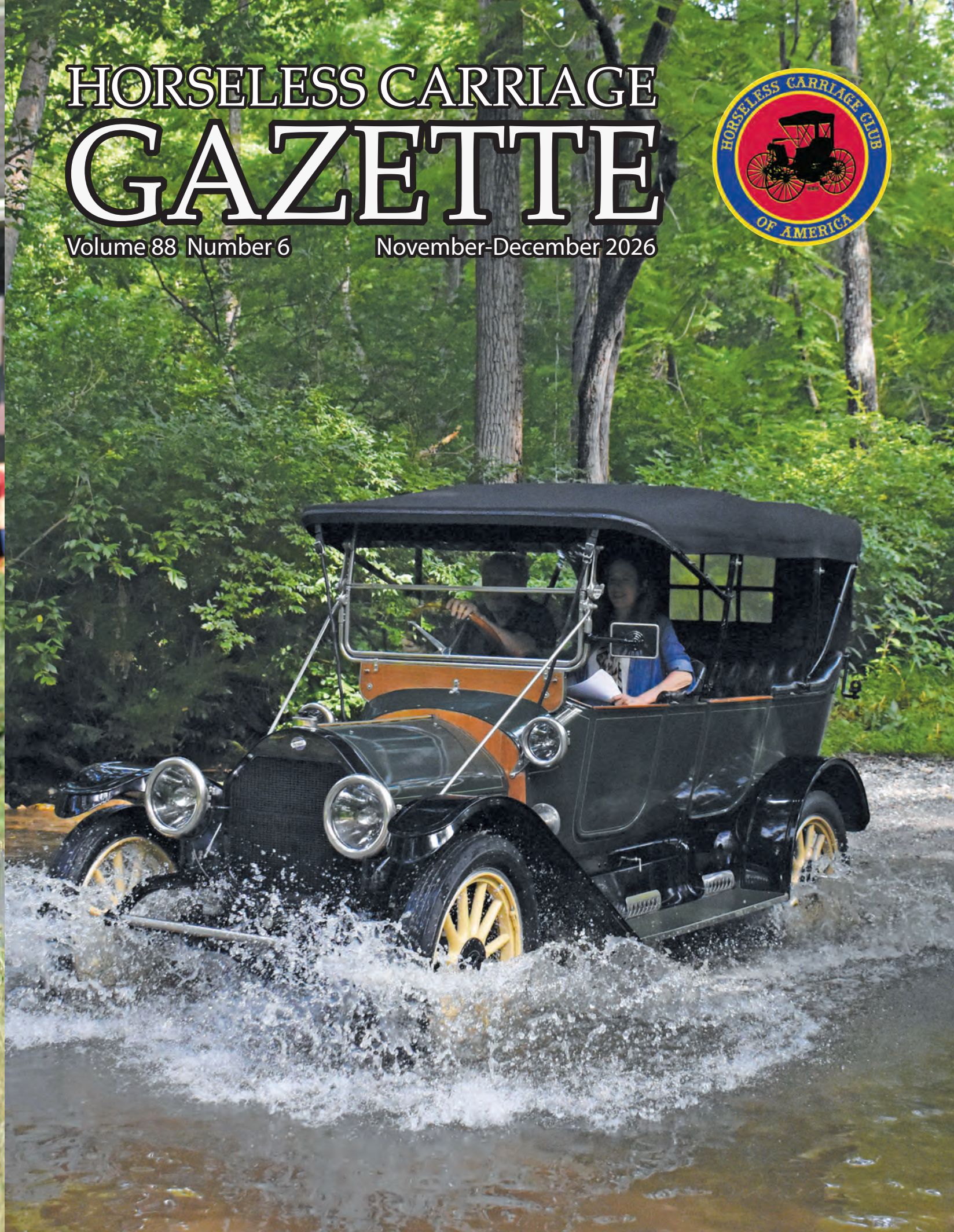
HORSELESS CARRIAGE GAZETTE

Volume 88 Number 6 November-December 2026




Columbia

Volume 88 Number 6

November-December 2026

HORSELESS CARRIAGE GAZETTE

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









3 President's Corner - *Jim Skillicorn*

4 Calendar

5 New Member Welcome

6 Editor's Notes

7 Letter to the Editor

8 Club Comments - *Bob Lederer*

10 HCCA Membership News - *Jeff Lesher*

12 Regional Highlights

21 In Memoriam

24 Fashion on Parade: Turning the Page—A Look Ahead to 2027 - *Elizabeth Hales*

28 A Slow Ride for Father's Day - *Vincent Salvatora*

32 Head for the Hills - *Gil Fitzhugh the Elder*

34 Center Spread: A Mid-Summer Ice Cream Run

40 Celebration of Brass VI Show - *Joyce Edfors*

45 Celebration of Brass VI National Tour: Brass and Birthday Candles - *Tracy Lesher*

51 Flora Stanley: A Peculiar Lady - *Sybil Farnsworth Meickle*

56 Classifieds and Advertising

64 HCCA Club Store

Front cover: Peter Jakab and passenger Anita Winsor navigate a creek in Peter's 1914 Overland Model 79 TE during the summer 2026 Michael Romano Tour in Burkittsville, Maryland. (Photo by Tracy Lesher)
Inside front cover: In the front seats, Norm Woolley with grandson Ben Reardon, in Norm and Fran's 1911 Columbia Mark 85 Touring. In the back seat are Bud and Reagan Reardon (more grandkids!). (Photo by Kevin Mueller)
Back cover: Three generations in the same single-cylinder Cadillac. Randy Salvatora drove his family's 1905 Cadillac with his father Bill Salvatora and son Vincent during the Father's Day One- and Two-cylinder Tour. (Photo by Tracy Lesher)

HORSELESS CARRIAGE CLUB OF AMERICA

PO Box 577 Ridgefield, WA, 98642

2026 OFFICERS

Chairman: Doug Tomb
President: Jim Skillicorn
Vice President: Kim Simoni
Secretary: Rusty Berg
Treasurer: Jamie Holmes

DIRECTORS AND TERMS OF OFFICE

2024-2026	2025-2027	2026-2028
Jim Diener	Vince Altieri	Don Azevedo
Russell Holden	Terry Cole	Rusty Berg
Jamie Holmes	Peter Jakab	Danny Case
Jeff Lesher	Don Plumb	Bob Lederer
Kim Simoni	Doug Tomb	Jim Skillicorn

HCCA WORKING COMMITTEES

Executive Committee – Chairperson – Doug Tomb
Members – Doug Tomb, Jim Skillicorn, Rusty Berg, Jamie Holmes, Kim Simoni, Jeff Lesher, Russell Holden

Activities – Chairperson – Vince Altieri
Members – Kim Simoni, Peter Jakab
National/International Tours
Hershey Tent
Merchandising East and West
Marian Welch, Art Twohy, and Joyce Chase Awards

Finance – Chairperson – Jamie Holmes
Members – Jeff Lesher, Kim Simoni, Doug Tomb
Investment

Regional Groups & Registries – Co-chairpersons – Don Azevedo and Don Poffenroth
Members – Rusty Berg, Terry Cole, Jamie Holmes, Bob Lederer, Doug Tomb, Alex Huppé*, Rob Caldeira*
Group Liaison & Communication
Regional Groups Publications & Awards
Member Development & Education

Communication – Chairperson – Danny Case
Members – Jim Diener, Don Plumb, Keene Brewer*, Garie Zordich*, Tracy Lesher*, Peter Gariepy*
Website
Social Media
Publicity, Marketing, & Advertising

Strategic Planning – Chairperson – Russell Holden
Members – Doug Tomb, Jeff Lesher, Kim Simoni, Jim Skillicorn, Don Plumb

Swap Meet Committee – Chairperson – Russell Holden
Members: Jeff Lesher, Kim Simoni

HCCA *National News* – Chairperson – Doug Tomb

By-Laws & Governance – Chairperson – Jeff Lesher
Members – Peter Jakab, Jeff Chattin*
Insurance
Parliamentarian
Governance
Legislative Representation

Membership Committee – Co-Chairpersons – Jeff Lesher and Don Poffenroth
Members – Bob Lederer
2026 Board Nominations – Chairperson – Russell Holden
Members – Doug Tomb, Jim Skillicorn

Education – Chairperson – Peter Jakab
Members – Terry Cole, Russell Holden, Chris Brewer*, John Smith*

International Club Relations – Chairperson – Jamie Holmes
Members – Don Plumb, Russell Holden, Mitch Gross*, Chris Stephens*

International *Gazette* Postage – Chairperson – Jamie Holmes
Members – Russell Holden, Tracy Lesher*

Web & *Gazette* advertising committee – Chairperson Doug Tomb
Members – Don Plumb, Peter Gariepy*, Tracy Lesher*, Kyle Blake*

Horseless Carriage *Gazette* Team: Kim Simoni - Chairperson, Chris Paulsen*, Peter Jakab, Howard Hodson*, Bruce Spainhower*, Eadi Popick*, Bill and Anne Ottemann*, Gil Fitzhugh the Elder*, Anne Kemp Russell*, Leo Short*, Tom and Joyce Edfors*, Wayne Simoni*, Linda Schmidt*

HCCA Club History Committee – Co-chairpersons Bob Lederer, Jim Zordich*
Members – Keene Brewer*, Don Plumb, Mike Yeakel*

Footnote: HCCA Board Associates who do not vote are asterisked.

EDITOR/GRAPHIC DESIGN

Tracy Lesher, Editor
phone: 727-776-7242 email: editor@hcca.org

CONTACTS:

Garie Zordich, HCCA Office Administrator
phone: 626-287-4222 email: office@hcca.org

Peter Gariepy, Webmaster
www.hcca.org
phone: 520-247-5918 email: webmaster@hcca.org

2026 HCCA BOARD OF DIRECTORS

Vince Altieri	724-516-5108	cars47@comcast.net
Don Azevedo	925-301-5315	imnuts4fords@comcast.net
Rusty Berg	973-906-0206	joseph.a.berg@gmail.com
Danny Case	516-659-2984	daniel.case@ngc.com
Terry Cole	616-262-9477	tmancole64@gmail.com
Jim Diener	626-788-6334	jtdiener@yahoo.com
Russell Holden	757-434-0056	russell@oldworldlamps.net
Jamie Holmes	416-399-7807	jsholmes250@gmail.com
Peter Jakab	202-679-3972	jakabp@si.edu
Robert Lederer	630-417-2876	rlederer@hcca.org
Jeff Lesher	610-639-1977	jeff.lesher@outlook.com
Don Plumb	503-720-0020	plumbline@comcast.net
Jim Skillicorn	831-455-5105	jimskillicorn@comcast.net
Kim Simoni	707-218-3326	kim@brassauto.com
Doug Tomb	703-967-5229	douglas.tomb@verizon.net



A 501(C)(7) non-profit corporation founded by and for automotive antiquarians. Dedicated to the preservation of motor vehicles of ancient age and historical value, their accessories, archives and romantic lore.

Founded November 14, 1937, in Los Angeles, California.

The *Horseless Carriage Gazette* (ISSN 0018-5213) is published bimonthly by the Horseless Carriage Club of America, PO Box 577, Ridgefield, WA, 98642. Periodicals Postage Paid at Ridgefield, WA, and additional mailing offices.

Articles appearing in this publication express the opinions of the writers and/or advertisers and are not necessarily the opinions of the Horseless Carriage Club. Automobiles appearing in photographs do not necessarily represent that vehicle as it was manufactured. Written permission must be obtained from the Horseless Carriage Club's editor for reproduction of any material appearing in the *Horseless Carriage Gazette.*

© Copyright 2026, Horseless Carriage Club of America, Inc.

Reg. TM 1,055,438

Membership: $65 per year ($85 Canada and $95 other)

POSTMASTER: Send change of address to the *Horseless Carriage Gazette*, PO Box 577, Ridgefield, WA, 98642.

Past Presidents

* Art Twohy '37-'39
* Alfred S. Lewerenz '40-'41
* W. Everett Miller '42-'43
* George Shafer '44-'45
* Steadman Smith '46
* Lindley Bothwell '47-'53
* Harry Johnson '54
* Herb Prentice '55 & '57
* Floyd Clymer '56
* Lester Barnett '58
* Warwick Eastwood '59
* John Gillespie '60
* Sam De Bolt '61-'62
* Ralph Cherry '63
* John Ogden '64
* Ernest Boyer '65
* Sanford C. Grover '66
* Ken Sorensen '67
* Joseph E. Straub '68
* Edgar "Bill" Lawrence '69-'70
* Edwin N. Saville '71
* Lester C. Thomas Jr '72
* Joe G. Morris '73
* Robert "Bob" Dunken '74
* Gary M Wolverton '75
* R. Merl Ledford Jr '76
* VR "Bob" Campbell Jr '77 & '95
* Conrad C. Fletcher '78
* Don C. Boulton '79

James Zordich '80

* A.T. "Tom" Rohner '81
* Art Beach '82
* Philip W. Reed '83
* Robert Ethun '84
* Jack R. Garrison '85
* David K. Gast '86
* Paul Eoff '87

Victor Groah '88

* Roy LeFors '89
* Carl Hansen '90
* Steve Weber '91

Edward Rowan Jr '92

* George "Red" Ladner '93
* Roger May '94

Garyl Turley '96
Anne Y. Snodgrass '97

* Robert Sahl '98

Stewart Laidlaw '99

* Sam Gurnee '00

Howard Musolf '01

* John Morrison '02

Alex Joyce '03

* Skip Carpenter '04

Don Sable '05

* Don Rising '06
* Bruce Rimmer '07

Gil Klecan '08

* Jim Boyden '09

Frank Hurley '10
Richard Cutler '11
Mike Yeakel '12
Bill Ottemann '13
Bill Carpenter '14
Karl Darby '15

* Carlton O. Pate III '16

Chris Paulsen '17

* J. Robert Ladd '18

Steve Cook '19
Don Plumb '20
Keene Brewer '21
Andy Wallace '22
Mike Reid '23
Russell Holden '24
Doug Tomb '25

* *Deceased*

PRESIDENT'S CORNER



Jim and Dianna Skillicorn with their 1915 Dodge Brothers Touring car. (Photo courtesy of Jim Skillicorn)

Many people fear visiting their dentist or avoid the visit all together. As a child, I enjoyed going to my dentist, Dr. Clinton "Sam" Gurnee, who years later became the 2000 HCCA President. What an amazing person. Dr. Gurnee would tell me about his horseless carriage touring adventures and explain about the history of the automobile. I would sit in the examination chair looking through *Horseless Carriage Gazettes*, fascinated with the designs of those early cars.

I met my wife, Dianna, in 1985. Her father, a dentist, Dr. Pat August, had many antique cars and Dianna was truly a car girl. Hmm, how lucky could a guy possibly get! In Pat's garage was a 1914 REO touring. The day I rode in that car, I was hooked. Oh yeah, hooked on Dianna too.

In 2008, Dianna and I attended a tour sponsored by the Salinas Valley HCCA Regional Group. Sam and Pat both introduced me to club members Jim Riley and Bert Robinson. Boy, did they all ever work me over. The result, we bought our first horseless carriage, a brass Ford Model T.

In 2018, the Salinas Valley Regional Group put on a tour out of Soledad, California. The first stop was at an elementary school. Sam and Anne Gurnee drove up to the school in their Brush. I remember introducing Dr. Gurnee to my son, Thomas, who was also on the tour in his own brass Ford Model T.

This story isn't only about the importance of visiting your dentist, but about sharing your Brass Era automobile experiences. Though the youth we share these experiences with are often a long way from horseless carriage ownership, planting the seed early is important. Our HCCA Education Committee has placed many videos on our website, including videos applicable to youth and able to be used as teacher resources shared in the classroom.

If your local regional group is somewhat inactive, take the initiative yourself. Plan an outing. Attend a community event. Participate in a parade. Take a neighbor for a ride. Host a block party. But, most importantly, let's get out and share our experiences with others.

Jim Skillicorn
2026 HCCA President

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 international members add $30**

CALENDAR

December 27
70th Annual Holiday Motor Excursion & Holiday Lunch
Pasadena, CA (Santa Anita Park)
RSVP with Ted Bowers for lunch at Northwoods Inn
Sponsor: SoCal Regional Group
Hosts: Peter Eastwood, John Bothwell, and Ted Bowers
Phone: 310-948-6306 (Ted)
Email: tedbowers3@gmail.com

Looking Forward to 2027

March 20
History in Motion Car Event
(non-club event)
Open to Pre-WWII autos
Zephyrhills, FL
Contact: Bob Sell
Email: sellsauction@yahoo.com
Phone: 813-713-7277

April 25-28
California Rendezvous VI
Santa Maria, CA
Sponsor: Bay Area, Salinas Valley, SoCal, and Tulare Regional Groups
Contacts Rob Caldeira, 408-930-9052
Email: rob@robertcaldeira.com

Save the date!
April 30-May 1
Bakersfield Swap Meet
Minter Airfield
Shafter, CA

Save the date!
June 13-17
ABC IV
Allentown, PA
Sponsors: Old Time Touring Club and the Susquehanna Valley Regional Group
Tour directors: Shawn Achtel and Michael Rivkin

June 21-25
New England Brass and Gas
Mystic, CT
Sponsor: Autoneers Regional Group
Host: Karen Tomko, 203-247-7906
Email: nebrassandgas@proton.me

July 15-20
Celebration of Brass VII
Show, Pre-WWII Swap Meet, and National Car Tour
The show and swap meet will be July 15-17.
The national car tour will be July 18-20.
Hickory Corners, MI
Sponsor: The Museum of the Horseless Carriage and Touring Club
Contact: Terry Cole, 616-262-9477
Email: events@museumofthehorselesscarriage.org
Website: www.museumofthehorselesscarriage.org

Save the date!
July 25-July 30
(Touring July 26-29)
International Friendship Tour
St. Jacob's, ONT
Sponsor: Southern Ontario Regional Group
Details to be released in 2027

August 11-14
41st New London to New Brighton Antique Car Run
Grand Run is August 14
(non-club event)
New London, MN
Contact: Bruce Van Sloun, 612-963-7586
Website: www.antiquecarrun.org

Please check www.hcca.org for event updates and registration forms.

August 16-20
HCCA National Convention and Tour
Silverton, OR
Sponsor: Portland Regional Group
Hosts: Jim and Garie Zordich, 971-404-5879

September 11
Cars in the Park
(non-club event)
San José, CA
Sponsors: Santa Clara Valley Model T Ford Club and History San José
Hosts: Peder Jorgensen and Allan Greenberg
Website: scvmtfc.org or historysanjose.org

September 9-10
Lansing to Dearborn Run
Sponsor: Southern Michigan Region
Host: Larry Schramm
Email: Larry.Schramm@gmail.com

September 11-12
Old Car Festival at Greenfield Village
Vehicles through 1932
(non-club event)
Dearborn, MI
Website: https://www.thehenryford.org/participants

September 19-24
81st Revival Glidden AAA Tour®
Branson, MO
(non-club event)
Tour directors: Jim and Ginger Cohen
Email: gliddenrevivaltour2027@yahoo.com

October 5-8
AACA National Fall Meet
Hershey, PA
HCCA Booth Red Field RWO 30
The HCCA Barbecue is Thursday at noon

October 8-11
Hershey Hangover XVI
Morgantown, PA
Sponsors: Susquehanna Valley Regional Group and AACA Snappers Brass and Gas
Host: Jeff Lesher
Email: hersheyhangover@gmail.com

NEW MEMBER WELCOME

Tom Walker	Sahuarita, AZ
James and Dale Cox	Leesburg, GA
Mike and Pat Diodati	Lawrence, MA
Jeremy and Tina Schad	Hart, MI
Bruce and Marilyn Peterson	Duluth, MN
Thomas and Shelly Helf	Cornelius, NC
Brandy Strickland	Kannapolis, NC
Gwen and Roddy Morgan	Kenly, NC
Daniel and Karen Hufnagel	Lockport, NY
Sylvain Labrie and Suzanne Gilbert	Ancienne-Lorette, QC
Per Westerberg	Djursholm, SE
Chris Boyd	Corinth, TX
Ronald and Teresa Yancho	Godley, TX
Luke Short	North Richland Hills, TX
Robert Supina	Richmond, TX
Jonathan and Margaret Bitler	Williamsburg, VA

Knox Motor Trucks
Built for every business need.
Knox Automobile Co., Springfield, Mass.

