



A Fine



80th!

From the President
by Gerald Perschbacher, LL.D.

At our annual meeting, Dec. 8Th, 2024, our club celebrated its 80th anniversary. That is a milestone for the whole state! We are the first and only antique car club in all of Missouri to reach this achievement.

Five far-sighted men led our formation in December of 1944 as war still ravaged parts of the globe. Leading the way for our organized effort were Wayne Bledsoe (our first formative club officer), Alex Deeken (first president), and George P. Dorris, a car maker.

Times have change since then, but the collector-car legend and preservation of auto history remain key elements of "what we are":
great cars + great people + fun and discovery = GREAT SUCCESS!

YOU came to this club as a result. You were attracted by a desire to grow in the hobby...to enjoy it with others...to discover our auto heritage...to enrich and educate the greater community...and to SHARE the VISION as a key part of a "continuum," in the united bond of purpose.

So, what's in the near future?

I see the club as FUN...JOY...WORK... and FULFILMENT. Let's plan to simplify all events and increase our ranks in a spirited spurt of growth. If our founders were here today, I am convinced they would LOUDLY cheer and APPLAUD our efforts to maximize the enjoyment of old cars – and their owners. Let's make this our aim in 2025!

**Horseless Carriage
Club of Missouri, Inc.
2024 Officers/Directors**

President

Gerry Perschbacher
314-849-5249

1st Vice-President/Programs

Barb Knudsen
314-660-1275

Recording Secretary

Kevin Williams
(314) 258-0574

Treasurer

Todd Tobiasz
(314) 540-2431

Directors

Melba Nolan (2025) 314-575-7115
Mark Goldfeder (2025) 314-878-2786
Jackie Allen (2026) 636-383-3857
John Black (2026) 314-409-4430
Pam Howk (2027) 636-282-1184
John Saxton (2027) 314-869-3099

Appointments

Webmaster

Kevin Williams (314) 258-0574

Brass Lamp Publication

Jim Gormley 314-303-9826

For Submissions Please Email to:
BrassL.HCCM@yahoo.com



"BRASS LAMP" STAFF REQUESTING ARTICLE SUBMISSIONS FROM OUR MEMBERS

Fisrt, I want to thank everyone who has made a submission to the Brass Lamp. If not published in this issue your submission WILL be included in future issues. Thank You for your help.

The *Brass Lamp* is your club newsletter. It is a very sizable task to gather articles and publishable photos, edit, design, assemble, then get it to members either as a digital or print publication. Please help the Brass Lamp staff by providing your content so we can produce quality publications of interest for you the members.

We really need our members help to make the *Brass Lamp* a success by **submitting articles** and a few photos to accompany the writings. Articles should be between 400 and about 1200 words along with 6 to 12 high-resolution photos. Larger articles can be submitted but, understand that due to space constraints, larger article may need to be presented in multiple issues. By submitting your article and photos you agree that you own copy rights to the materials submitted and the HCCM has your permission to publish your material.

What should I write about you ask? Well, write about how you became interested in the car hobby...How you found your first car... Your thoughts on how and why you built your collection of cars. Frankly, anything of the car hobby interest that you feel others also might enjoy.

Submission is easy. Simply provide a text file along with photos to this email address: BrassL.HCCM@yahoo.com

It is fine to submit several files if needed but please include your name in each file name. Files should be under 24mb. If your files are extremely large please contact Jim at the above email address for information on how to submit large files.

Simply submit text files as Microsoft Word files and photos as JPG or PNG files are preferred. **DO NOT FORMAT** your text files and **PLEASE DO NOT** just submit articles as an email file only as this creates a lot of additional work forming for publishing. Just **attach** the word file to your email submissions. Thank You!

Submission Dates:

For 2025 Brass Lamp submissions, a calendar of date will be pprovided in January. Submit all articles and photos to:
BrassL.HCCM@yahoo.com

The *Brass Lamp* staff appreciates your contributions, your help and look forward to your articles.

Thank you,
Jim Gormley

Upcoming HCCM Events for 2025

March, April, May Monthly Meetings:

March 21 6:30

*St Patrick themed
Short Trivia Quiz from
Ralph Atkinson*

April 11 7:00

Easter show final plans

May 16 6:30

Strawberry time

Board Members Meeting

Regularly meet at 7:00 pm
the first Tuesday
of each month

Location:

City of Overland
Frank Munsch
Community Center
9225 Lackland Rd,
Overland, MO 63114

EASTER de'ELEGANCE Car Show

We need all hands on deck for
our annual EASTER Car Show.

