

## From the President by Gerald Perschbacher, 11.11.

When I first joined the HCCM in the 1970s, my sole collector car was a blue 1956 Chevrolet model 210 two-door sedan.

Years later I would expand to various makes such as Packard, Cadillac, REO, Pierce Arrow, Cole, and more. But I still have that '56 and give it a prime pace in my heart as THE FIRST.

That Chevy had been bought new by a friend's parents, was handed down to my friend, and became my brother's first car. When he eventually decided on a 1969 Olds 88, I took my turn in the driver's seat of the Chevy.

I still own it, so I guess you can say I never relinquished that role. The originality of that car always was its strong point, but while owned by my friend, he tried his pant at stripping and repainting. By the time of my ownership, I stripped off those layers of old paint and took it to a nice shop in Maplewood for a quality repaint. It still has that same paint.

Much history resulted. My future wife and I dated with that car. We attended our first car shows, too (#1 of which was the Easter show in Forest Park). I retired the '56 and enjoyed several years at the wheel of my 1964 Chrysler Newport four door.



My '56 210 at Steinberg Skating Rink on Easter Sunday, many years ago.

Wife Sharmon told me a few years into our marriage that her aunt once had a new '55

Chevy and my car reminded her of a family connection. So maybe...my car helped to bring us together. Cars can sometimes do that, it seems.

I took my Chevy to bunches of shows in the first 10 years of ownership. Made many friends. Gained a nice batch of trophies (usually for 2nd or 3rd place) and it seemed often that a dandy '57 Chevy convertible or hardtop took top honors in class. No matter, mine was a fine runner-up and pleased me no end.

It still does. In fact, I don't think I will ever want to part with it. It is my Keeper, my Friend, my Winner, my Delight. It may be "just" a '56 Chevy 210, two-door, but for all the memories it contains in my heart, it is Mine. And that's the way it should be.

I hope you have had connections with a special car in your past (and present) and that you fondly hold a plethora of recollections as a result. Likewise I hope you share that joy with others.



Old #1 '56 Chevy today.



The '56 Chevy years ago on display at Johnny Londoff Chevrolet.

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

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### **Vice-President/Programs**

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### Appointments Webmaster

Kevin Williams (314) 258-0574

## **Brass Lamp Publication** Jim Gormley 314-303-9826

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



www.hccmo.com

Celebrating 80 Years in St. Louis!

## "BRASS LAMP" STAFF REQUESTS 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 formating for publishing. Just attach the word file to your email submissions. Thank You!

#### **Submission Dates:**

For 2025 Brass Lamp remaining submissions deadlines are:

August 22, 2025 for September Issue November 20, 2025 for December Issue

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 MonthlyMeetings:

June 20 @ 7:00 pm

July 18 @ 7:00 pm

August 15 @ 7:00 pm

## 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

Father's Day Show at the Museum of Transportation

Brass, Nickel, & Pre=War Car Show

We need all hands on deck for our all our events. Please VOLUNTEER, after all it is your car club, show your St. Louis Spirit!

## **Regular Monthly Meetings**

Keep the directions handy! YOU are a vital part of our club! So your appearance at our monthly Regular Meetings is an encouragement! Generally, meetings are held on the third Friday (business agenda usually begins at 7 p.m.) of most months unless further notice is given. See dates above. See NEW Location directions below:

# Meeting New Locations SHRINE CENTER Gateway 500 Meeting Room

From 270 take 364 West and then exit onto Bennington Place.

At the Stop Light turn left on Bennington Place to Fee Fee Road and proceed to the Stop Light.

Turn Left onto Fee Fee Road until you reach the Shrine Center on the left to access the upper parking Lot. The address for the Shrine Center is 12545 Fee Fee Road. The main entrance has a ca nopy covered entrance and you can take the elevators to the first floor.

We will have people placed to help guide you to the Gateway 500 meeting room!

If you wish to park on the lower-level parking lot and have a more direct route to the room: Go past the Shrine Center on Fee Fee Road to Ross Ave. and then turn left. You will proceed to the edge of the upper lot, and you will see a side entrance that can access both the upper and lower parking areas. Take the drive down the hill to the lower lot.