SCHMIDT Motor Trucks
1000 lbs. Model F Chassis . . $975.00
2000 lbs. Model C Chassis . $1325.00
Our agency proposition can't be beat—Dealers write.
Manufactured by
SCHMIDT BROS. CO,
7027-33 South Chicago Ave., Grand Crossing, Ill.

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

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

EDITOR'S NOTES



Left to right—Michael Rivkin, Jeffri Coleman, and I are smiling in the rain during the Chemin du Roy Tour in Quebec City, Quebec. (Photo by Tracy Lesher)

About two weeks before this year's Revival AAA Glidden Tour®, Augie, our oldest son, who's in college at the Naval Academy and a weather fanatic, predicted that there would be a Nor'easter the week of the Glidden tour. And the kid was right. He should've majored in meteorology and not ocean engineering. It turns out there is a website called *Tropical Tidbits* that is his source for all things weather. He highly recommends it!

Jack has kept his hands greasy! He wrenched on a 1926 Ford Model T Roadster project and got it running. Jack found a solid rust-free 1914 Ford Model T Truck chassis and purchased a sweet looking truck bed from David Deardorff. Bill Witmer also sent Jack all sorts of Model T goodies. David Lang has been a resource too! It's looking like Jack will be able to do some Brass Era auto touring in his own vehicle this spring.

While reflecting on my busy summer, playing in the rain seemed to have been a recurring theme. It also poured during the HCCA Quebec Chemin du Roy Tour. There will be more about touring with our Canadian friends in the next issue.

On a sad note, over the course of the last six months, HCCA has lost many longtime members, including three national past presidents: George "Red" Ladner, John Morrison, and Skip Carpenter. Red was the first to call and congratulate me on becoming editor all those years ago. I learned about John's passing during the Quebec tour, and about Skip's passing on the Glidden tour. Skip was also a frequent contributor to the *Gazette*. Make them proud by bringing new members into the hobby with the same exuberance they had for Brass Era autos!

As I am typing this *Editor's Notes* in late September and I am pounding this out from a hotel room during the Revival AAA Glidden Tour®. We are less than two weeks away from Hershey and the Hershey Hangover Tour, and five weeks out from this year's London to Brighton Tour. Where did this year go?

I am extremely grateful for all of the contributions to the *Gazette.* It's not just our members who've written terrific articles about tours, auto history, or restoration. It also includes the publications committee who try their best to keep me out of trouble. There might be disagreements over the Oxford comma, but I would not count that as any type of discord.

In case you forgot what the committee does, there are those who enjoy taking on an article or two and running it through the car wash. They scrub off the dirt, rinse everything off, and give it a good polish. Other committee members check the *Gazette*, cover to cover before it goes to the printer. I liken it to sending your favorite antique to a car show or your daily driver to a mechanic for its yearly inspection.

So to Kim Simoni, Tom and Joyce Edfors, Gil Fitzhugh the Elder, Howard Hodson, Peter Jakab, Bill and Anne Ottemann, Chris Paulsen, Eadi Popick, Anne Russell, Linda Schmidt, Leo Short, Wayne "Trees" Simoni, and Bruce Spainhower—I could not do this job without you.

Merry motoring—

Tracy Lesher,
HCCA Editor

LETTER TO THE EDITOR

Dear Tracy,

The Veteran Car Club of New Zealand has worked over a long period of time to amass a significant quantity of literature and information on pre-1919 cars. Around 20 years ago the club managed to assemble an almost complete set of photocopies of the *New Zealand Motor and Cycle Journals* produced monthly from 1905 to December 1918. The *Journal* was produced up to around 1930. When the club completed their set, they scanned them onto CDs. Every member who wanted a copy paid a small fee for their own duplicate. The monthly magazines have many articles of early motoring in New Zealand as well as Australia, the United Kingdom, Europe, and an extensive amount from the United States.

Recently, the Veteran Car Club of New Zealand found itself in the unique position to be part of a group that assembled all of the originals and made them available to the New Zealand National Library to digitally convert them to PDFs with searchable text.

The National Library has published the first group from 1905 to 1918 on their "Papers Past" website. An excellent search function allows one to search all copies quickly and efficiently. It also allows anyone with an interest in early cars to find information. For a small club, it's been an easy way to get our library out worldwide for everyone to see. By this time next year, the remaining years up the 1930s will be available.

So, if anyone is interested, just "Google" National Library New Zealand, select "Papers Past, Magazines, and Journals," and start reading.

Chris Stephens
Veteran Car Club New Zealand President

On the right top to bottom: Some samples of the period literature made available to the public by New Zealand's National Library.



If you are thinking of going in for a
MOTOR CAR,
You ought to get the best that money can buy—

The Rambler

We keep various Models in Stock in Christchurch and Napier. We invite you to visit our Depot in either of these places. A visit cannot fail to impress you with the IMMENSE SUPERIORITY OF THE "RAMBLER."

No BICYCLE in this World is superior to the . . .

Singer Bicycle

We are the Sole Representatives of the "Singer" Company in New Zealand. We want sprightly Agents in every district to sell "Singers." We offer liberal terms to good Agents, who can sell "Singers" when they could not sell inferior machines.

WRITE AT ONCE TO US FOR PARTICULARS.

OATES, LOWRY & CO., Sole Agents for "SINGER" CYCLES and RAMBLER MOTOR CARS
CHRISTCHURCH (Head Office),
WELLINGTON NAPIER, ASHBURTON, and TIMARU.



MASTER GEORGE SPINKS

Be sure to visit our website www.hcca.org often to find club events, access the classifieds, find *Gazette* resources, discover educational resources, and purchase club merchandise at our club store.



CLUB COMMENTS

At the time of this writing, I've attended four HCCA Board Meetings – two of them as a board member. My initial impression is sheer awe at the high number of important issues that the board is involved in to ensure the viable and valuable future of the club. The HCCA is not immune from the trend of declining membership in car hobby clubs. This creates a sense of urgency to add value to the membership while also improving revenue to cover increasing expenses combined with declining membership. The good news is that the HCCA membership is much stronger than many other car clubs. As I get increasingly immersed in the board, I look forward to actively helping to increase both membership and revenue. I'll also be involved in an initiative to document some "institutional knowledge" through involvement in a newly created committee devoted to club history.



Bob drove Ken Ehrenhofer around during this year's Old Car Festival at Greenfield Village in Dearborn, Michigan. (Photo by Eric Hylen)

As a board member – I now get a "hall-pass" to attend an increasing number of HCCA events. This year has been a big year of events for me beginning with the one-day drive in San Diego in January. In March, Jackie and I participated in the VERO International Rallye in New Zealand with our 1911 Stoddard-Dayton. May brought me to California where I toured Central Coast with friends and showed off my newly acquired 1906 Cadillac Model H. June had us in England participating in a three-day Veteran Car Run in North Yorkshire in our 1904 White. July was the Celebration of Brass with our 1910 Mitchell Model S. August was the New London-to-New Brighton where I did my first drive with the 1906 Cadillac Model H and quickly learned that I had one of the fastest cars on the run. As I write this, I am looking forward to attending my very first Old Car Festival and the Lansing-to-Dearborn Run again with the 1906 Cadillac H. Autumn gets loaded with events including a five-day Tour in Canada, Hershey, and the London to Brighton Run.

I am looking forward to an equally busy 2027!

Bob Lederer
HCCA Board Member

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 or for more details, visit www.hcca.org. After signing in, scroll down to the "Recognition" section on the Member Dashboard and click: "Century Plaque Program."

Any questions contact Jeff Lesher via email at centuryplaque@gmail.com

70th Anniversary

HCCA SoCal's *Holiday Motor Excursion*



Start:
HISTORIC SANTA ANITA PARK

HOLIDAY LUNCH AFTER AT CLEARMAN'S NORTH WOODS

$65 per guest

Reservation required using this QR code

PASADENA CALIFORNIA
December 27, 2026

ROOM BLOCK RESERVED AT LE MERIDIEN PASADENA

LAST DAY TO BOOK: NOV. 26, 2026 • INFO: TED BOWERS, 310-948-6306, TEDBOWERS3@GMAIL.COM

HCCA Membership News

As the HCCA Board continues to focus on the club's operating budget and controlling costs, we plan to review Regional Groups and Registries' compliance with the club's by-laws regarding membership, operations, and events. One of our larger annual expenses is our General Liability and Directors and Officers Insurance coverage. A key cost driver is the number of regions and registries as coverage for each group adds to our overall costs.

We want to ensure that we can afford to offer the best, most affordable coverage while at the same time only incurring expense for those active groups that are meeting the requirements set forth in the club's by-laws.

Every regional group and registry will be contacted by a HCCA Board Member prior to the end of the year to confirm the points of "By-Laws Article XIII for Regional Groups and Article XXI for Registries." Non-compliance may result in the revocation of a regional group or registry's charter. The HCCA By-laws can be found at www.hcca.org on the Members Dashboard page.

—Jeff Lesher, HCCA Membership Committee Co-chair

2026 USPS POSTAL STATEMENT

13. Publication Title *The Horseless Carriage Gazette*			14. Issue Date for Circulation Data Below 08/12/2026	
15. **Extent and Nature of Circulation**			**Average No. Copies Each Issue During Preceding 12 Months**	**No. Copies of Single Issue Published Nearest to Filing Date**
a. Total Number of Copies *(Net press run)*				
b. Paid Circulation *(By Mail and Outside the Mail)*	(1)	Mailed Outside-County Paid Subscriptions Stated on PS Form 3541 (Include paid distribution above nominal rate, advertiser's proof copies, and exchange copies)	2,350	3,100
	(2)	Mailed In-County Paid Subscriptions Stated on PS Form 3541 *(Include paid distribution above nominal rate, advertiser's proof copies, and exchange copies)*	2	2
	(3)	Paid Distribution Outside the Mails Including Sales Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Paid Distribution Outside USPS®	185	237
	(4)	Paid Distribution by Other Classes of Mail Through the USPS (e.g., First-Class Mail®)		
c. Total Paid Distribution *[Sum of 15b (1), (2), (3), and (4)]* ▶			2,537	3,339
d. Free or Nominal Rate Distribution *(By Mail and Outside the Mail)*	(1)	Free or Nominal Rate Outside-County Copies included on PS Form 3541	0	0
	(2)	Free or Nominal Rate In-County Copies Included on PS Form 3541		
	(3)	Free or Nominal Rate Copies Mailed at Other Classes Through the USPS (e.g., First-Class Mail)		
	(4)	Free or Nominal Rate Distribution Outside the Mail *(Carriers or other means)*		
e. Total Free or Nominal Rate Distribution *(Sum of 15d (1), (2), (3) and (4))*			0	0
f. Total Distribution *(Sum of 15c and 15e)* ▶			2,537	3,339
g. Copies not Distributed *(See Instructions to Publishers #4 (page #3))* ▶				
h. Total *(Sum of 15f and g)*			2,537	
i. Percent Paid *(15c divided by 15f times 100)* ▶			100%	100%

As required by law, the United States Postal Service directs The Horseless Carriage Gazette to annually publish the data derived from USPS Form 3526 which describes our average printed publication numbers for the last 12 months (the table on the left). This does not include digital issues distributed through email.

2027 New England Brass and Gas Tour

Mystic, Connecticut

June 20-25, 2027

Come join us as we enjoy the southeastern shores of CT with friends and brass cars

Registration Information:
Karen Tomko: nebrassandgas@proton.me 203-247-7906



REGIONAL HIGHLIGHTS

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



Pat Coover, Darrell Miller, Marie Kelch, and Trish Long dressed in vintage clothing for the final dinner.

Fargo Regional Group
2026 HCCA 68th Midwest Tour, July 26-30, 2026
Sponsored by The Fargo HCCA Regional Group, Fargo, North Dakota

Eddy and Janet Hedegaard hosted this year's tour in Council Bluffs, Iowa. Pleasant weather, fabulous food, awesome museums, gorgeous scenery, and lots of cars to look at made this an outstanding tour. On Sunday night we had a pizza and root beer float party which started with lots of hugs, greeting many old friends, and meeting new friends. Nearly 40 participants from eight states gathered to participate in the fun. We also celebrated the first of three birthdays during the tour week. Austin Wangen, his mom Marcie Wangen, and Patty Coover all had birthdays.

The Museum of American Speed in Lincoln, Nebraska, was the first stop on Monday. Three floors of racing and automotive history included prime examples of speed record breakers, bicycles, pedal cars, show cars, hot rods, engines, and many related collectibles. After lunch at the museum, our tour guide showed us the unique displays. The special vault in the Al Unser display was opened, so we could admire the trophies and awards. The day concluded with the sweet treat of shopping at Bakers Candy.

Tuesday took us to a private automobile collection. Next we drove to the Desoto National Wildlife Refuge where the Steamboat Bertrand sunken ship display fascinated us with all the cargo that was recovered when the vessel was excavated 100-plus years after it sank in the Missouri River. These Civil War-era artifacts gave us a unique glimpse into the changes and the beauty of that age.

The busy day continued with a stop at the Watson Steam Train and Depot in Missouri Valley. A miniature railroad featuring a 1948 Ottaway steam train and a replica Union Pacific diesel train were fun to see and take rides on. The Harrison County Historical Village and Iowa Welcome Center on the Lincoln Highway gave us the background on the Loess Hills and the history of the area. The day concluded with a homemade barbeque feast and tour of our host's (Ed and Janet Hedegaard) car collection.



Left to right: Joe and Bernadine Hesse, 1916 Dodge Brothers Touring. Bob and Sue Troendly, 1912 Abbott-Detroit Roadster.

Wednesday was a fascinating day in Council Bluffs. We learned about the beginning of the Transcontinental Railroad while visiting the Dodge House. General Grenville Dodge was the leader in the building of the railroad to the western U.S. as well as many other enterprises in Europe, Mexico, and Cuba. Council Bluffs is considered to be mile zero of the Transcontinental Railroad. The next door Beresheim House added to the story of the people, businesses, and civic leaders who shaped Council Bluffs in the late 1800s. The afternoon included visits to the Union Pacific Railroad Museum (UPRM) and the Squirrel Cage Jail. The UPRM is in the former public library built in the Beaux-Arts style by Andrew Carnegie in 1905. It now houses one of the largest railroad museums in the United States. It chronicles more than 150 years of American railroad history through unique artifacts and immersive interactive games.

The Squirrel Cage Jail was built with a three-story revolving 90,000-pound cell block that could be turned by one man with a hand crank. The jailer didn't walk to the cells; they came to him. The one-of-a-kind structure has revolving pie-shaped cells inside a cage. Built in 1885, it was in continuous use until 1969.

Our day ended with a visit to the Mills County Museum in Glenwood. It houses the largest display of prehistoric Native American artifacts in Iowa. A two-story main building and seven historic outbuildings showcase local pioneer, agricultural, and military heritage.

Thursday's theme was monuments. Council Bluffs has a significant number of historical monuments related to the development of the western expansion including Lewis and Clark. The Kinsman Monument honors the Civil War Colonel Kinsman who led the 23rd Iowa Volunteer Infantry. It is surrounded by graves of Union veterans and is located in the Fairview Cemetery. This was a unique stop like no other tour had ever included. The Black Angel Statue known as Ruth Anne Dodge Memorial (wife of General Dodge) is also in this cemetery. We stopped at the Lincoln Monument – a pylon erected in 1911 to commemorate Abraham Lincoln's 1859 visit. The monument overlooks the Missouri River, and you can see parts of Omaha, Nebraska. It also commemorates the Lewis and Clark Expedition's meeting with the Otoe and Missouri tribes at the "council bluff."

The afternoon concluded with a very special tour of the Union Pacific Heritage Restoration facilities. This complex of buildings focuses on maintaining and returning historic steam and diesel locomotives to operational service. Union Pacific's Heritage Fleet is a collection of updated and functioning rail cars from the heyday of passenger rail. Dating back to 1912, the Heritage Fleet highlights the glorious age of railroad travel. This entertaining and educational tour concluded with a banquet on Thursday evening. In addition to delicious food, the award program and door prize drawings were fantastic ways end to a great tour. Several people in our group also dressed in vintage attire for the evening.

The award for the favorite car older than 1915 went to Bob and Sue Troendly, Loveland, Colorado, with their 1912 Abbott-Detroit Roadster.

The award for the favorite car between 1916 and 1942 went to Joe and Bernadine Hesse, Hawley, Minnesota, with their 1916 Dodge Brothers Touring.

We are looking forward to the 2027 Midwest Tour!

Marie Kelch
Fargo Regional Group

(Photos by Pat Hanggi, Helen Diemert, Marcie Wangen, and Marie Kelch)

The 68th Midwest Tour had a fantastic turnout!



Midwest Brass and Gas Regional Group
Rolling Around New York
Hosted by Steve and Darlene Bono
July 26-31, 2026

On July 26, the Midwest Brass and Gas Regional Group gathered in the Finger Lakes with about 30 cars, ranging from 1908 to 1912. In addition to three E-M-Fs, four 1910-1912 REOs, and a couple Pierces, Buicks, Cadillacs, and Fords, there was a 1910 Columbia, a 1910 Mitchell, a 1912 Michigan, a1912 Packard, a 1910 Pullman, and a 1911 Oldsmobile Aristocrat. We stayed at the White Eagle Lodge in Hamilton, New York, a lakeside resort with guest room cabins and a banquet center set among the hills of Central New York State. Sunday offered an optional warm-up tour visiting some of the local antique stores and getting folks acquainted with the area. That night we all met and enjoyed a pizza dinner at the Teepee, our gathering place for the week.

On Monday we were on the road by 8:00 a.m. so we could get to the Central New York Living History Museum in Cortland. The museum features Brockway trucks as well as carriages, fire engines, farm tractors, Civil War items, model trains, and household items from the 19th and 20th centuries. We enjoyed lunch at the museum's pavilion before heading to the Old Home Distillery for samples and ice cream. On the way to the distillery we found they had just closed one of our roads and started removing a bridge. We took an unexpected detour with our fingers crossed to get to the distillery, and we made it! Total mileage for the day was 110 miles.

On Tuesday it was rainy and we didn't trust the weather, so almost all drove modern. We started with a coffee stop at Jim Dutcher's where we enjoyed his collection of limited-edition muscle cars and trucks. Then it was on to the Morrisville State College Horse Rehabilitation Center for an educational look into the rehabilitation process that is used to bring horses back from injuries to full recoveries. Staff demonstrated the water treadmill and showed us the swimming pool, salt-water 'spa', vibration table, and other rehabilitation tools. Our tour guide, Leigh, explained that the students who are working at the center are quite often pre-veterinarian students who will head on to veterinary college. Others in the program go on to specialty animal work ranging from training to acupuncture and massage. After leaving the center, we headed towards "The Wild," an animal park in Chittenango. On the way there we stopped at Troyes Country Store, an Amish market. While some waited to grab lunch at the park, we took advantage of their great deli. Oh, that was delicious! Next it was on to the Wild Animal Park. The park features many animals from all over the world. We passed herds of goats, sheep, and llamas on the way to see the larger animals. The animals were all active and not pacing as you often find at some zoos. Giraffes, bears, wolves, as well as various monkeys and apes enjoyed the cool sunny weather. Then it was back to Hamilton with ice cream along the way.