Help is needed to staff the
many tasks for this show.

Please amke the April Meeing
and VOLUNTEER, afterall
it is your car show, show your
St. Louis Spirit!



OUR NEW MONTHLY MEETING LOCATION

St. John UCC, 334 Sulphur Springs Road 63021
(From Manchester rd go SOUTH on Sulphur Springs Rd pss
the chuch and enter parking lot on left, at rear of church; enter
basement meeting room from lot. Plenty of easy parking.)



HCCM MADE A HIT AT THE 2025 AUTO SHOW

*The **show** must go on – yes, indeed...*



Even when Mother Nature gifted the St. Louis area with a thick blanket of snow up to 10 inches (anchored by a pre-coating of ice) just in time for the launch of the St. Louis Auto Show on Jan. 9, 2025. The inclement weather did not impede the HCCM's participation in providing a selection of members' cars for the viewing public for the four-day show.

Just a sampling of the exhibits at this year's St. Louis Auto Show

HCCM members were featured, featuring cars of multiple time periods.

The St. Louis Auto Dealers Association (SLADA) provided space for five of our cars for display, but weather conditions threw a curve and other provisions were made as two members braved the journey downtown for this, our 31st year at the show.

A rollback truck conveyed Car Riesinger's beautiful mator-red 1967 Rambler convertible, a rare car when new with only 1,686 manufactured – and even scarcer today as a true survivor. Being a "movie car" (used in local filming) made ready conversation for Carl in expounding on "never loaning your collectible car as a movie prop." After the movie production, the poor Rebel show many battle scars that have since been repaired and the car is back to original. The younger generation was enthralled with the car having gleaming chrome, white-wall tires and real wheel covers, "new" concepts for them to absorb.

Jeff Kneezle, a recent new member of our club, but a long-time auto enthusiast and dealer



Report & Photos by Doug Birk



DROVE his newly acquired graphite-gray 1992 Oldsmobile “98” Regency through snow and icy weather to get downtown. After a thorough washing and drying, the Olds joined our display on the convention floor.

One may not think a 1992 car as an “antique,” but being 33 years old it definitely qualified his car, all the while drawing attention. It reminded onlookers of their first car, or one their parents or family members owned. Now being an “orphan” brand, Olds joined the ranks of many fine makes that comprise the rich history of automobiles.

The 2025 Auto Show was held in the newly built addition to the convention center, previously occupied by a multi-level parking garage plus a portion of Ninth Street.

A great selection of new vehicles (car, trucks, SUVs) by most manufacturers filled the show section of the convention. Approximately half of the new models were hybrid or all electric (EV). Some diehards still want the internal combustion

engine (ICE) with the sound of power. A robotic “Transformer” action machine was taking in the site, giving us a positive “finders-up” sign.

Lookers and prospective buyers were in for a real shock in seeing bottom-line MSRP dollar-stickers. Some buyers may have to take a second mortgage to pay for it, specially if it is over six figures!

Even though our HCCM exhibit was scaled down due to inclement winter weather, we provided attention and brought smiles as visitors spent time at our space. An incentive that attracted “lookers” were multiple seven-foot-high two-sided signs brimming with pictures of vintage cars in our club.

Smiles were easy to get when visitors saw our vintage iron. Folks looked forward to seeing our cars here each year, leading into discussions about our yearly shows (especially our Easter kick-off in Forest Park). Visitors told stories of fond memories of “the oldies” they once owned. The new tall signs were a plus in gaining attention, each dis-

playing a large version of our club logo (the signs were provided by the SLADA and designed with significant help by our 2025 HCCM President Gerry Perschbacher, who arranged details as exhibit organizer).

While there were ups and down in the flow of attendees to the show, there was good foot traffic at many key times.

We especially thank club members Carl and Jeff for supplying their autos, and for volunteers Rich Rottnek, Neal and Mandy McIntyre (plus newborn son), also Mark Goldfeder, plus our President, and “yours truly” Doug for making this another positive event, regardless of the inclement weather.



MY "AUTO" BIOGRAPHY

by Gary Sudin

GARY SUDIN is a member of our HCCM and a frequent volunteer at our car show. This will be a serial article appearing in the next few issues of the Brass Lamp. Travel with Gary as he grows into the car habby. The next installment will be in the June issue of the Brass Lamp.