Plenty of regular and handicap parking!

You may also take Olive West to Ross Ave and Fee Fee Road which will drop you at the Southeast Corner of the upper parking lot. Follow the same directions as above to access the lots.

# Sixty-Two Years of Easters... The 62nd Concours d'Elegance in Forest Park...

As you are aware (most of you because you have heard it so many times), St. Louis was second only to Detroit in U.S. automotive production.











Sautomotive pioneers started a tradition, meeting in Forest Park each Easter in their finery to drive through the park in their antique "contraptions" or rather, cars of the early days. You would see the Dykes, the Dorris Family, the Moons and so many others. It was truly a tradition and as that tradition evolved through subsequent generations the Horseless Carriage Club of Missouri, Inc. was formed as an alliance to preserve these old-timers which were not so old at the time these folks were meeting for their Easter drive. The drive became a show as the "car" population aged. It was a time to swap stories and reminisce. Keep in mind that the city of St. Louis did not extend much past Forest Park as one headed West. Francis Field at Washington University (still exists today) was considered a large location to host the 1904 Olympics and that was in conjunction with the Louisiana Purchase Exposition Centennial (1804 to 1904). This became known as the 1904 St. Louis World's Fair. A lot of traditions were formed in those heady days of our booming city. We evolved in our car world.



The Horseless Carriage Club of Missouri prevailed and the "Easter Sunday Concours d'Elegance is one of those "lockedin-stone" traditions. I think that the elapse of 62 years has been a drop in the "oil pan" of so much nostalgia and tradition. An Easter Sunday without a Dorris driving a St. Louis or a Dorris means tornadoes or snow!!! The irony now...a year 2000 car qualifies for the show...it is, in fact, 25 years old and that is the criteria. Some of us are feeling old thinking about that. It seems like the turn-of-thecentury was just yesterday and we were worried about so many ominous things happening when we rolled two thousand but none of those things came to fruition. We continue to love our old cars and their idiosyncrasies of course. A "favorite tradition" for me is to teach someone how to drive my 1913 Ford Model T and that begins with a crank... setting the spark advance, priming, turning on battery ignition to get coil boxes to buzz and then carefully openhandedly getting that crank over 1:00 and the satisfaction as it releases and fires. This is the part that is about nostalgia and tradition. We must keep this history alive.



















All Photos by Gerry Perschbacher, Larry Hassel, or Jim Gormley













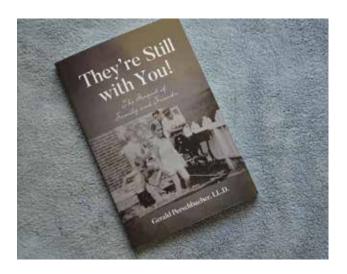


This year's show was not without some special highlights...a quirky but large Locomobile, a rare Elgin that ran like an Elgin watch, the plethora of Model T cars with the Model T take-apart car always a crowd pleaser. I was totally honored to drive the poster car out to our show field...a 1966 Jaguar XKE Drophead (we call them roadsters) with a fine blueprinted engine containing parts from a Lemans Racing car. My only problem pertained to big feet and long legs...those Brits must have had short legs and small feet. It was still fun to drive. The weather this year was not conducive as the morning started with storms and wet streets. The skies cleared after a few hours and like the field-of-dreams..."Build It and They Will Come." We held it and they did come. Come they did...a parade of VW Air-Boxer Vans all in a row...painted in Easter Egg colors. The MGs were in force too along with a small plethora of Packard's. The truckers were there too with a lovely Red Mack and a big White Cab Over. For what started as a nasty day turned into a wonderful event!

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## 'THEY'RE STILL WITH YOU' ...

## an article from the Author's Perspective!



A new book can be lightweight in number of pages and still be considered a heavyweight in content and impact. At 200 pages, this softbound book ably fits both. This recent release by Covenant Books (Murrels Inlet, South Carolina, www.covenantbooks.com) is the 19th book by author Gerald Perschbacher (LL.D.) a lifelong educator. More than that, he is a keen observer who realizes he is a composite of beneficial influences from many people.