Tilly made some new friends at "The Wild."



Midwest Brass and Gas Summer Tour cars lined up in the sunshine.



At the Northeast Classic Car Museum in Norwich.

Due to downpours, Wednesday was another day for modern vehicles. We had a long drive of 75 miles over to Skaneateles, where we took a boat cruise during lunch. The boat was built in 1985, but had a much older look. The cruise took us down the lake with the skipper telling us the history of the various mansions that we passed. At the half-way point we crossed the lake and began our return trip. There were scattered rain showers throughout the cruise, but we stayed dry inside the cabin. Just after we disembarked, the sky opened and the downpour began! Some brave souls spent some time shopping along the village's main district, while the rest headed for their cars to return to Hamilton. Many, including us, skipped using the directions, and hit our GPS, and took a direct route. There were areas of standing water, water flooding across the roads, and rain so hard you couldn't see with the wipers going full speed. Extreme rain of 6-12 inches and flooding 100 miles to the east of us confirmed it was a good day for modern.

On Thursday the weather cooperated, and it was a great day to be in brass cars. This was our day to visit the Northeast Classic Car Museum in Norwich. The exhibits there feature pre-war and post-war vehicles, the world's largest collection of Franklins, and our favorites, an impressive selection of brass cars and cars made in New York State. The museum opened in 1997, and started with the collection of George Staley. He grew up in the area on a dairy farm, trained to be an air mechanic, and served all over in WWII working on airplanes. After the war, George started a company that overhauled aircraft accessories. In 1989, he sold the company and during his retirement he started accumulating the cars that became the core collection. After enjoying the museum and lunch, we headed back to the White Eagle. On the way back there was an ice cream stop at Gilligan's Island and a stop at Jewett's Cheese House for some delicious handmade cheeses that ranged from freshly made soft cheese up to their special 26-year-old house made cheddar. What a treat!

Friday was our trip to Utica. The weather was *perfect*. The best of the week. Everyone drove brass. We started the day with a coffee stop at Mancini's Garage in Bouckville and enjoyed his collection of signs, automobilia, and Plymouth Road Runners. Next we continued to Utica for a visit to FX Matt Brewery for a tour of the Utica Club, Saranac Brewery, and lunch. The guide explained the history of Utica Club, including the Prohibition years, and showed us the production facilities. The bottling area was closed, so we were unable to watch the whole process. But we did visit their small batch research and development room to see where the newest experimental flavors are created. We also got tokens for their beer garden so that we could enjoy a couple of glasses of their creations, including some of the experimental flavors (i.e., Enter the Dragon—a raspberry hard seltzer). On the way back to White Eagle, there was a magnificent ice cream stop with pistachio soft serve! That evening we held the closing banquet. It was a wonderful dinner with a chance to talk to friends before heading back to pack to head home on Saturday.

Roger Garnett
Midwest Brass and Gas Tour Participant
(Photos by Roger Garnett)



At the Saranac Brewery.

Northern California Regional Group
What a fun day we had! Besides NorCal members, we had participants from the Model T and Model A clubs for a total of 34 people in attendance.

The weather cooperated and stayed cooler for the morning drive of about 40 miles through the greater Loomis Basin. We saw rolling hills, farms, and gorgeous homes.

Each car had a list of items to find along the driving route. Surprisingly, three cars found ALL the scavenger hunt items. In a number run-off Raul and Bobbi Cornejo won the prize of a hat box filled with goodies, including a cross-stitched old car dish towel, chip clips, and snack food items. They joyfully shared many of the snack food items.

Everyone enjoyed a lunch, but most importantly ice cream at Leatherby's Family Creamery after which we parted for home.

Diana Squire
Northern California Regional Group Editor

(Photos by Diana Squire)





Top to bottom: Robin and Cindy Pharis' 1915 Ford Model T Touring. Left to right seated at the table—Cindy Pharis, granddaughters Evie, Charlotte, and son Kevin; Bill and Jan Charpier; Maya, Matt, Clay and Michaelynn Ryan; Mac Weir; and Jim and Kathy Ryan.

2027 San Diego Excursion

Celebration of the 1915 Point Loma Road Race



Please JOIN US on
Sunday January 10, 2027
for the 3rd annual
San Diego Excursion





- Over 100 cars participating, 500 spectators along the route, 1200 at the car show
- Free to drivers and public, just a fun day sharing our rolling pieces of history
- We have reasonable hotel rates and an optional day run on Monday the 11th



Info and Sign Up at
SDExcursion.com

Hosted by the
La Jolla Region of the HCCA

with sponsorships and help from the
San Diego Region, the Model T club
and local businesses and museums

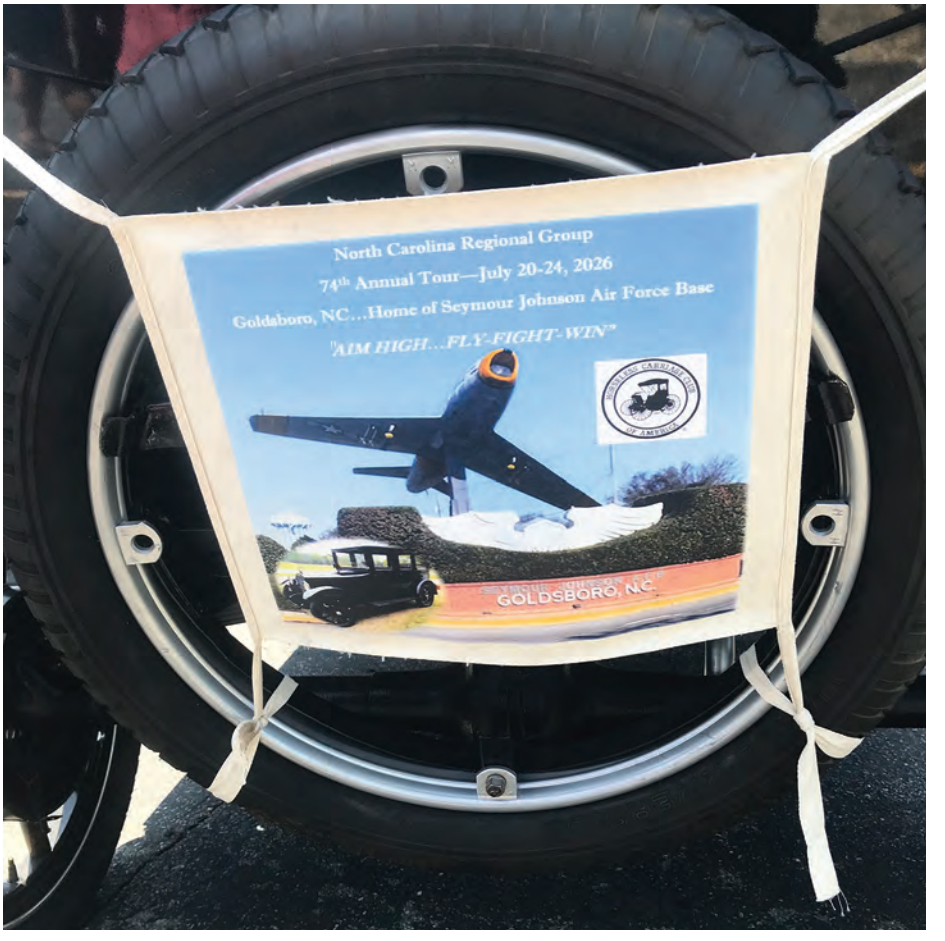


North Carolina Regional Group
The North Carolina Regional Group of the HCCA held its 74th Annual Summer Tour July 20-24, 2026. The tour was based out of Goldsboro, North Carolina, the home of Seymour Johnson Air Force Base. We had 118 people tour with us throughout the week.

We began our five days of touring at the Old Waynesboro Park. This is a village located in Goldsboro where they have a country store, doctor's office, print shop, school, church, house, and more. Many of these buildings were constructed from 1900-1920s. Our vehicles complemented the village's scenery.

The next stop was at the Mt. Olive Pickle Parlor. We learned the history of Mt. Olive Pickles, which was founded in 1926 and were treated to samples. Once again, our 100-year-old plus vehicles were a perfect fit. You might have some Mt. Olive Pickles in your pantry.

We enjoyed a pizza buffet for lunch and then headed to our next stop; Cliffs of the Neuse State Park. The cliffs rise 90 feet above the waters of the Neuse River. For reference, the average elevation



Our tour banner.



in this county is 128 feet above sea level. Back at the hotel, we all enjoyed cake to celebrate the ninth birthday of one of our young tourists. During the tour we had 23 kids who ranged in ages 2 to 15. Our next generation in the hobby is strong.

On Tuesday our first stop was G. I. Joe's Military Museum in Kinston. This museum is run by local veterans and is filled with photographs, memorabilia, and artifacts beginning with the Revolutionary War and running through to recent wars. Many vets in our group could identify with these displays. Next, we enjoyed some shopping. We visited a local family run pewter shop, where this family designs and pours the liquified metal into molds. They have jewelry, ornaments, and more. They also will handcraft a design like a business logo. One of our tourists said he was glad he was by himself. Otherwise, he would have left broke if his wife had been there with him.

We took a break for lunch before heading to the *CSS Neuse* Museum and Replica. This was a steam-powered Confederate ironclad gun boat built and used during the Civil War. The boat was eventually burned to keep it out of enemy hands. We viewed the remains salvaged from the Neuse River and toured the *CSS Neuse* replica.

Lined up and ready to go touring!



Hello from the zoo!

We began Wednesday morning with a ride through "The Refuge," a Christian-based camp surrounded by nearly 165 acres. Camp was in session and our group did a drive-through so we could see the campgrounds and the campers could enjoy the parade of old cars.

Next, we went back in time with a stop at the East Carolina Village and Farm Museum. This Village showcases buildings, equipment, and everyday life from 1840-1940. They welcomed us with music, butter churning, woodworking, and quilt making.

After lunch we stopped at Simply Natural Creamery and loaded up in wagons for a tour of the facility which included the milking parlor. Next we enjoyed ice cream; just what we needed on a hot summer day. That evening hotel staff provided a social with lots of good eating and fellowship time.

Our first stops on Thursday were at the Ava Gardner Museum and the Johnston County Museum in Smithfield, North Carolina. If you are old enough, you know who Ava was and have probably seen some of her movies. The museum displays artifacts from her childhood through her movie star days.

After a delicious buffet lunch, we headed to the Kenly Tobacco Farm Life Museum. Here we learned about the history of farming and farm life from 1900-1950. You could even test your looping skills. For those not familiar with tobacco looping, the process involves tying the leaves to sticks with twine so they can be hung in a barn for drying before being sold.

On Friday, the tour visited a zoo. "It's a Zoo Life" is family-owned facility in Macclesfield. In addition to viewing the animals, you could pet a kangaroo. We had lunch there before leaving for our next stop at the Imagination Station Science & History Museum, located in Wilson. There were lots of activities, including racing a cheetah, viewing reptiles from different parts of the world, and climbing a rock wall.

Our next stop was the Vollis Simpson Whirligig Park. It's "Art in Motion." This is a two-acre park with 30 large whirligigs, created by Mr. Simpson, constructed from parts. You may ask parts of what? Anything and everything!

Friday night was our closing banquet. The evening's theme was America 250 in honor of our country's birthday. We wore our red, white, and blue; had patriotic decorations; and recognized our veterans. Grateful for all those who have served and continue to serve that we may enjoy our freedoms.

From pickles to pewter, critters to cows, ironclads to ice cream; we enjoyed a week of riding, fellowship, and lots of good food. There is nothing like old car friends and our vehicles! We said our goodbyes and eagerly look forward to our next tour.

Judy Nobles Lewis
North Carolina Regional Group member

(Photos by Judy Nobles Lewis)



Ready for ice cream!

Salinas Valley Regional Group
In the heart of Carmel-by-the Sea, kicking off Monterey Car Week, the 2026 Concours for a Cause attracted tens of thousands of spectators. The annual event brings together vintage cars, cultural experiences and local artists creating an up close and personal walking experience.

Concours for a Cause is a free and open to the public event inviting the community to gather, explore, and support local nonprofit organizations through an unforgettable day of automotive excellence. The Salinas Valley Regional Group displayed 11 pre-1916 automobiles, along Carmel's popular Ocean Avenue, that attracted overwhelming attention. Dressed in period attire, the regional group members provided nonstop automotive history lessons and photo opportunities. Club members Steve Hughes, Eva Banuelos, and Kris Spencer each spoke on the public address system about the Horseless Carriage Club of America and shared history of early motoring days.

Also, during Monterey Car Week, the Monterey Museum transformed its entire two-story building to showcase pre-1916 vehicles and early race cars. The museum hosted a private event with several Brass Era cars inside on display and more horseless carriages from the Salinas Valley Regional Group positioned outside. The doors then opened to the public for the duration of Car Week.

The Salinas Valley Regional Group also participated in an anniversary celebration of the California State Parks System where horseless carriages were filled with riders that toured the beautiful coastal area of Pacific Grove creating more excitement during Monterey Car Week.

The month of August is always busy for the Salinas Valley Regional Group. And, at the time of this writing, we still have more summer yet to come!

Jim Skillicorn
Salinas Valley Regional Group member

(Photos by Jim Skillicorn)



Budj McDill with Rob and Pam Caldeira stand between Steve Hughes' 1914 REO and Brent Henningsen's 1908 REO.



Joe Mackessy, Nancy Pennington (blue dress), and Chelsea Gianniny (purple dress) greeted guests at Joe's 1914 Ford Model T at Concours for a Cause.



Dianna Skillicorn and Chelsea Gianniny raise their mugs in front of Dianna's 1914 Ford Model T beer delivery.

The Single-Cylinder Touring Registry
Rich and Margaret Anderson hosted the Keystone Hill Climb and Endurance Run centered in Coupeville on Whidbey Island, Washington. This single-cylinder event was the first tour for our restored 1906 Cadillac. A couple of drivers had to bring their two-cylinders due to mechanical issues with their single-cylinders cars. Malcolm Bishop ran the whole tour in his Brush. Allan and Mary Travis toured in their Sizaire-Naudin Model DeCourse. Mike Yeakel and his passenger Wayne Musselman brought Mike's 1907 Buick G Roadster, and Rich drove his 1902 Murray Motor Car.

The tour began with a drive to Callen's Restaurant for the opening night's dinner. The restaurant is near the ferry dock, so drivers had a dry run finding the dock for Thursday's ferry trip to the Olympic Peninsula.

On Wednesday, the cars headed to Freeland over steeper hills than one would imagine would be on an island! The scenery was beautiful as we drove along the coast before exploring Freeland and dining together. This was a challenging day for us. We had to pick up the car in the trailer before lunch. After lunch we returned to Bellingham and picked up our 1912 Ford Model T and finished with a more reliable car.

On Thursday, we took the ferry to Port Townsend, where the cars drew a lot of attention. In Port Townsend we drove to Ken Kelly's new museum—the Kelly Antique Car Museum. Members of the Skagit/Snohomish HCCA were invited to join us there for the grand opening of the museum. The collection filled two floors of Ken's Antique Lighting store. The second floor still has its collection of Art Deco lamps. We also explored Ken's workshop to see the specimens that he has in progress. Near the museum was a restaurant serving delicious barbeque. We made our way back to the dock in time for our return trip to Coupeville.

On Friday, the cars queued up for the Keystone Hill Climb and cars were timed with the best of three earning top honors. Only Malcolm's Brush did all three attempts and secured the best time. Following the climb, we drove to Captain Whidbey Restaurant in the unique and historic Captain Whidbey Inn. Following lunch, we drove to the Anderson's property for a garage tour and ice cream.

Linda Schmidt
Single-Cylinder Touring Registry
Member

(Photos by Linda Schmidt)



Mike Yeakel in his 1907 Buick.



The winner Malcolm Bishop next to his 1911 Brush Gentleman's Roadster.



Ken Kelley, Mike Yeakel, Linda Schmidt, Steve Schmidt, Allan Travis, Malcolm Bishop, Wayne Musselman, Mary Travis, Gayle Musolf, and Harold Musolf III.

IN MEMORIAM



Kathleen (Kathy) Johnston Dyer, 81, of Belle Mead, New Jersey, passed away on August 25, 2026. She was born on May 25, 1945, at the Cottage Hospital in Santa Barbara, California, to William McDow Johnston, Jr., and Marion McFall Johnston. She grew up in Southern California and was a graduate of University High School, Los Angeles, and San Diego State College, San Diego, in 1967 with a BA degree in Social Sciences and a major in elementary education. She later completed post-graduate work in the same field of study at the University of California, Irvine. She taught in elementary schools in Tustin and in Los Angeles before moving with her family to New Jersey in 1979.

Kathy spent several years as a housewife and mentor to her three children in New Jersey, and gradually returned to the teaching profession as an elementary teacher in Montgomery Township. She was a highly respected teacher and was often requested by the families of incoming first graders as the teacher for their children. She always kept stacks of fun books for her students to read so that their reading skills would become well-founded and their joy of reading would continue to grow. When Kathy retired, she truly missed being with all the children whom she loved so much.

Among her many interests outside her professional life was a love for antique automobiles with a particular affection for horseless carriages. She was a lifetime member of the HCCA and a number of affiliated clubs and organizations, and along with her husband Hugh owned a small number of antique autos. Her favorites were their 1911 Maxwell and their 1911 Ford Model T Touring Car. She had an amazing and wonderful circle of friends in the antique auto community. Altogether she navigated probably thousands of miles in both the Maxwell and the Model T, all at very respectable speeds along many roads less traveled but well-suited for horseless carriages.

Kathy was a long-time member of the Beverly Yacht Club in Marion, Massachusetts. She always enjoyed her summer home in Marion and loved sailing and cruising the waters around Cape Cod and the islands of Cuttyhunk, Martha's Vineyard, and Nantucket.

Kathy is survived by her husband of nearly fifty-six years, Hugh N. Dyer, III and by their three children and their families: Hugh N. Dyer, IV, his wife Meegan E. Dyer and their daughters Audrey and Elizabeth; William R. Dyer, his wife Christine M. Dyer, and their children Andrew and Molly; and Kathleen (Kacey) Caird Dyer Schreckengost and her husband Kurt F. Schreckengost, and their sons Conor and Cameron. She is also survived by her brother William M. Johnston, III of Portland, Oregon, and his sons Patrick and Derek.

—Hugh Dyer, III



Richard "Dick" Figge, 83, passed away peacefully on June 29, 2026, leaving behind a lifetime of love, laughter, and cherished memories.

Dick was born and raised in Los Angeles, California. At just 13 he met the love of his life, Wendy, while they were in junior high school. An extraordinary marriage that grew to be 63 years, a beautiful testament of lifelong devotion and unwavering commitment. Together they enjoyed their early years in Los Angeles, California, before moving to Ohio in 1978. He and Wendy resided in Westerville, Ohio, and, finally 22 years ago, settled in Apple Valley Lake in Howard, Ohio.

Dick is survived by his beloved wife, Wendy Spain Figge; his daughters, Fonda Figge and Kambra Figge Conley; His son in law Paul Conley and adopted daughter Jennifer Gulbenkian. He was proceeded in death by his beloved son, Richard Briggs Figge II.

Dick found joy in the simple pleasures of life. He was an avid antique car enthusiast who took immense pride in restoring classic automobiles and touring with his HCCA and AACA friends, especially those in the "Snappers Brass and Gas" Region. Tuesday card games with friends were a treasured weekly tradition, filled with laughter and camaraderie.