Gary's Jaguar will be featured on the Easter Car Show poster.

I can remember being three years of age, and standing in between my parents on the front bench seat of the 1950 Pontiac, watching the world go by. Through my eyes, the car would swallow the street in front of me, and throw the sidewalks and trees to the side, and then behind me. Climbing up onto the rear window deck, and watching out the rear window was also a treat. Large objects would disappear into a dot, and vanish. The sounds of the car; tires on pavement, shock absorbers transmitting the click of the new rectangles of driven road, and air slamming in from the wing windows. Occasionally, my father would let me sit in his lap and help him steer. What do those pedals do? Why do you need to move that lever up and down the steering wheel? Do you feed the car?



The 1950 Pontiac

In 1955, my father brought home a new four door Pontiac. I had such excitement as my brother and I were told to take off our shoes before we could climb into and onto the new car. What was that smell? Why did you put clear plastic over the seats? We can't eat the ice cream in the car? Why not? The cars were always blue.



In 1955, my father brought home a new four door Pontiac.

With a growing family, and a new home, my mother needed a car. This was necessary to adhere to the maxim of "a chicken in every pot, and two cars in every garage." 1956 was the year we

moved into our new home with the two car garage; all needed for the growing family. By 1961 the choice was the Pontiac Catalina Station Wagon for my mother. Enough room for five people, with room for groceries, camping equipment, and a full size spare tire.

The Pontiac Catalina
Station Wagon



1962 was the year I became an Eagle Scout. The station wagon was immensely useful for hauling tents, sleeping bags, Coleman stoves, coolers filled with food, and my camera and guitar. 1962 was also the year of the first Sudin family national lampoon vacation to the Seattle World's fair. One month in the car in the summertime. From St Louis, to the Corn Palace in South Dakota. From there through the badlands to Yellowstone, and on to Seattle. Then down the coast to San Francisco, and Los Angeles, where my dad's brother's family lived. Down to Tijuana, my first experience out of the country. Then off to an overnight in Las Vegas, and several days camping at the Grand Canyon. Then Hoover Dam, and off to Rocky Mountain National Park, and then back to St. Louis. I remember crossing the desert from Los Angeles. It was impossibly hot. My dad would stop every hundred miles or so and put his hands on the bias ply tires to make certain they weren't going to melt. There was a canvas bag at the front of the car, filled with water. It was drinkable cold water! Ah, evaporative science.

The best behaved child had a choice. You could sit in the "way back", or the front passenger seat. The front seat offered a wing window with guaranteed 60 mile per hour wind in your face, and a great view of the countryside. Most of the luggage was in the roof rack on top of the wagon, so the "way back" offered an area to stretch out and lay down as necessary. I would look out at the sky and dream of flying a remote controlled plane alongside the car.

The child that had the best joke of the day would get the "dime" from my dad. Yep, a real dime. That was a lot of money, especially for a child of 11, in the 1960's. I did my very best to get that dime every day. That's how I became a wealthy man. And the punster I am today, or is that pun gent? 1965 was the New York World's fair. As an Eagle Scout I was invited to work the summer at the fair. A Greyhound bus took us from St Louis, nonstop to New York City. There were about 50 of us, from the surrounding area. This was my first exposure to NYC – a view after the Holland Tunnel of the old 42nd street. It was a red light district in those days, and it increased the attention span of every 14 and 15 year old on the bus. We stayed at Ft Lee in New Jersey, and took a bus every day to the fair. We were guides for the VIP's. I toured Adlai Stevenson, Hubert Humphrey, Barry Goldwater, Stuart Symington, etc. through the fair. My family arrived at the end of my stay, once again in the station wagon, to begin another lampoon to upstate New York, Connecticut, Maine, Toronto, Quebec City, Montreal, and then back down to the United States through Windsor, and Detroit. Ah, Greenfield Village. We stopped in Chicago to visit relatives, and then back to St Louis. This was about two weeks of driving. I made about a dollar and change. The station wagon made it easy to watch the farmer's fields roll by.

(We will continue Gary's journey in June)

— Our Member Profile — John Black

First a little background. I'm married 45 years this year to my high school sweetheart Martha. We have 2 grown children and 2 grandsons. Our son is a Marine and completed a combat tour in Iraq. He has been out for several years.

John with daughter and grandsons staging for 4th of July parade.



