

# THE BRASS LAMP

Fall and Winter Magazine

November 2024

HCCM Newsletter "Rigs That Run"

## A MESSAGE FROM THE PRESIDENT

### *Get out & VOTE!*

You're hearing a lot about voting in the national and local elections. There is another opportunity for you to be heard. The election I'm referring to is the

Horseless Carriage Club of MO election of directors and officers for 2025.

The voting process for HCCM has been changed significantly. A recent by-law change, ratified by the members in the July general meeting eliminated the mail-in ballot. This was done to save expenses and streamline the process. You must attend the November general meeting on November 15th to vote. There are no proxy or absentee ballots. Voting will be done on paper ballots and counted that evening—one vote per membership. A couple or family sharing a membership is entitled to one vote.

The 2024 car shows are complete, get your vehicles ready for bed, put the cover over her, add fuel stabilizer, and

accept that cold weather is close. This year's shows displayed more organization, despite some obstacles thrown in our path. The weather cooperated and many, many helpers made all shows look professional. Thanks to all who helped during the year. The Club wouldn't be celebrating 80 years without the efforts of our members.

Thanks, everyone!

Speaking of 80 years, what would our founders say if they were here today? In 1944 most engines had valves in the block, transmissions were manual and steering and brakes were all arm-strong. We progressed through the overhead valve design to V8s, many with variable valve timing, to 3-cylinder turbocharged power. Drive lines went from automatic transmissions to variable speed transmissions to no transmissions. Electric cars, wait why go backward? TECHNOLOGY is the word. And we get to learn a whole



*HCCM President John Hartmann*

new language. ICE, EV, Hybrid, and alas the PHEV, don't forget hydrogen.

Where's it going? Recently I rented a hybrid car. It was seamless in the way it performed. Being a mechanic by trade I tried to figure it out. After watching several hours on U-tube, I have a rough idea but caution, these batteries will kill you.

Bask in our old cars' craftsmanship and simplicity but prepare for the future.

*John*

## "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.*

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

#### President

John L. Hartmann  
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#### Corresponding Secretary

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##### Webmaster

Kevin Williams (314) 258-0574

#### Brass Lamp Publication

Jim Gormley 314-303-9826

For Submissions Please Email to:  
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[www.hccmo.com](http://www.hccmo.com)

*Celebrating 80 Years in St. Louis!*

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](mailto: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 formatting 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](mailto: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 2024

- Nov 5      Get out and vote. 
- Nov 6      Board meeting 7:00 at Overland CC
- Nov 10     Cruise to the Wittmond in Brussels, IL, family-style home cooking and lots of it.
- Nov 15     General monthly meeting and *ELECTION* at SLADA starting at 6:30 chili cook-off and election of officers and directors for 2025, bring your best chili to share or a dessert item.
- Nov 28     Happy Thanksgiving 
- Nov 28     Hanukka begins
- Dec 8      Annual meeting and Christmas party, Royal Orleans Banquet Center, details to be announced soon
- Dec 25     Merry Christmas 
- Jan 1      Happy, healthy, and prosperous New Year 

Questions about anything? Call John at 314 313-0305



# A VISIT TO THE HENRY FORD MUSEUM OF AMERICAN INNOVATION



*Just a few of the exhibits at the Henry Ford. There are many more displays of interest about the innovations that have shaped the American way of life.*

*To the right is the Dymaxion House designed by R. Buckminster Fuller.*



On a recent June week while in Michigan my wife and I choose to visit two extraordinary museums filled with exotic car history...*The Henry Ford Museum of American Innovation* in Dearborn, and The Gilmore Car Museum in Hickory Corners, Michigan. These fascinating museums are on opposite sides of the state, but only a couple hours drive apart. A well known museum for preserving the history, the Ford provides a glimpse in life in American both past and future.

As it happened, our visit to the Ford was on the weekend of the gigantic Motor Muster Car Show in the Greenfield Village on Father's Day. Every make, model, age and styles of cars were neatly exhibited over about 10+ acres on the Village grounds. Individual's classic car, family collections and many proud owners displayed their prize rides. It was a day filled with a lot of walking, but the quality of cars on display was well worth the exercise. 400 to 500 cars were on displayed at this year's Motor Muster. A treat for the young and the young at heart was the opportunity to ride around the grounds in real Ford Model A cars.

