

BRASS RAMBLINGS



Official Publication of the
Skagit-Snohomish Regional Group
Horseless Carriage Club of America

June 2020

June 2020

Skagit-Snohomish Regional Group Horseless Carriage Club of America

The Skagit-Snohomish Regional Group of the Horseless Carriage Club of America is a non-profit corporation with an active membership dedicated to the preservation of pre-1916 motorized vehicles, literature, accessories, history, and associated items.

Any person/family who is a current member of the Horseless Carriage Club of America, with interest or ownership in pre-1916 vehicles shall be eligible to apply for membership. Dues are **\$25.00** per year and include a minimum of 10 issues of the *Brass Ramblings* newsletter annually.

The *Brass Ramblings* is mailed and emailed to local members in good standing, and emailed to other regional groups and the National Board. Permission to reproduce material appearing in this publication is granted, provided credit is given to the original source.

2020 Officers

President	Harold Musolf, III	Ballard, WA (206) 601-9229
Vice-Presidents	Dave Ellis	Arlington, WA (360) 421-7275
	Keene Brewer	Yakima, WA (509) 969-9494
Secretary	Steve Schmidt	Snohomish, WA (989) 277-0933
Treasurer	Robert Monsen	Lakewood, WA (253) 229-3456

2020 BOARD OF DIRECTORS

Robb Johnson, Howard Musolf, and Mike Martin (2020)
Pat Farrell, Gayle Musolf, and Harold Musolf, Jr. (2021)

EDITOR

Linda Schmidt P.O. Box 2362 (989) 277-0933
Snohomish, WA 98291

Regional Web Site:	http://www.skagit.hcca.org
National Web Site:	https://hcca.org

President's Ramblings

Good afternoon.

Well, we have now had another month of house arrest, or should I say, no non-family contact. I think, from what I have heard, that they may be able to loosen up the restrictions and we might be able to go out and see other people, but we still have a way to go.

I have been talking with Elaine and Dave Ellis about our September tour, and we have made the very difficult decision to, at this point, cancel it for this year. It was not an easily made choice, but under the circumstances, we felt it was the correct decision. We feel very bad, but feel it is the safest, most prudent decision. Especially as most of our group is over the 65 years old, and if someone were to get sick, we will not have national insurance, nor club insurance, that would cover it. We are sorry for this, and it has already been thrown around that maybe we move the tour to next year or... The Ellis's will be returning your checks by the end of June. I would like to thank them for their help, and to all of the other members that help plan the tour routes...THANK YOU!!!! This will not go without accolades.

I look forward to our Saturday morning Zoom get togethers, but boy, I miss the hugs from all of you. Well, maybe most of you. Please, everyone, stay safe.

Harold III



From the Editor

With regret, every event on the calendar for June through September has been canceled is the AARC Fall Swap meet in Monroe. It was especially hard to strike through the Fall Tour that Dave and Elaine Ellis have worked so hard to organize. Maybe next year.

Included in this month's newsletter is a message from HCCA Vice-President, Keene Brewer and President, Don Plumb explaining National membership requirements.



Sadly, I learned of the passing of William R. "Bob" Ullrich. I included his obituary.

In addition, Pat Farrell collected reminiscences of Bert Trudeau to share with the club.

I hope you are tinkering and driving your cars at a safe social distance. We have taken ours for a couple of spins to shake the cobwebs out.

Zoom in and join us on Saturday, June 20, 2020 at 10:00am.

Meeting ID: 859 2273 7935

Password: 144318

<https://us02web.zoom.us/j/85922737935?pwd=a1o2NlIzenFVNE1vQXgrRGwvdDluUT09>



Dear Editor (Linda),

Recently questions concerning membership in Skagit- Snohomish region of the Horseless Carriage Club of America have arisen. It appears that some members have paid dues to the regional group but have not paid the National dues. If one reads the membership application that everyone is required to complete each year according to the Skagit- Snohomish bylaws, it clearly states in bold letters that **“Dues in the SKAGIT-SNOHOMISH REGIONAL GROUP are \$25.00 per calendar year and membership in the NATIONAL HCCA is a prerequisite -----.”** First you must be a member of the National HCCA and then you can be a member of a regional group. The HCCA National Bylaws are printed in the beginning of the **Horseless Carriage 2018-2019 ROSTER OF MEMBERS**. On pages 5 and 6 the **PRIVILEGES OF MEMBERSHIP** are clearly spelled out. Among several privileges that are spelled out include: “(h) Participation in the Horseless Carriage Convention, tours and events.” Specifically, this means liability insurance for members and participants.