"It takes an honest and hardy look back at people who were influential in my life to recognize how this played a key part in making me the person I am today," says the author. "Some were parents, cousins, neighbors and friends who shared daily experiences with me and made their gems of wisdom 'stick,' even to the present."

The influences were many: from his parent's exploits before World War 2, through the war, and his upbringing in the 1950s then sixties plus the impressions of his brother and other relatives plus friends and neighbors – all blended into his lifestyle and way of thinking. "Honestly, the genetic propensities of ancestors many years earlier also seemed to lean me like a tree toward good sunlight."

The book has many human aspects: humor, wisdom, appreciation, gains, losses and honest recognition. There are even encounters with old European ancestry, involvement in the Gold Rush of 1849, religious propensities, travel, and surprising unveilings. "But I firmly believe what makes this book special is its



observations, assessments, and shaping of a life in ways the Good Lord directed." Perschbacher also goes into depth on the influence of friends who continued to impact his life as if they were carrying the torch others had passed to them—and held it high for him and others to follow.

For four decades Perschbacher was the editor of an international Lutheran publication with hard-copy worldwide quarterly circulation of more than 450,000 readers. He also mainstreamed as a writer of more than 10,000 published articles, was news reporter, formed a research archives, wrote avidly about the history of automobiles, conducted numerous interviews, and seemed continually to search for facts and factors others usually missed. "I always enjoy the learning experience," he surmises.

He adds that "They're Still With You" is resourceful in assisting readers to recognize and exercise the impact others have made on their lives. "As such, it is a workbook brimming with ideas and ideals that help readers to richly appreciate the impact others made on them."

"They're Still With You' in countless ways," the author concludes. "Appreciate this heritage!"

Autographed copies of the book are available from the author at book signing events. For details on how to host an event, write to perschgs3@gmail.com.

## My visit to the Nethercutt

## By John Hartmann







If you don't recognize this car emblem you're not alone. I was fascinated by this automobile. It's a 1909 Gobron Brillie 70/90 tourer from France. Other than the elegant coach work by Murray Aunger, the outstanding feature is an opposed piston engine.

Eugene Brillie, an engineer, and Gustave Gobron, an industrialist, formed the company in 1898 near Paris. This creation, built in 1909, featured dual chain drive to the rear wheels with dual brake pedals operating the rear brakes independently. A four-speed transmission was used.

Besides the luxurious and opulent appearance, the 6-cylinder opposed piston engine is remarkable. This power plant was developed by Brillie in 1903 and with variations remaining in production till 1922. Using 12 pistons and no carburetor, this engine could run on a wide variety of fuels. Early versions used a revolving petrol distributor to feed fuel to the cylinders with a regulated drip-feed. (Don't tell EPA) One version of this design was reconfigured into an X shape with two cylinders on each of four

banks for a total of eight to power an airplane. The company also built fire trucks and other large vehicles.

While there are rumors of this engine being frail, it was in production for almost 20 years and in 1903 powered a car which set a land speed record of 84.74 MPH. Remarkable considering the piston

stroke was different by 4MM on each side of the combustion chamber. Apparently, the crankshaft design compensated for this difference. Kinda doubt that it could turn up RPM like a small block Chevy.

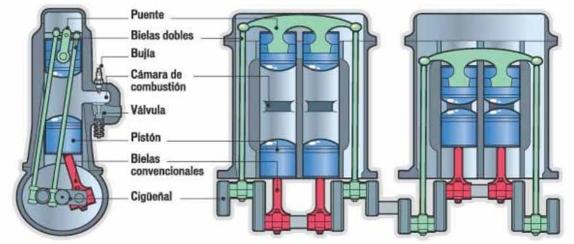
I know it's not in English, but it's the best picture I could find to reveal how this beast worked. This engine is mounted in the rear and displaces 11,398 CCs.

The Nethercutt Collection in Sylmar, CA has a few other cars (probably 200) and more trophies than you can imagine. There must be 25 or more just from Pebble Beach. If you haven't been there put it on your to-do list.

## Doce pistones en 6 cilindros

En el motor del Gobron Brillié de pistones encontrados se tienen un total de doce pistones en seis cilindros. Opera bajo el mismo principio de cualquier otro motor de gasolina, con un tiempo de admisión, compresión, expansión y escape; pero se logra de una forma diferente.