Some of Dick's happiest moments were spent on Apple Valley Lake, where he loved boating and ending the day with a peaceful sunset cruise. At home, his faithful furry companions, Barney, Joey, and Lulu, brought him endless happiness. One of his favorite daily rituals was playing fetch with them each evening, a tradition that reflected his gentle spirit for animals.

Dick will be remembered for his unwavering love for his family, his kindness, his sense of humor, and his appreciation for everyday moments. His Legacy lives on in family he cherished, the friendships he nurtured, and the lives he touched. He will be deeply missed and forever remembered in love.

—Wendy Figge



John Memmelaar was born on February 24, 1935, and raised in Wayne, New Jersey, before moving to Pompton Lakes as a teenager. He married the love of his life, Ellen Memmelaar, and together they shared 60 wonderful years of marriage and raised two children, Ellen Luise and John Jr.

John spent more than six decades at Royal Master Grinders. Beginning as employee number 14, he drove the company van before entering a six-year machinist apprenticeship while attending evening classes at Fairleigh Dickinson University. His career took him from machinist to engineer, sales engineer, sales manager, vice president, and ultimately president in 1987.

Affectionately known as "The Boss," John helped Royal Master become a respected name in American manufacturing. He participated in international trade missions promoting U.S. manufacturing, had the honor of meeting President George H. W. Bush, and served on the Board of Directors of the Association for Manufacturing Technology (AMT). Throughout his career, he cared deeply about Royal Master's employees and their families.

Outside of work, one of John's greatest passions was antique automobiles. The hobby became a lifelong source of adventure, travel, friendship, and wonderful memories shared with Ellen. Together they toured throughout the United States and around the world, including an unforgettable three-week journey through four European countries in their 1913 Ford Model T. They also participated in the 100th Anniversary London-to-Brighton Veteran Car Run in their 1902 Oldsmobile.

John was an enthusiastic member of the antique automobile community and belonged to the Horseless Carriage Club of America (HCCA), Antique Automobile Club of America (AACA), Model A Ford Club of America (MAFCA), and Model T Ford Club of America (MTFCA). He treasured the friendships, experiences, and countless miles of touring the hobby brought into his life.

Above all, John's greatest joy was his family, especially his granddaughters, Olivia Ann and Ava Lily Memmelaar. He proudly shared Olivia's interest in CNC machining and engineering during her summers working at Royal Master. He was equally proud of Ava, attending her plays and encouraging her dream of becoming a physician and helping others.

John was a devoted husband, father and grandfather, a respected businessman, mentor, advocate for American manufacturing, and passionate antique automobile enthusiast. His legacy lives on through his family, the company he helped build, the people he mentored, the friendships he made, and the values of hard work, integrity, loyalty, and perseverance he passed on to others.

He will be deeply missed, lovingly remembered, and never forgotten by the many lives he touched, whether through the antique automobile hobby he loved or the business to which he devoted his life.

—John Memmelaar Jr.





John Charles Rehberg, 78, of Omaha, Nebraska, passed away on the morning of Tuesday, December 2, 2025, at Clarkson South Hospital in Omaha.

Born on May 6, 1947, in Omaha, John lived a life marked by service, dedication, and deep love for his family. He proudly served in the United States Coast Guard from 1968 to 1972, with service that included time in Vietnam as well as work at the Lifeboat Rescue Station based in Charleston, Oregon.

Following his military service, John earned his degree in mechanical engineering from the University of Nebraska in 1982. He went on to enjoy a long and accomplished engineering career with Tenaska in Omaha, contributing to hydroelectric power plant projects around the world. His work reflected not only technical skill but also a sincere passion for innovation and problem-solving.

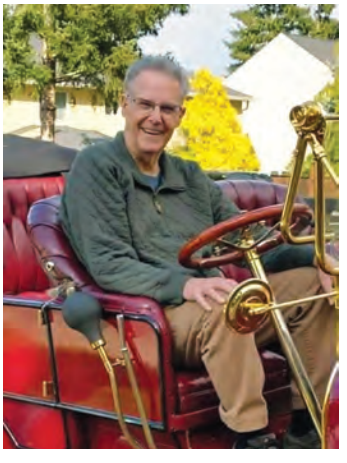
In 1968, John married his high school sweetheart and the love of his life, Linda Schomer. Together they built a beautiful life and raised two sons, Jeff and Tom. John was an avid auto enthusiast and a proud lifetime member of the Horseless Carriage Club of America. His love of antique automobiles brought him joy, friendship, and countless cherished memories.

Above all, John was a big-hearted, generous man who loved spending time with family and friends. His presence was a steady, guiding force—one whose warmth and wisdom will remain with us always.

John was preceded in death by his son, Jeffrey Rehberg; his parents, Charles and Nadine Rehberg; his sister, Janel Peterson; and his brother-in-law, Jim Peterson.

He is survived by his devoted wife, Linda J. Rehberg (Schomer); his son, Thomas Rehberg; and his nephew, Ryan Peterson. John's legacy of kindness, integrity, and love will continue to inspire all who knew him.

—The family of John Rehberg



Mark Shaw passed away, on March 29, 2026, at his home in Vancouver, Washington, surrounded by his wife Rinda and children Amber and Scott. He was born February 21, 1952, in San Jose, California. His family moved several times over the years, but settled for a time in Stockton, California. That is where, while attending Amos Alonzo Stagg Sr. High School, he met the love of his life, Rinda. They married in 1973 and shared 52 years together.

While in high school Mark became interested in the car hobby. His first car was a 1971 MG Midget. Years later his dad bought a 1913 Buick and they worked on it together. Mark was hooked and owned several Buicks over the years, his favorite being a 1908 Buick named "Ruby." He also belonged to several antique car clubs and toured extensively with his wife by his side. He made numerous friends along the way and loved sharing information, stories and jokes. His car buddies could always depend on him to lend a helping hand whenever needed.

Mark was drafted into the U.S. Army in 1972 and honorably discharged in 1974 with the rank of SP4. His service time was spent in Germany where he was a Pioneer Engineer and a Military Policeman. It was here where Mark and Rinda spent the first year of their marriage and were able to travel to England, the Netherlands, France, and many other locations. Quite the honeymoon. Once back in the U.S., Mark attended Humboldt State University in Arcata, California, studying environmental engineering. He then went to work in Stockton for Rinda's dad learning the pump and well drilling business. He had the opportunity to move on to the chemical pump and valve industry where he worked for over 25 years of his career as a Regional Manager. There were several moves with his position, but the family finally settled in Battle Ground, Washington, and finally to Vancouver, Washington.

Mark leaves behind his wife, Rinda; daughter, Amber (Chad); son Scott (Renee) and five grandchildren Rachael, Sabrina, Benjamin, Esme, and Eden. Also, his sisters, Lorna Zurilgen and Barbara Harrison. He was preceded in death by his parents Winthrop and Virginia Shaw. On Mark's last night before his passing he said, "Goodnight." So appropriate and that will always be remembered.

"Love is how you stay alive, even after you are gone." *Mitch Albom*

—Rinda Shaw

Fashion on Parade: Turning the Page—A Look Ahead to 2027

By Elizabeth Hales



A well-loved cover of the December 1905 Woman's Home Companion featuring a simple bouquet of violets.

We are going to dive into Barbara Hosterman's collection, one wonderful old magazine at a time. I love opening a magazine that is more than a century old. The paper feels different beneath your fingers, the colors have softened, and the edges may be worn, torn, taped or even missing altogether. And, of course, they have that unmistakable old-paper smell!

Once you begin turning the pages, the people who lived alongside our early automobiles don't seem quite so far away. You see the fashions they were dreaming about, advertisements for the newest things they simply had to own, household advice, recipes, patterns, fiction, beauty tips, etiquette, illustrations, and photographs. What we carefully recreate today as "period clothing" was simply fashion to them. These magazines showed their readers what was new, what was beautiful and what they might aspire to have in their own homes and lives.

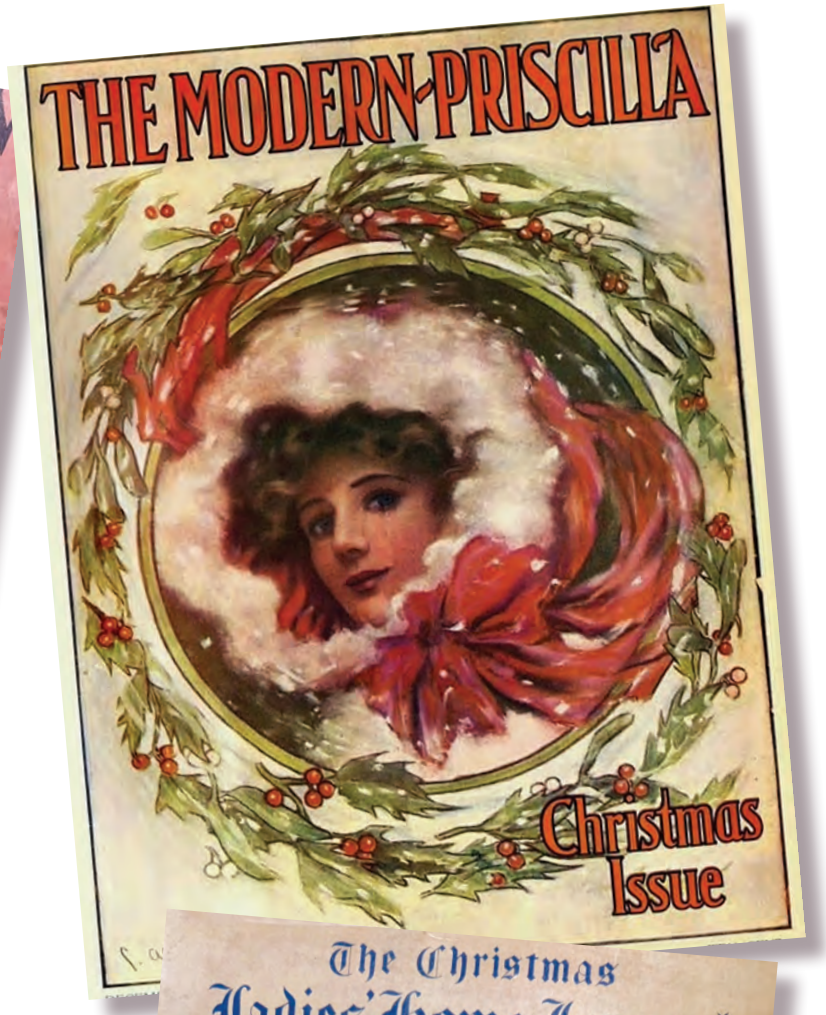
Many of you have already seen pieces from my collection of magazines that once belonged to Barbara Hosterman. As we turn the calendar toward 2027, I think it's time we really start digging into them.

Barbara's granddaughter, Sarah, kindly gifted the collection to me because she knew how much I would love and appreciate it. More importantly, she knew I would share it. By opening these magazines, exploring what is inside and sharing some of their wonderful oddities and discoveries with you, I hope we can also keep a little of Barbara's memory alive.

Some are in better condition than others. They were certainly not sealed away untouched for more than a century. They were read, handled, and saved. Some have damaged bindings, worn edges, a little tape here and there, and all the other scars you would expect after surviving for 115 or 120 years. I actually love that about them. Someone enjoyed these pages long before Barbara acquired them, Barbara cared enough to preserve them, and now we get to enjoy them again.

Since this is our November-December issue, I pulled out four covers from Barbara's collection dating from 1905 through 1909. They are remarkably different from one another. The December 1905 *Woman's Home Companion* is surprisingly simple for a Christmas-season cover by today's standards. I love the folds and tears along the edges suggesting it was used and loved. For a 121-year-old magazine, we can still feel the charm. A bouquet of rich purple violets sits in an ornate pitcher against a soft green background. No Santa Claus, Christmas tree, or presents piled beneath it. Just flowers. The worn edges and missing pieces only remind me how remarkable it is that something so fragile has survived for more than 120 years.





Left to right: The December 1908 Pictorial Review features a little Christmas romance beneath the mistletoe. Winter fashion takes center stage with a fur-trimmed hood, oversized bow, and holiday greenery on December 1909 The Modern Priscilla Christmas cover.

The December 1908 *Pictorial Review* takes us in an entirely different direction. Beneath a sprig of mistletoe, an impeccably dressed gentleman leans toward a young woman clothed in a beautiful evening gown. She seems to know perfectly well what he has in mind! I love her expression almost as much as I love the details of her dress. It's romantic, playful, and wonderfully of its time.

The Christmas 1909 issue of *The Modern Priscilla* feels like winter. A fashionable young woman peers out from an enormous fur-trimmed hood, with a large bow tied beneath her chin, while holly and mistletoe frame her portrait. It's exactly the sort of cover that makes me want to know more. What was she wearing beneath that hood? Was this a recognizable winter fashion in 1909? Suddenly one illustration has given me another subject to investigate.

The December 1909 *Ladies' Home Journal* may be the sweetest of the bunch. A rosy-cheeked baby, dressed all in white, holds a tiny blue knitted bootie, complete with its little pom-poms still dangling from the yarn. There's something wonderfully tender about choosing a baby for a Christmas cover. More than a century later, those bright blue eyes and that tiny handmade bootie still have a way of stopping you on the page.



The cover of the 1909 December Ladies' Home Journal with a rosy-cheeked baby and tiny knitted bootie.

But the covers are only the beginning.

That's where I can easily lose an afternoon.

Inside are dresses, hats, coats, gloves, shoes, and undergarments, along with patterns women could order and make at home. Advertisements promote products whose names have completely disappeared, mixed in with companies we still recognize today. You find advice about running a household, entertaining, raising children, beauty and health, along with stories, recipes, needlework, and all sorts of products that must have seemed wonderfully modern when they first appeared on these pages.

Those advertisements are some of my favorites. Occasionally the product itself is fascinating; other times it's the language used to sell it. Some promises seem remarkably familiar to us today, while others make you wonder how anyone could possibly have believed them. Even the smallest advertisements can tell us something about what people wanted, worried about, or considered fashionable.

The Christmas advertisements are particularly fun. Knox Gelatine invited readers to send away for an illustrated recipe book and make their own Turkish delights, mint paste, French dainties, chocolate caramels, and marshmallows at home. The booklet included recipes for a hundred desserts and salads, and if your grocer didn't carry Knox, two cents in stamps would bring you a sample. (Do you happen to have any Knox gelatin in your pantry?)

For girls, Dorothy Dainty Ribbons offered beautifully boxed Christmas gifts. A sash set cost $3, while $2 bought a hair-bow set with six assorted bows. The advertisement assured mothers that ribbons were "as useful as they are beautiful," and the colorful illustration of little girls surrounded by enormous bows is almost as charming as the gift itself.

Then I found an advertisement promising "Fifteen Xmas Presents for $1.00." Imagine finding fifteen Christmas gifts for a dollar! The assortment consisted of imported laces and embroideries—collars, cuffs, jabots, and other fashionable trimmings that could transform an existing garment. It's a wonderful reminder that fashion wasn't always about purchasing an entirely new dress. A new collar, cuff, ribbon or piece of lace could update something already hanging in the wardrobe. Diving into these pages is exactly why I'm excited about the *Fashion on Parade* article line-up for 2027! Oh, the treasures we will uncover!

Of course I want to continue exploring clothing. I want to see how fashions changed from year to year, what women and men were expected to wear for different occasions, and how those fashions adapted as automobiles became a larger part of everyday life. Hats, gloves, veils, coats, shoes, jewelry, and all the little accessories are often where the best stories hide.





Top to bottom: An Edwardian period full-color Dorothy Dainty Ribbons ad with "exquisite gifts for girls" at Christmastime. The Valencia Lace and Embroidery Co. advertisement promoted lace collars, cuffs, and embroidered trimmings as inexpensive ways to freshen a wardrobe for Christmas.



Fashion meets motoring in this elegant advertisement for the 1905 Peerless Direct Drive Touring car.

But I also want to find the novelties: the strange new household invention that promised to change everything, homemade gifts and decor, the beauty advice that now makes us raise an eyebrow, and the products that disappeared almost as quickly as they arrived. I want to know what would persuade someone to put a few coins or stamps into an envelope and send away for something they had only seen on the page.

Naturally, I'll always be watching for automobiles. One 1905 advertisement for the Peerless Direct Drive Touring car places an elegantly dressed woman alongside the newest machine—a wonderful little snapshot of fashion and motoring sharing the same modern world. Advertisements like this can tell us how automobiles were being presented to their original buyers, while fashion illustrations show us how people dressed in the same world those cars inhabited.

Our automobiles did not exist by themselves. Real people sat behind those steering wheels and climbed into those back seats. They dressed for outings, bought Christmas presents, tried new recipes, wanted the latest conveniences, and probably fell for a clever advertisement now and then. Put a 1909 magazine beside a 1909 automobile and suddenly we begin to see more of the world its first owner would have recognized.

Every time I open one of these magazines, I also think about Barbara and the kindness of Sarah in trusting the collection to me. At any point during the last century, these fragile pieces of paper could easily have disappeared. Instead, they survived, and I can think of no better way to honor Barbara than to keep turning the pages and sharing what we find.

So that's my plan for 2027. We might uncover a beautiful fashion plate one issue and an utterly ridiculous advertisement the next. Perhaps it will be an ingenious motoring accessory, a forgotten custom, a strange beauty treatment, or a fashion that leaves all of us wondering what on earth they were thinking. I have stacks upon stacks of magazines to explore, and I have no idea what stories are hiding inside them. More than a century ago, someone picked up each one and turned the page to see what was new. Thanks to Barbara, we get to do the same.

I can't wait to see what we find.

(Images courtesy of Sarah Costales and Elizabeth Hales)



Baker Electric Vehicles took a keen interest in creating fashionable ads. This fall 1908 ad is an exquisite example.

A Slow Ride for Father's Day

By Vincent Salvatora

Three generations in the same car! Left to right: Vincent (the author), Randy, and Bill Salvatora.

Our preparations started a week before the June 19-21 tour. My dad and I stopped by my grandfather's place to help get our 1905 Cadillac out of storage. I helped with the pre-tour maintenance, like steering while they pushed the car out of the basement, checking air in the tires, and with the lubrication of axles and the chassis. After priming, the car started on the first lift of the crank, which was a great sign of luck for the tour ahead.

During the 2026 Lancaster County Father's Day One- and Two-cylinder Tour, hosted by the Susquehanna Valley Regional Group, there were many pleasures participants experienced while driving. Our tour master, Jeff Lesher, prepared three perfect days for one- and two-cylinder cars. I will give you a walk (or drive) through of this short and sweet tour centered in Ephrata, Pennsylvania.

Friday, the first day of the tour, was a short 16-mile "shakedown run." My dad was eager to drive the car, though, so our Cadillac was one of the first cars to pull out of the hotel, followed by Phil Jamison and grandson Nathan, in Phil's 1911 Renault; Jeff and Debbie Jones' 1905 Yale; and Andrew and Marcia Poma's 1908 Maxwell. We stopped at Green Dragon Farmer's Market and had no trouble finding food. The fresh pretzels were a personal favorite; worth the wait in line!



Jeff Kelly and his mother Joan approach Ephrata's Main Street in the family's 1903 Ford Model A.

Randy Salvatora took this photo of the cars lined up at the Green Dragon Farmer's Market,



Rusty Berg with passenger Charlie Bass rode in Rusty's 1906 REO.