According to the Bylaws of both the National and Regional members, one must first be a member of the National Club in order to be a member of the Regional Group. I would suggest that after a reasonable time and notice, those paying only regional dues have their regional dues refunded and be given an explanation that they can no longer participate in club activities until their National Dues have been paid.

I hate to be hard-nosed but rules are rules and everyone is required to play by the same rules.

For your information I believe the National Board will be looking at a new dues structure after we perfect a digital copy of the Gazette. I think we will be looking at a slight reduction in dues in the future if you elect to receive the Gazette digitally only.

As always, the Board welcomes suggestions and input from its members.

Hope this clears up some confusion.

Thanks,

Keene Brewer, HCCA National Vice-President

Don Plumb, HCCA President

Editor's note: For those needing the National Membership link, here it is:

<https://hcca.org/membership.html>

2020 Calendar – Subject to Change

Please submit calendar updates to Linda Schmidt promptly, as future planning depends on this information.

JUNE 2020

- June 4-7 — The Western Gaslight 1- & 2-Cylinder Tour for 2020 in Albany, Oregon **CANCELED and Rescheduled for June 3 – 6, 2021.**
- June 8-12 — IDNET 2020 — HCCA Affiliated Nickel Era Touring Registry Tour, Moscow, ID **CANCELED**
- June 10-13 — Antique Chapter of Vintage Car Club of Canada, Bellingham **CANCELED**
- June 11-14 — VCCA June Tour in Bellingham **CANCELED**
- June 17-20 — 64th Annual HCCA Regional Midwest Tour, Experience Nebraska, Norfolk, NE **CANCELED**
- June 18-21 — Single Cylinder Tour, Yreka, CA **CANCELED**
- June 20 — Skagit-Snohomish Regional meeting — Children's Hospital in Seattle (parking at Magnuson Park)
- June 21-27 — HCCA National Tour, Circle Missouri, Progressive, MO **CANCELED**
- June 22-25 — MODOC 2020, Alturas, CA **CANCELED**

July 2020

- July 18-23 — MTFCA Western National Tour, Spokane, WA **CANCELED**
- July 19 — Skagit-Snohomish Regional meeting in Bellingham in combination with VVA Car Show [Pat Farrell hosting] Note: This is a Sunday. Get there before 10 AM. Pack a picnic lunch and also your lawn chairs. SSHCCA business meeting/picnic will be at noon.
CANCELLED
- July 26-29 — Portland HCCA 2020 Tour, RL Hotel, Olympia, WA **CANCELED**

August 2020

- Aug 8 — Skagit-Snohomish Regional meeting at Bellingham, WA [Mike Yeakel hosting] Gather at Mike's at 9 AM. **CANCELED**

September 2020

- Sept 13-16 — Fall Tour in Grand Mound, WA **CANCELED**
- Sept 17-20 — CAN-AM Model T Tour, Lucky Eagle Casino, Rochester, WA **CANCELED**

October 2020

- Oct 7-10 — AACCA National Fall Meet, Hershey, PA **CANCELED**
- Oct 10-13 — Hershey Hangover IX, Hershey, PA **CANCELED**
- Oct 24 — Skagit-Snohomish Regional Halloween Party at Pat and Merrily Farrell's, at 6647 Bridgewater Lane, Sedro-Woolley, WA 98284. Contact phone number: 360-856-1294. The Halloween themed meeting will be a potluck dinner. Bring your favorite dish. The Museum doors will be open at 11 AM. Lunch at 12 noon with our meeting to follow.

