grandchildren: Melissa, Angela, Daniel, and Shannon; and his great-grandchildren: Savanna, Justin Logan, Freya, Inara, and Celeste.

A celebration of Richard's life occurred on February 20 where twenty-five antique cars showed in up in his honor. After the ceremony, a procession traveled to the grave site with Brass Era autos paying tribute.

-The family of Richard Coffey

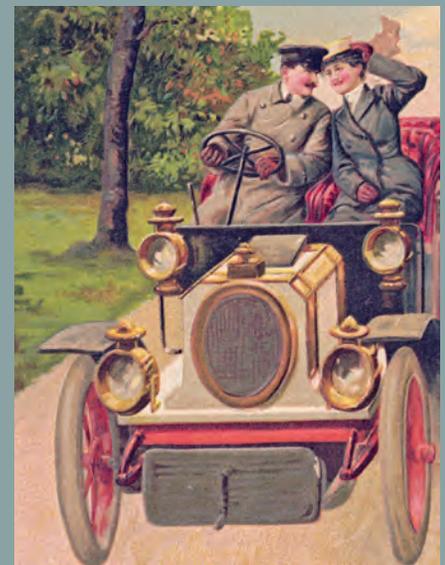


*8th HCCA International Tour
Tweed Valley, NSW
Australia
Sunday, May 26 - Sunday, June 2*



Come Join the Fun Down Under!
Based in the Tweed Valley, NSW, the relaxing lifestyle of Tweed Heads promises seven days of fantastic touring.
Bring a car, borrow a car, or hitch a ride.

Hosted by the South East Australian HCCA Regional Group.
Contact: Russell Holden or Michael Holding for an Expression of Interest
Email: info@hccasea.org
Phone: 61 422 219 911 or U.S. cell 757-434-0056



2022 *Marian Welch Award Winners: Newell and Gladene Booth*

By: Mike Cooke, Sam Judd, and Jim Price

We have collectively known Newell and Gladene Booth for over 50 years. Newell worked at a Navy Research and Development Laboratory in San Diego, California. He has a PhD in Physics and made significant contributions to the understanding of undersea sound propagation. Newell was singled out near the end of his career to receive the Lauritsen-Bennett Award, the highest award for technical achievement that the laboratory can bestow.

Newell and Gladene are mega-achievers when it comes to restoring and preserving the past. They live in an elegant Victorian home in San Diego that they lovingly restored over a period of approximately ten years—room by room. They frequently open their home to friends, neighbors, and car clubs for luncheons, tours, car shows, club meetings, and almost any kind of gathering.

They own two pre-1916 Brass Era automobiles, as well as a number of other more “modern” cars, e.g., a later Ford Model T depot hack.” Newell recently finished the mechanical restoration of a 1912 Premier, and the original interior is still useable. This car is one of only a handful known to still exist. When Newell couldn't find parts, he made them! They frequently drive these cars and enjoy them.

They have been active members of HCCA for almost 50 years. Newell has been the President of the HCCA San Diego Regional Group at least twice and is currently the President of the HCCA La Jolla Regional Group. They have arranged many tours over the years including several multi-region “Autumn Leaf Tours.” And they were primary organizers of the San Diego HCCA National Convention some years ago. They are widely known, having been on several national tours, and they have won at least one national trophy.



Newell and Gladene are incredibly generous with their time. A recent example included organizing a hugely successful "drive-by antique car show" in San Diego in May 2020. This offered some diversion for those who were locked down due to the COVID-19 outbreak. They organized the tour with their usual precision and made it a point for the route to encompass miles of neighborhood streets rather than "main drags." The event was well publicized and included coverage by a local TV station. Hundreds of people came out of their homes to wave flags and "make noise" to show their appreciation. Those of us who participated in the event were very moved by the huge outpouring of appreciation from spectators. It worked, but only because of Newell and Gladene.

They organized and participated in several elementary, junior high, and high school displays of antique cars to educate students about early automobiles and volunteered to drive their special automobiles in high-school homecoming parades. They annually participate in the "Give Blood, Get A Ride In An Antique Automobile" Blood Drive at the San Diego Automotive Museum. They have been active in several countywide parades and car shows, always dressed in period clothes.

Speaking of period clothes, Gladene, as a member of the Duster Girls auxiliary of the HCCA San Diego Regional Group, helped to sew antique clothes for both men and women in the club and assisted in organizing an antique clothes fashion show. Several members of that group, including Gladene, recently made pandemic masks and quilts for the needy.

For decades Newell and Gladene Booth were active helpers with the Big Three Swap Meet in San Diego, even storing all its signage. This was one of the largest old car swap meets on the West Coast, attracting hobbyists worldwide. Newell and Gladene were an integral part of its annual successes.

They give unselfishly of their time and talents to their neighbors, friends, and fellow antique car enthusiasts. They are richly deserving of recognition by HCCA for years of service to the organization and to the San Diego community. We convey heartfelt congratulations to Newell and Gladene Booth, our 2022 Marian Welch Award winners.

(Photos by Jim Price and Christine Brewer)

Opposite page: Newell and Gladene Booth at a West Coast HCCA function.

This page: The Booths with their 1906 Buick. And Newell and Gladene enjoying themselves at Torrey Pines Lodge.



2022 HCCA Newsletter Awards

By Alex Huppé



Highest Honors:

Diana Squire, *Brass Nuts*, Northern California Regional Group

Ed Grace, *Rambler and Jeffrey Register Newsletter*,
Rambler and Jeffrey Affiliated Register

Candace Perry, *The Spark Plug*, Wichita Regional Group

Mark Cerruti, *Gaslight Gazette*, Bay Area Regional Group

Cinda Dorholt, *The Horseless pAge*, Twin Cities Regional Group

Diane McPherson, *The Brass Facts*, San Diego Regional Group

Rosebud, *The Gearbox Chatter*, West Michigan Regional Group

Boyd Goddard, *Cap Sheet*, La Jolla Regional Group

Geoff King, *The Early Ford Registry Newsletter*, The Early Ford Registry

Bruce Spainhower, *The Portland Gas Leak*, Portland Regional Group

The Gearbox Chatter

WMRG - West Michigan Regional Group
HCCA - Horseless Carriage Club of America
An HCCA 1st Place Newsletter



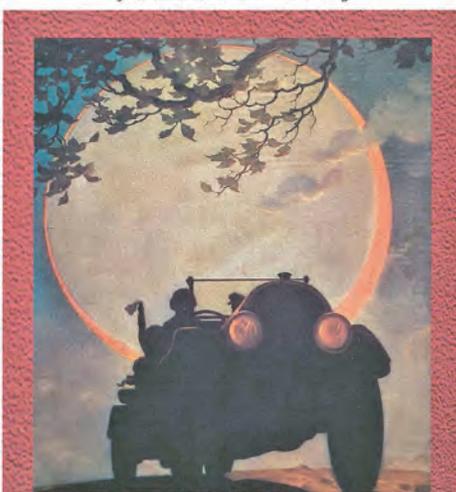
Vol. 67 Issue 1 West Michigan Regional Group Jan/Feb 2022

1908 Corbin Touring
and
1908 Columbia Hansom Electric Cab



GASLIGHT GAZETTE

JANUARY 2023



BAY AREA HORSELESS CARRIAGE CLUB

The Early Ford Registry Newsletter
A Chapter of The Model T Ford Club of America
Early Ford 1903-1909 Registry affiliated with The Horseless Carriage Club of America
Volume 21 Issue 1 Spring 2023

President's Message by Paul Schaefer EFR 93

 Well according to our local groundhog we are supposed to have six more weeks of winter. I guess this will give me more time to finish my winter projects. It's also time to start making plans for tours this year and getting the cars ready for the touring season. We are planning on going to the Model T Homecoming with the Model F and maybe the S roadster if the new crankshaft is done. Other tours will be the VMCCA I & 2 cylinder tour in June, New London to New Brighton in August, and the Old Car Festival in September. I guess this will make for a busy summer. Remember to check over your cars for safety and make sure all the cotter pins are in all the steering and brake linkages, and that your fire extinguisher is up to date.

I was able to get the Model F out for a short drive around the block on a mild winter day. Everything worked well and it makes me look forward to Spring. Now I am anxiously waiting for the new crankshaft for the Model S.

Well winter is almost over and we have spring to look forward to. Hope you had a safe winter and I look forward to seeing some of you on some of the tours this Summer.

Paul
Paul Schaefer
EFR President 2023

In This Issue...

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- Secretary-Treasurer's Report, Rick Lindner..... page 4
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We welcome member submitted stories, photos, technical repair and restoration articles as well as For Sale and Wanted listings. Your copy must items be sent to EFR. Target publication dates and format: 15, Size 11, August 15, and November 15.

The 1903-1909 Early Ford Registry, Inc. is not responsible for any incorrect technical information contained herein. The opinions expressed in this newsletter are those of the authors and are not necessarily those of the office or the EFR.

2023 1903-1909 Early Ford Registry Newsletter Volume 21 Issue 1 page 1

THE PORTLAND GAS LEAK

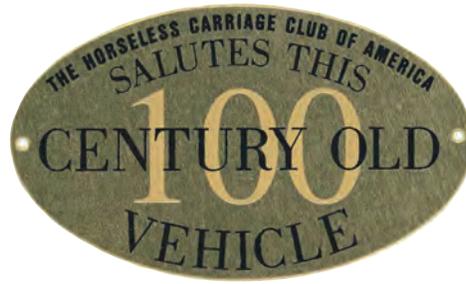


January/February 2023

CELEBRATING OUR 56TH YEAR!

Next Meeting: 7:30pm, February 22, 2023
at the Clackamas Community Club
or online via Zoom

2022 Century Plaque Program



By Augie Leshner

The oldest Century Old Plaque program moves into its twentieth year of honoring any vehicle in the world that has survived 100 years.

Though the honor cars have now been through two world-wide pandemics and two World Wars, many were able to survive. This program was started in 2003 to encourage owners of historic, 100-year-old vehicles to join the HCCA organization and to document the history and stories of their vehicle. The only condition is that a vehicle must be 100 years old.

We need to remember that these vehicles miraculously survived a World War scrap metal drive. But there were some individuals who cared to save the past. That is why this program was started. We encourage owners to document stories about how the cars were saved and how they became part of different families' lives. Some of the stories have appeared in *The Gazette*, but there are more stories to save. Do you have a story to tell? The program is one of the many ways that a person can support an organization that tries to protect the history of our vehicles and automotive heritage.

Remember, a Century Plaque does not validate the authenticity of a vehicle; its purpose is to commemorate the 100-year milestone that the vehicle has achieved. The plaques are issued to both unrestored and restored vehicles. Since the inception of this program, other programs have been started but they often are used to promote participation of the older cars at shows and tours. This Century Old Plaque program is designed to encourage preservation of the vehicles and their history.

Program Statistics

From 2003 to 2023, Century Plaques have been issued to ALL types of vehicles—automobiles, trucks, motorcycles, tri-cars, bicycles, children's cars, and a covered wagon. The type of power ranges from gas (96%), steam (3%), electric (1%), human, and horse power. Some of the vehicles were made by individuals (one of a kind or limited production) while others

were made by an automotive manufacturer or assembling company. Plaques have been sent around the world to honor cars in the countries of Australia, Canada, Denmark, England, Mexico, Sweden, Switzerland, and the United States.

Because this program honors all vehicles that are 100 years old (not just those before 1915), anyone who owns a vehicle that qualifies is encouraged to honor the vehicle. With a continued effort to gather and collect information and pictures of vintage vehicles worldwide, we are better able to document the surviving historical automobiles and save some of their life stories for future generations. This premier world program is continually looking for new ways to acknowledge the work it takes to save the past.

Over the 20 years of honoring century old vehicles, the program has issued over 2,000 plaques.

The Century Plaque Program Guidelines:

- Recognizes all vehicles that are 100 years old: cars, trucks, planes, trains, motorcycles, bicycles, wagons, etc.), even vehicles manufactured after 1915.
- Honors a request by anyone for any vehicle (individuals can requested plaque for others).
- Though the owner of a century old vehicle does not have to be a member of HCCA to purchase a plaque, we encourage membership in the HCCA organization because of its support of Brass Era and Vintage vehicles.
- The program preserves and acknowledges the efforts of the past owners and others who found, restored, fixed, saved, used, and care for the historic vehicles.
- Encourages the preservation of stories about how a vehicle was found, survived, saved, and what it experienced during its life.

Since the vehicles will be around a lot longer than the owners, we all need to make sure what we know about each vehicle by putting its history in writing so the past is saved for future generations. Have you registered your honored vehicles?

2022 Century Plaque Recipients

By Augie Leshar





Opposite page clockwise: David Houser 1911 Sears, Newell and Gladene Booth 1922 Hupmobile, Doug Walters 1919 Dodge Brothers Tow Truck.

This page clockwise: Alan Long 1910 Ford Model T (Canadian-built), David and Jane Lyon 1910 IHC Truck, Andrew Schlacter 1914 Cadillac, and Darren Hull 1913 Ford Model T Runabout.





Top to bottom: Scott and Ellen Deno 1912 Rambler and David and Jane Lyon 1912 Buick Model 35.

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 anyone 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.

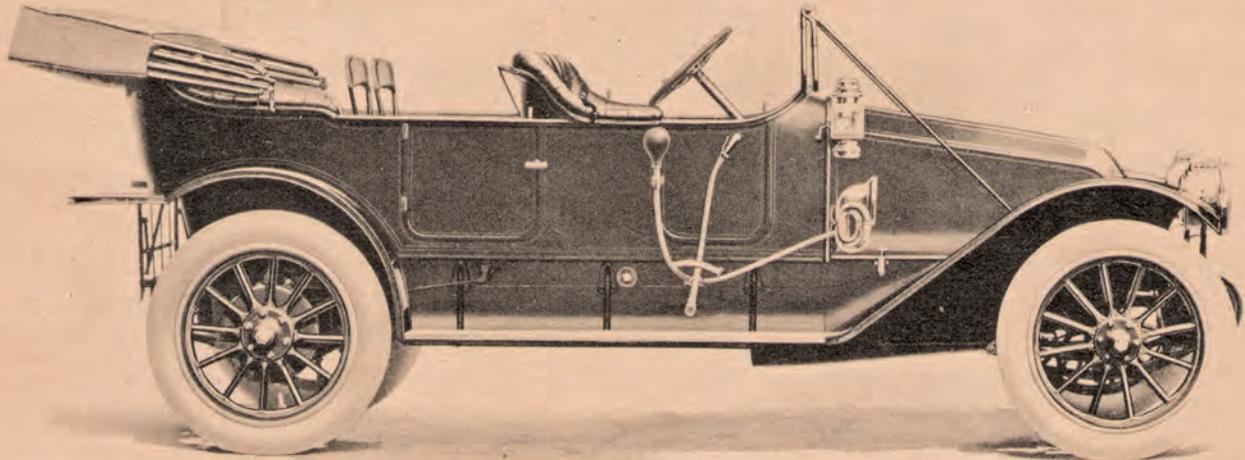
Any questions contact Augie Leshner via email at centuryplaque@gmail.com



2022 Century Plaque Recipients

Fisher	1902	Studebaker Victoria
Beno	1908	Cadillac
Schild	1909	Auburn Model G Touring
Brakeville	1909	Buick Model F Touring
Shaw	1909	Maxwell Model A Runabout
Scholl	1910	EMF Model 30 Touring
Lyon	1910	International Harvester Truck
Long	1910	Ford Model T Touring
Achtel	1911	Hudson Model 33 Torpedo Touring
Houser	1911	Sears Model X Truck
Turkovic	1912	Metz Model 22 Runabout
Lyon	1912	Buick Model 35 Touring
Deno	1912	Rambler Cross Country Touring
Fraser	1913	Ford Model T Runabout
Hull	1913	Ford Model T Runabout
Barron	1914	Ford Model T Roadster
Gulbankian	1914	Buick Model B-24 Roadster
McWilliam	1914	Ford Model T Touring
Brown	1914	Ford Model T Touring
Geyer	1914	Ford Model T Express
Patton	1914	Ford Model T Transit
Schlacter	1914	Cadillac Thirty Touring
Philips	1915	Ford Model T Touring
Brown	1915	Ford Model T Runabout
Meyer	1918	Ford Model T Touring
Walters	1919	Dodge Brothers Truck
Day	1920	Ford Model T Roadster
Studebaker	1922	Studebaker Special Six Roadster
Gonet	1922	Harley Davidson JA Police Special Motorcycle
Baker	1922	Ford Model T Estate Wagon
Wooddell	1922	Ford Model T Touring
Hess	1922	Duesenberg Model AA Roadster
Santos	1922	Oldsmobile Model 43A-T Touring
Farnesi	1922	Pierce-Arrow Series 33 Touring
Iaccino	1922	REO T6B 7-Passenger Touring
McWilliam	1922	Ford Model T Roadster
Brown	1922	Velie Model 58 Touring
Davis	1922	Ford Model T Speedster
Martin	1922	Ford Model T Roadster
Bolante	1922	Ford Model T Runabout
Stephens	1922	Stephens Salient B Coupe
Drobnock	1922	Ford Model T Coupe
Dirnberger	1922	Chevrolet 490E Touring

Franklin "The Car Beautiful"



Model H Open-body Touring Car

1911 Specifications

NEW FEATURES: Handsome flush-sided bodies; beautiful new hood, new oiling system, overcoming smoking; quiet valve action; engine air jacket arranged to give complete accessibility; more room between the dash and the front seat and greater rake to steering column. (Model G has a longer wheel base. Model D is larger and has six 4 x 4 cylinders. Model H is larger and has six 4½ x 4½ cylinders. M is a new model, with four 4 x 4 cylinders.