The next day we viewed all the exhibits inside the museum building. Displayed were most Ford produced cars, tractors and farm equipment that Ford innovated, Presidential cars, a collection of locomotives, carriages and aircrafts. R. Buckminster Fuller's Dymaxion House was also displayed. A futuristic round building that you could tour this house. My wife and I thoroughly enjoyed both days at this fantastic museum and would highly recommend a visit to everyone. Here is just a small sampling of images from both the Motor Muster Show and the Ford Museum.





# AND THE GILMORE CAR MUSEUM

Our car history journey continued with a visit to Hickory Corners over to the *Gilmore Car Museum*. Truly a visit all car-enthusiast should experience...a real bucket-list adventure. The Gilmore is North America's Largest Auto Museum. Beside the fabulous Gilmore Collection on display there are eight or nine additional classic car museums on the campus. The Gilmore alone displays about 400+ cars and a few very special one-of-a-kind masterpieces of motor history. In the main gallery you view the international cars, move to the 50s & 60s gallery, then the muscle cars before venturing to the other museum buildings. Additional car museums include the Franklin, Ford Model A, Cadillac-LaSalle, the Lincoln, the Classic Car Club of America, the Pierce-Arrow, the Steam Barn, Motorcycle gallery and the Horseless Carriage Museum. Many of these museums have been built to replicate the dealer buildings. The Cadillac Museum building appears as an older dealership. You can ride around the campus in a classic cars each day and we enjoyed a ride in a Ford Model A. This is absolutely a family venue that has something for everyone. Wander through the Automotive Activity Center and you get to see the first slot-car track, walk through the Model T garage, visit the Carriage House, Train Depot and Train Switch Tower, and ride in real pieces of automotive history.

A bonus to our visit, we toured the Summer Cruise Night. This Cruise Night brought some 500+ additional private cars for displayed on the field. A lot of Muscle cars to view but a great range of other elegant vehicles too. The photos presented here are just a few cars of the Museum's collections and Summer Cruise Night. Visiting the Gilmore and the Henry Ford Museum of American Innovation is a great road trip anytime of the year.

*Trish & Jim Gormley*



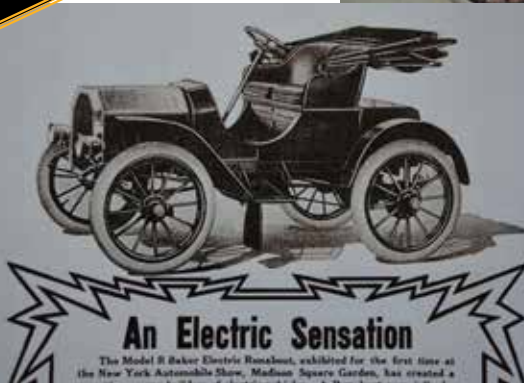


# ELECTRIC CARS SEEMED LIKE THE WAVE OF THE FUTURE

A



B



by Gerald Perschbacher, LL.D

C



D



If you were kicking tires in 1910 during your hunt for a car, you probably would have looked at several electrics. After all, the noisy and competitive internal combustion beasts-of-the-road seemed likely to explode or, at least, spook horses and scared children. Indeed, a quiet-running electric issued a slight hum to accompany the soft rustle of its four tires.

Women liked electrics since they were easier to start, maintain and control. They did not misfire. They did not puff smoke. They seemed clean and easy to manage. Granted, most went less than 100 miles on a charge, but then again, there weren't many places worth traveling to in those days that were that far away, given the car's

speed was about 10 to 12 miles per hour.

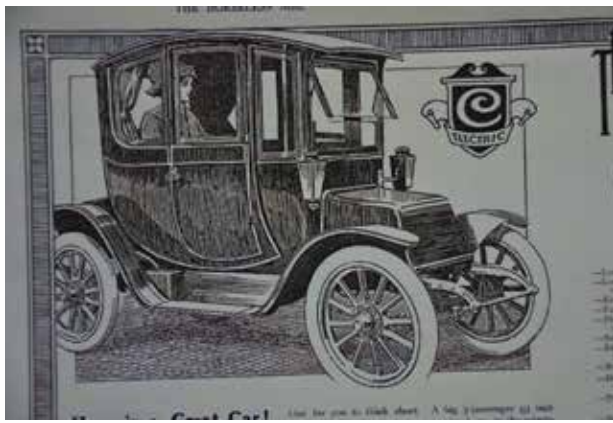
Since electrics did not speed down the often dirt-covered road or street, they did not stir up road dust and, thus, the driver and passenger did not need to wear "dusters" and caps (the overall lightweight woven outer garb that kept regular clothing free of dust). Thus, electric cars seemed more sanitary to operate -- healthier for people and the environment.