- La câmara de combustión se encuentra en la parte central del cilindro. Los cilindros superiores son movidos por bielas dobles mientras que los inferiores por bielas convencionales.
- Los cilindros están agrupados en pares. Se requieren cuatro pistones para su operación. Los dos cilindros superiores están unidos por un puente y el puente al cigüeñal por las bielas dobles.
- En la compresión los pistones se encuentran en el centro. La chispa se logra en la cámara de combustión aledaña y la presión obliga a la separación de los dos pistones.
- La carrera de los pistones es ligeramente diferente para los superiores que para los inferiores,
- Utilizando esta configuración se logra balancear perfectamente el cigüeñal y no hay esfuerzos lineales sobre el cigüeñal.
- > Teniendo pistones dirigiéndose en sentidos contrarios, al mismo tiempo y perfectamente limitados a una sección balanceada en el cigüeñal la operación del motor en ralentí seguramente podría pasar desapercibida.







Information and diagrams courtesy of Wikipedia, Pinterest and Grace's Guide to British Industrial History. Pictures by the author.

## 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 apearing in the next few issues of the Brass Lamp. Travel with Gary as he grows into the car habby. The next installment (part two) will be in the June issue of the Brass Lamp. Gary's Jaguar was featured on the Easter Car Show poster.

When I was 14, my brother turned 16. At the end of September he took his driving test, passed, and I was set. With certain rules, ok MANY rules, he was allowed to drive his siblings around. I could now go to events and friend's houses that were too far to bicycle. The world was bigger than that tiny oyster.

Occasionally I would get behind the wheel, with my brother's tutelage, and drive up and down the street, or in a vacant parking lot. It wasn't until my high schools driver's education program that I actually drove on a real street. Stop signs and lights. Stay to the right. There are other cars and obstacles. That peddle in the middle is the brake! No lead feet.

In my formative years I had built every Heathkit known to mankind. These were kits of electronic parts and circuit boards to solder together to make your own stereo receiver, ham radio, Color TV, or other gadgets. Electronics and I were good friends. I could fix the radios and stereos and TV's (ok a nice bang on the side of the TV set would usually fix it – I can explain that to you later) and take them apart and put them back together with some improvements. At least, if you call having extra parts left over improvements. Up until this time I did not know much about automobile mechanics. Although I was always building electronics and modifying them, I only knew that the car started with the use of a key. I thought I should learn more.

At this point I'm a few months into being fifteen years old. One day, I backed the station wagon out of the garage onto the driveway, by myself, and proceed to pull off the left rear tire, just to put it back on. How hard can this be? Way too hard for this 15 year old. I really did try to get

the lug nuts loose. Really. I would stomp on the tire tool, and it would fall off the nut. I'm very lucky I didn't hurt myself or the tire. My mother was not amused.

I did think that it would be nice for my parent's to get me a Camaro convertible for my 16th birthday. That didn't happen.

Christmas Day, 1966. My birthday, and I am 16, and I can't go to the driver's bureau to get tested that day. The next day was Monday, and my brother took me there when they opened. I'd been driving with my cheater's permit since I was 15 and a half. I was ready. I aced the written test. I was perfect on the driving test. The tester was testy that day, and she gave me a 90 out of 100. I wanted to argue, but her look made me accept my less than perfect score, for once. Yes, I parallel parked the station wagon. I think I scared her with the power door locks that she had never experienced, in our 1966 Pontiac Catalina Station Wagon.

Freedom. The ability to go where and when I wanted. I started working at Stanley Photo, and I could drive there. I could drive to the Heathkit store. My mother would ask me to go to the grocery store. Of course I would.

A friend of my brother's came from a wealthy family, and his parents had bought him a MGB convertible. He didn't know how to drive a stick shift. I didn't either, but I volunteered to teach him. I knew the fundamentals, having watched my father when I was a child. I only killed the engine a few times. Three pedals, two feet, what could possibly go wrong? We both did pretty well, and I got to drive my first convertible sports car.