On Saturday, many things happened. Before the day started, Rusty Berg's 1906 REO retired with a transmission issue. On the morning drive, we passed horse-drawn wagons. The ditches were lined with blue chicory flowers that glistened in the morning sun. I helped direct traffic while we assisted with an unexpected flat tire on John and Joyce Rendemonti's 1904 Franklin. Shortly after, the tour made its first stop at Shupp's Grove Flea Market, with coffee and doughnuts. I bought a cool-looking pyramid paperweight there. From there, it was a short drive to Mad Hatter Antiques. We saw many antiques and checked out the Bollman Hat Shop, then got back on the road. We had a long drive ahead of us! The tour continued through Adamstown past the Bollman Hat Factory, onto Vinemont Road. There was a steep and long hill that we had to climb and we didn't see other cars for miles. The redeeming factor of this path was how the trees shaded us from the hot sun. A few more miles and turns got us to the Reinholds Inn for lunch, which had been serving food and drinks since 1864! I navigated us until we arrived at Paul B. Hardware. My dad was impressed by their inventory. But they didn't have ice cream there, so we rushed to Udder Choice for our last stop of the day.

That evening, I had my first ride in a car with a tiller, with Bob Nunnink and his 1904 Curved Dash Oldsmobile. The hotel parking lot was the preferred gathering place for our group.





Right top: Rusty Berg purchased this spectacular 1908 postcard.
Right center: Jill and Tom Lee at Shupp's Grove.



Jeff and Debbie Jones' 1905 Yale found some shade along with the other ones and twos.

Sunday morning, we drove through the beautiful countryside under the blue, cloudless sky. On the morning drive, I lost my hat and had to run and get it. We also saw a bluebird flying faster than our car! For our only scheduled stop we drove to Landis Valley Museum for cars and coffee, until 10:30 a.m., when we were able to go in the village and find shade in the Millstone Grove. This living museum shows rural town life in the 19th century. The cordwainer showed us the process of making and repairing shoes. We saw an early 1800s tavern that used the traditional cooking methods, flax fields and processing the flax into linen, and so much more. Then we had a quick drive back to the hotel, slowing only for a few speed bumps and one hill where we helped provide a necessary push to help John and Joyce reach the summit.

The tour concluded at 87 miles. This was the perfect way to spend Father's Day Weekend with my dad and grandpap.

(Photos by Tracy Lesher)



Rusty captures the evidence. Jeff Lesher's touring roadkill—hat and goggles leapt onto the pavement.



Bob Nunnink and navigator Priscilla Hopkins seated in Bob's 1904 CDO.

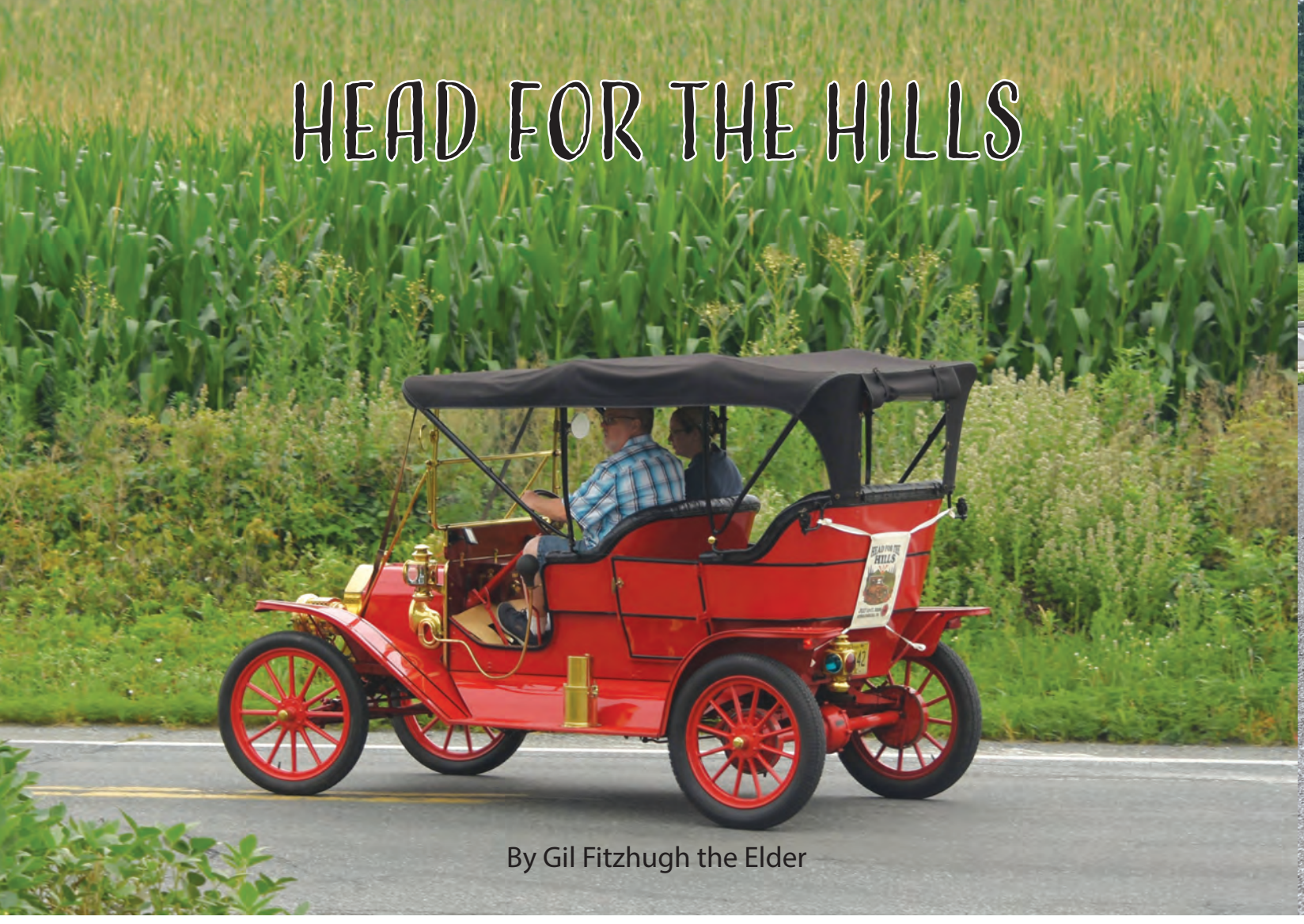


Andrew and Marcia Poma pull into Landis Valley Farm Museum in their 1908 Maxwell.



Father's Day One- and Two-cylinders at Landis Valley Farm Museum.

HEAD FOR THE HILLS



By Gil Fitzhugh the Elder

Eric and Nancy Wagner in their 1909 Ford Model T.

The North Jersey Region's (NJR) "Head for the Hills" tour was well named. The only two ways back to the Stroudsmoor Inn, our host hotel in Pennsylvania's Pocono Mountains, were up one side or the other of a serious hill. During four days of travel in New Jersey and Pennsylvania, we had many opportunities to make and reconnect with friends and test gravity. We found gravity to be in fine fettle! It gave low gears and clutches plenty of challenges, but we met the challenges and fought gravity to a draw. My T arrived at the Stroudsmoor Inn with a slipping high-speed clutch, which Jay Simpson, ably supervised by Bruce Hoffman, adjusted so that it, too, could fend off gravity attacks. Thank you, gentlemen, next time I'll know how!

The North Jersey and Southern Ontario Regions traditionally attend each other's tours. We were fortunate to have Gilles Laviolette with his wife Valerie Carew represent Southern Ontario. They brought their grandchildren, Kruz and Kairo Stevenson, along for the kids' ***first*** car tour. Additionally, the family presented Tourmasters, Bob and Terri Stelle, with ***home-made*** pure, maple syrup as a token of their appreciation for hosting the tour. Kairo learned how to play baseball!

There were nine Fords, seven Cadillacs and three Pierce-Arrows registered. We were supposed to have two E-M-Fs, but Joe and Betty Swann arrived safely despite a broken axle on their 1912 E-M-F and an RV that had to be towed.

Angie and Pat Farrell also arrived safely and in good spirits from Michigan despite waiting roadside for four hours. Angie's book *The Almost Twins* (pen name AM Kehoe) is based on their family's story of resilience and was highlighted at the welcome banquet. The tour's theme was in honor of America's 250th Anniversary.

NJR President Bob Stelle introduced the tour committee. We were saddened to learn of the deaths of members Bob Kuehn and Ed Gocek. After dinner, Peter Jakab, Chief Curator Emeritus, of the National Smithsonian Air and Space Museum, gave a presentation about aviation pioneer and motorcycle builder-racer, Glenn Curtiss, whose famous Scientific American trophy flight was made on July 4, 1908. That evening there was a hula hoop competition in which both adults and children participated in.

Above: We had an array of exquisite Brass Era autos on the tour!
Below: Brad Wallace, Roy Galdi, and Ray Galdi enjoy a few scoops! Roy and Ray are from California!

On Monday, Bob Nunnink took us to New Jersey to see Steve Babinsky's collection of mostly big, original, unrestored classics. How often have you seen a Cunningham limousine with superb original upholstery and less than 10,000 miles? You have? Okay, then, how about a McFarlan in comparable condition in the same building? A Minerva? A Wills Saint Claire? Steve makes his living restoring others' toys to Pebble Beach standards; the ones he buys for himself, he leaves alone for posterity.

After lunch at the local firehouse, we headed for more hills on the way to the Pequest Trout Hatchery where everyone had the opportunity to feed a school of parr (juvenile trout). Long rectangular open tanks teeming with trout, being readied for release into lakes and streams, where anglers whose license fees had paid to raise them would try to catch them. Wires strung above the tanks carried long shiny streamers that discouraged America's national birds from converting American taxpayers' fish into a free seafood smorgasbord.
Mark Scanel took advantage of the enormous, empty parking lot to give his daughter, Addison, Model T driving lessons.







Chances are when Brass Era autos flock together it's an ice cream stop!

(Photo by Kevin Mueller)

Above: (left to right) Chas Frick and Rachel Tomko with a 1910 Oakland that belongs to Chas and his wife Elizabeth Tomko-Frick.

On Tuesday, Norm and Fran Woolley and Eric and Nancy Wagner gave us our longest day of the tour at 108 miles. The destination was the Steamtown National Historic Site, once the Scranton yards of the Lackawanna Railroad in the long-gone heyday of steam trains. There is a main road connecting Stroudsburg to Scranton, but we were able mostly to avoid it. The space in between is sparsely populated, with just a few summer resorts, so we had virtually sole use of pleasant back roads to putter on. And they were rolling, but not mountainous. Those who hadn't packed a picnic lunch had the option of a ten-minute walk on an elevated footpath to a food court. At 95 degrees, some of us decided to skip lunch. A good ice cream stop helped fill in the hollow spots until dinner.

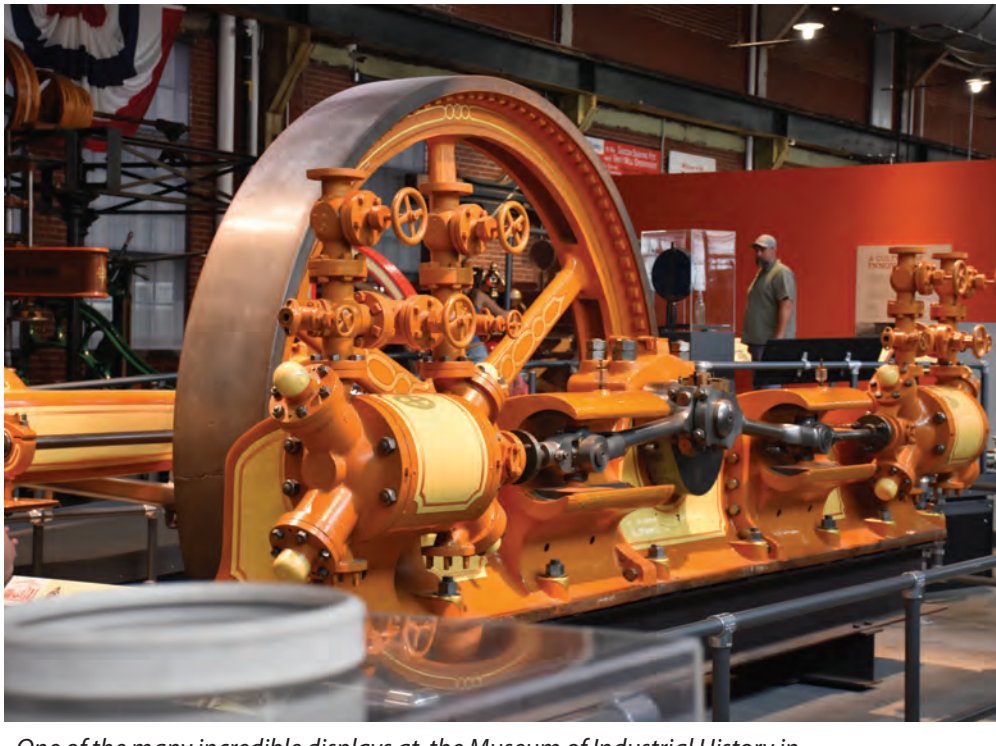


Kruz and Kairo Stevenson run for their lives. (Don't worry, we are taking very good care of them.)

David Deardorff with passengers Barbara and Gary Churchill had their photo taken next to 4012 Big Boy at Steamtown. David drove his 1912 Pullman.

"The American invents as the Greek sculptured and the Italian painted: it is genius." - *The Times of London*, 1876. This quotation, from the time of the U.S. Centennial World's Fair, is prominently displayed in the Museum of Industrial History in Bethlehem, to which Karl and Laura Darby guided us on Wednesday. And indeed, many fascinating machines of that epoch were to be seen. There was even a Brayton engine, a constant-pressure (like steam) internal combustion engine; it was the basis of the Selden patent that held early car manufacturers hostage until Henry Ford broke it in court. But the surroundings of the museum are sad indeed—crumbling ruins that were Bethlehem Steel, once a powerhouse of American industrial might.

On the way to the hotel, I got caught in a thunderstorm. A good Samaritan, Gregory Christman, followed me the last dozen miles back to the hotel with his emergency flashers on. Authenticity be damned; I gotta get me some lights! At least the rain cooled things off; the temperatures spiked to 99 degrees that day.



One of the many incredible displays at the Museum of Industrial History in Bethlehem, Pennsylvania.



Gil Fitzhugh the Elder prepared to leave the Museum of Industrial History in his 1914 Ford Model T.

On our last day, Bob and Terri took us through the Delaware Water Gap—a magnificent geological formation. There is a northeast-southwest ridge that, for a while, lies in New Jersey with the Delaware River flowing southwest along its northwestern face. Then the river carves an S-shaped bend and cuts the ridge in two before flowing southward to the sea; the ridge, now totally in Pennsylvania, continues southwestward. In my glider-flying days, I soared over this gap many times. The tour book promised we'd "stroll across the footbridge into New Jersey for majestic, mountain views and see the actual gap." Stroll we did, but unfortunately, smoke from the Canadian boreal forest fires allowed only the haziest outline of the gap, a mere four miles away. It was still a captivating place to visit; some of us straddled the state line in the middle of the bridge as proudly as if we had been at the equator or at the remains of the Iron Curtain.

Lunch was at an historic golf resort, where we parked the cars together on the grass for the only time during the tour. After a candle factory, a petting zoo and (of course!) ice cream, we wrestled gravity a final few times before tucking the cars into their trailers and preparing for the evening's festivities.

At the end of the closing BBQ, Bob announced that Avery Scanel won the hula-hoop contest, and the corn hole tournament was a draw. Mark Scanel, NJR Vice President, asked for volunteers to host next year's tour, but everyone hid under the table. HCCA Board Chairman Doug Tomb gave an (ex)-president's belt buckle to Bob and a pendant to Terri. The Art Twohy Award went to Karen Tomko, whose family attended this tour with a Pierce-Arrow and an Oakland. Karen said that the 2027 Brass and Gas will be based in Mystic Seaport, Connecticut. Dessert included chocolate chip cookies the size of frisbees. Revelers continued the festivities with karaoke and dancing! Although there was not a contest, the Darby and Scanel girls would have tied for first place in karaoke.

And then it was time for bed; the following day, we could let our tow vehicles fight with gravity. See you somewhere down the road next year!

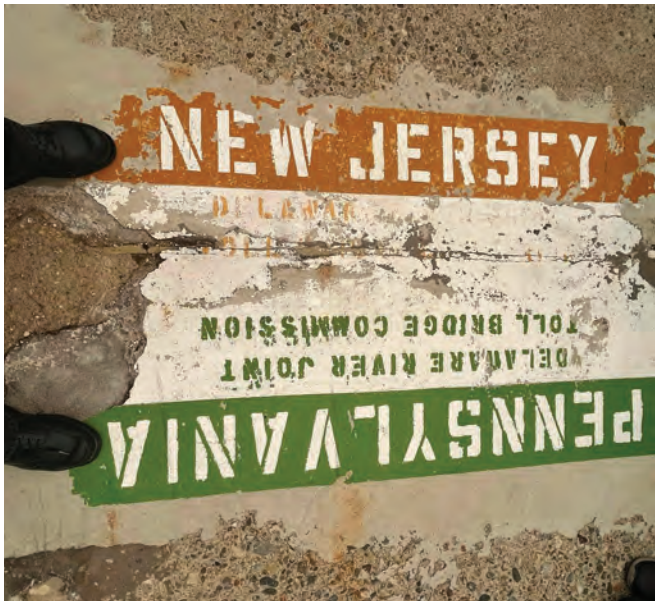
(Photos by Gil Fitzhugh the Elder, Kevin Mueller, and Terri Stelle)

Page 39—
Top: The Scanel family—Erika, Aubrey, Addison, and Mark.
Gilles Laviolette and Valerie Carew with their grandchildren, Kruz and Kairo Stevenson.
Center: Grant Lindy, Jonathan Hoffman, Briana Eckardt, Sandy Eckardt, Eddie Eckardt, Bruce Hoffman, and Fran Hoffman. Should I stay or should I go?
Bottom: Mitchell Tomko is behind the wheel of the family's 1912 Winton. His mother Karen sits in the backseat.


PEACE
LOVE
BEACH
LIFE IS GOOD






NEW JERSEY
DELAWARE RIVER JOINT
TOLL BRIDGE COMMISSION
PENNSYLVANIA


Jeep

Celebration of Brass VI Show

By Joyce Edfors



Left to right: A 1911 original Austin (in the family since new) owned by Joe and Dawn Somers and a 1909 Model 60 from the Stahl's Motors & Music Experience.

The wildfire smoke that blanketed much of the upper Midwest was unsuccessful in dampening the spirits of the intrepid Brass Era enthusiasts who brought their treasured pre-1916 cars to the Celebration of Brass VI (COB VI). These people tour in rain and sometimes snow, so what's a little smoke?

The event kicked off with a taco party at the host hotel in Kalamazoo, Michigan, where everyone, both new to the Celebration of Brass or seasoned attendees, got to enjoy each other's company and shared in mutual delight when reconnecting with old friends.

The main event started the next morning, Friday, July 17, at the Gilmore Car Museum (GCM) in Hickory Corners. The Celebration of Brass is the annual signature event of the Museum of the Horseless Carriage (MHC) soon to begin construction between the Cadillac-LaSalle and Pierce-Arrow museums and will join other national partner museums also located at the GCM, the perfect place for the permanent building. It is the largest automobile museum in North America, known for its collection of more than 400 cars and motorcycles on a beautiful 90-acre campus complete with period-correct dealership buildings, towering red barns, a vintage Shell gas station, an authentic 1941 roadside diner, and much more.

The early birds drove onto the show field in an otherworldly haze caused by Canadian wildfire smoke. On the plus side, it provided a striking backdrop for the show cars. Many of the first to arrive were the COB's featured 45 horsepower and above cars. Both days they were arranged in a large circle in the center of the lawn north of the Campania Barn. This offered the opportunity to see these large automobiles together in a stunning display. Fortunately, the smoke blew out on Friday evening after some rain so Saturday proved to be a beautiful day.