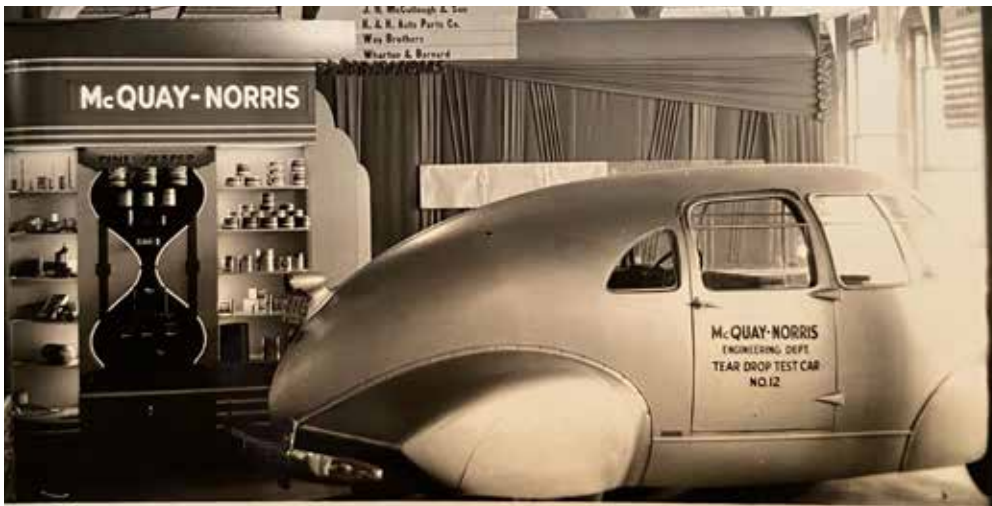
I got a late start to the vintage/collectable car hobby. I always had an interest in mechanical things and cars, I just never had the opportunity, space or money to explore these interests in my younger years. My early priorities were starting and raising a family, maintaining our own cars and a job that required quite a bit of travel.

I also have lots of hobbies/side activities. My kids got me involved with youth track and field and then I became a Missouri State high school T & F official, starting track meets. I just completed 26 years at the high school level. While in college, I had the opportunity to learn sign painting from an old-time sign painter. I have been painting signs and banners on and off for nearly 50 years. I also do screen printing and have been printing shirts for 50 years too. I enjoy carpentry and basic electrical work. I'm involved in target shooting sports and learned reloading on 1950s equipment I inherited from my father-in-law. I'm storing/working on a few vintage motorcycles.

Back to what influenced my car interests. My Dad was a car guy. He grew up on a farm in Illinois and being the oldest boy in the family, he provided the car for the family. Growing up, I remember my Dad's cars. Buicks, a Mercury Marquis, an Olds Cutlass with the infamous diesel engine, an AMC Pacer. But the car my Dad really wanted was a Lincoln and I'm so happy he got to enjoy 2 of them before he passed. Going through family photos,



1973 Jeep Commando.



At Left: McQuay-Norris tradeshow booth with Teardrop Test Car circa 1930s.

Below: Shark tooth sign for cousin's beach house



John's dad Gerald with his prized Chevy.

I found this photo of my Dad with his car. He was 22 years old and notice his initials on the grill.

My first car. I was a freshman in college and “needed” a car so my Dad helped me look at a couple cars. A 1971 Green Gremlin and a 1972 Mercury Capri – both sticks. After test drives, I was thinking Capri and my Dad was thinking I needed the Gremlin. I ended up with the Gremlin and it really turned out to be a good and reliable car that I learned to maintain and tuneup. I was able to practice body work and actually resprayed the car in green and then a couple years later in black. The first paint job was awful – the second time

it turned out pretty good. It's funny looking back, you still see lots of Gremlins, but how many Capris do you see...

My first Job out of school was a graphic artist for McQuay-Norris on The Hill. McQuay-Norris was owned by SKF Industries. I worked for the aftermarket side of the company that included engine parts, cooling parts and chassis parts. The OEM side of the company made piston rings for automotive and air compressor applications. I was fortunate to have access to all parts of the company. M-N was a little past (ok a lot past) its hey-day, but they still had an engine dyno lab on site, a foundry to cast rings and a chrome plating shop. In 1934 M-N even had



1954 Kaiser Darrin. My first classic car and long-term project.

their own custom made test vehicles that sales people would drive out to small towns and promote M-N rings. The Tear Drop Test cars always drew a crowd wherever they stopped. A couple of the cars still exist in car collections. I was very involved in producing parts catalogs for the different product lines used in the jobber store 4' catalog racks. We had an inhouse typesetter dept that we had to spec type to lay out catalog pages.