I graduated high school in June of 1968. I then spent my first year at university, without a car. By July, 1969, my friend John Pillsbury and I took off for a road trip to California and back in his 1963 Dodge 330 four door sedan, with three on the tree. Slant six engine and a single Carter carburetor. Our first big stop was the Grand Canyon, and we proceeded to hike the Bright Angel trail, sleeping on the banks of the Colorado. It was 117 degrees at the rim, and our cheese sandwiches in the backpack became melted cheese. Climbing up into the heat was much harder than

going down into the canyon. We were in San Francisco when they landed on the moon. We heard it on the AM radio.

We named the Dodge "Herman T. Car." The "T" stood for "the". Later that year I bought the car from him for \$325, and he proceeded to buy a BMW 1600. When the clutch went out on the Dodge, it was my job to replace it. I was able to talk a gas station into letting me use their lift, and with some of their assistance, I got the job done. Amazing. I was learning auto mechanics. I soon educated myself about brakes, master cylinder,



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wheel bearings, tune ups, timing, points, condenser, ignition coil, rebuilding the carburetor, etc., etc. I carried around a tool box in the trunk, so I was prepared for most contingences.

My sophomore year at University I wanted transportation that would be a bit easier to park on campus. I had a bicycle, and used that a great deal, but a motorcycle seemed to be the best solution, and it was cheaper than driving Herman T. Car. Herman was reserved for taking my guitars and me to play at coffee houses, and for the drive back and forth to St. Louis. A Honda CB160 was my next vehicle, for \$100 in hard earned money. I put many a mile on the bike, going back and forth to Radio Shack, where I fixed all their incoming repairs, and was a salesperson.

Radio Shack had a "lifetime warranty" on their TV tubes. One day a LARGE gentlemen came in and wanted his defective tube replaced. I didn't know the procedure, so I went into the back of the store to ask the sleeping manager. He proceeded to tell me that when the tube was dead, that was the end of its life, so, no warranty. I politely asked if he would be so kind to explain

that to the customer. The customer left the store after the manager gave him a free tube. I learned a great deal about warranties that day.

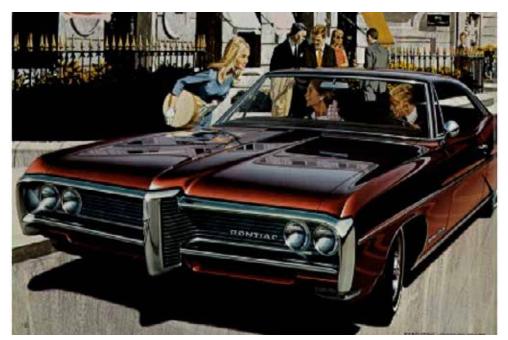
Living off campus, I was able to start buying and re-selling motorcycles. I became very good at rebuilding the engines, tuning the engine, frame, brakes, suspension and forks, etc. I went through about 13 bikes over the next few years, until I moved into a place where I didn't have a garage to work in.

I sold Herman when my dad gave me his 1968 Pontiac Tempest four door in about 1972. It was burgundy in color. I'd always thought my parent's only had blue cars. It had a 350 V8 and a two barrel carburetor, drum brakes all around, and an air conditioner that worked.

It was burgundy in color. I'd always thought my parent's only had blue cars. It had a 350 V8 and a two barrel carburetor, drum brakes all around, and an air conditioner that worked.

With the Tempest, I started designing a building my own electronic ignition systems. The Kettering points style ignition system, to me, was





disa-point-ing. Modern transistor technology allowed me to use a photo transistor, and sensor, to trigger the ignition coil electronically, using a slotted disk in the distributor. I could also boost the voltage to the spark plug, allowing for more complete burning of the fuel. I used a phase locked loop circuit tied into the vacuum line to automatically adjust the timing. It could also vary the length of the pulses to the spark plug to be as efficient as possible.

Every year, the Engineer's club held a "gas economy run." This was in the dark gas shortage days of 1973. I won that run five years in a row, using my electronic ignition system. Using all the gas saving tricks, like pretending there is an egg shell under your accelerator foot, I could get at least 40 miles per gallon out of that V8.

For graduate school, my friend George David and I found a house at 303 South William Street in Columbia, Missouri. It was right across from the Boone County Hospital parking lot. We had our various vehicles scattered about the lawn. My second floor room allowed me access to the roof above the front porch, and I could sit up there and play guitar.....