The COB VI was delighted to have two special Brass Era Austins, built in Grand Rapids, Michigan, parked next to each other. Jeff Stumb, Executive Director of Stahls Motors & Music Experience in Chesterfield, Michigan, brought a rare 1909 Austin Model 60 from the Stahl Collection. Joe and Dawn Somers of Lindenwood, Illinois, displayed their original/unrestored 1911 Austin 5-passenger touring. This unique motor car was purchased on May 29, 1911, at the Chicago Auto Show and has remained in the same family ever since.

It's showtime on Saturday!





Left to right: George Haley, one of the Brass Era Rides volunteers, is in the center giving a ride in his 1908 REO. Linda and Jean Magre set up in the swap meet. They brought a wonderful selection of brass lamps and period literature. (Photo by Tracy Lesher)



Above: Watch the Fords go by! The Early Ford Registry assembled the Ford Letter Cars (1903-1909) for the Celebration of Brass VI. (Photo by Tracy Lesher)
Page 43: Caitlyn MacTavish sits in her family's 1903 Ford Model A. Her father, Ross, recently restored this early Ford.

The show field had a wide variety of fine automobiles for participants and spectators alike to be able get up close and personal and talk to their owners and other early car aficionados. A big plus is that this show is not a static event. Driving the cars around on the Gilmore Car Museum's roads is encouraged. What a great way to introduce the public to Brass Era autos. Car rides were provided by several volunteers who participated in the show. There were smiles on the faces of the chauffeurs and ride recipients alike. George Haley, who happily gave rides in his 1908 REO, told me how much he enjoys introducing kids and adults to the experience of riding in a Brass Era car.

The Pre-WWII Swap Meet was located in a prime spot across from the new MHC building site and enjoyed a lot of foot traffic. Early Ford car owners, Hugo Vermeulen and Katherine Brewer, thought the COB VI was the perfect venue to gather all the early Ford Letter Cars in one place for the first time in many years, much to the delight of everyone attending. The cars were displayed in a special area reserved just for them in front of the GCM's new event center, from the oldest 1903-1904 Model As, up to a rare 1909 Model T (two-pedal). Hugo and Katherine led the endeavor and successfully got at least one example of each of the letters including Models A, B, C, F, K, N, R, S, and T. It was an incredible sight.

Each day had two speakers who presented topics of interest to the old car hobby audience. On Friday, Jeff Keysor spoke about Brass Era car restoration and Rick Britten discussed brass restoration. Saturday, Bob Lederer talked about brass radiators and Tim Dickson spoke about Hentschel distributors.

The much anticipated Museum of the Horseless Carriage Groundbreaking Ceremony was held at 1:00 pm on Saturday. MHC President and Chair, Jim Hart, was the Master of Ceremonies for this special event full of terrific news. He updated everyone on the progress of the building project. A milestone has finally been achieved to begin construction. He also gave an overview of the building materials to be used. He thanked all those who have donated their time, talents, and financial support to reach this point and paid a special tribute to past HCCA President, the late Bob Ladd, who had the vision and determination to pioneer the future Museum of the Horseless Carriage at the GCM.

Nick LaCasse, Gilmore Car Museum Executive Director, talked about how excited the GCM is to have the MHC soon start building their museum. He showed the audience the blueprints that have been approved by the GCM. Jay Follis, the MHC's Curator and Chair of the Building Committee, explained the concept behind the new museum's architecture and highlighted several plans for displays and interactive exhibits inside the new building.

HCCA President Jim Skillicorn and HCCA Board members Rusty Berg, Danny Case, Terry Cole (also the COB VI Chair), Bob Lederer, and Don Plumb were there for this historic event. Ten members of the Museum of the Horseless Carriage's Board stood by their "brass" shovels for the official groundbreaking ceremony.


FORDS GO BY"


FORD



Museum of the Horseless Carriage Board of Directors members present at the Ground-breaking Ceremony. Left to right: David Stevens, Don Plumb, Kent Riddle, Jay Follis, Kim Brodhagen, Paul James Sloan, Jim Bloomstrand, Ric Carter, Jim Hart, and Terry Cole.



There was a Pass-in-Review both afternoons with introductions and commentary by the COB VI's MC Rusty Berg and Jeff Stumb from Stahls. Many people shared their cars' amazing stories. At the beginning of Saturday's review, the audience was treated to a unique spectacle. The Ford Letter Cars all participated! That may be a first!!

Other COB VI events were held elsewhere. Tony and Bonnie Pienta graciously opened their car and auto related collections located in Tony's fabulous shop for the Ice Cream Social on Friday evening. The ice cream and toppings were donated by Dave Stevens and was served by Dave and fellow MHC Board member, Jim Bloomstrand, with the help of Liz Shank, the delightful granddaughter of the Pientas.

The wrap up event was the Celebration Dinner on Saturday evening at the host hotel. The highlight was entertainment by Jay Follis with his Titanic: Michigan Connections presentation. It included a large display of Titanic artifacts. Plan to join us for the Celebration of Brass VII. Good things are happening!

(Photos by Joyce Edfors)



Top to bottom: Dennis Heywood gives a ride around the Gilmore Car Museum campus in his 1913 Locomobile. Left to right—Liz Shank, Tony and Bonnie Pienta's grandaughter, Jim Bloomstrand, and Dave Stevens serve ice cream at the social.

COB VI: BRASS AND BIRTHDAY CANDLES—SO MUCH TO CELEBRATE

By Tracy Lesher



Jeannie and Wade Smith are seated at the table. Standing left to right: Rusty Berg, Ross MacTavish, Caitlyn MacTavish, Richard Staadt, Karen Schaefer, and Paul Schaefer.

Following the Celebration of Brass VI Car Show, auto tourists descended on Kalamazoo, Michigan, for three days of exploring the rural countryside of the Wolverine State.

Tour Day One

Sunday morning, I started out with Dave Shadduck in his 1912 Pierce-Arrow. Our first destination was Lawrence, Michigan, where Will and Sue Pugsley hosted our morning coffee stop and gave us a chance to see their car collection.

Getting there was not entirely without adventure. We missed a turn along the way, which meant prime photo opportunities! At Will and Sue's, we discovered a beautiful wildflower garden behind their home, complete with a croaking bullfrog who apparently thought he was part of the welcoming committee. Dave Stevens made sure nobody went hungry, supplying us with plenty of coffee and donuts. And these weren't just any donuts—they were Sweetwater donuts, from a local bakery specializing in what I would describe as circular sugar bombs. They were excellent.

After our coffee stop, we headed toward Coloma and the North Berrien Historical Museum. Somewhere along the way, however, the Pierce-Arrow decided it was going to cause a little trouble. Dave decided the safest course of action was to get the Pierce to our next stop at the museum. If Dave could not repair it there he would return later with a truck and trailer. It sounded as though the differential was beginning to give up.

At the North Berrien Historical Museum, there was impressive industrial basket-making machinery and a neat Dodge Brothers truck from the 1920s. As soon as I saw it, I had a sneaking suspicion that there might be a Dodge Brothers Club connection—and sure enough, there was. A good Dodge Brothers Club friend's grandfather had rebuilt the transmission, and as a youngster this friend had ridden in the truck.

With the Pierce-Arrow sidelined, I caught a ride with Dennis Heywood and his buddy Dan Sutton in Dennis' 1913 Locomobile. We took a short jog along Paw Paw Lake, enjoying the windy drive along the shoreline.

On the front lawn at Will and Sue Pugsley's home.



After lunch we headed to the Van Buren County Poorhouse Museum. The poorhouse operated from the late 1800s until 1952 and served both the poor and people with intellectual disabilities. The four-story building is filled with artifacts and collections that tell the story of the poorhouse and the surrounding community. It was an interesting and sobering look at an important part of local history. Then it was time to make our way back to Kalamazoo. By the end of the day, we had covered approximately 88 miles.

That evening at dinner, we sang "Happy Birthday" to Richard Staadt, who would turn 93 on Monday. After dinner, guest speaker Todd Carlson presented an interesting seminar on enameled radiator emblems and automobilia.

The highlight of the evening came afterward when Rusty Berg gave the hotel staff a few lessons in Brass Era auto history and rides in "Eleanor" his 1914 Studebaker.



Paul James Sloan navigated for Kim Brodhagen as she drove her 1914 Ford Model T.

Tour Day Two

Monday found me riding with the birthday boy, Richard Staadt, along with a very well-behaved Marty the dachshund and Caitlyn McTavish. We split into two groups for the day's route and headed north on country roads over more of Michigan's gentle rolling hills. The scenery was beautiful, with hydrangeas, black-eyed Susans, phlox, and plenty of other wildflowers in bloom.

Marty was remarkably quiet during the morning with two notable exceptions. First, he apparently felt it was necessary to bark at a mailman when the fellow stepped out in front of Richard's Model T. Second, after stopping for gas, I managed to mess up a turn. Marty was not impressed. He barked at me and, according to Richard's accounting system, I had earned a strike. Fortunately, I reminded him that I had washed his windshield earlier. That negated the strike.

We enjoyed a beautiful run around Gun Lake.

One of our stops was at Great Lakes Jig and Fixtures, a family-owned business that has been in operation for three generations. Harold Carter immediately spotted some parts that looked as though they might have been suitable for his and Janet's 1912 Oakland Model 40.

Back on the route, we soon found ourselves needing a little mechanical assistance of our own. Richard's steering column had become rather jiggly, and we were fortunate to be near Chief Noonday Car Park (Terry Cole's mega-garage complex) Richard needed some ⅜-inch bolts, and Terry came to the rescue. While Terry and Richard wrestled with the steering column, Richard's Model T decided it wanted to add a little excitement to the afternoon. The ammeter caught fire, and the car suddenly became a birthday candle. Caitlyn, Marty, and I abandoned ship as quickly as we could. Looking back, the four of us were extremely fortunate that we had stopped where we did. Had we been at the side of the road, this could have had a very different outcome.

While the mechanics worked on the T, Caitlyn and I visited with Kevin Fleck, at his garage space. He had recently acquired a 1915 Cole 8. As I understand it this Cole is the only surviving V8 touring car of its kind.

Rocky Younger brought Caitlyn and me over to the lakeside lunch spot where the remainder of the group was. I made sure Richard received a to-go plate. No one wants to be without lunch on their 93rd birthday. The lunch stop included a boat ride aboard the *Delta Lady* on Gun Lake. The watercraft built

Richard Staadt and Terry Cole examine Richard's Ford Model T after it caught fire.





Kevin Fleck's splendid 1915 Cole 8.

by the Purdy Boat Company dates to 1923 and was constructed of butternut wood. This 25-foot-long launch is the oldest surviving yacht built by the Purdy Boat Company. It is powered by a Packard engine and was built for Austin Church. Austin was one of Dr. Austin Church's seven children, the inventor of baking soda who partnered with John Dwight. You might recognize Church and Dwight as the makers of Arm and Hammer detergents, toothpaste, etc. Jeannie Smith apparently enjoyed the boat ride so much that she went for two! The fellow who owns the boat enjoyed giving us rides as much as we enjoyed the time spent aboard.

Later, we arrived in Plainwell, where Dean's Ice Cream was holding a cruise-in. Anyone arriving in an antique car received a free scoop or cone. That was a pretty good deal. Marty even got a treat from a gentleman who owns a 1965 Chevrolet Impala. Of course, the favor had to be returned. Mr. Impala received a Model T lesson from Richard. After ice cream it was back to the hotel.







Clockwise from the far left: Keiryn Kuehn-Daly, Hailie Kuehn, Keith Kuehn, and Madison Daly posed for a family photo after ice cream.

After lunch we had the pleasure of boating on the Delta Lady yacht.

A view from the bow of the Delta Lady as she was under way.



At the Houppert Winery in Lawton.

Tour Day Three
Tuesday was the big-mileage day at 117 miles. I was back riding with Richard and Marty, and we headed out for another day of Michigan back roads. Once we got out of the city limits the roads became especially pleasant with trees arching over the roadway in several places. It was exactly the sort of scenery that makes driving an old car worthwhile.

In Lawton, we stopped at the Houppert Winery and Museum complex. The area was once surrounded by vineyards, and the Houppert Winery reportedly processed between 300 and 400 tons of grapes per day—by hand during its heyday. Welch's is still located not too far away, so the area's grape-growing history is very much alive. We passed an astonishing number of vineyards during the day. I don't think I've seen that many anywhere other than the Finger Lakes region of New York.

Along the way Richard's Model T had a few electrical issues during the day, and Harold Carter came to the rescue.

In Dowagiac, we visited the Dowagiac Area History Museum, where a 1907 Lindsley was on display. A mirror underneath the car provided a perfect view of the drive train. What a clever way to let visitors see what normally gets hidden underneath an automobile. The museum also did a thorough job of chronicling the area's history.

We had hoped to visit the Heddon Museum. David Hagberg alerted me that there was a Dodge Brothers vehicle on display. But by the time Richard and I reached the museum, it was closed.

Downtown Dowagiac was bustling, and the storefronts were full, and there were plenty of choices for lunch. Richard treated me to one of the best cheeseburgers I have had in a long time at the Wounded Minnow Saloon.

From there, we continued to Niles, an especially interesting stop for anyone interested Dodge Brothers auto history.



A mural in downtown Dowagiac's greeted us.

There were two more museum stops. The first stop was at the Henry Chapin Mansion. The second stop was at the Fort Saint Joseph Museum. While there a docent elaborated on Dodge family history that I was unaware of. I knew that John and Horace Dodge were born and raised in Niles, Michigan, and their father and uncle ran a machine shop. That's where the brothers started to tinker as youngsters. The docent showed me a photograph from John's 1882 high school graduation! She also went on to tell a story that I had never heard about John and his wife Matilda. Apparently, John and Horace became close with Cyrus Bowles, an African-American Civil War veteran, who worked in the family's machine shop. Cyrus taught the boys how to fish, and they referred to him as an adopted uncle. Cyrus fell into a bad way after the Dodge family moved to Port Huron. John had a soft spot for Cyrus. Some years after the move, he contacted the mayor of Niles in order to track Cyrus down. John made arrangements for Cyrus' care before his own untimely death in 1920. Matilda continued to attend to "uncle" Cyrus' medical needs and living expenses.

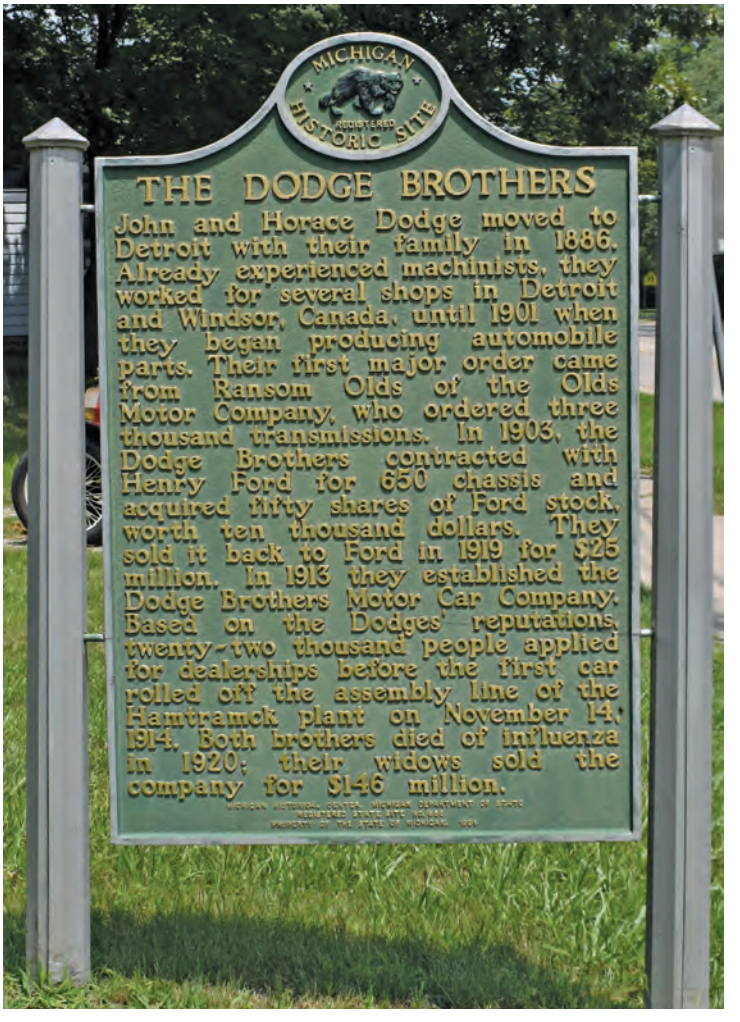
While listening to the docent I started to wonder whether or not there was historical marker in Niles mentioning John and Horace. I did a Google search and, sure enough, about a mile away near the water tower there was a historical marker. I was beyond excited. Richard was game to check it out, and we took a bonus tour over to the marker. Thank you, Richard!

Afterward, it was back to Kalamazoo. It was a big final day of Michigan touring—and a very good one.

Dave's route directions were precise and his donut strategy wasn't bad either. The Celebration of Brass VI was another memorable HCCA national tour.

(Photos by Tracy Lesher)

Top to bottom: The Dodge Brothers Historical Marker in Niles. Celebration of Brass VI Tour cars head down the road.





Flora Stanley: A Most Peculiar Lady

By Sybil Farnsworth Meikle



Flora Tileston in 1876.

Flora Jane Record Tileston was born in Hartland, Maine, on April 23, 1847. She married fellow teacher Freelan Oscar (F.O.) Stanley, while working as a schoolteacher in Mechanic Falls. Their marriage developed into a remarkable partnership that extended far beyond the traditional role expected of a Victorian wife. Flora became F.O.'s companion and an enthusiastic participant in his many adventures, while also caring for him during his long struggle with tuberculosis.

A new book, *A Most Peculiar Lady* by Nancy P. Thomas, PhD, offers a fascinating look at the woman who stood beside the inventor and entrepreneur behind the Stanley steam car. Thomas presents Flora as much more than the wife of a famous inventor. "Though long overshadowed by her famous husband, Freelan Oscar Stanley—the inventor of and entrepreneur behind the Stanley Steamer, Flora was a visionary in her own right. She was a teacher, diarist, community leader, and architectural tastemaker, who helped shape both the cultural life of early New England and the pioneering spirit of the Colorado Rockies."

One of my favorite passages in *A Most Peculiar Lady* appears on page 7:

"After finishing their midday dinner one Sunday afternoon in 1897, Flora Jane Record Tileston Stanley, and her husband, the inventor Freelan Oscar Stanley, left their home in Newton, Massachusetts, and walked over to the Stanley's steam car factory on Maple Street and together dismantled their new "steam carriage," which was not working properly. They then proceeded to put it back together again "right." Many years later, John Allen, one of the factory's mechanics and lifelong friend of the couple, describes the incident and his amazement at Flora's full participation. She was, he said, "a most peculiar woman." When viewing the episode from a Victorian-era point of view, Allen was exactly right. The very notion that an upper-class lady in nineteenth century suburban Boston would have the inclination, let alone the skills, to involve herself in such a project was indeed "peculiar"—peculiar and unique. Yet, as it turns out, this episode was but one of many examples of the couple's lifelong partnership in activities as disparate as school administration, manufacturing, horse racing, community-building, and steam car production that make Flora's life story worth telling."





That story provides a wonderful glimpse into Flora's character. She was not content to stand on the sidelines while her husband pursued his mechanical interests. Flora was willing to get her hands dirty and learn alongside him—an attitude that would become a recurring theme throughout their life together.

The Mount Washington Adventure

Flora and F.O. took their adventurous spirit to a new level in 1899 when they set out to demonstrate what an automobile could accomplish. On August 31 of that year, they made the first automobile ascent of Mount Washington, New Hampshire, New England's highest mountain, driving an 1899 Locomobile.