Naturally, each carried a supply of charged batteries that could spill acid due to accidents. And each battery needed to be re-charged. Often, people of very good income had their own charger set up in their backyard garage.

If you wanted a steam car in 1910, the type could be had. But be ready for even more pre-drive prepping and a bunch of steps to handle before building up a head of steam for "the go." True, an occasional explosion was a fearful potential.

Electric cars had their successful run until the internal combustion engine was improved and made more reliable. Some such gas vehicles took as many as 17 steps before hitting the road, but that regimen lessened dramatically by 1915.

Let's say you are searching for a new car in 1910 and it must be electric, given the pros already mentioned. Do you have a trailer to haul it



E



G



F



H

- A. ANDREW RIKER SOLD HIS 1ST ELECTRIC 1897
- B. BAKER CIRCA 1910
- C. BAKER ELECTRIC FOR LADIES 1913
- D. BAKER'S 5 MODELS
- E. COLONIAL ELECTRIC 1912
- F. COLUMBUS
- G. FRITCHLE ELECTRIC 100 MILES PER CHARGE 1ST IN COLORADO CIRCA 1908
- H. WAVERLY

significant distances or are you satisfied to run it slowly on short trips to events near your house? Learn about various brands and their appointments. Know what you want but be open enough to consider brands you may initially eliminate.

What are some good brands? The Columbus Electric called itself the "rational" car for short trips. The brand arose from a buggy company in Ohio. "There are no foot pedals to confuse you," said the company: You can learn in 15 minutes to drive it." Baker electrics of Cleveland were well advertised, too. Promoted as "an electric sensation," its mileage charge "is 30% to 50% greater" than competitors.

Then there was the Waverley which offered "Perfection of Style and Service in an Electric." Price when new was \$2,250 which was several times the new price of an early Ford Model T.

Solid or pneumatic tires were available. Or the Colonial made in Detroit was another offering for 1912 at \$2,700 in enclosed form for any type of weather. Among rare survivors today would be the Fritchle Electric Victoria Phaeton. Delivery was ready in 10 days, ads noted.

Interestingly, Jay Leno of TV fame has owned an electric, so even if you find one today, you won't be alone in the hunt. Electrics also have a special history. Auto pioneer Andrew Riker made an elec-

tric bearing his name and one of those (made in 1898) has been advertised for a pending auction.

If a vintage electric car is on your wish list, how do you find one today? First, seek wisely. Introduce yourself to the owner of an electric that may be displayed at a vintage car show. Ask questions. Learn about the foibles and joys of ownership. If you still want to find an electric, ask for leads. Check "for-sale" columns in collector car magazines. Post your desire, too, by letter and on-line. Search private museums and circulate your interest. Watch for coming auctions. Be vigilant and ready. You just never know...!



# - Our Member Profile - Jim Gormley

My interests in fixing things, or at least taking things apart, started young. As a kid I grew up with little very little cash in my pocket. My usual source of income was from collecting soda bottles to recycle and a few lawn cutting jobs I had in the summers. With my meager funds I often bought model airplanes and cars to build. Later I graduated to building and flying gas-powered airplanes and enjoyed working on the small motors. However, I was not a very talented pilot so I spent a lot of time in the repair mode.



My first cars were orange crate soap box, you know, you steal the wheels from your sister's baby buggy, build a gravity car and have race down the middle of the street! Very safe behavior!