FRANKLIN MOTOR CARS ARE MANUFACTURED AND SOLD ON SCHEDULE DATES
THEY CAN BE PURCHASED ONLY THROUGH REGULARLY APPOINTED DEALERS

H H FRANKLIN MANUFACTURING COMPANY Syracuse N Y

Licensed under Selden Patent

FRANKLIN AUTOMOBILE COMPANY Syracuse N Y

Sole Distributor

Cover Car Story: The Car Beautiful

By John Rendemonti



The Rendemonti family pictured left to right in their 1911 Franklin Model D: Samantha, baby James, Mariella, Joyce, John (the old man), Joseph, and Michael. The airplane is part of a private collection visited during a recent Franklin Trek.

William Reuel Chedsey was born in Denver, Colorado, in 1887. In 1908 he received his Engineering of Mining from the Colorado School of Mining. For the next several years Chedsey became a professor, taught engineering courses, and consulted. His work took him as far away as "America's Last Frontier" where the Alaska Exploration Company employed him from 1912 to 1913. In 1915 Pennsylvania State University in State College invited Chedsey to start and head the Pennsylvania School of Mining.

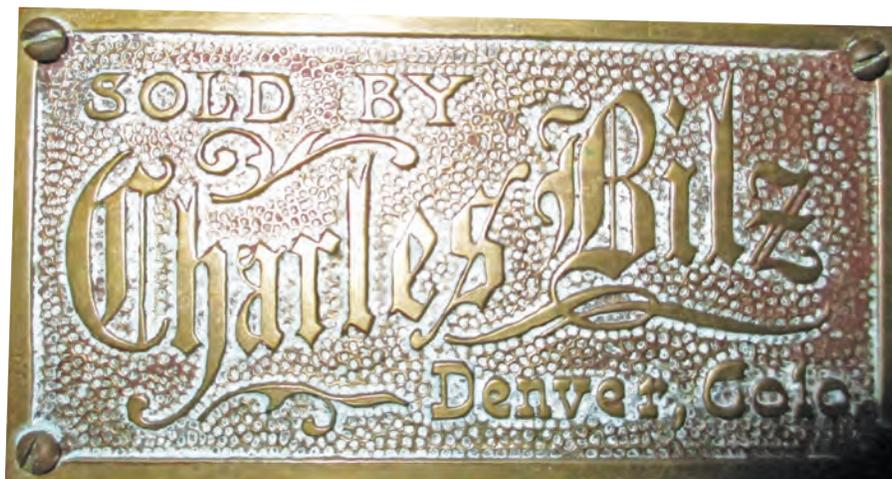
During 1911 while in Denver, Colorado, William Chedsey visited the Charles Bilz agency at 1160 North Broadway, and arranged to purchase a brand new Franklin. William Chedsey brought his Franklin to State College, Pennsylvania, and kept it almost the rest of his life. Two decades later he purchased a 1933 Franklin from the Lemont, Pennsylvania, Franklin Agency. He rented a small garage across from the agency and put the 1911 in storage. Professor Chedsey moved away from State College but

continued to store the Franklin in Lemont, Pennsylvania. A young man, Ken Mays, a sandblaster next door to the Lemont Franklin Agency, noticed the Franklin and expressed interest in the car. It was not for sale.

In 1931 the Keystone Automobile Club, in conjunction with the Philadelphia Automobile Show, began a media campaign to kick off the 1931 Philadelphia Auto Show, while the country

drowned in the depths of the infamous Great Depression. It was to be a test of man and ancient machine, a time/distance race from wherever you were to Philadelphia. In 1932 young Ken Mays got wind of this and for the 1933 event, convinced the Franklin Agency in Lemont to sponsor him and with the blessing of the

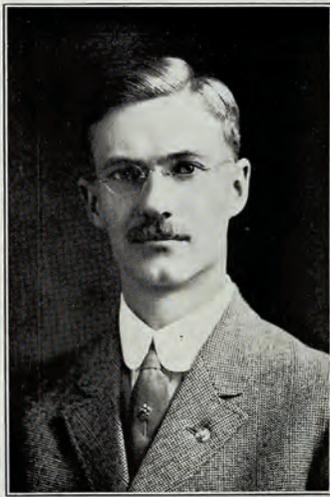
Professor, awakened the hibernating Franklin, and entered the race. A fantastic account of the race follows in the newspaper article on the following page.



Above: The 1911 Franklin Model D's dealer plate.

Wm. Reuel Chedsey
K S, T B II

Assistant Professor of Mining



Lemont Drivers Win Cup and \$150 Prize in Ancient Automobile Derby

Chickens forgot to cross the road, pedestrians stood with jaws agape and patrolmen passed laughingly by as an ancient yet peppy automobile chugged merrily along the highway between here and Philadelphia Sunday to win a silver trophy and \$150 for the two Lemont entrants in the Antique Automobile Derby of 1933.

Tuesday afternoon Paul Houser and Ken Mayes returned from Philadelphia with their prizes won in a 1911 Franklin touring car owned by Professor William R. Chedsey of the College. The antique auto derby was sponsored by the Keystone Automobile club in connection with the Philadelphia Auto Show.

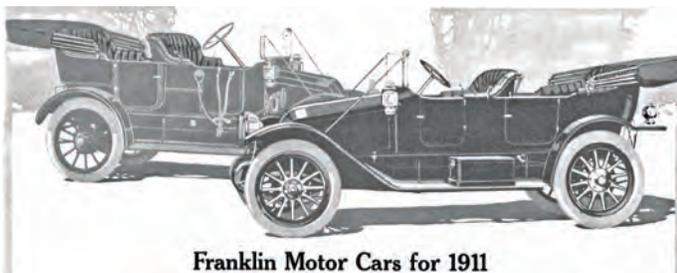
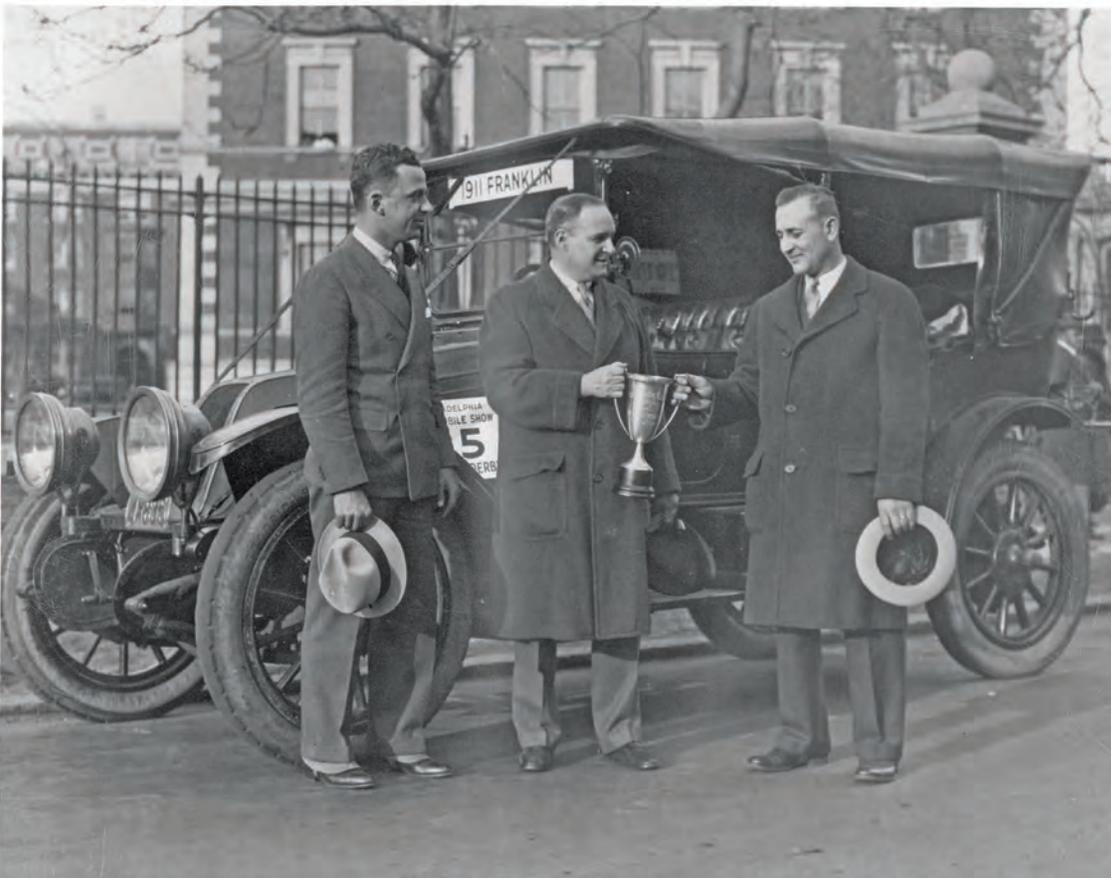
Paul and Ken decided to enter the derby when they first heard about it. All they did was clean the gas line

of Professor Chedsey's Franklin. The race was judged on time and distance so at 7:30 Sunday morning they wired the judges in Philadelphia that they were starting. Over the new concrete to Potters Mills and down to Harrisburg they rolled, "knocking them dead" as they said, all along the way. One workman shoveling coal along the road saw them coming and with shovel poised and mouth open watched them pass. He was still holding the shovel the same way when they rounded a corner Ken declares.

They made only two stops, one at Lancaster to get gas and another at Paoli to take off the front curtains for driving in traffic. Then into Philadelphia at 12:51 or five hours and thirty-one minutes out of State College. The Lemont speedsters averaged 39.9 miles per hour to win the \$150 for the best time and the best performance. Another trophy, a silver loving cup presented by a Philadelphia newspaper, was given them for travelling the greatest distance.

The auto which won the prize is a masterpiece in itself. Its wheels travelled 149,190 miles of road which would make the present country roads seem like the latest modern thoroughfare. When it made its debut in 1911, this model sold for \$3,700. It rides high, wide and handsome; that is, according to 1911 standards. One of its fetatures is a "bubble" on the side which registers the grade of the hills up which the driver of 1911 used to tear in his duster and goggles

Clockwise: William R. Chedsey's college yearbook profile. The 1933 Antique Auto Derby as reported in the Centre Daily Times, January 20, 1933. Our 1911 Franklin's derby trophy. An artwork snippet from a 1911 Franklin ad. Paul and Ken hold the 1933 Derby trophy.



Franklin Motor Cars for 1911





William R. Chedsey with his 1911 Franklin Model D pictured in 1947.

In 1947 the Professor returned to State College and met his son Charles in Lemont. The two of them visited the old boy, pumped up the tires, and took it for a ride. Charles told me it was terrifying. His father wildly raced the machine around on narrow roads and steep hills like a teenager; Charles' heart was in his throat. This was to be the Professor's last ride in his beloved Franklin.

In 1956 the professor advised his son that the young Ken Mays was still after the car, and asked Charles if he wanted it. He replied, "What would I do with it?" Ken Mays' dream came true and as was done too often to the great old original cars that survived, he tuned it up, put on new non-skid tires, and lovingly repainted the machine white.

Some ten years ago, I was curious and began to surf the net for information about the Professor and the 1933 Antique Auto Derby. I stumbled on a web page which was the Chedsey family tree put together by the Professor's granddaughter. I was able to contact her and much to my surprise she advised that Uncle Charles (the Professor's son) was still alive and well and living in California. She shared his number, and one evening I called him and he pleasantly shared the stories recounted above. I had learned that a loving cup had been awarded to the winners of the 1933 Antique Auto Derby and asked him if he knew whatever became of it. He said "I'm looking at it right now. It is sitting on my piano!" I just about fell off my chair. Obviously an heirloom, I asked him to snap a photo of it for me. A few weeks later I received a box and in it was the trophy. I called Charles to thank him, and he told me that he had tried for years to give it to someone who would appreciate it, but nobody qualified. And that is the rest of the story.

The Machine, affectionately called, "the Beast" is a 1911 Franklin Model D. He is powered by a 6-cylinder square motor, having a 4" bore by a 4" stroke displacing just over 300-cubic inches. Each cylinder is individually cast having two overhead valves, one intake and one exhaust, together with a third auxiliary valve on the port side of each cylinder just above bottom dead center, operated by its own cam shaft timed to open at bottom dead center of the power stroke. This is designed to relieve the engine of the horsepower necessary (and heat generated thereby) to push out the continuously expanding gas after the piston has done its work, reached bottom and has started its movement upward on the exhaust stroke. It is constructed on a chassis having a 123-inch wheelbase, with frame rails of three-ply laminated white ash, riding on fully elliptical springs both front and back, tubular front axle, with 27-inch rims. The body is constructed of aluminum panels riveted together along angled seams and without structural wood. The steering box has glass hard gears, with a worm and a 360 degree sector. The clutch has 26 corresponding bronze and steel discs running in oil.

This Franklin is my favorite car to drive. It is a real joy. The Model D is light over the bumps and railroad tracks, agile and easy to steer with great brakes that a man can trust his life with, and the smoothest transmission and clutch fitted to any brass car. The Beast runs with the big dogs. It has what I refer to as a "heat endurance" motor. The Franklin doesn't mind the summer and won't "overheat" on long grades. Although the Beast has a rather tall rear axle ratio (approx. 3 to 1), he prefers rolling hills and straight aways along rivers and streams.

Joyce and I have enjoyed touring with our boys in this car for more than three decades. We consider ourselves very fortunate to be the custodians of this splendid motorcar, and we appreciate the opportunity to share this story with kindred spirits.

Joyce and I have enjoyed touring with our boys in this car for more than three decades. We consider ourselves very fortunate to be the custodians of this splendid motorcar, and we appreciate the opportunity to share this story with kindred spirits.

**As a footnote it is interesting to note that the participants of the Antique Auto Derbies met in Philadelphia in 1935 and formed the Antique Automobile Club of America. See more here: <https://aaca.org/about/>*

(Photos by John Rendemonti)

My Adventures With a 1914 Apperson Jack Rabbit



By Steve Wooldridge

My 1914 Apperson Jack Rabbit at the 2021 Celebration of Brass I at the Gilmore Car Museum, Hickory Corners, Michigan. (Photo by Tracy Leshner)

This is the almost complete history of a 109-year-old Apperson Jack Rabbit from the time it was new. There are several families responsible for helping to fill in that history; the Wellses, the Baums, the Kesslers, and (my family) the Wooldridges.

This car was built in Kokomo, Indiana, on February 10, 1914. William R. Wells purchased the car new and passed it on to his son Irol Wells. When the car was no longer suitable for transportation, Irol disconnected the driveshaft at the transmission and installed a pulley to drive the overhead belt system for the machines in his woodworking shop.

In 1954 Lawrence Baum worked in the management of a company in Hastings, Michigan, where Irol Wells was then working as a machinist, press builder, and repairman.

