

BRASS RAMBLINGS



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

October 2021

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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.

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Regional Web Site:	https://hcca.org/regions/skagit/
National Web Site:	https://hcca.org/

President's Ramblings

Greetings Members,

This month President Harold regrets the absence of his column. Computer issues have been a continuing frustration. The column keeps disappearing. As there have been no meetings and activities to stimulate narrative, please enjoy these images of what could be Harold III.



From the Editor

We were disappointed to learn that the September tour in Albany, Oregon had to be canceled due to an uptick of Covid and wildfires that affected several roads on the intended tour. Maybe next year.

I was recently alerted to the cancellation of the Monroe Swap meet. I guess we'll just have to go to Hershey. (Wink)

Christine Brewer found the picture of the huge vacuum cleaner from the 1906. It is interesting to learn what was happening inside the home of the owners of the cars we revere.



Thank you, Robert Mosen for this picture of the 2020 Marion Welch Award that was presented to Mike Yeakel.



2020 Calendar – Subject to Change

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

October 2021

- Oct. 5-9 AACA National Fall Meet, Hershey, PA. [HCCA BBQ at noon on Friday.]
Oct. 9-10 ~~52nd Annual Monroe Fall Auto Swap Meet, Evergreen State Fairgrounds
Monroe, WA. Canceled~~
Oct. 9-12 Hershey Hangover Tour X, Denver, PA. Hosts: Jeff Lesher (610-639-1977) and John McAnlis

November 2021

December 2021

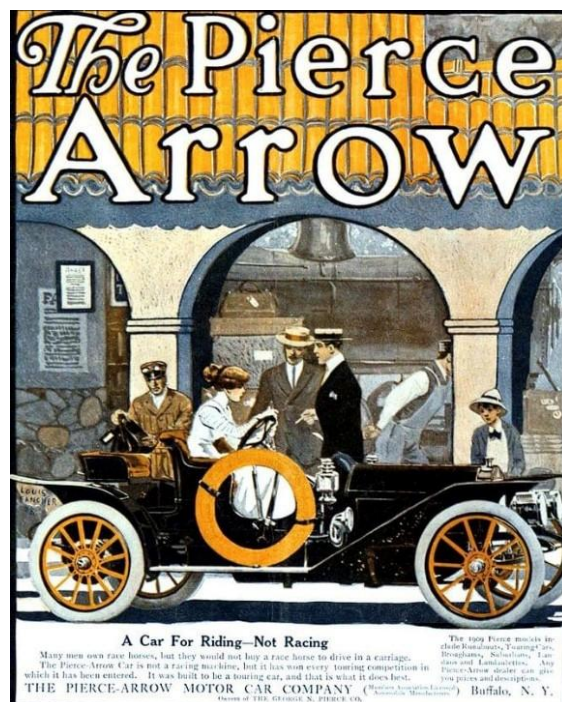
January 2022

February 2022

- Feb. 20-25 National Convention in Howey-in-the-Hills, FL. For information and registration information visit hcca.org or contact: Andy Wallace Email: andyauto@hotmail.com Phone: 201-919-2193

March 2022

- Mar. 18-19 32nd Annual Chickasha Pre-War Swap Meet, Chickasha, OK. Host Mike or Susie Erslund, 405-224-9090





2,395 likes

historydailypix A housemaid cleaning a house using one of the first domestic vacuum cleaners. It was called the Siemens De-dusting Pump and weighed 150 kg. Released in 1906, it had an upstream filter and was mounted on a movable sled.
Credit: [@color_byangelina](#)

Pathfinders National Parks Transcontinental Tour Part 2

by Ken Findlay

[Editor's note: Some pictures reflect stops mentioned in Part 1.]

June 16th

We made our way to Winthrop WA, an interesting town that originally was a stagecoach stop in the 1800's. Now it's a restored historic western town with plenty of tourists! The 1914 Lozier of Andy and Madeleine Oldman developed a bad rod bearing knock. Andy decided it was time to retire the car and Haggerty's towed the Lozier to the hotel. Our stay was at another first-class place six miles off the highway, The Sun Mountain Lodge. We had a rest day here, so we were able to lounge around the pool a bit and enjoy the heat. Others explored the area.



Tim and Pia Sierra with blue 1911 Rolls and Cynthia Sierra with yellow 1913 Rolls at El Tovar, Grand Canyon

The next morning on the way down the mountain, the 11 Thomas had a front wheel issue that caused a bit of excitement. With a bit of help from the group it was fixed, and the Thomas continued on its way for the day. It was 186 miles to Monroe WA. Along the way we stopped at the Diablo Dam, crossed over the top and enjoyed the magnificent view. When we reached Monroe a



Park City, UT

few of the local Skagit HCCA members were there to have a look at the cars. It was good to see them and catch up a bit. Unfortunately, most cars arrived later than planned due to various issues.