November 2020

No Skagit-Snohomish Regional meeting in November

December 2020

- Dec. 5 — Skagit-Snohomish Regional Christmas Party at Bob's Burgers beginning at noon until 2pm. Located at 1611 SE Everett Mall Way, Everett, 98208 Tel.# 425.290.8308.

Reflections of Bert Trudeau, Car Collector *Assembled by Pat Farrell*

Seattle Sunday Times, March 17, 1946: Most Hobbyists keep their collections stored in a reasonable compact space, but A.W. Trudeau hasn't room enough for his on a two-acre farm at 10039 Sand Point Way (Seattle). For more than 20 years he has been hoarding relics of the pre-gasoline and early automotive eras. Besides 150 horse-drawn rigs he owns 36 old cars. His collection began with a 1912 Hudson that he inherited from an uncle. "I came out here from Montana to get it and didn't have enough money to put it in running order. I've been sticking around ever since," he explains. Trudeau deals in used auto glass, and handles other kinds of strange off-shoots of his hobby. He is always ferreting out forgotten cars, fearful that they will be destroyed by someone who doesn't appreciate them. Stored in his sheds are many ill-assorted bed-fellows ---Buffalo Bill's wagon, a 1908 White with ball-bearing crankshaft, a 1907 Cartercar, a Pierce-Arrow roadster used by Fatty Arbuckle. Some of his vehicles are on display at Belcourt Motors, including a hansom cab, and a early-day hotel coach and a sulky which was once pulled by the famous race horse Dan Patch. In Trudeau's yard stands a house-car, the grand-pappy of trailers. ---*Seattle Times*

Elliott P. Fletcher: My first Brush with really old cars was not my 1906 Brush, but in 1947, the Brush belonged to Bert Trudeau of Lake City. The car was amazing to me. One cylinder, engine ran in both directions, wooden axles—Wow! This was before HCCA, or my first car, or even a driver's license, remember. I was 15. Could those have been the good old days?

In 1947 my parents and I had moved back to Seattle from Spokane and I started Lincoln High School that fall. We moved in just a few blocks from Bert Trudeau's place and you can guess where I went to check out first. Bert and his wife, and I hit it off just fine right away and I was always welcome there—even if he wasn't home. The other kids told me to watch out—he was crazy. Other people said, "Yeah, crazy like a fox". I decided it must be envy. He had a White touring car—must have been pre-teen—no front doors, which was my favorite. I have no pictures of this one but a great memory of the two of us blasting down Sand Point Way "going like the wind", as they used to say.

In November 1949, I was 17 and a junior at Lake Washington High school in Kirkland, I joined the Navel Air Reserve. I would spend the third Saturday & Sunday every month at Sand Point. I often stopped by and visited Bert on my way home to Kirkland. I did this until I left the reserve in 1958.

Bert had perhaps, by my guess, a couple dozen old cars—most of them really old. He had been gathering them up since they were just junk, and no one wanted them. He had preserved them, most of them stored inside, and he kept a number of them drivable. Bert was not well liked by many old car people. I think this was probably because he had the cars and they didn't, and he would not part with them cheaply. Also he could be cantankerous and would not gladly suffer fools, vandals, pranksters, or people snooping around the many sheds and barns at his large place on Sand Point Way.

Bert once showed me a nice 1914 coffin nose Stanley roadster he had in his basement. He told me James Melton (opera singer) would visit him about once a year, trying to buy it. Bert was one of the very first HCCA members from Washington State. Also, his two sons became HCCA members in 1945.

Howard Musolf: My father worked up on automobile row as a young man and that is how he knew Bert back in the 1920's. Even going that far back, he could not get any cars from Bert. The sad story about Bert's cars is as follows: Bert did not want to sell, but to lease his cars. I think originally Bert had some 25 cars depending on how you define cars because there were some that were not totally complete, or were considered only parts cars. Of course, he owned hundreds of cars all over the state that were his by gift or down payment that he never picked up.