Lawrence learned of the by-then-dilapidated, but rare, Apperson. Irol had hoped not to sell it, but he knew he'd never have the money to do what Lawrence Baum could do for it. So Lawrence was able to buy the 1914 Apperson for \$150, and spent an additional \$1,500 restoring it in 1954-56. He and his wife, Ethel, rode in the Apperson on their wedding day, and then took it all over Michigan on tours and shows during the 1950s and 1960s. The car was featured in a May 30, 1960, *Sports Illustrated* article, "Beauties of the Past." During the 1960s Lawrence Baum corresponded with Lindley Kessler, a collector who had, among many other cars from the Brass Era, parts for several Appersons including three 1914 chassis, a 1913 engine, and two 1916-17 V-8s. Lindley was extremely helpful to Lawrence in getting and keeping his car on the road.



Lawrence Baum gives his son Larry and daughter-in-law Earlene a ride on their wedding day.

Knowing none of this history, my father, Clarence Wooldridge, bought the car in 1977. He was born in Kokomo, Indiana, just 5-½ months after the Apperson had been built there; my mother, Betty, was born there ten years later, as I was many years after that. We took the car to several local mall car shows in Pinellas County, Florida, where we lived at the time. In 1979 we parked the Apperson after a tire blew out as it sat in the garage; the tires had been on the car since 1955.

My father passed the following year. I never thought it would be 30 years before I would get the Apperson back on the road, but life got in the way. After job moves, promotions, marriage and divorce, caregiving to aging parents and in-laws, and my mother's passing in 2008, I went from not knowing which way to go, to only having to answer to myself. One thing I did was create a family website, www.wooldridges.us about the 1914 Apperson Jack Rabbit.

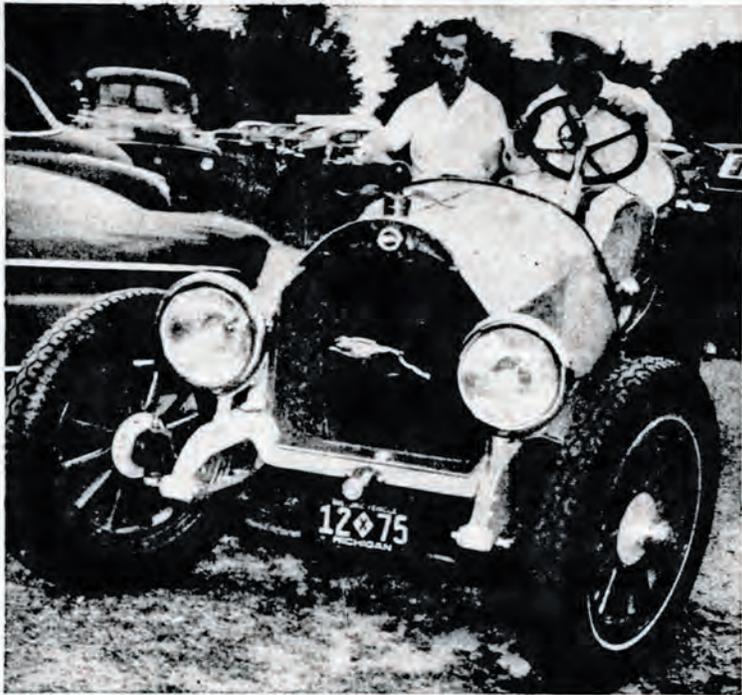
In 2009 I decided to get the Apperson back on the road. My first project was to repair the fan after it went into the radiator. I was lucky I had the hood off or it could have been much worse. I took the radiator to a local shop since it was just nicked in three or four places, but the fan was shot. I found fan parts from a 1913 REO. The blades were almost a perfect match, but the hub was different, so I had my hub mated to the blades. I replaced the tires which had been on the Apperson since 1955. They were dry-rotted and not flexible anymore. The removal of the old tires proved to be a huge job, and I had to cut one to get it off.

After the fan was repaired and new tires installed, I went on local tours in Florida with the Apperson. It threw a rod bearing on one of the tours I was on. I got it repaired enough to drive the car, but determined that the engine would need to be rebuilt. I had a shop in St. Petersburg rebuild it and had problems with the rebuild. But that is another story for another time.

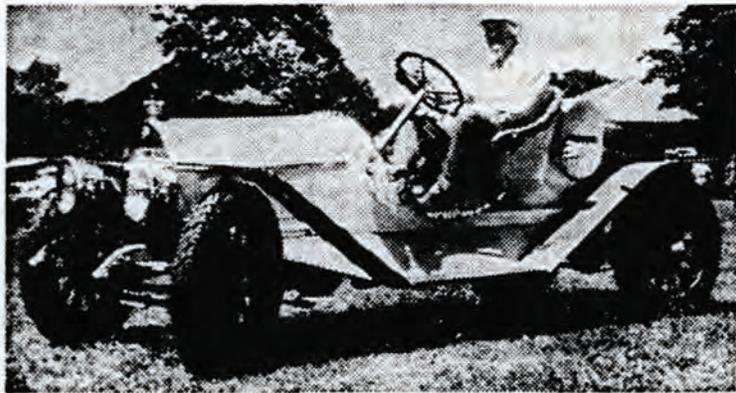
In 2011 I received an email from Lawrence Baum's granddaughter, Karen Pederson, asking if my Apperson was the one her grandfather had owned. After determining it was, Karen told me the automobile's history during the time Lawrence had owned it. This included his correspondence with Lindley Kessler. Karen also allowed me to borrow her grandfather's photo album. The collection of images contained wedding day pictures with the Apperson and Michigan automobile tours in the 1950s and 1960s. I cannot thank Karen and her husband Tim enough for the opportunity to see the pictures and learn more of the history of my car. Karen asked if I could bring it up in 2011 to surprise her parents Larry and Earlene Baum on their 55th wedding anniversary. I would have loved the opportunity to do this but it didn't work out at that time.

In 2012 I got in touch with Lindley Kessler. He loaned me parts that I needed for the starter system and spare tire brackets, all of which I got cast and had duplicates made for my car.

After several years of planning, I trailered the Apperson Jack Rabbit back to Kokomo in 2014 to celebrate the 100th



JACK RABBIT — Lawrence Baum of Hastings wheels his 1914 Apperson "Jack Rabbit" onto the Red Cedar golf course display field Sunday afternoon as the Veteran Motor Car Club of America event got underway. His passenger is James Castiel of Grand Rapids. (Journal Photo).



Larry Baum of Hastings and his Apperson Jack Rabbit.

anniversary of its manufacture and my father's birth. The trip of 22 days and 4,153 miles included side trips to Michigan and Nebraska. It went off without a hitch. I had great weather the entire tour, and wherever I went was treated with kindness and hospitality by all I came in contact with. I arrived in Kokomo on June 30. My cousin Don made arrangements with a friend for me to bring the car over to see if he could help get it running better. We succeeded, and the car ran great the rest of the time. I was surprised when Don told me that they wanted it to be the lead car for the Haynes Apperson reenactment run and Kokomo's Fourth of July parade. What a privilege it was to lead the events. That made the trip even more special for me. I was also on the front page of the *Kokomo Herald* and the *Kokomo Tribune*.

The second leg of my 2014 trip was to Michigan to meet the Baum/Pederson families. The last leg of my 2014 trip took me to a little town in Nebraska (if you blink, you will miss it), so Lindley Kessler could see and ride in the car he helped keep on the road. His daughter Jeanne and son John helped make it possible for me to meet Lindley and give him a ride in my Apperson and wander around the farm and see all the cars he has. What a thrill it was to be able to wander around his field and look at his collection. It was heaven for an old car nut like myself. I have always heard about finding a farm field full of Brass Era cars. Now I finally got to be the one that found them. While there I also enjoyed giving rides to many Kessler family members and a couple of their friends. It was a thrill to have the younger ones in the car; most of them had never heard of an Apperson Jack Rabbit.

Top to bottom: Larry Baum and his 1914 Apperson Jack Rabbit made the local newspapers on many occasions. The June 20, 1955, *Lansing State Journal*, featured an article about a gathering of early cars including Lawrence's Jack Rabbit. A photo of Larry appeared in *The Battle Creek Enquirer*, May 20, 1964. Correspondence between Lawrence Baum and Lindley Kessler.

I
 Lawrence Baum
 Hunter Hill - Transita Trail
 Hastings, Mich.
 11/21/65
 Dear Mr. Kessler,
 Sorry I didn't answer sooner but wife got letter mixed with some others and had trouble locating it.
 My Apperson was stripped and was used to run wood working shop, no body running boards, fenders ect.
 It is the large 4-45 120" wheelbase, wide brake drums, both internal.
 The other models were called 4-38 and used a little different body

II I made my body by cutting down coal, making new dash, I made my own gas tank and saddle. I saved the apperson strips from under the doors (step plates) and I put 2 on headlights & two on ends of gas tank. I could not get tires at the time, so I put Rec. 33X5 on Apperson hubs. I used front hubs and put modern bearings in them.
 Will try and find some other pics of it to let you take.
 Dash was pictured in

III Sports Ills,
 I made my running boards fenders body etc, seats are from 1906 special Buick, I got rid of almost of my cars,
 I have
 1925 Chev. pickup
 1926 Overland 4 door
 1934 Apperson 4 door Sedan
 1937 Vaux. chassis
 1938 Nash chassis
 1917 Model T pickup
 1914 Apperson Jack Rabbit
 1909 Holman
 1936 T Ford
 1903 Johnson
 1919 Model A 1's ton.
 Tons of parts but nothing much to help you, get speedster tanks new 6 cylinder apperson parts 1926 Chev. motor complete.

IV Just had building finished 30'X60' storage.
 Over 1000 hand-side & carriage lights, my own museum will loan you these shots and will get you some better shots to go by
 My motor is dated 2-10-14 it is 7095.
 Hope to see you, and come up if you get a chance.
 I am still inspector in big shop, E.W. Bliss Co, punch press, handy to make parts.
 Yours
 Lawrence Baum



Clockwise: Larry and Earlene Baum reenact their wedding day photo in Steve's backyard. Me with my cousin Don Wooldridge and his wife Marilyn and his son-in-law Larry and daughter Sheryl Nierzwick at the Elwood Haynes Museum in Kokomo, Indiana. Leading the 2014 Fourth of July Parade in Kokomo. Steve's Apperson cars pennant.

In 2015 I received an email from Curt Wells filling in a lot of the car's early history. Curt's email said, in part: "I believe I have the original owner's manual to this Apperson, which belonged to my grandfather W.R. Wells and sold to Mr. Baum by my father Irol Wells from Woodbury, Michigan. I can't believe I stumbled upon this page (my wooldridges.us website) while showing a friend what an Apperson car was." Curt sent me the manual, and said: "My dad (Irol) never wanted to get rid of this car. I guess that's why he never let go of the book I sent to you; that way the car had never really left him. But now, through your diligence in preserving it and your great online Internet site (wooldridges.us) many more people will learn of this marvelous machine—your 1914 Apperson Jack Rabbit automobile." Curt was kind enough to send pictures and more history of the Wells family and the Apperson.

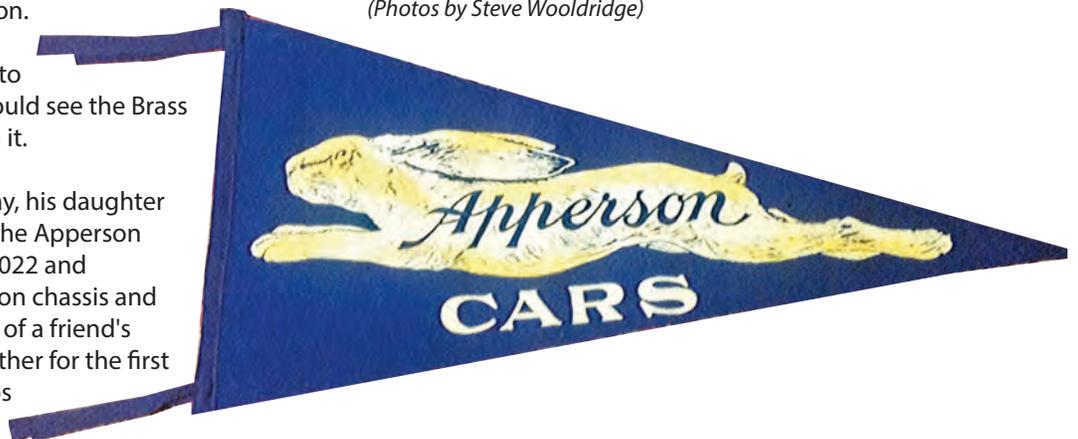
It is my honor to keep this Apperson alive. If not for Grandpa Wells, Irol Wells, Lawrence Baum, and my family a rare auto would have been lost. Thanks to the family of Lindley Kessler, we now have saved the other Appersons from the farm field. Hopefully, they all look down at me and think I did a good job.

An editorial note from Gil Fitzhugh the Elder: Usually, people use the internet to trace the back story on a car, or at least on a type of car, as Rob Heyen has done to improve the reputation of Model K Fords. But Steve's creation of his family website made it possible for the back story to find him; people were curious about the kind of car dear old granddad had, searched the net, found Steve's website, and found the very same car—twice!

(Photos by Steve Wooldridge)

In 2017 I brought the Apperson to Woodbury so the Wells family could see the Brass Era automobile and take rides in it.

After Lindley Kessler passed away, his daughter permitted me to come and get the Apperson parts. I made trips in 2021 and 2022 and retrieved the three 1914 Apperson chassis and other parts. They are now inside of a friend's large garage and out of the weather for the first time in 70 to 80 years. Those trips are stories of their own.



A Pope Gold Rush

By James Ogden



The story of this article's photos goes back to 1957, when my father, John Ogden, got a lead on three 1913 Pope-Hartford cars that might be available. Long-time HCCA member Frank Stokes, owned chassis #15121, #15622, and #15656. Frank started the restoration of #15121, but he had been diagnosed with cataracts in both eyes. This was before cataract surgery, and Frank decided to trade one of the Pope chassis for a restored car. He talked to local Southern California HCCA members, including Herb Prentice, who passed the lead to my dad. Father offered our 1913 Model T, "Old Tom," borrowed a trailer, and headed for Los Angeles. Dad returned with #15121, partially assembled as a speedster, but still carrying a 1917 Los Angeles County Motor Bus tag. According to Frank Stokes, the three Popes had been run as stages in Los Angeles. But they had originally come from what he called the Tonopah-Goldfield Stage Company in Nevada.

Fast forward to June 1964 and the HCCA Reno tour. At age 14, this was my first and only Reno tour, and I had succeeded in convincing my parents to detour to Goldfield and Tonopah on the way home to San Diego. I wanted to see where our car came from. We couldn't get into Tonopah, so we continued south on Hwy 95 to Goldfield. I remember that the town was on a high bluff curving around a dry creek to the east and then southeast. We crossed over the dry creek on a low bridge, then pulled the trailer off the road and parked on the south side. The creek bed was full of Pope fenders, just sticking out of the sand, and the south bank was covered in Pope body parts. We counted twelve fenders in the creek bottom, plus a Roi-des-Belges (King of the Belgians) aluminum back seat and several bronze castings on the bank that looked like Pope-Toledo. Out came the camera.

At the next Saturday HCCA La Jolla Regional Group lunch, we showed our slides from the tour, after deleting those that were potentially useful for the annual dinner program. We

concluded with the Goldfield slides, and the decision was to go back and dig up the cars. That is exactly what E.R. Bourne, his son Richard, and some very hard-working guys went and did. At the time, the three stacked 1910 Model T Pope-Hartford chassis went up in the ceiling of E.R.'s garage, and the Pope-Toledo body parts were set aside.

Twenty-five years passed, and Temple Baldwin made an offer to E.R. Temple would make three sets of sheet metal, new bodies, fenders, hoods, radiators, etc. E.R. would supply the chassis, engines, and all the other parts he had been able to acquire. Temple would complete three cars, including paint but less upholstery. E.R. would get his choice, and Temple would get the other two. So the three original 1910 Goldfield Pope stages were rebuilt. Along the way Temple got an original body from Chile—oddly, the second 1910 Pope body from Santiago. Mr. Konwiser, your car got the original body. The second car, painted dark green, went back to Mr. Bourne and was sold at auction after his son's death to Messrs. Biondi, Tockett, and Anderson. Temple had lost track of the third since he sold it, but it now belongs to Mr. John West, of Tacoma, Washington.