The adventure was anything but a leisurely Sunday drive. The Spring 2011 *Stanley Museum Quarterly* published a manuscript written by Flora recounting the historic climb. Her account provides details that make the journey come alive. She described not only the Locomobile but also the clothing they wore and the fact that many of their personal belongings had been shipped ahead of them.

There was also a very real concern about what might happen when an automobile encountered horses on the road. The unfamiliar machine could easily frighten a horse, potentially causing it to shy, bolt, or create an accident. Flora and F.O. had to be constantly aware of approaching traffic and were often forced onto the shoulder or into fields to give horses a wide berth.

Their actual climb of Mount Washington began after they had traveled 197 miles from their home in Newton, Massachusetts. The Locomobile presented plenty of challenges along the way. There was no parking brake, so a broken drive chain could leave the automobile rolling backward. Flora was prepared for just such a possibility. If the chain broke and she might have attempted to place a chock beneath the wheels. Flora's own description captures the uncertainty of the undertaking:

"We stopped at a little brook to fill the water tank, to oil the machinery, as well as take a final look at every bolt, nut, and screw. Could our little machine do this task which we had set it?"

Water was a continuing concern. The steam-powered automobile consumed large quantities, requiring the couple to watch their supply carefully. Flora frequently left the car to look for places where they could siphon additional water farther along the road.

The 7.6-mile, or 12.2-kilometer, climb up Mount Washington took two hours and ten minutes that summer afternoon. Even with the necessary stops to replenish the water supply,

Top to bottom: Flora was photographed in the late 1890s while in Boston. F.O. and Flora Stanley take their nimble 1899 Locomobile Steam car for a drive.



F.O. and Flora Stanley in a photograph taken during their historic automobile drive up and down Mount Washington, New Hampshire, on August 30, 1899.

the Locomobile completed the climb in roughly half the time required by a horse-drawn wagon. Their average speed was just under five miles per hour.

For Flora, however, the significance of the trip went well beyond speed or mechanical achievement. Her diary records the satisfaction she felt after successfully completing what many considered an audacious undertaking:

"The thing we had undertaken to do was done, and the triumph of the Locomobile was published to the world." Flora was also quite willing to address the question of whether automobiles were suitable for women. Her answer was unequivocal:

"A lady can easily learn to steer it…she needs to become somewhat familiar with the mechanism, but it is not all that complicated, and she can readily acquire the necessary skills to manage the machine."

Clearly, Flora was not intimidated by the horseless carriage—or by the mechanical knowledge required to operate one.



This 1900 Locomobile ad appeared in the June Scribner's Magazine Advertiser.



F.O. and Flora take their 1902 Locomobile Runabout for a drive.

houses for the betterment of low-income women, as well as universal suffrage. She also wrote poetry, travelogues, and worked on housekeeping and aesthetics, revealing both a broad knowledge and a sense of humor."

Flora's civic involvement followed her wherever she lived. In Newton, Massachusetts, Flora participated in the Katahdin Club, the Social Science Club, the Newton Woman's and Educational Clubs, and the Sarah Cull Chapter of the Daughters of the American Revolution. Her commitment to community service continued during her summers in Estes Park.

Following F.O. West

Flora's partnership with F.O. extended beyond automobiles and adventure. When tuberculosis threatened her husband's health, she followed him to Colorado in hopes that the climate would help his recovery. The move was not without difficulty for Flora herself, who struggled with the high altitude. On June 29, 1903, Flora arrived in Estes Park, Colorado, one day before F.O. When he arrived the following day in his steam car, she had already begun preparing for their first stay in what would eventually become their new summer home.

Flora's devotion to F.O. is particularly evident in her diary. She carefully followed his condition, recording changes in his health, his weight, and his progress toward recovery. Her entries reveal a woman who was both deeply concerned about her husband's health and actively involved in managing his care.

Yet it would be a mistake to define Flora solely by her role as F.O.'s wife. Her interests and accomplishments extended well beyond the Stanley household.

A Civic-Minded Woman

Flora was deeply involved in the communities in which she lived. She was active in numerous organizations and established herself as a civic leader in her own right.

According to the Stanley Museum in Kingfield, Maine, "Flora was an early supporter of schools and settlement



F.O. was an avid violinist and a noted luthier. His violins are held in high regard and popular to this day.



Flora Stanley in an undated photo.

In 1912, Flora helped organize and lead the Women's Auxiliary of the Estes Park Protective and Improvement Association. The organization later became the Estes Park Women's Club, which remains active today. The women supported a variety of projects designed to improve life in the growing mountain community, including trail construction, fish hatcheries, and the establishment of the first library in Estes Park.

Flora did not limit herself to attending meetings. She enthusiastically participated in fundraising activities, including the auxiliary's first bazaar and vaudeville show. For the occasion, she dressed as a gypsy and operated a fortune-telling booth to help raise money.

She also became involved in efforts to establish what would eventually become Rocky Mountain National Park. Her civic activities demonstrate that her influence in Estes Park went well beyond the Stanley name.

A Very Social Lady

When Flora wasn't exploring the mountains or working on community projects, she maintained an active social calendar. She frequently hosted gatherings at the Stanley home and at the Stanley Hotel.

Music was another important part of her life. Flora particularly enjoyed playing her beloved 7½-foot Steinway grand piano. F.O. gave her the piano to celebrate the grand opening of the Stanley Hotel, and it became a cherished part of her life there. The picture that emerges is of a woman who was rarely idle. Flora could move comfortably from a community meeting to a social gathering, from playing the piano to discussing automobiles, and from caring for her husband to participating in an adventurous mountain expedition.

The Final Years

In her later years, Flora's eyesight became increasingly impaired. By the early 1930s, she was nearly blind. Although she continued to return to Estes Park, her world gradually became more restricted as her vision deteriorated and her activities became increasingly limited.

Flora suffered a stroke in July 1939 and died on July 25, 1939. She was buried in the Stanley family plot beside F.O., her husband of 63 years.

Flora Stanley's life is a reminder that some of the most fascinating people in automotive history were not always the individuals whose names appeared on patents, factory buildings, or automobile advertisements. She was an educator, adventurer, caregiver, civic leader, musician, and partner in her husband's mechanical pursuits.

In an era when women of her social position were rarely expected to participate in mechanical experimentation, automobile adventures, or civic campaigns, Flora was indeed unusual. And that is precisely what makes her story so interesting.

Photos and images courtesy of Sybil Farnsworth Meickle, Jim Merrick, Debbie Smith, and the Stanley Museum)

Cars for Sale



1915 Paige 6-46 Model Fairfield
This vehicle has spent 40 years in a museum in New England. It has not been restored, never any rust, all original wood body and wheels. This is very comfortable large 7-passenger touring with 34-inch wheels. The overstuffed leather covered seats with button and diamond stitching are still comfortable after long day of touring. We have toured with this car for over 20 dependable years. The engine is a 46-50 hp. 6-cylinder; cast from special grade iron; bore 3.5"stroke 5.25." Displacement 303.06". We'd like to see it continue touring.
Asking: $34,000
Contact: Paul Gebauer
Email: pamageb@verizon.net
Phone: 610-579-2100 or
610-459-1711

Parts Wanted

1913 Cadillac Taillight Glass Lens
(Both) with or without shell. 1915 Metz generator and all four wheels.
Contact: Dan Sharp
Phone: 509-276-5570
(after 6:00 p.m. PST)

Fooey Clown Face Tail Light.
High wheel bicycle hub light. IHC carbide headlights. E&J 20 football shaped headlights. Woodlite headlights.
Contact: Arnold Levin
Phone/fax: 847-564-2893
Email: mech999@flash.net

1913 and 1914 Apperson Jackrabbits
Seeking parts and any information related to these automobiles75.
Contact: Steve Wooldridge
Email: steveocn@123mail.org

Parts for Sale

Sears Motor Buggy Ignition Switches
Complete. $170 each. Postage included in the Lower 48 only.
Contact: Dave Kolzow
Phone: 815-246-4545
Mailing address:
615 E. Union St.
Earlville, IL 60518

Pole Runningboard Mount
searchlamp off 1920s-30s classic car. Early WARNER AUTOMETER w/clock. Pair FORD 1909-10 Jno Brown 15 and FORD E&J 466 carbide headlamps. FORD Jno Brown 75, 78. 105 tail lamps. FORD Jno Brown 60, 85, 100 sidelamps. Pair 9" Rushmore brass carbide headlamps. Rubes 1909-12 Model T bulb horn. Jones brass speedometer w/clock. Pair Neverout side lamps and horn off CDO.
Contact: Arnold Levin
Phone/fax: 847-564-2893
Email: mech999@flash.net

Collection of 1905-25 Auto Parts
Mostly Ford—from eight vehicles. Located in Wisconsin.
Asking: $3,500
Contact: Brian Weisensel
Phone: 920-390-4381

Miscellaneous

1915 Buick Truck
Wheels and axles from local fire truck. Also 1920-26 GMC truck transmission with cone clutch. Free local pick-up.
Contact: Dan Sharp
Phone: 509-276-5570
(after 6:00 p.m. PST)







Donate a Car – Build a Legacy

MAKE A LASTING IMPACT BY DONATING ANY TYPE CAR WE CAN SELL

MUSEUM of the HORSELESS CARRIAGE

Preserve the history we love by helping build The Museum of the Horseless Carriage in Hickory Corners, Michigan

Receive a written acknowledgement for tax purposes & special donor recognition for your contribution

Contact
Jay Follis
MHC Curator
269-720-9605
curator@museumofthehorselesscarriage.org

Donations of pre-1916 vehicles for the MHC Collection are also welcome!

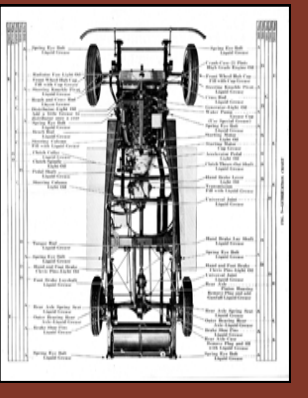
www.museumofthehorselesscarriage.org

The MHC is a charitable 501(c)(3) organization

Automotive Research Library

Horseless Carriage Foundation, Inc. a 501(c)(3), a non-profit organization.

Half the knowledge is knowing where to find it.





Automotive Research Library
8186 Center St. Suite F
La Mesa, CA 91942-2959
(619) 464-0301

research@hcfi.org

RESTORING EXCELLENCE FOR OVER A DECADE

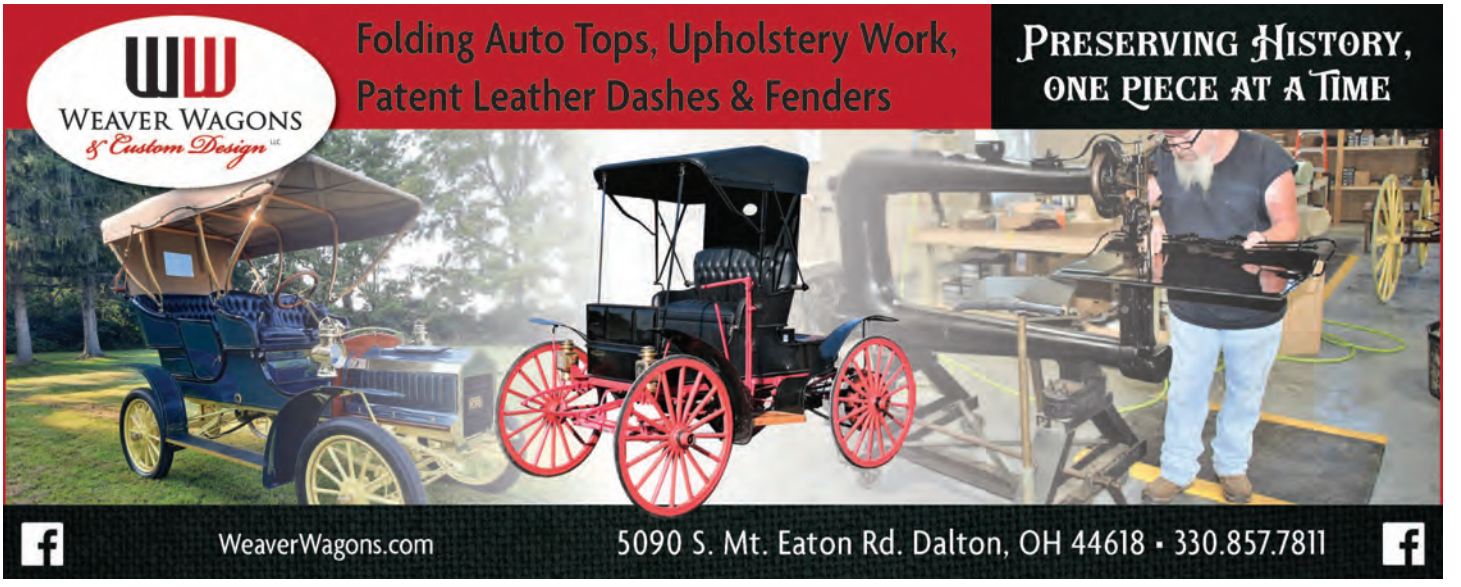


RESTORE, REPAIR AND MAINTAIN YOUR VINTAGE AUTOMOBILE TO THE HIGHEST INDUSTRY STANDARDS.

Gatsbyautoworx.com | 336.516.7009

gatsbyautoworx gatsbyautoworx

GATSBY AUTOWORX
RESTORATION & COACHWORX



Goldfield
TRIM & UPHOLSTERY LLC
Gary Martin Des Moines, Iowa
785-906-0125

- **Early convertible tops made**
- **Hand-stuffed hair tufting**
- **Complete hand-crafted interiors**

www.goldfieldtrim.com

JoVal Machine Company Inc.
Precision Reproduction Parts for Antique Automobiles



Brass-Era Cars Our Specialty

Spur & Worm Gears
Internal/External Splines
Broaching, Hobbing, Shaping

Jerry Chase
515 Main Street
Yalesville, CT 06492
(203) 284-0082

www.jovalmachine.com





Assisting antique auto enthusiasts with all tire needs!



Lucas
CLASSIC TIRES

2850 Temple Avenue Long Beach, CA 90806 (800) 952-4333 - (562) 595-6721
www.LucasClassicTires.com

HISTORICAL EMPORIUM

Full Line of Period Clothing
- 3,000 Unique Vintage Styles
- 1800s thru 1920s, Men's & Ladies
- Ideal for Veteran, Brass & Antique era motoring

In Stock, Ready to Ship
- Wide Range of Sizes
- Durable, Quality Garments
- Large Orders Welcome

We Make It Easy
- Experienced Staff
- Responsive Service
- Prompt Shipping

800-997-4311

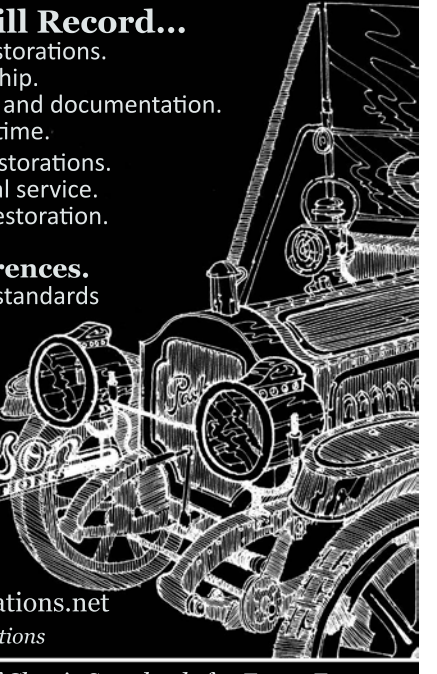


HistoricalEmporium.com

We Remake History

Our History Will Record...
Decades of winning restorations.
Meticulous craftsmanship.
Fully detailed research and documentation.
Excellent turn-around time.
Both full and partial restorations.
Comprehensive general service.
Three generations in restoration.

Ask For Our References.
We'll gladly apply our standards of excellence for you.



Robinson Restorations

Phone: 610-489-1716
www.robinsonrestorations.net
© 2019 Robinson Restorations

Celebrating 35 Years of Classic Standards for Every Era.

Keysor Automobile Works

Specializing in early automobile restoration, repair, and maintenance

- **A full-service restoration shop for your brass-era automobile**
- **Complete preparation to fit your car show and touring needs**
- **Starter installation, machining, mechanical restoration**
- **Wood body repair and paint refinishing**
- **Enclosed transport available**



Call today for an appointment
Phone 315-893-7483
www.keysorautomobileworks.com

Jeffrey A. Keysor
Keysor Automobile Works
5893 State Route 20
Bouckville, NY 13310

Early Owego
ANTIQUE
CENTER
90+ Vendors • 21,000 Sq. Ft. Open
Daily 10-5 • Closed Tuesdays
earlyowego.com
Exit 64 off I-86 607-223-4723
Jim and Cornelia Mead, Owners

UPHOLSTERING of
50 Miles Southwest of Hershey

50 Miles Southwest of Hershey
Brass-Era Automobiles
& Limited Cars of the Nickel-Era
Preserving Early Automotive History One Stitch at a Time
SWANN'S
- Tops & Interiors
- Diamond Tufting
- Leather Work Done Right

Joe Swann
350 Forest Drive
New Oxford, PA 17350
717-968-4717

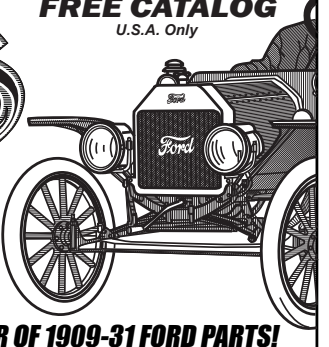

Daniel F. Petersheim
369 Old Dam Road, Christiana, PA 17509
Custom Automotive Upholstery
- Bow installation & repair
- Convertible tops recovered
- Custom spring seat made
- Hand-stuffed diamond tufting
- *New - Tour banner blanks*

All Types of Upholstery on Horse Drawn Vehicles

- Sleighs
- Surreys
- Vis-a-vis

610-593-1979
Fenders and Dashes Recovered

OLSON'S
GASKETS
ENGINE GASKETS FOR OLD CARS, TRUCKS, TRACTORS, & INDUSTRIAL
3059 OPDAL ROAD E. • PORT ORCHARD, WA 98366
EMAIL: INFO@OLSONSGASKETS.COM
PHONE/FAX 360.871.1207 | WWW.OLSONSGASKETS.COM

EVERYTHING FROM A TO T!
SNYDER'S
ANTIQUE AUTO PARTS
FREE CATALOG
U.S.A. Only

888-262-5712
snydersantiqueauto.com
THE WORLD'S LARGEST SUPPLIER OF 1909-31 FORD PARTS!


Pre-State Leather License Plates
Tom Lahey
tom@leatherplates.com 904-891-8302
157 Aldersgate St.
Green Cove Springs, Fl 32043

Calimer's Wheel Shop

Over 40 Years of Experience!



Custom built wooden wheels for antique autos using your metal parts. Steel and wood felloe wheels reproduced using kiln dried hickory.