Bert acquired his collection by picking up abandoned cars up off the streets, or from dealers that had cars they could not sell. Keeping in mind brass cars were like the plague, they were unlike the newer models with electric start and roll up windows and the like, and nobody wanted them. So, his collection was acquired often for no money, just for hauling them off. He stored them at his home just east of Lake City in garages, in sheds, in a 2-story barn, and in the basement of his home. I believe from memory, there were 15 cars that were removed from Bert's. Keep in mind there were several that were kept in the basement of Bert's house, including the elusive 1914 Stanley roadster. Another was a 1912 Buick roadster that Harold Hansen ended up with. I can't remember the other cars that were in the basement. I remember the cars in the basement were covered with bed sheets. They were Bert's prized cars. These cars came from up and around automobile row on Capitol Hill where Bert had his auto glass business.

Over the years many car collectors came and tried to buy a car, but Bert stood fast and would only lease, never sell. Finally, in his later years Bill Anderson from Nevada came forth with an offer to lease all the cars Bert would let go. Bert did hold some back. I think a Stanley, and a Buick or two.

So, a deal was struck for \$5,000 per month for 99 years. Keep in mind Bert was quite elderly at this point. The deal was for some 20 cars. Once they actually started to move the cars for transport Bert became highly agitated and tried to cancel the deal. Bill Anderson who made the deal had a notarized contract and after a lot of hassle including the Seattle Police, and the late Tom Sumner (a good friend of Bert's), the deal proceeded.

My father got a phone call from Bud Catlett of Harrah's asking if there was a place that they could store Bert's cars until they could arrange to transport the cars to the Ponderosa Ranch in Nevada. My father offered to store the cars at his storage/shop in Mt Lake Terrace.

Harrah's sent a car hauler up to remove the cars from Bert's place and take them to my father's building. He ended up storing the cars for several months until they could be

moved to Nevada. I was there the day Harrah's trucks showed up to remove the cars to my father's building. My father was there and did his best to calm Bert to no avail. He had to be restrained by the Seattle police while the cars were removed one by one. It was a warm sunny day and to see these cars being moved out in the daylight. It was an awesome sight. There were police cars, Harrah's orange and green trucks with the Harrah's logo, Harrah's employees removing and loading up the cars one by one. I never thought to take photos nor did anyone else that I know of. I'm guessing Harrah's or Ponderosa employees may have. Harrah's used this almost salmon/orange color with drab green on all of their trucks. At one time they made a deal with the city of Reno to paint all city vehicles even their street sweeper Harrah's colors and have the Harrah's logo placed on the doors. It was just good marketing.

While I was working for Harrah's, we had some interesting GMC trucks that had the letter GMC in the front of the hood opening in the late sixties. The GMC was removed and a plastic lighted sign installed with "Harrah's" lighted. We had several stake bed GMC's which we had all the wood removed and replaced with varnished oak. After that, it was decided that black wall tires were not flashy enough. We called Firestone and asked if they could mold the Harrah's logo in the side wall and then make the tires white walls. They told us if we ordered 100 tires, they could do it. So, we purchased 100 white wall truck tires. Then they decided why not chrome the wheels, which they did as well. Finished, these trucks and trailers were a thing of beauty. These were the trucks and trailers that moved Bert's cars.

Here is the really sad part of the deal. Once all cars were in Nevada at the Ponderosa Ranch, they stopped paying the lease payments. Their lawyer wrote a letter to Bert and told him until he could provide titles or documents showing ownership, they would not make any more payments. Well, Bert had no documentation and no proof of ownership. They told him to come and get the cars, but Bert had no money to do so. Sadly, Bert lost his prized collection and only got \$5000 for all those years of preserving the cars. For the newer generation, Bert's cars were all real barn fresh unrestored good examples of untouched cars.

Crafty Bill Anderson, owner of the Ponderosa, knowing full well Bert had no proof of ownership, nor did Bert have any money to challenge the Ponderosa, or could even afford to have the cars returned to Seattle, took advantage of Bert. Interestingly, there have been some original high wheelers being offered on the internet in the last few months, which are the residue from the Ponderosa and actually are the last cars from Bert Trudeau's collection. So, some 60 years later Bert's cars have come to light again.

Bert died a very bitter and angry man having worked so hard to preserve and provide money for himself and his family, and he got only \$5,000 for everything. It was so sad for Bert to be taken advantage of.