Top row: The overgrowth in the creek bed camouflages fenders and a backseat in photos 1-2. Bottom row: Can you imagine the amount of excitement at these discoveries in photos 3-4?



Wherever they are now, once upon a time, the sign on the rear door probably read: "Goldfield-Tonopah & Bull-Frog."

The Pope-Toledo seat in the picture can be seen on the rear of Bill Evans' 1905 Toledo, and if you look closely, you can probably see that some of the bronze castings in the rear doors show signs of considerable weathering.

What happened to the three 1913s? Number 15121 has passed from father to son, and with much work by Larry Hansen, has just had an original set of fenders and splash aprons mounted. Numbers 15622 and 15656 were purchased

by E.R. Bourne from Frank Stokes, resold to Hayden and Frank Taliaferro, and restored as Portola-type speedsters. Frank retains the red car, redone as a fire chief's car. The second car, painted yellow, has been resold several times. A recent for sale offer claimed the car to be a 45-hp ex-Indianapolis racer. Maybe the guy should list it as "The Bull-Frog Special"?

If you try to find the dry gulch, be sure to note the complete re-alignment of the southbound approach of Hwy 95 to Goldfield since 1964.

(Photos by James Ogden)

*A Triecta of Brass: Devin Shaw's 1910 Pierce
Glenn and Jeanie Miller's 1909 Buick Model
Harold and Janet Carter's 1912 Oakland Model*



ce-Arrow Model 36,
el 16, and
el 40



Photo by Tracy Leshner

My 1910 Pierce-Arrow Model 36

By Devin Shaw



Devin Shaw pulls into the MacFadden's Collection during the 2022 Celebration of Brass II car tour in his 1910 Pierce-Arrow Model 36.

This 1910 Pierce-Arrow Model 36 originally became part of our family in 1981. The car was purchased by my parents, Dick and Gen Shaw, from James Easton of Waterloo, Iowa. Jack Skaff had located the Pierce for my dad, as he did for so many people. Jack informed him to wear a suit that day because "Any day you're buying a Pierce, it should be done in a suit." Now, the "cash," on the other hand, was handed over in a Kentucky Fried Chicken bag, that had supplied their dinner the night before.

There are two very distinctive traits of this Pierce. First, this automobile is an extremely correct 1910 Pierce. And, second its green two-toned paint job. As Dad fondly dubbed it "monkey-vomit green." The color combinations with the brass has made it a memorable car at many car shows and tours.

My parents put thousands of miles on the car touring with Midwest Brass & Gas, several Red Rocks tours, and Cabin Fever tours, among others.

Over ten years ago, after the passing of our mom and dad, I was able to purchase the car from my siblings. Shortly after the purchase, my wife Deb, our three daughters, and I rolled on the scene of Midwest Brass & Gas, Cabin Fever, and Snappers tours. We have been blessed to be able to tour with so many close friends (family) of my parents. Some I have known and seen throughout the years since I started touring with my parents in the mid-'70s. Others I didn't know have welcomed us with open arms and have become our family as well. We have already put several thousand miles on the Pierce as well. It has sported its 1962 restoration very well, with minor visual repairs by Dad and me.

(Photo by Tracy Leshner)

Our 1909 Buick Model 16



By Glenn Miller

Glenn and Jeanie Miller during the 2022 Celebration of Brass II car tour in their 1909 Buick Model 16. (Photo by Tracy Leshner)

I was on one of my first brass car tours when I saw it—a 1910 Buick Model 16 Tourabout, owned by Bill Means. Boy, was I smitten with that car! Not only for its sporty, long-hooded good looks, but its performance and hill climbing ability as well. Fast forward 38 years, when my wife Jeanie and I brought home our very own Buick Model 16, a 1909 Surrey. It came with an exciting “bonus,” a well-documented history of ownership.

In March 1910, the Buick, along with its chauffeur Henri Lafleche, arrived in Fairfield, Maine, where Fr. Philippe Auguste Jouvin served as priest at the local Catholic church. The car was a gift to Fr. Jouvin from his wealthy family. Unfortunately, Jouvin wasn’t able to enjoy his new Buick for long. He died of a cerebral hemorrhage 15 days later. Back went the car and its chauffeur to the family estate in Ste. Luce, Quebec. There, Jouvin’s sister Omeril took her first and last ride in the Buick, as many of the local horses bolted for cover as it approached. Omeril and her family placed the car in a newly



Russ and Donna Boyle with the 1909 Buick Model 16. (Photo by Glenn Miller)

constructed garage, where it sat for the next 36 years. After the family sold the Buick in 1946, it changed hands seven times. The car had five owners in quick succession in Quebec until 1953, one in Vermont (a senator) who painted it maroon, and then one in New Hampshire (a Buick dealer), before being purchased in 1970 by Francois Therou, who brought it to California. Therou, the author of *Buick: The Golden Era, 1903-1915*, owned

the car for two years and wrote a number of articles about the car’s history. In 1972, Earl and Anne Snodgrass acquired it and restored it, returning the Buick back to its original off-white. The Snodgrasses toured the car for 21 years before selling it to Russ and Donna Boyle in 1993, who enjoyed driving it for nearly 30 years.

In 2021, Russ and Donna graciously agreed to sell Jeanie and me the Buick. It has quickly become our favorite car for touring. We’ve driven it over 2,000 miles since bringing it home.

(Photo by Glenn Miller)



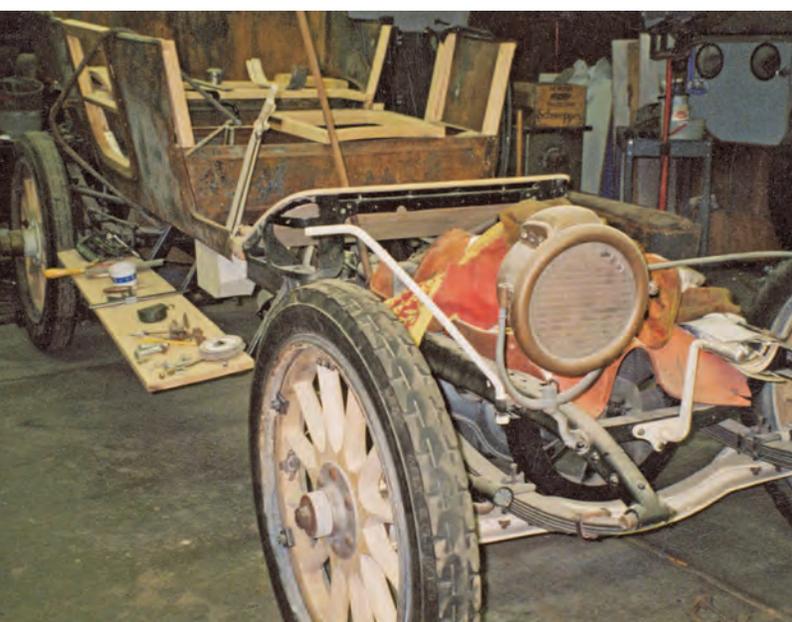
A 1912 OAKLAND PREQUEL

By Harold Carter



March 1, 1996, was a day that I don't look back on with any measure of fondness. After a morning of preparing a set of wheels for paint, it was time for lunch and maybe a little couch time. This was interrupted when a strange low cloud drifted by the window. Finally enough brain cells got together and made me realize that something was on fire. One step out of the back door and I saw that it was my shop. A neighbor came and told me that she had called the fire department. They came and did a masterful job of saving the foundation. All was lost including a freshly restored 1912 Maxwell Special. The insurance company proclaimed it a total loss and were happy to let me keep the "bones."

Being already signed up for several tours, there was only one thing to do. So that night I was on the phone with (the now late) Jack Hanson buying his 1912 Oakland Model 40 Touring.



Then I installed a set of "plywood wheels" to the Maxwell and rolled it out under a tree to wait for the shop to be rebuilt. Once that was done it was time to bring the car in for disassembly and a proper post-mortem.

Here is a restoration tip. If you have trouble getting apart 100-year-old nuts and bolts, push the car out into the driveway, and set it on fire. Wait for it to cool; those stubborn fasteners come apart as if they were put in yesterday. After looking everything over I concluded that I could make a car out of this mess. The chassis work would not be all that different than working on a barn find. I started with the frame which had about a two-inch sag in the left rail, so out came the jack and the timbers. Once that was done it was time to move onto the engine. The top was okay except for the valve springs. But the front main and number one rod had absorbed too much heat. This is where many decades of friendship with Soren "no engine before its time" Sorensen came into play. Soren's health and eyesight were failing at the time so he said I could use his equipment. I had watched him do enough engines in the past so the mystery of pouring and boring babbitt was gone.

The top two photos show the ashen remains of Harold and Janet's 1912 Maxwell. You can begin to see its resurrection in the bottom photo.



Harold and Janet love to tour in their 1912 Oakland Model 40. Here they are during the 2022 Celebration of Brass II car tour. They have covered North America and tens of thousands of miles with the auto.

Another friend came in handy when it was time to work on the body. As it happened Don Van Atta was in the midst of restoring an identical car and furnished a lot of pictures, drawings, and even his door frames to copy. This was a monumental help. Once the wood framework was done, a local tinbender (the kind with his own calendar) made the new panels. I had him make them oversize so that it was a simple matter of clamping them to the wood and sawing off the excess.

The rims were warped into dimensions not fully understood by modern science, so back out came the jacks and timbers, a torch, c-clamps, and the big hammer. I could go on with this story; the radiator could fill a page. Instead I'll let the pictures speak for themselves.

If you have ever been faced with a similar character-building challenge, here's is my advice. Number one: Marry well. Enough said. Number two: Check into the hospital and have them scoop out the part of your brain that asks, "Do you *really* think this is a good idea?" Number three: Live in the Detroit

area. No matter what you break, we have a guy. Number four: Have friends like the late Leo Parnagian, Ted Beebe, and Don Ballreich who all seem to have extra parts to donate. Pat Ainsle made a brand new windshield frame and Wayne Funk provided advice, assistance, encouragement, and his personality.

This Maxwell resurrection project took 15 years of on and off effort with 90% of the work done by myself. Since completion the car has gone about 100 trouble-free miles and will only be used as a backup as we have become attached to the Oakland which has taken us to 29 states and 4 Canadian provinces for an estimated 70,000-80,000 miles. That's just long enough and far enough to test everything on it.

To quote the late, great Frank Saylor, "There are two kinds of people on brass tours. The ones who break their cars and the liars."

(Photos by Harold Carter and Tracy Leshner)

Part Two: Hooked on Haynes- Apperson



By Russell Holden

Editor's note: Part One appeared in the January-February 2023 issue.

I started collecting old cars at fourteen years old. My parents will happily tell you I had three in their quarter-acre backyard by the time I was fifteen. And I've never stopped restoring and collecting ever since. My interest in veterans started nearly that long ago. Reading through my uncle's Veteran and Vintage auto magazines inspired me. However, it was not until 25 years ago that my wife Chris and I were able to purchase one. Despite our first veterans being a 1904 Curved Dash Olds and a 1914 Cadillac, I was always interested in the unusual.

Over the years I looked at several orphan automobiles as they always attracted my attention: a two-cylinder Gale (made in Galesburg, Illinois), a couple of two-cylinder Ramblers, a Glide, and a DeTamble. However Chris and I never got what we were chasing, either because they were out of our budget or sold by the time we could make a move. Other Veteran Era car folk advised me to, "Never buy an orphan. Stick to something everyone knows, plus the parts are available." Did I listen? No. I now own a shed full of orphans, and I love researching their history. I want to get into the engineers' heads and discover how they made their ideas come to fruition (some of which may seem ridiculous by today's standards). And then there is the thrill of chasing car parts and talking to other owners.

My interest in Haynes-Appersons, which I had never heard of previously, started just over ten years ago. Whilst sitting in a friend's home in Virginia, I received a call from a lady saying, "I saw your ad in the HCCA Gazette. You're looking for something unusual. A two-cylinder? Would you be interested in something ancient?" After some chatting it was apparent that she

Dr. Miehle's old gas receipts from Asbury Park, New Jersey. Dated 1904.



Here I am as a 19-year-old in Tamworth, New South Wales, looking at a 1921 Chevrolet project.

had the sad remains of a 1898/99 Haynes-Apperson Surrey. I asked her to email me some photos. Then I rang Chris at home in Mudgee, New South Wales, Australia, and asked her to scan the pages from the *Standard Catalogue of American Cars* on Haynes-Apperson and email them to me. After I forwarded Chris the photos, the phone rang again. It was Chris, and her opening words were, "Are you in a gambling mood?" The answer was, of course, Yes! (as anything pre-1900 does not



Clockwise: A 1899 Haynes-Apperson Surrey photo from the Detroit Public Library. The date plate and dealership plaque on Russell and Chris's surrey. Below: An early Haynes-Apperson ad from *The Horseless Age* 1899.

come up every day). To cut a long story short, after much research and a trip to Colorado to confirm what I thought I needed to complete the car, I purchased those sad remains of the 1899 Haynes-Apperson Surrey. Next I coordinated for it to be shipped to our depot in Long Beach, California, and on to Sydney in one of our containers.

Once the surrey was in Australia, I did some basic work on setting up the wooden frame and took inventory of the missing parts. Right away, I knew I needed original carbies (one for each cylinder) and some of the external transmission gears, etc. So I started the search in earnest for anything Haynes-Apperson. I visited the Haynes and Kokomo Museums and Bob Golmer, who is the resident Haynes' historian in Kokomo. The Auburn Cord Duesenberg Museum provided me with unfettered access to their 1897 Haynes on loan from the Ford Museum. I spoke to a number of Elwood Haynes' descendants. I tracked down an extra front end in Arizona, a rear end in Oregon, purchased the remains of a 1901/02 Haynes-Apperson in Oklahoma, and bought the "left over spares" for a 1903 restoration that were in a barn on the Idaho/Oregon border. That last acquisition included an original 1902 runabout body minus the seat.

At one particular Bakersfield Swap Meet, I was lucky enough to buy a pair of correct carburetors and some spares in a milk

crate that a friend of mine had collected from a previous sale in New York. He quickly released those parts because they were way earlier than the car he'd purchased. After some dickering the parts came home with me. At Hershey I purchased a fantastic original surrey top in need of a few repairs. It was a remarkable find and correctly sized to suit the Haynes body.

THE HAYNES-APPERSON COMPANY,
Manufacturers of
Hydrocarbon Engines & Motor Carriages
KOKOMO, IND., U. S. A.



Our Motor Carriages are unsurpassed for business and pleasure. They are durable, reliable, fast, go anywhere and are very easy to operate. If you want one in '99 you had better place your order at once, as our output for this year is about sold. Send 10 cts. for illustrated catalogue.

THE HAYNES-APPERSON CO., Kokomo, Ind.

Because the 1899 Haynes-Apperson Surrey had no body and the remains of the semi-armoured wooden frame were of little help, my research, photos, and measurements of various Haynes-Appersons provided me with nearly everything I needed to commence the restoration. A full-size blow-up of the side view of the body was produced, and correct spindles for the seat were commissioned from the Amish in Pennsylvania. I sent out to have the engine's bearings re-poured and machined. It was essential to repair the engine's flywheel as it is the centrepoint and integral to the frame's construction. That was over five years ago, and hopefully, I'll have that back shortly. In the meantime, I have the completed front and rear ends and lots of work prefabricated for the frame and body.

The 1899 Haynes-Apperson Surrey is a "slow burn project" (something unusual for me). My family usually says I am like a freight train—hard to stop and once stopped hard to get going again.

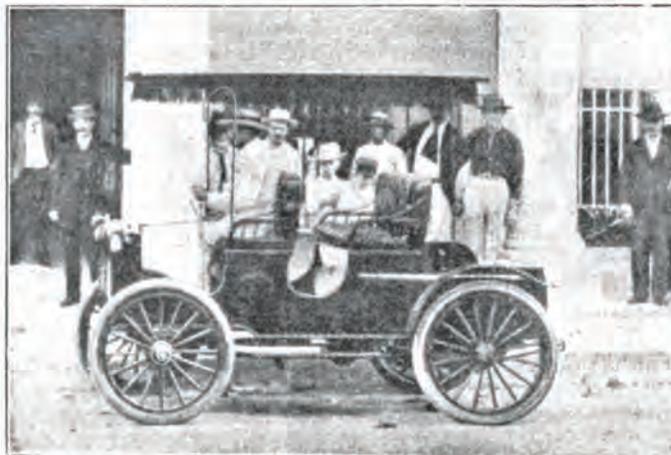


Above: This is our surrey's reverse gear. Note the four rectangle holes in the centre which house the gear engaging fingers and the arm that partially covers one hole, connected to the band on the outside of the gear, as the finger passes the arm it forces the band to contract (planetary transmission but internally operated), grabbing the gear, and locking it in mesh with the crankshaft.
Below: The surrey's beautifully restored tiller.