I got my driver's license at 16 and at 17 my folks let me buy my first real car. Actually, my Mom wanted the second car so I got the chance to buy one for her. It was my 1958 Ford Custom 300 with a nice in-line 6, 3-speed on the column and a bad transmission. The lady I bought it from had just but a new battery in the car and she wanted her \$20.00 back for the

battery on top the cost of the car. I paid an enormous price of \$60.00 for the car and \$20.00 for the battery. Even in 1967 \$80.00 total was a good buy, despite the transmission needing work. The previous owner had stripped the gears from first to second, so right from the start I quickly learned how to double-clutch while shifting gears.

## AUTO REPAIR 101

While I started helping Dad to work on the family car at a young age by sitting as he worked and handing him the tools he wanted. One summer Saturday Dad said "pull your car up under the apple tree (we really had two in the backyard) and we will fix your car!" So, I



moved the car, got the toolbox and headed to the yard only to find Dad with a lawn chair and a beer. I said "I thought you were going to fix the car?" He replied "NO...You are fixing the transmission, I'm only telling you what and how to do it!"

This was my first lesson in real auto repair and it worked. Following that I learned to do 90% of my own auto repair with his help and guidance.





## MY RIDES

I traded up from that old Ford to a hot 1967 Mercury Cougar XR7-GT. Loved that car, but it did get me a number of tickets. So, for economic reasons I later entered my Volkswagen period.

Here I had a number of Beetles and in time a 1971 Karmann Ghia Coupe. Driving a VW in St. Louis winters teaches you how to expertly scrape the inside of the windshield as well as the outside! The VWs got

me into rebuilding the engines during the 70s. I build several balanced to racing specs that ran extremely smooth. Driving & working on VWs fostered a love of these "Peoples Cars" that I still have today.



## OUR REAL VENTURE INTO THE CLASSIC CAR WORLD



While most of our rides would be considered older vehicles, but not classics in any stretch of the imagination. Once retire, I got the bug to have a classic car. All the cars I was looking at were of no interest to my lovely wife. While we do a lot of activities together, I hoped this was something both us could enjoy. However only with the right car. I suggested looking for a Karmann Ghia...She really liked that idea.

One Sunday my wife and I along with my best friend and wife began bidding on an off-bodied restored Ghia. And as auctions create excitement, the three of them kept urging

me to place another bid, while they enjoyed opening bottles of champagne. As expected, 4-bottles later we won...becoming the proud owners of our restored 1972 VW Karmann Ghia Coupe. I flew out to Arizona to inspect the car. If the car did not meet expectations, I would cancel the deal. The car was fine, about 90% restored with only a few details to finish up. We shipped it home and have been enjoying cruising and car shows each spring and summer ever since.

Now I realize the Ghia doesn't quite fit the HCCM definition of a true classic but it is a classic for us and brings back lots of fond memories of our earlier

VWs. I like the German engineering and both our daily drives are VW cousins, a 2019 Audi Q5 and a 2012 Audi A4. Both cars are quite fine rides.

The car hobby needs some young blood to keep the interests the hobby alive. To that end I am working with my young grandson, Cooper, rebuilding an old VW engine. He's got to start somewhere. His interest in cars is strong and when we get this project completed, I suggested we build or restore a car of his choice. The goal here is to get him involved in the hobby so he can have as much enjoyment as the hobby has given us.



# THE FIRST WOMAN TO DRIVE A GAS-POWERED CAR IN THE US

By John Hartmann

During a trip to Kokomo, Indiana to visit the Elwood Haynes house I discovered this certificate.