I still remember Bert with his booming voice, always promoting something or other. My last remembrance was during the 1962 World's Fair in Seattle. The paddle wheeler

Virginia IV was moved to the Seattle waterfront to be used as a hotel for visitors. It never got going and they had the power turned off and the pumps quit, and the boat sank at the pier. Bert got some newspaper coverage by telling the Times, he was going to take a thousand of his inner tubes and inflate them inside the boat and refloat the boat. That never happened but it was his last hurrah. Not sure why but my favorite car was the 1914 Stevens Duryea. I always had a soft spot for that car.

Harold Musolf Jr.: BERT TRUDEAU My first remembrance of Bert was about 1956, just after my dad and I had restored a 23 T, and had just joined the local HCCA chapter here in Seattle. It was not required, but everyone wanted a pre-15 car, as that was one of the requirements to be a voting member of HCCA. Since my dad had befriended Bert long ago, when he was in the auto glass business in auto row, and my dad was involved in Armature Electric, rewinding car starters and generators in the same area. Dad remembered that this fellow that he had helped also had picked up many old abandoned cars through the years. One Saturday between Thanksgiving and Christmas, dad and I drove from Ballard to Lake City to see if Bert had a pre-15 car that could be bought.

When we arrived at the house, on Sand Point way, sitting out in front of a ramshackle garage almost right on the street was a '13 or '14 model T. It was just sitting there uncovered, and had been there for some time. It had no lights or top, and the square radiator was an accessory, with a hexagon core. My dad and I looked it over, and then went to the house. Bert recognized my dad, and they got to talking about the old days. Bert did say that he might sell the car to us. That day we did not go into it any more. They just reminisced, and we finally headed home. It was a very cold day, and we all had been outside for quite a long time.

For the next several days dad and I and mother talked about possibly getting that car to restore. Finally, just a few days before Christmas, dad and I went back to Bert's house to try to put a deal together. That day it was bitter cold. Bert insisted that he take us around and show us his cars, which were mostly outside or in sheds. I still remember that on the 2nd floor of a small building was a model N Ford with the radiator sticking proudly towards the street. As by now we were all very cold, Bert took us inside. The house was a 1920's style, and Bert told us that all of the moldings around the ceiling were painted in real gold leaf. It probably had not been cleaned since it was put up, as it was very dirty and dark. We were in the dining room seated around the table. The house was just about as cold as outside. Something was said about this and Bert said that he would be darned if he was going to pay the oil company's high prices for furnace oil, so they had not had the furnace on for several years. The furnace was still in the basement, with 2 or 3 cars.

The car we were looking at did not have any of the lamps or correct radiator on it. Bert had consented to sell the car to my dad, I don't remember the price, but it probably was somewhat more than what they were going for at that time probably just a few hundred

dollars. Dad was going to pay in cash right then. There was a lot of discussion about what would go with the car. Finally, dad said that he wanted to see the radiator and lights and the other stuff that were going with the car. At that Bert got real upset, and said that they were in the attic, and he would not get them until dad paid for the car. At this time, Bert was as poor as a church mouse. They could only afford to turn on a couple of lights, and they lived out of tin cans of food. He sure could have used the cash. They talked some more, and finally dad got up and said that we are going to leave unless Bert got the parts now. He chose not to, so we left. Dad never did buy that car. That Model T Ford that my dad wanted to buy was ultimately "leased" by the late Bob Reeves. He got the car and actually took it to his home in Lake Forrest Park. He had started the restoration and Bob was trying to get the missing lights and stuff Bert had promised. A huge argument ensued and Bob returned the car to Bert disassembled. Bert made a big fuss about it by calling the police and telling them that Bob had stolen a thousand parts from the car. We all know that there are not a thousand parts in a model T Ford car.

Another remembrance was when Harold III was about 1 ½ years old. Ann and I went to Bert's to again try to purchase something from him as we wanted an antique car. While we were there, he struck up a conversation with Ann. As they talked, Bert offered to buy Harold and he would pay 1 million dollars for him. Needless to say, we did not sell. Even if we had said yes, he was so broke that he could not have found one million pennies.