A "free" university was being formed. One could teach whatever subject that might be

interesting. There were courses in Yoga, Astrology, Spelunking, Bird Watching, etc., and our course in "Auto Mechanics for Women." Our goals were twofold: educate women so they wouldn't get ripped off by some gas station telling them their "framistan did not conjiliate with the syswheel", and then charging them \$200. It was also a nice way to meet women.

They learned to change tires (safety first), change the oil, check the radiator, tire pressure, brake fluid, and possibly to tune the engine and clean the choke. It was fun to watch everyone get outside their comfort zone. There was a nice article in the local paper about us. Also during this period of time, I built a car. It all started when a friend of mine offered me her 1961 VW bug. It wasn't running,, she wanted \$50.

I sold the body, and proceeded to tow it to the drive in basement at my grandfather's business in St. Louis. It would spend the next two years there, as I hand crafted a fiberglass body with gull wings for the chassis. I wanted it to look like a Ferrari Dino. Lots of parts came from junk yards. The 1200 cc engine that was in it was sold, and I found a 1600 cc engine that would fit. At my grandfather's shop, he had welding equipment, and a device (really just a jig with a piece of wire that would heat up) that would let me bend clear plexiglass to make the gull wing doors. Most weekends were spent down there, driving in from Columbia, making mistakes with the fiberglass, grinding it down (wearing a face mask), and learning about gel coat. Then wiring, fixing the brakes, tail lights from a Vega, headlights from a Karman Ghia and starting it up for the first time.

#### TO BE CONTINUED

This is the second installment of Gary's journey. Partthree will appear in the September issue of THE BRASS LAMP. Stay tuned!



# HCCM FATHER'S DAY CARS WITH CLASS CAR SHOW SUNDAY, JUNE 15, 2025

Sponsored by the Horseless Carriage Club of Missouri

Museum of Transportation, 3015 Barrett Station Road in West St. Louis County.

Registration Fee-\$20 per vehicle for pre-registered entrants.

Pre-registration by mail is advised and closes on June 12<sup>th</sup>, 2025. Space is limited to 80 vehicles. Dash plaques are available until we run out. Trailer parking is available, all trailers must be removed from the show field to lower lot. Gates will open 8:30AM Show time is 10:00AM till 3:00PM

Space is limited, day of show registrations are accepted if space is available. There will be a \$25 fee for the day of show entries. A fire extinguisher in the vehicle is required. MOT does not allow alcoholic beverages or shelter tents.

Entry Requirements - Vehicles must be 25 years or older (2000)

STREET RODS, MOTORCYCLES, and CUSTOMIZED VEHICLES WELCOME.

Award Categories – There are eight fun award categories, including a People's Choice. The awards will be presented after 2:30 p.m.

There will be lots of fun activities for the family at the Museum of Transportation.

Questions? Contact Neal McIntyre - 314-494-0346 – further information at our website: www.hccmo.com



Registration Form: Detach and mail with a check payable to "HCCM" Send to: Neal McIntyre, 11816 Toulouse Ct. Maryland Heights, MO 63043

The pre-registration fee is \$20, please enter by mail to the above address.

| Name            |       |        |      |  |  |  |
|-----------------|-------|--------|------|--|--|--|
| mail: Phone:    |       |        |      |  |  |  |
| Address:        |       | State: | Zip: |  |  |  |
| Vehicle – Year: | Make: | Model: |      |  |  |  |
| Ciamatana       |       |        |      |  |  |  |

I hold blameless HCCMO and the Museum of Transportation. plus any and all sponsors/managers of this event, for any injuries to persons or damage to myself or my vehicle by participation in this event. I hold insurance on my vehicle.

## 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 # <u>:</u>          | 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 \(\bigsim\) NO \(\bigsim\) |                          |      |              |  |  |  |
| 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  |                          |      |              |  |  |  |
| Can you participate in small s  |                          |      |              |  |  |  |
| Can you participate in sitial s   | silows for charity, ect. |      | Willelf Cai. |  |  |  |

**TREASURER'S USE ONLY** — Date Dues received:

Check No:

Date:



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