Before computers, it was not uncommon for all the chassis parts manufacturers, M-N, Moog and others to copy each others listings from their newest catalog. To prevent this "stealing" we and the competition would make up phony car applications that didn't exist and when a new competitors catalog came out, we'd check to see who copied who. It didn't take much to keep us entertained.

In the early, mid 1980s, we took some family vacations to the San Francisco area to visit wife's grandparents, uncle and cousin and their families. The uncle had a giant garage and worked on all types of cars with his buddies. The first trip out, we got a tour of the garage and nosed into a corner with in gray primer, **4 flat tires was a Kaiser Darrin.** The uncle and cousin bought the car in the mid 1960s in Oakland, drove it for a while and then started a restoration on the body and then it sat. The uncle passed away in 2001 and long story short, I was able to acquire the Darrin and had it shipped to St Louis. So my FIRST vintage, collectable car was a basket-case Kaiser Darrin. Of course that led to adding on to my garage and a never ending quest to acquire parts for it and tools for old cars.



Before and after of 1947 Willys Jeep.



My Darrin parts search led me to Kaiser Willys Parts in Aiken, SC. Besides Darrin and they also specialized in Willys jeep parts. I enjoyed comic books as a kid and nothing fascinated me more than the ads in back for x-ray glasses, spy cameras and WWII jeeps in crates for \$200. The search was on to find an unrestored, early CJ-2A. Searching the internet, I finally found a prospect outside of Fort Worth, TX. It hadn't run in over 12 years and had lots of rust and spare parts with it. I ended up doing a complete restoration on the jeep, had the engine rebuilt and did the rest of the work myself. Bought a welding outfit, learned metal working in replacing all the floors, cutting out rust holes and patching some bullet holes – the jeep did come from Texas after all. With help from Martha, I painted

the entire jeep in my garage. Martha's final words on helping paint the jeep were "never again"! With working, traveling and family stuff, it took me 6 ½ years to get the jeep back on the road. The jeep taught me so much about the restoration process and skills required. I now have a much better idea of what I can do versus what I need professionals do – depending on the level of restoration desired. And the Darrin deserves a high level of restoration. What does the car hobby mean to me? I enjoy working on the cars, but I found the real enjoyment is taking the jeep to cruise ins, car shows and running in parades with Veterans sitting beside and in the back seat. Car people are the best. I have met and talked with so many people about cars. Its one of the reasons I joined HCCM, is to be with car people and share any car knowledge they and I have.

One thing about Jeeps is that if you have one jeep, you tend to acquire more jeeps. I always wondered if that would happen to me. Well, another long story short, back in 2023, I was helping Carl Riesinger at his house and Carl had been impressed on the restoration I did on the jeep and he thought I should buy his 1973 Jeep Commando he bought new, that had been off the road for more than 30 years. So I did and now I'm working a Darrin and a Commando! More chapters to come.



To all Horseless Carriage Club Members

**Our Easter Car Show on the Muny upper lot is
just over 7 weeks away - April 20th!**

This is the most important public-facing event we host during the year and it is critical that we put on the best show possible. The Easter Show is also an important fundraiser for our Club.

Your help is requested. We need as many volunteers as possible to help us during the Car Show and that will help us keep most shifts to 3 hours or less. We especially need help with judging cars.

We had a sign-up at the regular Club meeting this past Friday – thank you to those that responded. We want to reach out to everyone in the Club and request your help.

Please respond to John Black by email if you can volunteer and any limitations you might have and if you prefer early or late shifts.

**Thank you,
the HCCMO Car Show Committee.**

Respond to: johnb317@sbcglobal.net

Museums Everywhere

By John Hartmann

Sean Mathis makes it easy to find vehicle museums in every state. Sean has a remarkable story about how he started an automobile museum beginning with one car, his grandfather's 59 Cadillac. Since this car came his way in 2014, he has established a car museum in Georgia and is looking to expand for the third time.

In his spare time, he has created the Automotive Museum Guide. This internet guide lists by state most of the vehicle museums within the US. If you plan to drive out of state consult his guide to see if your path crosses any car, truck, or modified museums.