The only other thing that I can remember is that the first ride I ever had in a pre-15 car was in front of Bert's. Another time dad and I were there, along came Tom Sumner in his bright red Model T Speedster that he had gotten from Bert, and rebuilt it himself. Tom died just a couple of months ago. He was probably the only person that really knew Bert in these later years. He spent much time at Bert's, and I think that Bert thought of Tom as a son.

I just thought of another facet of Bert. Anybody that would talk to Bert or bring an antique car by his house, was always told that "I saw that car [wherever], and the owner gave it to me. I just never had the time to go and get it." It seems, that to hear him, he "owned" every old car in the area. Of course, he never had any proof of ownership, but he said that he should now get the car. No one that I know ever paid any attention to him, nor did they give him any of their cars. This story was very much talked about by the local members of the HCCA years ago.

Almost everybody in the HCCA knew about Bert and his cars. Each person just "knew" that he was going to obtain one of the cars. The whereabouts of this collection was always kept as a "secret", but almost all members had the same story about getting one or more of the cars. Probably my dad was the closest to getting one as anybody.

Bob Ullrich



On June 5, 2020, the soul of William Robert Ullrich, aged 92, returned to his Creator in the care of his loving wife Nancy in their Mosier, Ore., home. The several injuries that ravaged his wonderful mind for too many years were left behind. Thankfully, this burden is now lifted from him, but many will miss his presence in their lives.

Bob, as he was always called, was born and raised in the hills of Hollywood, Calif. Despite the privations of the Great Depression, he described a pleasant childhood full of joyful capers and harmless stunts ... by his telling. His formal education began in a one-room schoolhouse, progressed to a small Christian secondary school in Los Angeles and ended at UCLA. There he chose an engineering path.

Quite early, he demonstrated an uncanny knack for taking apart and fixing things, particularly automobiles, beginning with his cherished '34 Ford three-windowed coupe. This natural affection followed him throughout his life, finally culminating in a substantial collection of antique automobiles, particularly steam cars. These vehicles were typified by one notable characteristic: They all ran ... most of the time. And if they didn't run, he could fix them. By all accounts, he was a mechanical genius.

It was this gift that led him from a small shop off Beverly Boulevard, repairing refrigeration units to eventually designing and building all manner of machines and devices, installed and still working in many different countries. His breadth of talent spanned a range of activity from building freeze-drying units to cooling nuclear reactors. He acquired several patents. Some of his inventive work with the aerospace industry may still be classified. He seemed able to design and build anything in his area of interest. Additionally, his manner and way of doing business engendered trust and respect, making friends of his clients.

Building ice skating rinks was a special pursuit. From the floor of the Los Angeles Sports Arena to one of several floats designed for the Rose Parade, he could build a rink that made ice of whatever size. If you watched the 2002 Olympics, you saw his work in the opening and closing ceremonies. It was not unusual for his name to be called at an event in order to address a

puzzling problem behind the scenes, which he solved with characteristic composure. As a result, he made many friends in the international figure skating world, who later honored him with a lifetime achievement award in 2016.

Complementing his success in business and engineering he was a remarkably generous man with a spiritual commitment. When rewarded for his efforts, he shared those rewards with the Church, family and friends. He regarded his earnings from all of his work as “the Lord’s money,” so he shared what the Lord had given him with others. For example, in 2014, a large part of the sale of his car collection funded the creation of an orphanage in Guatemala. He continued to donate to this effort until his death.

In 1997, Bob and Nancy left Southern California to live in the eastern Columbia River Gorge region, where Bob’s aunt and uncle, Nora and Howard Gray, as well as his cousin, Carol Anderson, had lived for several years. Bob and Nancy acquired many friends here, particularly among members of Immanuel Lutheran Church in Hood River, as well as neighbors in Mosier.

Bob was predeceased by his parents, William Charles and Lucy Offutt Ullrich. He is survived by his wife, Nancy; his three sons, J. Robert Ullrich (Patrice), David C. Ullrich (Jill) and Mark (Renee) Emerson; his daughter, Marcia Emerson (Alan) Watt; his former wife, Eleanor Herron Ullrich; his brother, Franklin O. Ullrich (Genie); three nephews; 10 grandchildren; nine great-grandchildren; and one great-great grandchild. A private service will be held.