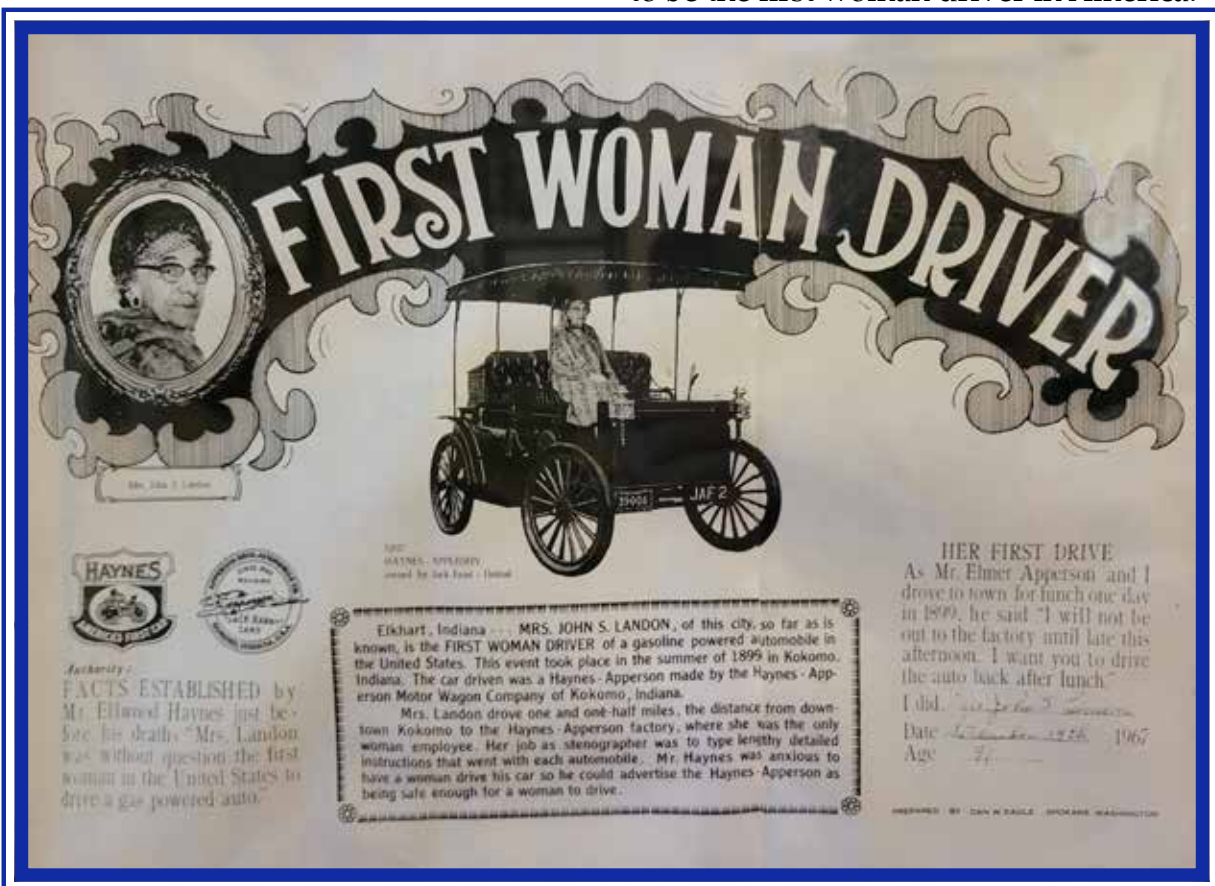
My trip to Kokomo was scheduled to learn about the metallurgist who invented Stainless Steel and Satellite alloy. The inventor was of course, Elwood Haynes. Haynes was encouraged to create a material that wouldn't rust or tarnish and strong enough to be formed into shapes by pressing. The encouragement came from his wife while she polished the silver dinnerware. And now we have stainless steel everything including dinnerware.

I digress, Elwood Haynes was in business with the Apperson brothers and produced cars under the Haynes-Apperson name. It was Elmer Apperson who created the circumstance which led Mrs. John S. Landon to become the first

woman driver in the USA.

We have all heard the story about the father who threw his child into the lake to teach him or her how to swim. Apperson used the same technique to teach Mrs. Landon how to drive. Landon, a stenographer, hand typed instructions to go with each new vehicle over and over. She knew very well what to do to place the car in motion and bring it to a stop. She just never did it by herself.

During the summer of 1899 Mr. Apperson and Mrs. Landon took the car to lunch with Apperson driving. After lunch Apperson announced he wasn't going back to the factory and Mrs. Landon should drive herself. The trip was only one and a half miles, but she made it. The rest is history. So, Bertha Benz is credited with being the first woman to drive a gasoline powered car with her sons, but Mrs. Landon was alone and appears to be the first woman driver in America.





# 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](http://www.hccmo.com)

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**This issues featured car is Todd and Amber Tobiasz's  
Fabulous 1931 Cadillac LaSale,  
Five Passenger Opera Coupe  
A beautiful restoration and a great driver**



A Publication of the Horseless Carriage Club of Missouri, Inc.

# The Brass Lamp