Sean gets it, his weekly newsletter describes the perils of maintaining a large number of vehicles. Visitors always comment about a drip of oil on the floor, or a low tire and cars do get dusty whether you drive then or not.

You can check out the museum guide at <https://automotivemusumguide.com> His museum, Miles Through Time Automotive Museum, offers constantly changing exhibits and is located in Clarksville, Georgia, for more info go to <https://milesthroughtime.com>



WHAT DREW ME TO OUR HOBBY

FROM OUR CLUB PRESIDENT

In the 1970s I was working on my Master's Degree locally and had only one car—a 1956 Chevy “210” two-door, that was purchased new by the family of a high-school friend. It was a “solid original, and I did “detailing” (etc.) to spruce it up. It took my future wife (Sharmon) and me to our first Easter Show by the HCCM. My car was years away from reaching its 25th year, so I had to park on the street near the show in Forest Park.



The show was intriguing so in a year or two, I became a club member, attended meetings, learned much about old cars and the club, coordinate an exhibit at a community college, then in 1977 became a vice president. My life has been enriched ever since.



For whatever reasons, I liked what my father called “Old Timers” (autos made prior to 1920) and classic luxury cars. When I saw a mid-1930s Packard for the first time at a car show about an hour's drive south of St. Louis, I thought, “THAT'S the type of car I WANT.”

Here are some cars that attracted my attention in succeeding years.

Whatever YOU like (by brand or era) I hope your vintage car-enjoyment has (and will continue to be) fostered and groomed by positive experiences in our club. GP



Top Left:

1930 Windsor 8 Sedan

*1937 Packard Twelve
Formal Sedan*

1949 Packard Custom Super 8

*1954 Packard Patrician
(with factory AC).*

Top Right:

*1956 Chevrolet 210
Two-door Sedan*

1907 Success

*1919 Cole 7-Passenger
Touring*

1920 Gardner



*Do you know which cars were made in St. Louis?
(For Answer see page 14.)*

Welcome New Member

An important function of any organization is growth. HCCM endeavors to attract new members all year long. Clarkson Zachary “Zora” McIntyre joined the club in a different and special way. He was born to Amanda and Neal McIntyre on December 29th. The young McIntyre weighed in at 8 pounds 3 ounces and 20 1/4 inches long.

Neal and Amanda have served the club for years assisting with car shows and most recently serving on our Board of Directors. Look for Zora to appear on Easter Sunday for his first car show appearance.

The club awarded the proud parents a gift to honor them for increasing our membership.



*Congratulations
Amanda
& Neal*

ANSWER: Which cars shown on pages 12/13
were made in St. Louis?
The Windsor, Success, Gardner
and that cute '56 Chevy.

Horseless Carriage Club of Missouri, Inc.



Membership Application and Renewal Form

Dues run January through December

(Note for New Members only: Dues paid after September 15th will cover new membership through December of the following year.)

Dues are \$25.00 until December 31, 2024.

As of January 1, 2025 all Dues are \$30.00 annually

The Brass Lamp news letter is a digital publication published quarterly. It is important to include your email address, to receive your digital copy. If requested in a printed copy include \$20.00 for printing and mailing.

Make Checks payable to "HCCM"

Mail Membership form, Dues,
add \$20.00 for Brass Lamp printed/mailed copy if desired to:
Todd Tobiasz, HCCM Treasurer
417 Fairlawn Ave, Webster Groves, MO 63119
call 314-540-2431 if you wish to charge membership dues to a credit card

Membership Detailed information (Please print or type) Date: _____

Name: _____ Spouse: _____

Address _____

City, State, Zip _____

Home Phone # _____ Work #: _____ Cell #: _____

Email (required): _____

New Members Only: Please tell us a little about yourself & your reason for joining HCCM.

May we list the information below in our roster which is for members use only? YES ☐ NO ☐

Collector Cars (25 years or older) (Note: please limit to 6 cars due to limited space in roster):

Other Car Clubs you belong to: _____

Hobbies and other interests (Non-Auto Related) _____

Can you drive your collector car in Parades? YES ☐ NO ☐ Which Car: _____

Can you participate in small shows for charity, ect.? YES ☐ NO ☐ Which Car: _____

TREASURER'S USE ONLY — Date Dues received:

Check No:

Date:



www.hccmo.com

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This issues features our mystery car
Who can guess what it is
and who is the proud owner



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The Brass Lamp