Automobiles in Cuba.

UNDER a charter granted by the State of New Jersey the Havana Automobile Transfer Company has been organised with a capital of 500,000 dols. It is worthy of mention, from the fact that it is the first American company actually working on long-distance routes and carrying passengers, mails, and ordinary traffic. Starting from Havana, five routes are worked—two along the coast and three inland to Guines,



ONE OF THE VEHICLES OF THE HAVANA AUTOMOBILE TRANSFER COMPANY.

Bejucal, and Guanajay. One of the first passengers on the new cars—which are of the Haynes-Apperson type—was Gomez, the leader of the Cuban people during recent troubles, and everyone in Cuba seems interested in their advent. And well they may, for there is no railway connection between the towns, all the traffic has hitherto been carried by mule carts, and the mail coach takes passengers only at exorbitant rates.

Who knew Haynes-Apperson had a presence in Cuba circa 1900? *The Motor Car Journal*, January 26, 1900, documented a surrey there.

In the meantime, I have other Haynes-Apperson projects. I've started putting together the 1902 runabout. While searching the internet for information, I came across an unknown (in Haynes-Apperson circles) 1903 Runabout Model I, sold new by the Brooklyn Automobile Company, West 43rd St., New York. In 1903 New Jersey was the first state in the United States to insist owners register their vehicles for road use. This Model I was the 506th vehicle to be issued a registration number in New Jersey. It was sold to Doctor Miehle, who used it weekly to travel between Morristown, New Jersey, and Atlantic City (138 miles). The good doctor used the runabout until it was retired to a barn in 1918, where it sat for 20 years until a young Ruth Cannon purchased it from the doctor's estate in 1938.

Ruth and her father used the Haynes-Apperson on AACA events up until the 1980s. It was even part of a movie set in Washington, D.C. Ruth died late last year at the age of 101 years. After another 40 years of slumber, the Haynes-Apperson surfaced again to settle an estate. We purchased the car with its original leather number plate, 1904 gas receipts, and a portfolio of information from Ruth's sons.

Chris and I are the third owners of this fantastic vehicle. By the time you read this article, it will be in the workshop in Mudjee, going through the re-commissioning process, and getting ready for the next Pre-1905 or one- or two-cylinder event. You'll be sure to get an update!

(Photos by Russell Holden and Tracy Leshner)

Eating Ice Cream Makes You Wiser

By Gil Fitzhugh the Elder



Above: almost as good as ice cream! Gil is with his then seven-year old passenger on a warm day. Gil with the older brother on a much cooler day.

For several years I've had a mechanically top-notch, but cosmetically non-descript, 1914 Model T Touring car. I'd like to replace it with something just as dependable, but prettier. And I've had the semi-serious hots for a 1911 Torpedo Runabout, the closest thing to a Miata that Henry ever put on a T chassis.

My iPhone7 battery was fading, and Apple no longer supplies replacements for anything that old (!) On a gorgeous but frigid Wednesday last February, I bundled up in ski gear and took my phone to a you Breakfix store about 20 miles away—in the T, of course. The repair would take about an hour, which was fine, since there was an excellent ice cream shop, open in

the winter, within walking distance. Guess what I'd have for lunch!

Ahead of me in line was a young woman with a 7-year-old boy. He'd had a stubborn baby tooth pulled that morning and was getting ice cream as a consolation prize. He was also underdressed for the cold. I said I was driving a car with no top or windshield, and look at everything I was wearing. The woman said: "Is that your antique Ford we saw in the parking lot? It's beautiful!"

OK, that's happened to most of us. But then it got interesting. She paused and asked: "Do you have a Stanley Steamer?" Startled, I pleaded guilty. She said: "Five years ago you gave us and my older boy a ride in the Great Swamp Wildlife Preserve. We've been talking about it ever since." And she whipped out her phone and showed me a video of me giving her and two kids a ride in my 1911 Stanley. We had our ice creams at a table together, and she insisted on paying for mine. Then I took them for a T ride.

Now, remember, it was cold, and this kid was underdressed. I told the woman I could make the ride as long as she liked, but that I'd turn back if she or her son was too cold. She turned to him in the back seat, and asked him whether he wanted to go back. "No", he said. "But aren't you cold?" "It's worth it." YOWZA!

After the ride, I suggested we set up a play date in warmer weather, for kids under 15 and over 80—and their parents. I think they'll take me up on it. I'm still going to look for a prettier T, but it will be a touring car. None of this would have happened if either the Stanley or the Ford had been runabouts. And I'd have had to pay for my own ice cream!

(Photos courtesy of Gil Fitzhugh the Elder)



Racing Heroes - Joan Newton Cuneo



Joan Cuneo, circa 1910. (Library of Congress image from the Harris & Ewing Collection)

By Kurt Ernst

Hemmings.com 11/19/2013

Reprint courtesy of *Hemmings*

Ask most racing fans to identify the pioneering women of motorsports, and you'll get names like Betty Skelton, Lynn St. James, Janet Guthrie, and Shirley Muldowney. While each played a significant role in shaping the history of motorsports, Joan Newton Cuneo was winning races, setting speed records (and irritating gentlemen racers of the day) long before any of the others first turned a wheel in competition.

Joan Newton was born to a wealthy family in Holyoke, Massachusetts, in 1876. The youngest of four daughters, Newton embraced activities such as bicycling and horseback riding, often considered inappropriate (or, perhaps, too "dangerous") for young women of affluence. As the family's wealth stemmed from the industrialization of Holyoke and surrounding areas, Newton even acquired skills such as operating the family's narrow-gauge, short-line steam locomotive. As Elsa A. Nystrom explains in her book, *Mad For Speed: The Racing Life of Joan Newton Cuneo*, Newton was an independent sort, granted extraordinary freedom from a very early age, which likely goes a long way toward explaining her fearless demeanor in later years.



In Vermont, circa 1908, Cuneo is seated in the rear, behind the driver of her 1903 White. (Image courtesy of the Wilmington Historical Society)

In 1898, Newton married Andrew Cuneo, a successful banker with ties to the Italian immigrant community in New York City. Though such a union may have restricted Newton's access to dangerous conveyances such as the horseless carriage, Andrew Cuneo was understanding of his wife's inclinations, and in 1902, Joan Newton Cuneo acquired her first automobile, a Locomobile steam car. Shortly after, the family would hire a young Louis Disbrow as a mechanic and part-time chauffeur, and it was from Disbrow that Cuneo would gain her remarkable understanding of mechanics.

Within a year, the Locomobile proved to be too sedate for Cuneo, who next upgraded to a 1903 White Model C steam touring car, large enough for four passengers. At first, Cuneo found the car's size daunting, equating its operation to "handling a huge ferry boat." By 1905, she'd stepped up to an even more powerful White model, acquired after a dramatic proclamation: Accompanied by her husband and mechanic, Cuneo would drive in the inaugural 1905 Glidden Tour.



Joan Newton Cuneo in her White steamer at the September 1905 Atlantic City Beach Races. This was Joan's first auto race, and she placed second. (Photo courtesy of the Detroit Public Library)



During the 1905 Glidden Tour, a road construction explosion caused Joan to veer off a bridge to avoid hitting another Glidden tourist while driving her 1905 White steamer. (Photo courtesy of the Detroit Public Library)

ACCIDENT TO MRS. CUNEO

WAS ONE OF CONTESTANTS

FOR GLIDDEN AUTO CUP

And Was Hurl'd Over a Narrow Bridge Near Greenwich, Conn.--Mrs. Cuneo Was Formerly Miss Joan Newton, Daughter of the Late John C. Newton of Holyoke.

Joan's 1905 Glidden Tour accident made headlines. (*The Holyoke Daily Transcript*, July 11, 1905)

An endurance contest held on mostly primitive roads, the first Glidden Tour ran just over a total of 870 miles, starting in New York City, driving to Bretton Woods, New Hampshire, and winding a circuitous route before eventually returning to New York City. Along the way, drivers could expect to encounter reoccurring breakdowns, fuel shortages (even steam cars typically fire their boilers on gasoline or kerosene) and weather conditions that could turn roads into muddy, rutted bogs, making them virtually impassable. Cuneo also faced a challenge of a different sort: Her 1905 White steam car made 15 horsepower, a full 50 percent increase over the model she was most familiar with.

Her introduction to competitive motorsports was almost short-lived. On the second day of the event, Cuneo swerved to avoid another competitor driving in reverse. Harlan Whipple, the driver of the second car, was doing so to avoid a dynamite blast about to be set off by a road construction crew. In avoiding Whipple's car, Cuneo lost control of her own, sending the White down an embankment and tossing it on its side in a stream. Cuneo, her husband and her mechanic were all uninjured, and period accounts reported that Cuneo re-lit the car's burners herself, while it was still in the water.

Suddenly, Cuneo was a celebrity, with newspapers posting images of the daring woman driver on their front pages. The accident was hardly the only obstacle encountered in the tour, which saw Cuneo receive a speeding ticket (one of many she would accumulate during her racing years) and would be banned from ascending the road up New Hampshire's Mount Washington, perhaps the first time Cuneo encountered real

PLUCKY NEW YORK WOMAN.

Mrs. Cuneo Will Drive Her Auto Up Mount Washington Next Year.

Special to The New York Times.

WORCESTER, Mass., July 20.—Barred by the Glidden auto tour officials, because she was a woman, from making the perilous run against time to the top of Mount Washington, plucky Mrs. Andrew Cuneo of New York declares she will make the run independently. She will try next year, she says, to make the run in the same race. If she is not allowed to do so, she will make it by herself, regardless of the officials of the race.

"I have operated a car five years and know my car far better than a lot of men do," said Mrs. Cuneo. "If some of the cars went up the course in the time accredited them, I can put my car up in faster time. I believe I could back it, run it sideways, or any old way, and land there in better time than some of the men drivers did.

"I can see why the officials bar women from the climb. It is very dangerous and most women are timid, but certainly I have shown them in this tour that I am far from timid and know how to handle

Joan refused to let discrimination beat her down.

discrimination in her racing career. The American Automobile Association, which sanctioned the race, deemed the ascent up the steep and winding carriage road "too dangerous" for the woman driver, likely as a result of complaints delivered by her male counterparts. At the time, driving a car required considerable strength, and racing required a vague indifference towards bodily injury; that a woman could drive as well as a man, therefore, was more than a little emasculating.

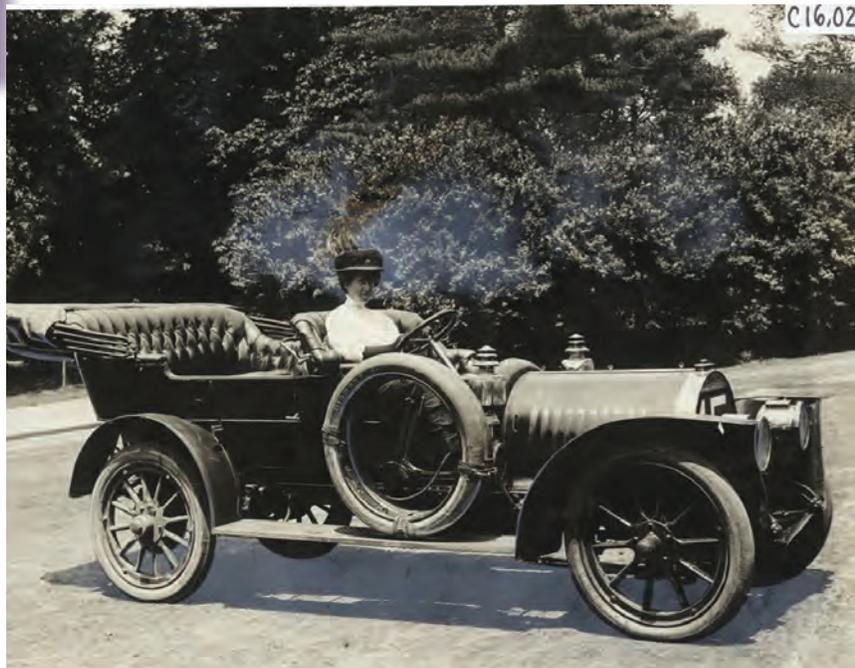
Near the end of the tour, Cuneo's White encountered transmission problems, which took her mechanic Louis Disbrow a substantial amount of time to fix. Though the group would ultimately make it to the event's finish,

the Mount Washington ban meant Cuneo didn't "complete" the tour, excluding her from a "first class certificate of completion" and leaving her only with a "second class certificate of participation." While not the result Cuneo had hoped for, the outcome left her determined to run the event again.

Her husband's business engagements kept Cuneo in Europe for much of 1906, but she would return to the Glidden Tour in 1907, this time driving a 1907 Rainier touring car with an estimated 35 hp. The route would differ as well, now stretching to 1,570 miles, and rule changes meant that only a club (associated with the AAA) could win the trophy. Cuneo had not been asked to join such a club, and thus had no chance at taking overall victory in the event. Nonetheless, Cuneo competed to win, encountering hardships such as a high-speed blowout, broken springs and a bent axle. Though she would not win the event, Cuneo once again finished, and set her sights on the following year.

This time, Cuneo would be driving a 1908 Rainier touring car rated at an estimated 50 hp. She was a member of the Chicago Motor Club 2 team, and despite the numerous hardships encountered during the race, managed to finish with a perfect score of 1,000 points. More impressively, Cuneo had driven the entire tour herself, while other entrants, too tired to press on, called for the services of relief drivers. For her efforts, Cuneo received a silver cup from the other entrants for her sportsmanship and "pluck," as well as a gold medal from the AAA and a second cup from the Chicago Motor Club for her efforts on its behalf.

Joan sits in her 1908 Rainier in which she received a perfect score during the 1909 Glidden Tour.



WORLD'S MOTOR RECORDS SMASHED

Mrs. Joan Newton Cuneo Hangs Up Shorter Times for Three Events

Fifty Mile Race Is Won by De Palma, With Fiat Cyclone, Who Establishes New Figures

Special to The Inquirer.

NEW ORLEANS, La., Feb. 20.—Smashing several world's records in which Mrs. Joan Newton Cuneo figured most conspicuously, the Mardi Gras races opened at the Fair Grounds this afternoon before 5000 enthusiastic persons.

Society was out in full force and hundreds of private automobiles, gaily decorated and filled with Southern society, many of the season's debutantes of the carnival balls and their escorts being among them, lined the front of the race course.

The weather conditions were ideal and the track was fast and in fine shape. Everything combined to make the opening of the carnival races a notable society event.

Mrs. Cuneo was the star attraction. She figured in the opening race, which was a one-mile event, free for all, to beat the world's record of 51 seconds, held by Ralph dePalma in his Fiat Cyclone.

The prize was a gold medal. Mrs. Cuneo in this race broke the world's record for ladies in 1.02½. This was lowering her own record by four seconds. She was given one of the grandest ovations as she swept up to the judges' stand after the race ever witnessed in this city. Again in the third event Mrs. Cuneo gave a five-mile exhibition race and covered the distance in 5.05 flat. She broke her own record at Brighton Beach by virtually one minute here. She had covered the distance in 6.05 1-5.

The Philadelphia Enquirer Sun, February 21, 1909, details Joan's extraordinary racing exploits from New Orleans. She bested Ralph De Palma's one-mile record with a time of 51 seconds.



MRS. JOAN CUNEO FINED \$10.

Mrs. Joan Newton Cuneo who was "pinched" for too fast auto driving at Yonkers the other day was allowed to put in a plea of guilty by telephone and was fined \$10. Mrs. Cuneo said she did not consider the speed at which she had traveled as fast, as she had gone at the rate of 112 miles an hour in a race at Palm Beach. She was going at a 43-mile an hour clip when arrested.