A gathering with family and friends may occur when personal safety allows it. In lieu of flowers, memorials may be made to Child Beyond International in care of Immanuel Lutheran Church in Hood River.

Arrangements are under the direction of Anderson’s Tribute Center (Funerals • Receptions • Cremations), 1401 Belmont Ave., Hood River, Ore. Visit www.AndersonsTributeCenter.com to leave a note of condolence for the family.

Classifieds:

For Sale:

1911 Maxwell AB Roadster, 1929 Plymouth Roadster, 1930 Plymouth Roadster, 1932 Plymouth Roadster, 1932 Plymouth Conv. Sedan Jim Beuzenberg 360-733-1655

For Sale:

1916 Overland 83B Touring. Needs new leather clutch installed (new clutch leather will be included in sale) and brake linkage sorted. Improved mono-block design with electric starter and generator. \$18k.

Steve Hammatt Mount Vernon WA

Email: gsteve@hammatt.com

or phone 360-661-6060.

For Sale:

1915 Kissel Kar
Model 642 7 Passenger Touring
Jump seats fold out ahead of rear seat
Top is in excellent condition
Engine rebuilt 2019 runs great
Tire size: 36x42
Paint is Oriental Red "dark maroon" pin striped
Asking \$100,000 OBO
Call Glenn Slack at 503-723-7775



Wanted: Clock face or visible gas pumps, old original porcelain signs, and oil cans. Call Tom 425-236-2747.



MEMBERSHIP APPLICATION YEAR 2020

SKAGIT/SNOHOMISH REGIONAL GROUP HORSELESS CARRIAGE CLUB OF AMERICA

Regional Group Membership – Any person/family who is a current member of the national HCCA with ownership and/or interest in pre-1916 automobiles shall be eligible to apply for membership. Members are entitled to all Regional Group privileges, including receiving notices of club functions and newsletters, a roster of members, the right to hold office, and the right to vote (ownership of a pre-1916 automobile is a requirement for voting rights). Members agree to abide by all rules and regulations as designated by the bylaws of this Regional Group and the National HCCA. **Dues in the SKAGIT/SNOHOMISH REGIONAL GROUP are \$25.00 per calendar year and membership in the NATIONAL HCCA is a prerequisite. National dues are currently \$55.00 per year for Continental US residents. There is a \$10.00 increase across the board for National Dues.** <https://hcca.org/images/membershipApplication.pdf>

NAME: _____
Last name Applicant Co-Applicant

PHONE: (____) _____ NATIONAL HCCA# _____

ARE NATIONAL DUES CURRENT? Yes _____ No _____ *National dues must be current to process

CELL PHONES: Applicant:(____) _____ Co-Applicant:(____) _____

ADDRESS: Street: _____ City
_____ State ____ Zip _____

EMAIL ADDRESS: _____ @ _____

____ Yes, correspondence by email is fine. ____ No, I need correspondence by mail

YEAR MAKE OF AUTO MODEL BODY TYPE

In compliance with the laws of the state of Washington, I certify that I have Automobile Liability Insurance (P.D. & P.L.) on my antique cars used for club functions. I also agree to make sure that the policy is in force for the entire year no matter when the expiration date is.

NAME OF COMPANY _____ NAME OF AGENT _____

POLICY # _____ EXPIRATION DATE _____

SIGNATURE _____ CHARTER/LIFETIME MEMBER: Yes ____ No ____

Mail completed form to:

Robert Monsen, 3404 97th Ct. S, Lakewood, WA 98499

**Brass Ramblings
Linda Schmidt
P.O. Box 2362
Snohomish, WA 98291**



**Our toys have gotten bigger, but they still
SHAKE, RATTLE, & ROLL !**



**Gentlemen's Choice
Bugatti**



**Ladies' Choice
Peerless**



Spirit of the Tour

Ellis



**People's Choice
Stanley**



**Hard Luck
Shaw**