30 East North St.
Waynesboro, PA 17268
Phone 717•762•5056
Hershey spaces C1 59-62

Email: wdcalimer@pa.net • www.calimerswheelshop.com

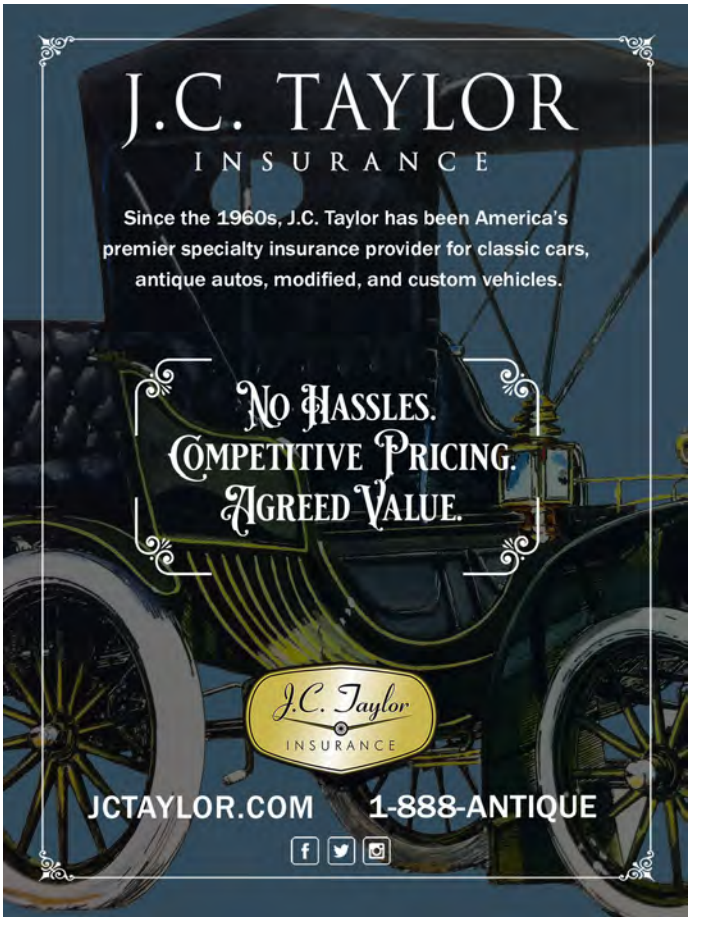
REPLICORE
NEW ZEALAND

Specialising in Brass era radiator cores and radiator restorations for cars or planes.

www.replicore.co.nz
nick@replicore.co.nz
Ph: 64 9 436 5734
48 Franklin Road, RD1,
Whangarei, 0192, NZ

Working with old radiators since 1976





WWW.RESTORATIONSTUFF.COM

Restoration Supply Company

Supplying Period-Correct Restoration Products & Accessories to the Pre-War Vehicle & Marine Enthusiast for 29 Years!



15182 Highland Valley Road, Escondido, CA 92025
(800) 306-7008 or (760) 741-4014
24hr FAX: (760) 739-8843
Email: Info@RestorationStuff.com





REGIONAL GROUPS

ARIZONA
Valley of the Sun
Dave Recker, 623-414-1506
dave.recker4@gmail.com

CALIFORNIA
Bay Area
Rob Caldeira, 408-930-9052
rob@robertcaldeira.com
El Dorado
Joe Anino, 916-539-1952
treamigo@comcast.net
La Jolla
Keene Brewer, 509-969-9494
2bkeene@prodigy.net
Northern California
Stephanie Mozell,
stephtrek@sbcglobal.net
Orange Empire
Larry Hansen, 562-229-1870
DTHEGRINCH@aol.com
Redding Shasta-Cascade
Leland Kimball, 541-621-7557
lelandkimball55@gmail.com
Salinas Valley
Kris Spencer, 831-227-5615
kris@maxfitmeals.com
San Diego
Sam Judd, 619-232-2210
samjudd@cox.net

Santa Cruz
Todd Manoff, 831-423-7877
toddmanoff@gmail.com
Santa Rosa
Guy Smith, 707-494-0505
guysmith999@yahoo.com
Sonora
TBD
South Bay Vintage Touring Club
Jim Willette,
lodiwillette@hotmail.com
Southern California
Jim Diener, 626-788-6334
jtdiener@yahoo.com
Temecula
Les Von Nordheim, 760-803-7393
vonnordheim@gmail.com
Tulare County
Richard Puskas, 559-308-2110
rapa52@msn.com

COLORADO
Colorado
William Cohen, 303-987-2129
thewacco@comcast.net
Columbine
Robert W. Troendly, 970-667-7708
darracq@q.com
Old Pueblo
TBD

CONNECTICUT
Fairfield County
Shenton King, 203-455-4387
sking@kingindustries.com

FLORIDA
Florida
Daniel Case, 516-659-2984
Daniel.case@ngc.com

GEORGIA
Atlanta
Kenneth N. Wright, 770-431-3881
knwright@bellsouth.net

IDAHO
Southwest Idaho
Rob Williams, 208-761-1739
rewill00@msn.com

ILLINOIS
Chicagoland
Tim Dickson, 815-978-7873
blkdrgn71@hotmail.com

KANSAS
Kansas City
Ed Hampton, 913-856-8396
sh5150@sprintmail.com
Wichita
Dan Closson, 316-644-2515
clossmax@gmail.com

MARYLAND
Central Maryland
Mike Romano, 480-586-5481
MikeRomanosCars@gmail.com

MASSACHUSETTS
Autoneers
Mike Landry, 978-434-7003
mglandry@hotmail.com
Skip Carpenter, 508-868-6648
scarp265@townisp.com

MICHIGAN
Midwest Brass and Gas
Pam Nash, 269-649-2908
panash@att.net
Museum of the Horseless Carriage Touring Club
Terry Cole, 616-262-9477
tmancole64@gmail.com
Southern Michigan Motorists
Larry Schramm, 248-373-3883
ptcg76a@yahoo.com
West Michigan
Terry Cole, 616-262-9477
tmancole64@gmail.com

MINNESOTA
Twin Cities
Dean Dorholt, 612-803-0836
deandorholt@frontiernet.net

MISSOURI
Horseless Carriage Club of Missouri
John Hartmann, 314-313-0305
jhartm1101@att.net

NEBRASKA
Omaha
Tom Van Meeteren, 402-359-5762
tsvanmeet@gmail.com

NEVADA
Nevada
Al Abrahmson, 775-267-3086
als25pa@gmail.com

NEW JERSEY
North Jersey
Bob Stelle, 908-996-6957
r.stelle@icloud.com

NEW YORK
Finger Lakes
Roger Garnett, 607-227-5648
rwgarnett@gmail.com
Long Island
Robert Coiro, 631-499-0404
jugflyer@aol.com
Rochester
Corey White, 585-704-0314
coreyj1915t@gmail.com

NORTH CAROLINA
North Carolina
Anthony Bright, 919-545-6664
brightboy@wondstream.net

NORTH DAKOTA
Fargo Red River Valley
Pat Hanggi, 701-282-3622
hanggihor@aol.com

OHIO
Hardscrabble
TBD

OKLAHOMA
Sooner
Jeff Hand, 626-788-6334
jeff.hand@att.net

OREGON
Eugene
TBD
Medford
TBD
Oregon Pioneers
Jerry Grulkey, 971-283-2256
touristk8@juno.com
Portland
Garie Zordich, 971-404-5879
graygoosefarm@comcast.net

PENNSYLVANIA
Old Time Touring Club
Shawn Achtel, 908-420-0080
sachteldvm@yahoo.com
Susquehanna Valley
Jeff Lesher, 610-639-1977
jeff.lesher@outlook.com
Tri-State
Al Terek, 724-586-9489
alantere@zoominternet.net

SOUTH DAKOTA
Sioux Falls
Todd Vetter, 605-310-7251
vettertodd84@gmail.com

TENNESSEE
Tennessee
Chris Padgett, 770-241-6245
christophertpadgett@gmail.com

TEXAS
North Texas
Gary Page, 972-467-6429
gary@page.email

UTAH
Utah
Bruce Boggess, 801-255-7473
bruce.boggess@hotmail.com

WASHINGTON
Seattle-Tacoma
Andrew Fuller, 360-366-3431
a64f@hotmail.com
Skagit-Snohomish
Steve Schmidt, 989-277-0934
steveschmidt@hotmail.com

WISCONSIN
Southern Wisconsin
Thomas Edfors, 920-648-3067
brasscars@charter.net

AUSTRALIA
South Eastern Australia
Russell Holden, 61 422 219 911
russell@oldworldlamps.net

CANADA
Québec
André De Montigny, 450-822-9152
celdemhouse@hotmail.com
Southern Ontario
Linda Coombes, 905-570-3267
LFCoombes@gmail.com
Vancouver
Peter Findlay, 604-436-4547
pfindlay@duetsoftware.ca

If you need to update your Regional Group or Affiliated Registry's contact information, please contact HCCA Office Administrator Garie Zordich at office@hcca.org or 626-287-4222.

AFFILIATED REGISTERS

Antique Electric Car Register
TBD
Cadillac Single-Cylinder
Jan Dubats,, 763-757-4143
bdubats@comcast.net
Chalmers-Detroit Register
Prewitt Scripps, 540-255-8551
prew62@icloud.com
Circle South Touring Register
Alex Joyce, 629-888-7654
A.37205@gmail.com
Cole Motor Car Registry
Kevin Fleck, 269-830-6174
kfleck@outlook.com
www.colemotorcarregistry.com
Dixie Slo Riders
Russell Boyle, 727-379-3072
rjb72@aol.com
EMF Register
John M. Daly, 815-786-4824
John-daly@emfauto.org
E.R. Thomas Register
Jeff Chattin, 770-655-8440
jeffchattin@msn.com
Great Plains Brass Touring Register
Chris Paulsen, 316-648-7887
cp7254@hotmail.com
High-Wheel Motor Buggy
Brady Mann, 309-744-5263
KISS 1- & 2-Cylinder Register
Don Poffenroth, 509-327-7934
dgpoff@comcast.net
Maxwell-Briscoe Motor Club
Greg Stewart, 518-424-7086
stew0620@gmail.com
Mississippi Valley Brass Touring Club
Rick Quirin, 618-381-4706
antiquecarnut17@charter.net
Nickel Era Touring Registry
Bryce Taylor, 435-773-3126
56Bryce.Taylor@gmail.com
Pullman Owners Register
Jeffrey Beard, 717-968-4748
feltonmodelt@aol.com
Pre-War Buick
TBD
Ragtime Racers
Brian Blain, 559-730-3471
Brian Blain@blainfarms.com
Rambler & Jeffery Register
Ed Grace, 724-869-1309
eg1904@yahoo.com
Saxon Register
Alex Huppé, 207-249-8592
alexhuppe@aol.com
Schacht Register
Ron VanDerMeid, 585-703-9193
Ronvandermeid@gmail.com
Sears Register
John M. Daly, 815-786-4824
John-daly@emfauto.org
Single-Cylinder Touring Register
Bill Ottemann, 760-728-4696
theottemanns@gmail.com
The 1903-09 Early Ford Register
Dave Dunlavy, 563-387-3736
ddavedunlavy@gmail.com
Velie Register
John Nikodym, 402-746-2248
jjnikodym@gmail.com
Western Gaslight 1- & 2-Cyl Touring Register
Tony Wollesen, 408-264-2444
aawollesen@gmail.com
White Steam Register
TBD
Winton Worldwide
TBD
The 1903-09 Early Ford Registry
Jeff Kelly,
1904ford@gmail.com

Please note that while every effort is made to insure accuracy, neither the *Horseless Carriage Gazette* staff nor the Horseless Carriage Club may be held accountable for unclear or misleading statements. In the event of error, our responsibility does not extend beyond publishing a corrected insertion.

Classified Ads

1. The members' classified ad section is limited to the exchange of specific pre-1942 automotive and hobby-related items. Please list exactly what you are looking for. Products or services offered on a regular business basis are considered commercial and must use display advertising rates.
2. Members requiring ads longer than 50 words, or who require logos or extra space, must use display advertising rates.
3. A member may run one free "for sale" ad and one free "wanted" ad per issue. (Please give your membership number). Classified ads are accepted for **one insertion only.**
4. One photograph per classified can be included for $20 but will not be returned without a stamped, self-addressed envelope. Print your name and address on the back of each photo. Please note the photographs can also be sent by email. (Photocopies of photographs are not acceptable no matter how they are received.
5. HCCA Regional Groups and Affiliated Registries are entitled up to ½-page of free advertising for their brass era touring event per annum. Nationally sponsored events are eligible for one full-page of advertising for their brass era touring event per annum.
6. For non-members, the cost of a 50 word ad is $20.
7. Type or print clearly (name and address or included in the 50 word limit).
8. Mail to: Classified Ads, *Horseless Carriage Gazette*, 3109 Fish Canyon Rd., Duarte, CA 91010-1506
9. Advertisements will be placed in the next available issue as space allows.
10. Ads must include the name of the member and an address or telephone number.
11. Please note: the word "original" means unrestored, as the factory manufactured the vehicle. A vehicle can only be original once. "Authentic" means stock or unmodified.
12. All prices mentioned are assumed to be "plus shipping" and common courtesy among members would be for buyers to send a self-addressed stamped envelope for information. These do not need to be spelled out in each classified ad.
13. If sending an email response, mention the name of the car or part in the subject line. Send your email to editor@hcca.org.

Display Ads

Price per Issue

$ 1550	Inside front cover	8.5" x 11" + .125" bleeds
$ 1250	Inside back cover	8.5" x 11" + .125" bleeds
$ 1050	Full page - color	8.5" x 11" + .125" bleeds
$ 625	Full page - b/w	8.5" x 11" + .125" bleeds
$ 575	Half Page - color	7.5" x 4.75" or 3.5625" x 9.75"
$ 350	Half page - b/w	7.5" x 4.75" or 3.5625" x 9.75"
$ 260	Third page	7.5" x 3" or 2.3125" x 9.75"
$ 210	Quarter page	3.5625" x 4.75"
$ 105	Eighth page	3.5625" x 2.1875" or 2.3125" x 3.25"
$ 85	Tenth page	3.5625 x 1.625" or 2.3125" x 2.75"
$ 55	per 3.5625" wide column inch (21.5 picas)	
$ 35	per 2.3125" wide column inch (14 picas)	

Advertising Deadlines:

January-February……December 1
March-April……..……..…...February 1
May-June……..……..…..April 1
July-August……..……..……...June 1
September-October……..……August 1
November-December……..……..……..October 1

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

Horseless Carriage Gazette
PO Box 577
Ridgefield, WA
office@hcca.org

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

HCCA Club Store

Contact: Vince Altieri, 724-516-5108, cars47@comcast.net
or Jim Diener, 626-788-6334, jtdiener@yahoo.com

Denim shirt
Long/short sleeve,100% cotton, embroidered. Faded or ink blue. Men's sizes: S–3XL/Ladies' sizes: Sizes: S–2XL $35





Crewneck Sweatshirt
Long sleeve, 50% cotton, 50% polyester, embroidered. Navy.
Sizes: M–XL $30



Ladies V-Neck Concert Tee.
100% soft spun cotton. Silk screen logo left front. Aquatic Blue.
Sizes S-XL $20



T-Shirt
Short (Ash gray/navy) or long sleeve (navy only), 100% cotton. Two options: screen print logo on left chest and screen print logo on left chest and screen print "Will Talk Brass With Anyone" on the back. Sizes: M–2XL $20





Quarter Zip Wind Shirt
100% polyester, water resistant, 100% polyester mesh lining, embroidered. Navy or sand.
Sizes: L–XL $45



Hooded Sweatshirt
50% cotton, 50% polyester, The sport gray Hoodies have the HCCA Logo on the left chest and the navy has "HCCA" with "Horseless Carriage Club of America" underneath it on the left chest. (Sport gray/Navy)
Sizes: M–XL $40





Casual Jacket
85% polyester, 15% nylon, water resistant, embroidered left front chest, large logo on back. Navy.
Sizes: S–XL $90



HCCA Trailer Decal
5" $6.00
12" $15.00
20" $25.00

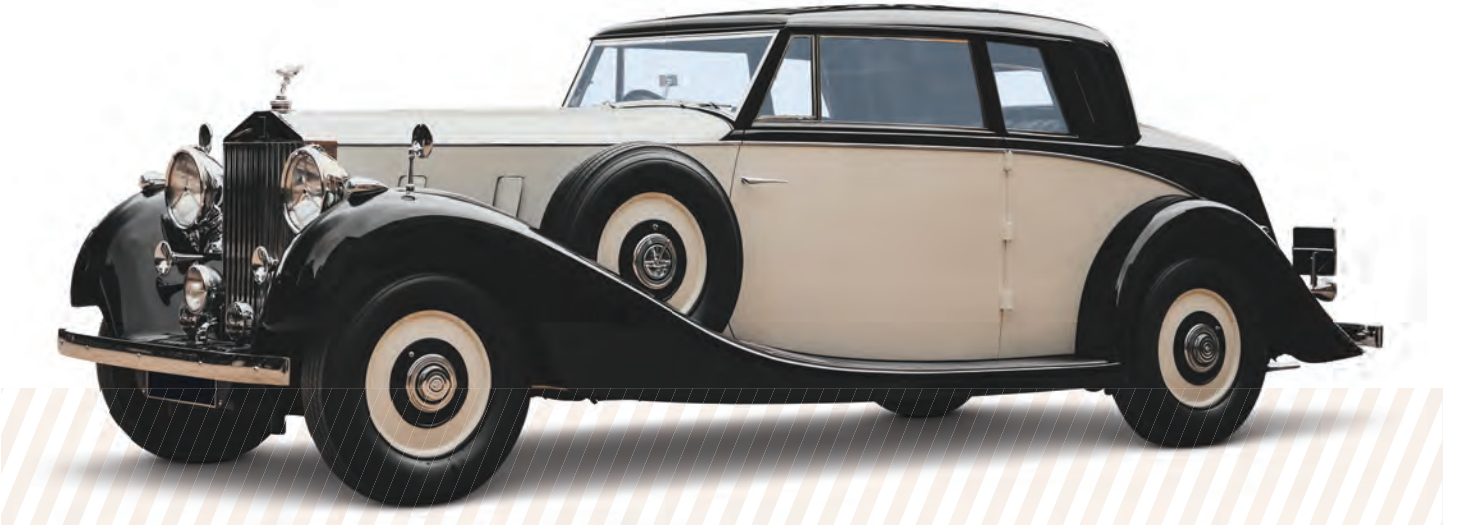
GOODINGCHRISTIE'S AUCTIONS & PRIVATE BROKERAGE GOODINGCO.COM 310.899.1960



1937 ROLLS-ROYCE PHANTOM III SEDANCA DE VILLE
The Property of Noted Collector Lord Bamford
Formerly Owned by Malcolm Pray | One of the Most Stylish Phantom IIIs Extant | Winner of Multiple Concours Awards
Coachwork by Park Ward Ltd. | Without Reserve



1939 DELAGE D6-3L GRAND PRIX
Chassis 51820 | Without Reserve
Consigned by the Pebble Beach Company Foundation for the Benefit of Its Charitable Mission



1937 ROLLS-ROYCE PHANTOM III SPECIAL HENLEY COUPE
The Property of Noted Collector Lord Bamford | Acquired New by Mrs. Margaret Dunlop of New York
Comprehensive Restoration by Marque Specialists Clark & Carter | First in Class at the 2019 Pebble Beach Concours d'Elegance®
Coachwork by J.S. Inskip | Without Reserve

Rétromobile New York Auctions

FRIDAY NOVEMBER 20
SATURDAY NOVEMBER 21
OFFICIAL AUCTION HOUSE

ONLINE BIDDING AVAILABLE
VIEW AUCTION PREVIEW AND REGISTER TO BID:
BIDS@GOODINGCO.COM

NOW INVITING CONSIGNMENTS
RÉTROMOBILE PARIS AUCTION FEBRUARY 4
AMELIA ISLAND AUCTIONS MARCH 4–5

Experience Extraordinary


PENNSYLVANIA
E48H
ANTIQUE VEHICLE