Top to bottom: Cuneo and a passenger seated in Joan's Lancia during the 1909 New York City to Philadelphia Run sponsored by the Women's Motoring Club. (Photo courtesy of the Detroit Public Library) Left to right: In her Knox Giantess Joan barrels around the 1909 Devil's Despair Hill Climb in Wilkes-Barre, Pennsylvania. (Photo courtesy of the Detroit Public Library) One of her many speeding ticket headlines. (The Holyoke Daily Transcript, May 8, 1911)



AMERICA'S MOST FAMOUS WOMAN MOTORIST

O YOU who demand luxurious cars with electric lighting, self starters, fifteen-inch upholstery, silent motors, non-puncturable tires, etc., etc., come back with me to my first car of 1902 — a steam runabout, with only kerosene lamps to light the road at night (and such roads!) the one drive-chain which always slipped off at the wrong time and place, and the little bicycle tires. Silent motors? Why, we were glad of the noise then, for they refused so often to go at all.

In 1903 I graduated to a four-passenger steam touring car, with rear entrance and stationary top, side baskets over the rear mud guards, carbide generators for light, and shaft drive instead of chain. I'll never forget the sensation of driving that car for the first time. It seemed like handling a huge ferry boat.

In 1904 I had a short and sad experience with a gasolene touring car, the whole tonneau of which had to be lifted to get at the engine.

In 1905 I bought another steamer, one of the first cars painted other than the usual red, green, or black. It was light gray with still the prescribed black leather, and had a folding top. I was criticised severely for having such a delicate and impractical car, but I entered and drove it through the Glidden Tour of that year — and raced it on the Atlantic City beach in the fall of 1905.

In 1906 I had one of the first seven-passenger side-entrance cars in New York, also a gasolene runabout. That year, using the chassis of the steamer, I drove and won events on the tracks at Poughkeepsie, Orangeburg, Danbury, Morris Park, and Philadelphia, and the Atlantic City Beach.

Nineteen seven weaned me from the steamers and I bought a seven-passenger touring car, driving it through the Glidden Tour of that year and also in a hundred-mile track race at Washington.

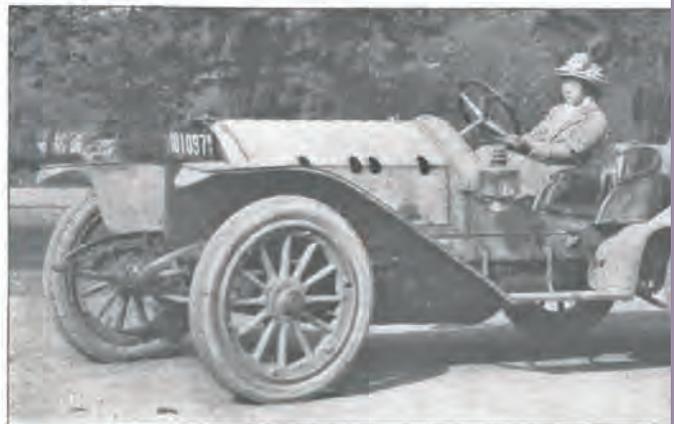
In the Glidden Tour of 1908, which is credited with being the severest two-weeks road race ever held, I was fortunate enough to be one of the eight who finished with perfect scores.

Country Life in America, January 1914, featured the article "America's Most Famous Woman Motorist" authored by Joan Newton Cuneo.

On the tracks at Jamaica and Danbury exhibition — and also competed in the Jersey the three-day Mechanical Efficiency Tour, to-Atlanta Tour, and several smaller ones, a Parkway in 1911 drove a half mile in 16½ minutes at a rate of 111½ miles an hour.

One of my greatest pleasures in automobile has been the trip to Coney Island each year the New York Orphans, and since 1907 with Island, too. If automobilists only knew what a day of freedom and pleasure means to the children, how gladly they would give the for this charity.

Living over the trials and tribulations the joys and triumphs of the eighteen automobiles owned, I cannot help wondering what years may bring forth — for surely it seems



Mrs. Cuneo in her 1909 car. She has owned and driven eighteen cars.

of to-day has reached nearly the top in every respect, and we wonder how so

Now well known in the world of motorsports, Cuneo entered the 1909 Mardi Gras Races in New Orleans, Louisiana. After beating her previous five-mile speed record of 6:04 with a time of 5:05, Cuneo entered a 50-mile event where she finished second to the legendary Ralph De Palma; De Palma had completed the distance in 51:37, while Cuneo finished in 52:40, a mere 63 seconds behind. No other driver was even close to De Palma or Cuneo, and few could argue with her skill behind the wheel. During the course of the three-day festival, Cuneo would go on to establish several speed records for women, as well as capture three wins and two second-place finishes. Despite this, the AAA was growing increasingly uncomfortable at the presence of women in the sport, and by the end of 1909 banned women from entering events it sanctioned.

In 1911, Cuneo would set a woman's speed record of 111.5

mph behind the wheel of a Pope Hummer on the Long Island Motor Parkway, but the bulk of her racing glory was behind her by then. A little more than four years later, by the end of 1915, her marriage to Andrew Cuneo would be over, and in 1917 she would turn her back on New York for a rural life in Vermont. Even this relocation was temporary, as in 1922 she followed her son and his wife west, settling in Ontonagon, Michigan. Joan would marry James Francis Sickman there in 1928, but would die just six years later, in 1934, at age 58.

Though largely unknown today, Cuneo's daring exploits inspired other women to embrace a sport then in its infancy. While Cuneo's name may be forgotten, her contribution to motorsports history is not.

(Photos courtesy of Mike Eldred, the Wilmington Historical Society, and Tracy Leshner)

ABCs of the Brass Era: "U" is for Upton



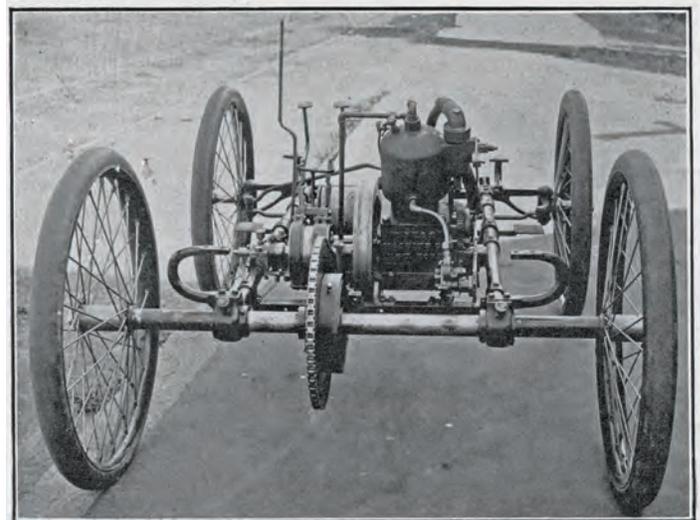
By Jeff Leshner with Dan Olsen

When Bob Ladd and Tracy decided to launch the "ABCs of the Brass Era" feature in *The Gazette*, I offered to take care of "U" and cover the obscure Upton Automobile. Then a few months ago, Dan Olsen of the Boyertown Museum of Historic Vehicles in Pennsylvania sent Tracy a draft. So along with Dan's work, Kim Miller, past AACA Librarian, and the help of the current AACA Library staff, I dug into the company's history.

My connection to the Upton Automobile Company goes back to my childhood. On my way to high school, I rode by the Upton factory at 12th and Walnut Streets in Lebanon, Pennsylvania, every day.

The history of the Upton Automobile Company is indicative of many early automobile companies. The short-lived Upton had a roller-coaster ride of highs and lows. Local car historians surmise that no Upton automobiles exist. It is believed that the last Upton automobile fell victim to a WWII scrap drive. All of these tidbits of local history have fascinated me.

In 1858 Colcord Upton was born in Salem, Massachusetts. During his career as a seaman, the United States Patent Office issued Upton an 1894 patent for his electrically operated dredging bucket design. This was the first of numerous patents he received throughout his lifetime. By the end of 1899, he launched his automobile transmission business and started to advertise in *The Horseless Age* as Colcord Upton, Beverly,



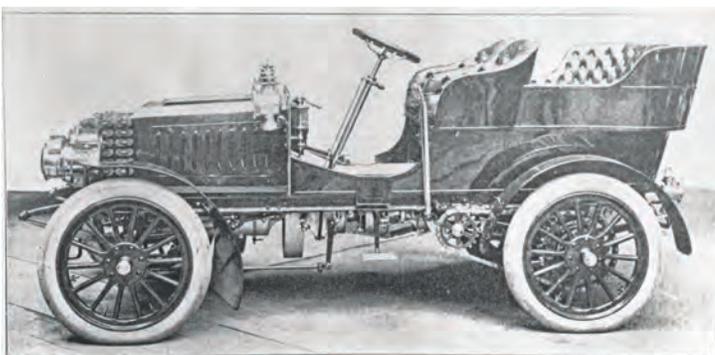
A 3-½ horsepower De Dion engine transferred power to the rear wheels via a chain-driven from one of their two-speed planetary transmissions. *The Horseless Age*, September 11, 1901.

Massachusetts, Transmission Gearing for Automobiles. In February 1900, Colcord formed the Upton Machine Company in Beverly. Three months later, he announced the company headquarters would be in New York City at 17 State Street with Henry W. Goodrich as president and Colcord Upton as vice president and general manager.

By November 1900 the Upton Machine Company displayed their planetary transmissions and a single-cylinder runabout chassis at the New York Automobile Show at Madison Square Garden. The Upton Machine Company became a regular advertiser in many trade journals, and multiple manufacturers touted their use of Upton transmissions in their automobiles. The company announced in *The Horseless Age* that they planned to introduce an automobile while building transmissions and two-cylinder gasoline engines. By early 1902, the Upton Machine Company continued to market their complete



The Horseless Age, October 29, 1902, included a picture of the large, 1-½ ton capacity commercial delivery wagon Upton had built for a Boston department store. It had an opposed two-cylinder, twenty horsepower engine coupled to a larger planetary transmission with a chain drive to the rear end. The Upton Machine Company manufactured the frame, engine, transmission, and rear end in their facility. It is unknown if the body was built in-house or by a local shop.



THE UPTON GASOLINE TOURING CAR.

The 1903 Upton Touring car, a five-passenger vehicle powered by a water-cooled, inline four-cylinder engine rated at sixteen horsepower on a 90-inch wheelbase, was displayed at the New York Automobile Show at Madison Square Garden with a price tag of \$3,500.

chassis, powered by their two-cylinder, water-cooled opposed engine. They were one of the original thirty-eight National Association of Automobile Manufacturers and supported the Automobile Club of America's push to initiate competition for commercial vehicles. Upton Machine promoted their two-cylinder chassis for commercial use. By September they finalized the purchase of an expansive factory in Beverly, Massachusetts. In November, they also announced a new, inline four-cylinder vertical engine for a touring car.

The 1903 Upton Touring car was displayed at the New York Automobile Show at Madison Square Garden. They also took the new car to Boston in March for the Boston Dealers Show, along with their engines and planetary transmissions. It is unclear how many of the 1903 design were built and delivered, but Upton Machine company continued to market transmissions and engines. In June Upton announced that he had withdrawn his interests in the Upton Machine Company and incorporated in New York to continue manufacturing two and three-speed transmissions. The newly formed Upton Gear Company showcased new transmission gearing from their offices in New York City in July and announced that Harry L. Radford (formerly of the Winton Motor Carriage Company) would become the Boston agent for the Upton Gear Company. By December, the Upton Gear Company started to offer a sliding gear transmission in addition to planetary transmissions.

Not to be forgotten, the Upton Machine Company of Beverly, (Colcord had no connection) announced that they would offer a 16-horsepower, inline 4-cylinder water-cooled engine, with a 4" x 4-½" bore and stroke. A 1904 Upton Touring automobile with this engine would be shown at the upcoming New York Automobile Show in January. The funny thing is that the Upton Touring had changed names by the time the show took place! In the January 13, 1904, issue of *The Horseless Age*, the advertisement from the Upton Machine Company was for the Beverly touring car. It would be on display at space #78 of the show, demonstrating a new 22 horsepower, 4-cylinder engine and the innovation of headlights that swung with the front wheels. It is not known how many of the Beverly-built vehicles were sold, but the Upton Machine Company stopped advertising its automobiles by mid-1904. When the 1905 New York Automobile Show came around, the Upton Machine Company was a no-show in the exhibit hall. This company was reorganized in September 1905 as the Beverly Manufacturing Company and built only Upton planetary transmissions. In January 1908 the Cameron Motor Car Company of Brockton, Massachusetts, bought the company and began manufacturing Cameron Automobiles in the old Upton/Beverly plant.

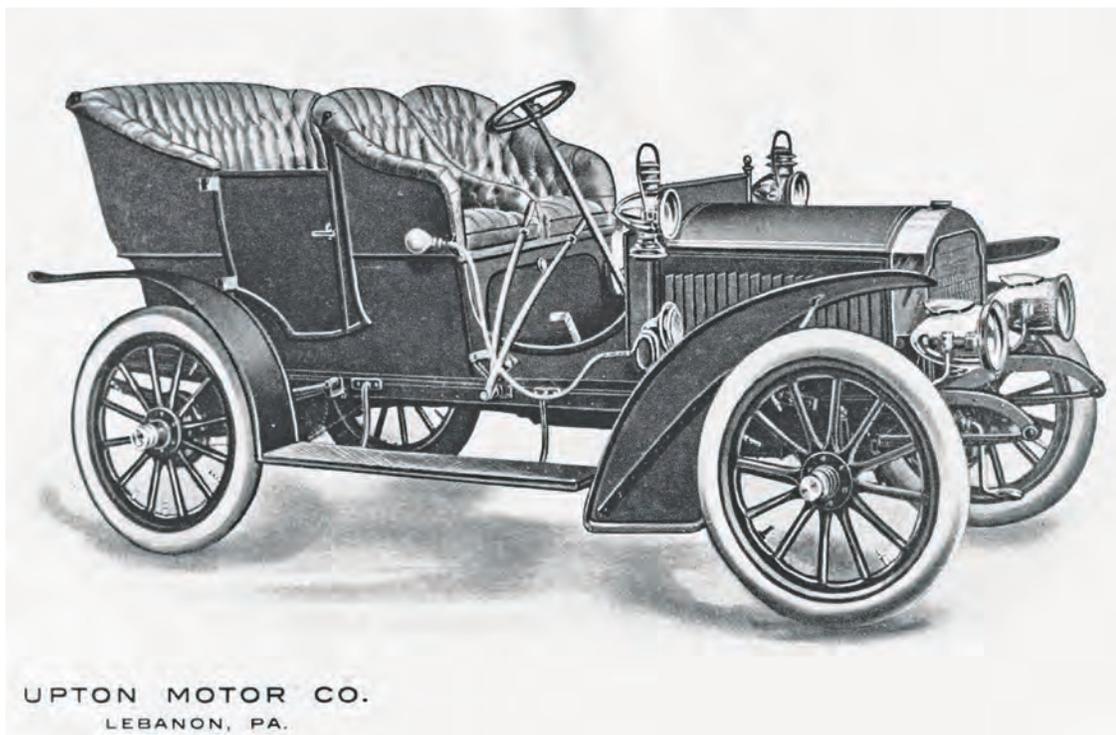
Colcord Upton remained busy during 1904. Through his need to contract manufacturing, he met Milton Schnader of Reading, Pennsylvania, who owned the Keystone Match and Machine Company in nearby Lebanon. Keystone Match and Machine built machinery for match manufacturing and had ventured into bicycles in 1896 with great success.

In September of 1904 the first Keystone manufactured Upton water pumps were marketed. Two months later it was reported that they began construction of the new Upton touring car in preparation for the January 1905 New York Automobile Show. In December, Colcord Upton and Milton Schnader filed for a charter, along with Harry Atkins, Isaac Beckley, and Harry Ulrich as President, Secretary, and Treasurer with Upton as General Manager. Schnader continued to operate the Keystone Manufacturing Company in the same building at 12th and Walnut Streets in Lebanon to manufacture the Upton pumps. The sales catalog published prior to the New York Automobile Show showcased the touring car and Upton Motor Company automobile pumps and transmission gears, both sliding and planetary from this location.

The Lebanon Daily News, January 11, 1905, reported that the Upton Motor Company shipped their first car to the New York Auto show. The Upton display car remained in New York City at the close of the show and was sold by Mendel, Dale and Company who had signed on as sole agent for the Upton.

After the success of the January show, a slightly modified Upton Model B was built and shipped to the Boston Automobile Show. This had a slightly longer wheelbase at one hundred inches but otherwise was unchanged from the New York show prototype. This car was returned to Lebanon after the show and was sold to Eli Atwood, President of the Lebanon Chain Works. In June, the *Lebanon Daily News* documented the delivery of a new touring car to Charles Myers of Atlantic City, New Jersey. Rather than shipping this new auto, the plan was for the factory test drivers, Cyrus Patschke and H.T. Atkins to drive the car with Fred Upton (Colcord's son) and Eli Atwood's Model B as the chase/return car. They reported that Myers' Model B covered one stretch of seventy miles between Hammonton and Absecon, New Jersey in one hundred minutes or an average speed of 42 miles per hour. This distance seems exaggerated, as the current Route 30 only measures thirty-two miles between those two points!

By August it was reported that six of the seven cars built in 1905 had been sold. On August 23 a new company, the Lebanon Motor Works incorporated with officers Colcord Upton, Arthur Hoverington,



Top: The 1905 touring car was powered by an inline 4-cylinder engine sourced from Continental making a claimed 30 horsepower with a 4-1/2" x 4-3/4" bore and stroke. The engine was connected by cone clutch to an Upton produced sliding gear transmission with three speeds forward and reverse riding in a 98-inch wheelbase. The body was a five-passenger Roi-des-Belges design constructed of wood. It rode on 34 x 4 clincher tires and was shaft driven to a rear differential with brakes on both rear wheels. It was priced at \$2,500. You could purchase a top for an additional \$200.
Bottom: An Upton touring ad from The Motor, February 1905.

and H.R. McCloughlin. The Upton Motor Company struggled financially, so the new company secured a mortgage on the real estate from the Lebanon County Trust. But it may have been too late, as the first of many lawsuits for nonpayment of bills in October and November began with the Post and Lester Company, their lamp supplier and then Continental Motor Manufacturing Company. The suits were settled and by the end of 1905, it is estimated they had manufactured fifteen automobiles.

The Upton Touring Car

FRAME
Pressed steel of latest pattern with sub-frame.

SPRINGS
Semi-elliptic, extra long and flexible.

AXLES
Extra heavy and reinforced to give added strength.

WHEELS
Artillery type, 1 1/2 in. ball bearing, 34 x 4 in. Clincher tires.

BRAKES
One on each rear wheel and one on driving shaft.

DRIVE
Propeller shaft and bevel gear.

TRANSMISSION—Three speeds forward and one reverse, with direct drive on the high speed and no idle gears running.

MOTOR—A four-cylinder, vertical motor, with 4 1/2 in. diameter and 4 1/2 in. stroke, is placed under the hood in front, and every part is accessible.

IGNITION—High tension magneto—imported—guaranteed in every way.

ACCESSORIES FURNISHED—Two acetylene head lights, two side lights, one rear light, one generator, one French horn, one pair of rubber mats, one set of tools

Price, \$2,500

New York Office
1691 BROADWAY
Cor. 53rd Street.
Upton Motor Company,
LEBANON, PA.

September 14, 1905.

BEACH TOURNAMENT ENDS.

Christie Makes a Flying Mile in :38 Flat at Atlantic City.

Summaries of the other events follow:
One mile for touring cars carrying three passengers, moving start.—Charles Myers, Upton, 1st, time 1:48 3-5; John Donnelly, National, 2nd, 1:50 4-5.

One mile for American made cars under 30 horsepower.—C. Bacharach, Packard, 1st, time, 1:21 1-5; James Duffy, Pope-Toledo, 2nd, 1:31 3-5; G. H. Jones, Jones-Corbin, 3rd.

One mile for touring cars costing \$2,500 or less.—C. J. Swain, Winton, 1st, time, 1:19 2-5; J. Bacharach, Packard, 2nd, 1:23; J. Wilkins, Jr., Winton, 3rd.

One mile for touring cars standing start.—C. J. Swain, Winton, 1st, time, 1:46 3-5; J. Wilkins, Jr., Winton 2nd, 1:47 2-5; G. H. Jones, Jones-Corbin, 3rd.

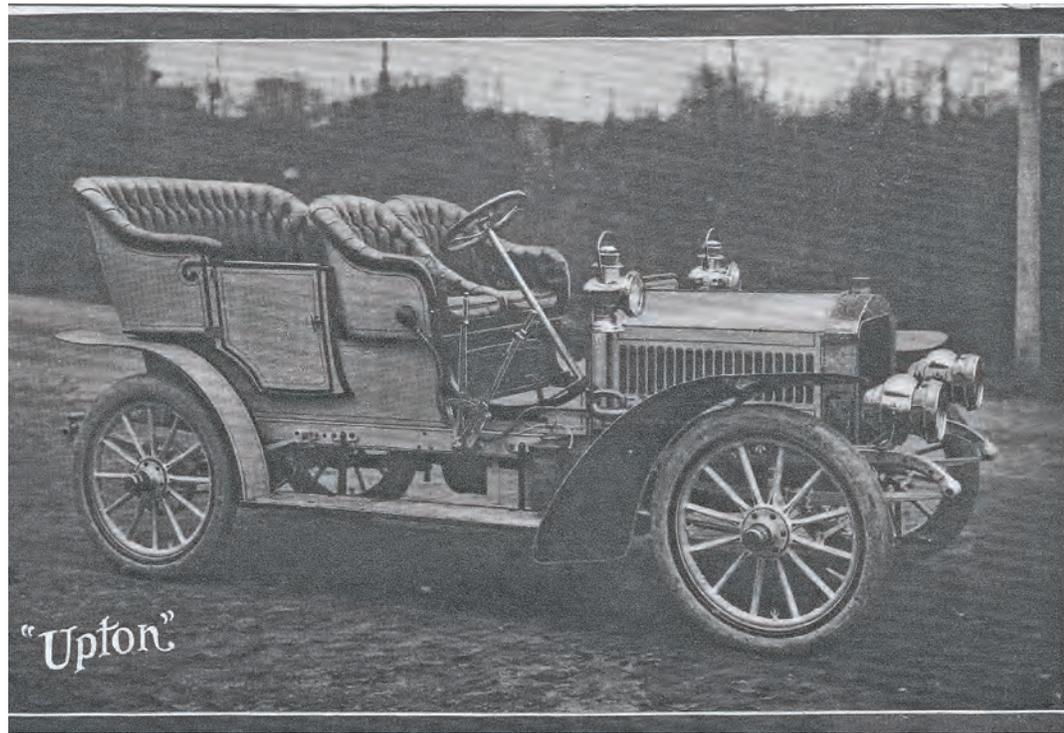
One mile for stripped cars weighing 1,432 to 2,204 pounds.—Wilkie, Buick, 1st, time, 1:14 4-5; C. J. Swain, Winton, 2nd, 1:34; Buick Company's Buick, 3rd.

On September 5, 1905, Myers raced his Model B in the Atlantic City Beach Races under the touring cars with three passengers class, and finished first, in a time of 1 minute and 48 seconds for the rolling mile. He beat out a National that finished second. From The Automobile, September 14, 1905.

for unpaid tire bills. The Lebanon County Sheriff closed the plant on January 25, seized assets to cover claims, and placed levies on the factory building the next day. On the following Tuesday, Joseph R. Wilson of New York, one of the major shareholders, stepped in and paid the employees owed wages and the outstanding claims.

However the demise continued and by late February the county court seized four cars under construction until Wilson paid a \$206 claim from an unspecified creditor. They continued to build autos and in June they delivered an eight-cylinder runabout to J.R. Harding of Providence, Rhode Island. Two four-cylinder engines connected end to end formed the eight-cylinder engine. By the end of 1906, the total production of 1906 models had reached 33 autos.

In January 1907, the Ideal Automobile Company of Lebanon incorporated. The business would build and repair automobiles. Upton Motor Company officially ended production in February 1907 and the Lebanon County Sheriff auctioned off the contents of the 12th and Walnut Street factory, with the Ideal Automobile Company being the highest bidder. There is no indication that Ideal ever produced an automobile. Still, they continued in the auto repair and maintenance business through the 1920s as a Chalmers dealer. Cyrus Patschke (Upton's test driver) also returned to Lebanon after a successful racing career with Acme and Marmon in 1913. He went to



The Lebanon Motor Works built the 1906 Upton Touring auto in time for the New York Automobile Show. While at the 1906 auto show, the Hartford Rubber Company filed suit

The 1906 model had slight modifications from the Model B with a longer wheelbase of 109 inches and a new engine. The engine was an inline four-cylinder, and the cylinders were cast in pairs, with a bore and stroke of 4-7/8" x 5" rated at 40 horsepower. Upton may have switched to a different engine supplier after the issues of late 1905. The improved car had a price of \$3,000.

work for Ideal Automobile before opening his own Lebanon-based Overland dealership.

Colcord Upton moved out of Lebanon and although his transmission and automobile businesses were all finished, he continued working, with at least one more patent issued in 1911 for an improved bearing design for Simplex Roller Bearings of New York. In May 1914 the *American Cyclecar* reported that there was a filing of incorporation in Indiana for the Upton Automobile Company for a new cyclecar company. However there is no evidence that any of these were ever produced. Colcord died in 1930 in Raleigh, North Carolina, at the age of 73.

Sources:

- Hower, John. "Local Auto Factory Short Lived." *Lebanon Daily News Sunday Magazine*. August 27, 1989.
- No author. *The American Cyclecar*. May 1914. Pg 73.
- Summar, Donald. "A Tale of Two Uptons." *Automotive History Review*. Number 9, Summer 1978.
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(Photos and images courtesy of Matt Hocker at the AACA Library, Jeff Leshner, and Tracy Leshner)

Fitting a Starter Motor to a Renault AX

By Howard Hodson
hph1000@cam.ac.uk

A few years ago, I decided that I needed to add a starter to our 1910 AX. Having fitted several starter-generators (dynastarts) to other cars, I initially looked at a similar conversion for the AX. Of course, the advantage of a starter-generator over a simple starter is that there is no need to worry about keeping the battery charged during a rally. Unfortunately, dynastarts are large units and I could not see how to fit one without cutting a big hole in the belly pan of the AX, something which I did not want to do. So this article describes how I fitted a conventional starter motor.

Many of the ideas presented here are not my own and are unashamedly gleaned from others' experiences. My intention was that the installation did not lead to alterations to the car.

The first challenge was to find a suitably small starter motor. This would have to be mounted behind the flywheel, pointing forwards. This was to avoid clashing with the cooling fan's blades that are mounted on the flywheel. Given that the AX's engine rotates clockwise when viewed from the front of the engine, this meant that I needed the starter motor to rotate anticlockwise when viewed from the pinion end. Most starter motors are mounted the opposite way around and therefore rotate clockwise. Most are also too large and far too powerful for what was needed here. As you can imagine, there was not much choice.

The starter motor that I used was a Lucas LRS 514. These are fitted to the Suzuki Carry and Bedford Rascal

micro vans with 0.8 or 1.0 litre engines from 1979 to 1999. A well known auction site provided a new unit for \$75.

Once I had the starter motor, I could begin to think about where to mount it. It soon became clear that I had two options, either on the left of the car above the subframe or on the right side below the subframe. I chose the latter location since this is well away from the exhaust and is far less intrusive.



Figure 1. The Lucas LRS514 Pre-Engaged Starter Motor.

The next challenge was to find a ring gear of the correct size with a matching tooth form. Given that the donor vehicle for the starter motor is made in Japan, I was surprised to discover that the 9 teeth on the pinion had an imperial tooth form, rather than a metric one. The tooth form had a diametral pitch (DP) of 10. This was good news because this is probably the most commonly used form on ring gears. Other common imperial forms are 8 DP, 12 DP and 14 DP. Most suppliers can provide the inner diameter, the thickness and the outer diameter of their ring gears but not all will know the tooth form. However, if you divide the number of teeth plus two by the outer diameter, you get the diametral pitch.

To allow the pinion to smoothly engage with the ring gear, the teeth on the ring gear should be chamfered (or rounded), just like many of the gears inside the AX's gearbox. To save money, most ring gears have only one side of one end of each tooth so modified. The chamfer

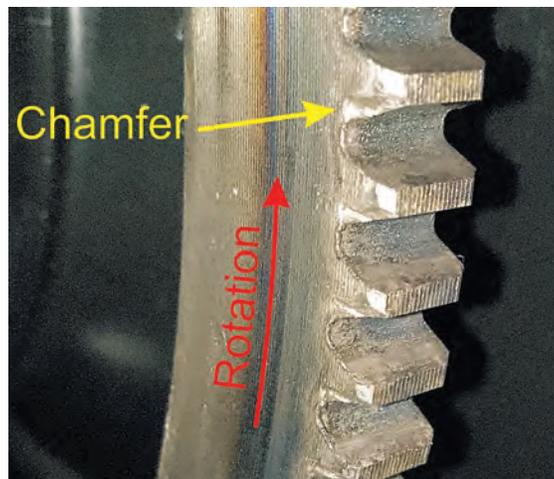


Figure 2. Only one edge of the tooth is chamfered.

needs to be on the driven side of the tooth. Just another thing to look out for.

The diameter of the ring gear was constrained by the diameter of the driving cone of the clutch since the ring gear would be mounted to the back of this. Having made some of these cones, I knew that my maximum outer diameter would be 340mm (13.4"). This told me that I was looking for a ring gear with no more than 132 teeth because $(132 + 2) / 10 = 13.4"$. At this point, I was looking for a conventional ring gear that I would mount on a ring that would be bolted to the back of the clutch. In the end, this additional ring was not required because I found a deep ring gear with an inner diameter that was almost the same as the inner diameter of the driving cone and it had 132 teeth. The ring gear is from Mitsubishi type 4G33, 4G52 and 4G54 engines that are found in such things as forklift trucks manufactured by Caterpillar and others. The Mitsubishi part number is MM114747. The cost was \$99. Perfect!



Figure 3. Mitsubishi ring gear part number MM114747.

To fit the ring gear, all I needed to do was to mount it onto the back of the driven part of the clutch using some 28mm long spacers. The spacers are needed because the starter motor has a bearing support in its nose, ahead of the pinion gear, and this must be kept clear of the fan blades. The spacers were made from hexagonal steel bar. They have an 8mm internal thread at one end to fit onto the studs in the flywheel and a 6mm internal thread at the other end for attaching the ring gear.

I then drilled six, 6.5mm holes in the ring gear to line up with the studs. Button head M6 socket screws were then used to fix the ring gear in place. The 0.5mm clearance around the screws allowed enough movement to be able to set up the ring gear so that it ran true to within a few thousandths of an inch. The centres of the gears need to be a consistent distance apart to ensure smooth operation.



Figure 4. The ring gear is mounted on six spacers.

Having fitted the ring gear to the engine, I could now turn my attention to the mounting of the starter motor. As you can see from the various images, the main mounting bracket is fitted to the inside and underneath the right hand subframe rail where it tapers inwards. My first problem was to find the angle of this taper. Measurements followed by some trigonometry revealed that each rail was at an angle of 13.2 degrees to the centreline of the chassis.

Once I knew the geometry of the subframe, I transferred this to CAD and began to lay out the various parts needed to complete the design. Wherever possible, I used commercially available parts. All of the "special" parts were milled from either 8mm or 6mm thick steel plate. They could also have been laser cut.

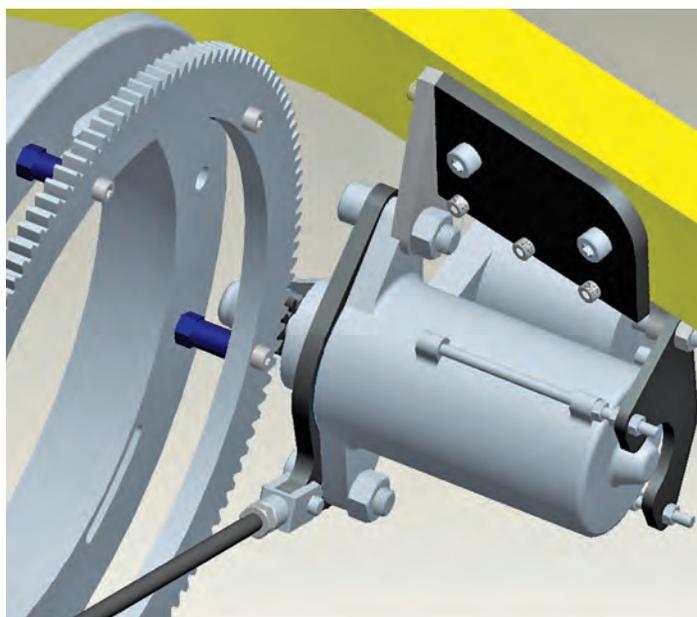


Figure 5. CAD view of starter motor assembly.

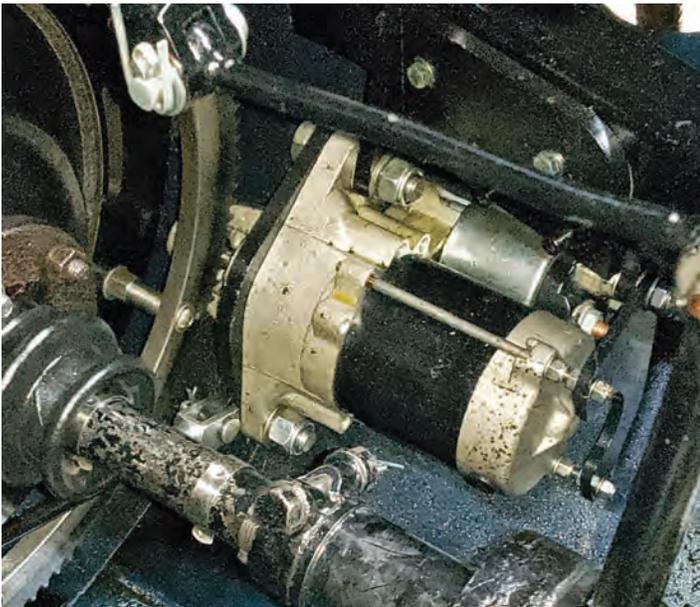


Figure 6. This is what it looks like about three years after installation, hence the oily appearance.



Figure 7. CAD view showing tie rod anchor and how the main bracket is fixed to the chassis.

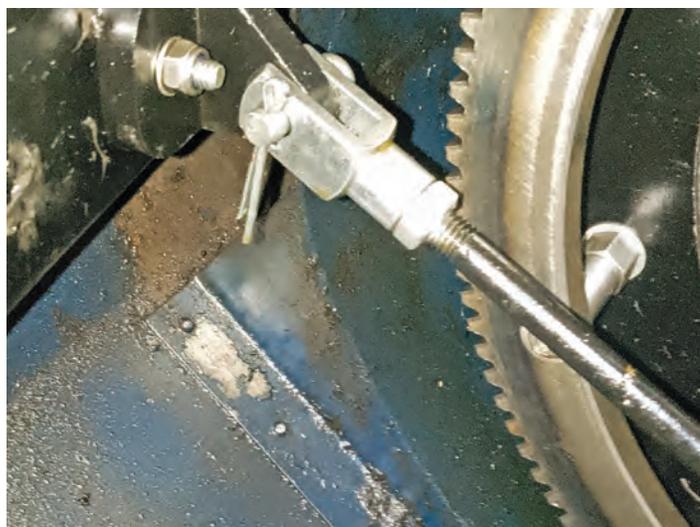


Figure 8. Tie rod anchor.



Figure 9. This CAD view shows all of the components used to fix the starter motor in place.

The main bracket was bolted to the right hand side subframe. It was made of four parts – front and rear pivots, a vertical piece and a horizontal piece. The parts were screwed together rather than welded so changes could be made. In the end, no changes were required. The pivots allowed the starter motor to be swung towards/away from the ring gear. This was to enable the setting of the engagement of the gears.

It was probably overkill but I added a steel flange to the front of the starter motor's flange. This was intended to stiffen the motor's flange in the event that the motor tried to twist. This flange also has a lug which was used to tie the starter motor to the left side of the subframe with a steel rod and so prevent the gears from moving apart when under load. A bracket was fitted to the left hand rail of the subframe to anchor the left hand end of the tie rod.



Figure 10. Cutting out the piece that is used to stiffen the flange of the starter motor.

The tie rod is adjustable to ensure the correct engagement of the gears. This is something that is difficult to set up since the gears are only engaged when power is applied to the starter motor. To get around this problem, I made a "clip on" gear using my 3D printer. This fits in the space normally occupied by the pinion when the solenoid is engaged.



Figure 11. "Clip on" pinion gear printed in plastic.

to be plenty. I have never had to recharge the battery during a rally. In addition to starting duties, the battery also powers the lights and the Magnitor ignition system (see *The Gazette* May-June 2022).

Heavy duty "battery cable" was used to connect the battery to the starter motor. I prefer to use cable that has many fine strands since it is easier to fit than the more rigid types. Black cable was connected between one of the mounting bolts on the main bracket and the negative terminal of the battery. Red cable connected the positive terminal of the battery to the heavy duty connection on the solenoid. Red and yellow wires were used to connect to a push type starter switch rated at 30 Amps. All connectors were crimped and then soldered to the wires for added security.

Over the past few years, the starter motor has proved invaluable. It spins the engine with gusto and it has never let me down. Furthermore, the car can be returned to original specification very quickly with the only witnesses being a few mounting holes in the subframe.

(Photos and graphics by Howard Hodson)

A hinged bracket was also added to the rear of the starter motor. Its purpose was to resist any twisting of the starter motor. It is fixed to extended versions of the 5mm tie rods that are used to clamp the various parts of the motor casing together.

The starter uses a negative earth. The battery itself did not need to be particularly large. A "U1" style battery was used. These are often found in garden tractors. It comfortably fits in the space under the seat of the AX. The cold cranking current is about 300 Amps, which exceeds the demand of the starter. The battery has a capacity of 32 Ampere-hours. This seems

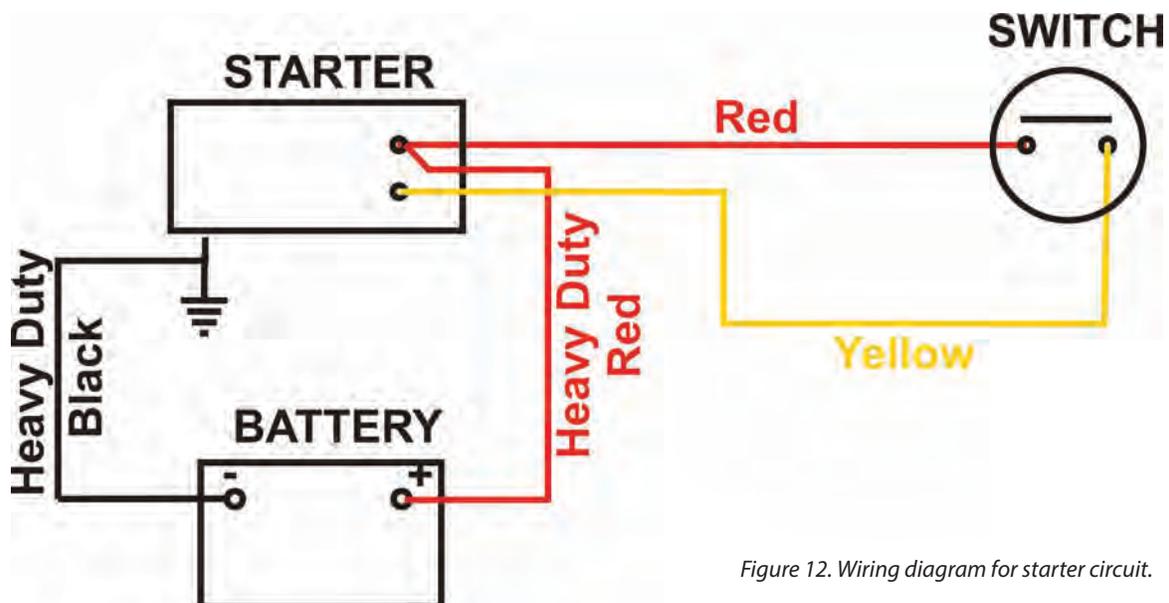
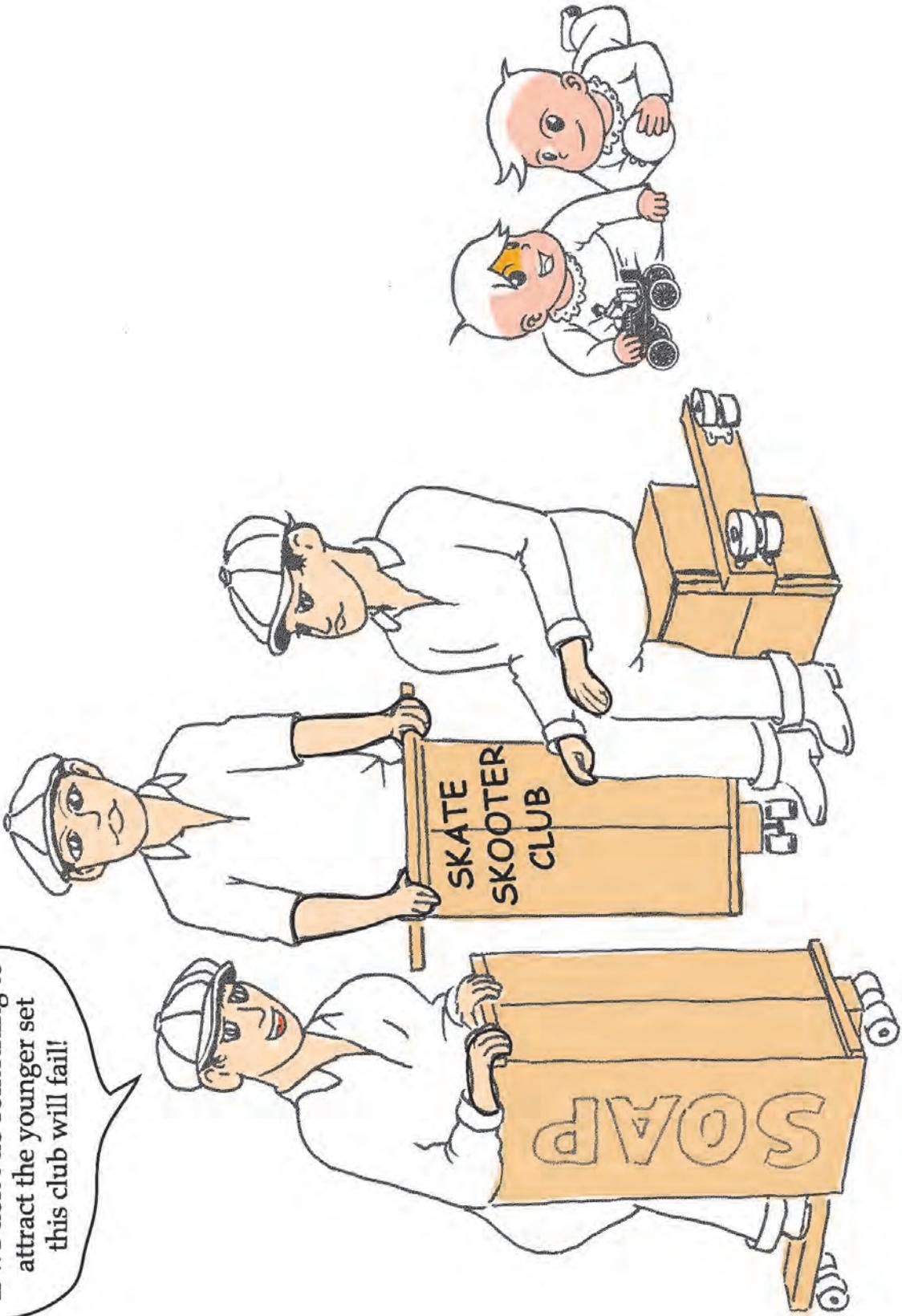


Figure 12. Wiring diagram for starter circuit.

SLIGHTLY WARPED

by Bob Bruce

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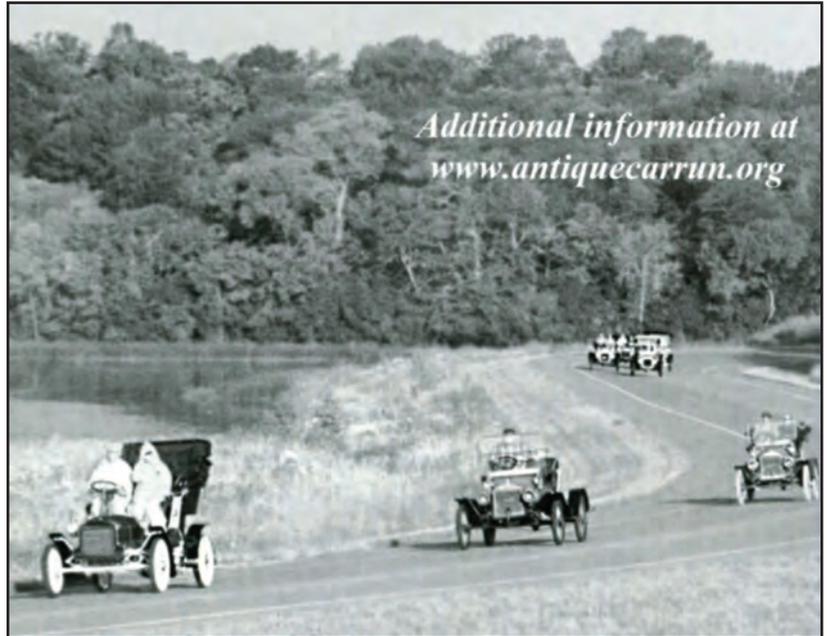


BRUCE

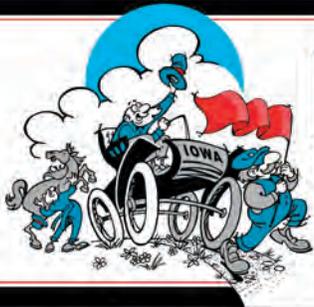
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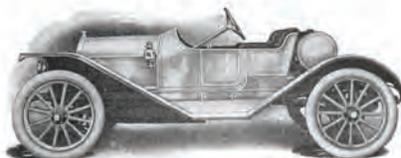
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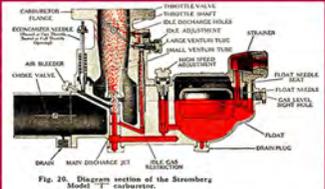
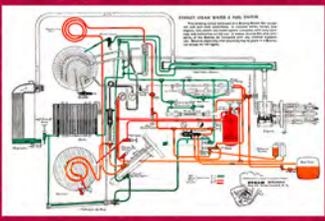
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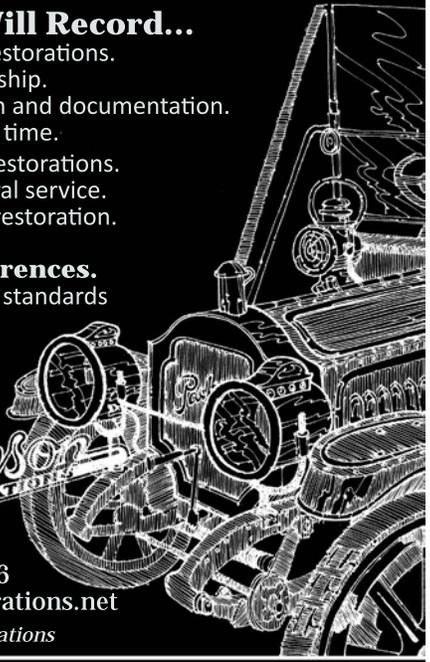
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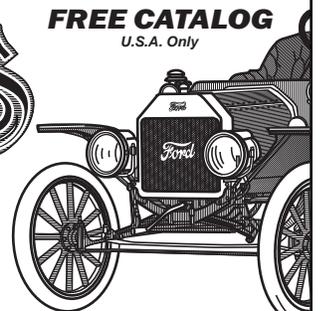
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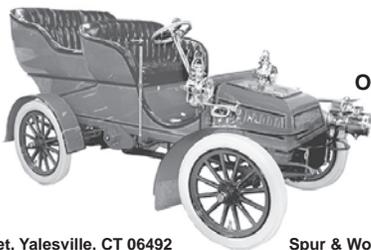
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