Monroe to Pateros WA was 168 miles. It was a bit of an early start as we had to be 90 miles down the road by 9:45 to make our visit at the Leavenworth Reindeer Farm. This was a unique and enjoyable experience for our travelers.

Sunday June 20th was our last day! It was a 198-mile drive to the final stop, Coeur d'Alene Idaho. Our first stop on the road was at the huge Grand Coulee Dam. A make work project in the 1930's depression it is now one of the biggest power generation dams in the USA. Their visitor center is excellent.

That evening our final banquet dinner was held and we were treated to a wonderful dinner. A continuous slide show of the trip was running in the background. A few awards were given out and a beautiful tour completion badge was presented to the drivers. The hosts, Dan and Samantha, were presented with a thank you gift from the tour participants. Hugs were plentiful and goodbyes were said. It was hard to believe that 3 weeks of great roads and drives, great weather (2 minutes of rain fell only on the Thomas and Simplex!), wonderful scenery, fantastic National Parks, too much food... and now it was over. We all made new friends we won't soon forget and talked about doing the next Trans-Con whenever it happens. But for now, it's time for a rest!

Some Interesting Facts

There were 3 families that had two generations on tour, each with their own car: the Sierra's, the Findlay's, and the Haines.

Marion Haines drove his 1912 Lohr (one of three built) 1000 miles to the start of the tour. At the end he drove another 700 miles back to Utah to drop off his navigator, Merrill Maxfield, at home. That's 4934 miles of driving!

Pia Sierra drove Steve Haines 1914 Rolls for 3 days after Steve and Kim left to attend a funeral. The Rolls used to belong to Pia and Tim and she had driven the car many times.

Kimberly Shadduck ended up driving her and Dave's 1925 Rolls when Dave was called back to work with 4 days of the tour remaining. She still managed to stop to take pictures and continue on even though she didn't have a navigator!

Samantha Findlay drove the 15 Mercer a number of times including the day Dan got food poisoning and couldn't drive.

The chain gang showed up with the 1911 Thomas and the 1914 Simplex. Both are chain drive cars.

The 1914 Lozier lost its radiator badge on tour. Let Andy Oldman know if you have one (or find it!) Peter Lehtola's 1911 locomobile was driven on previous Trans-Con's by his dad. The Loco's still going strong.



1914 Simplex, 1911 Locomobile, 1917 Pierce Arrow

Dan Findlay was pulled over by a Sheriff in some small town. The Sheriff just wanted to have a good look at the Mercer and get a picture!

Jeff Chattin's 11 Thomas started the tour with 6 new tires. At the end they were all worn out and he had to borrow a tire from Peter to finish.

There were 2 cars that had an engine displacement of over 800 cu. In., the 1912 Peerless of Cam Sidwell and the 1911 Thomas Flyer of Jeff Chattin. I



1911 Thomas Flyer

wouldn't want their gas bill.... Wouldn't mind the power though.

Rolls Royce Silver Ghosts don't usually boil but it was hot, and the climbing was severe at times. Ken Findlay's 14 Premier was pulled over at the top of a hill for a water stop when 3 Ghosts pulled in too. All were steaming pretty good. After a bit of negotiation (dinner!), Ken provided water for all, and the Ghosts were on their way again.

Michael & Cynthia Sierra had their daughter, Monica Sierra and Monica's daughter, Sierra Schaefer, join them for the last half of the trip. Lots of room in the 13 Ghost for passengers and they even had their own rear windshield.

By the end of the tour Bob and Jackie Lederer's 17 Pierce had to be pushed to start in the mornings. It was really hard to push one morning when it was noticed that the rear tire had gone flat.

John Dolan, 1908 Ghost, arrived a few days late to the tour and left a few days early but it was sure great to meet him and have him along. I'm



Cam and Kay Sidwell's 1912 Peerless



1914 Rolls (Ray Haines and Kim Wilson)

sure he washed his car every day and even polished the brass. It looked great and ran really well.

Dave Staadt's 14 Simplex ran great. That didn't stop him from helping others when problems arose. How many tires did you help change Dave?

After Tim Sierra's 11 Ghost broke

the transmission, he and Pia continued on in a rental car. He also was often seen working on other cars that needed some attention. And speaking of Pia, she was usually the first one to get to the hotel but the last one to actually get into their room! How does that work???



1915 Mercer and 1914 Premier with Madeleine Oldman, Chris Findlay, and Samantha Findlay

My 14 Premier was able to get trailered to Sandpoint Idaho from Utah thanks to Cam Sidwell as he had an empty trailer coming to pick up his Peerless for the trip home. In Sandpoint, Dave and Elaine Ellis arrived with their trailer and took the Premier back to their place. When we arrived in Bellingham in the rental car, we met up with Dave and the Premier. From there we were able to drive the Premier for the short trip across the border home before it overheated. We really appreciated the support and help from both Cam and Dave. THANKS for your help!!!



1914 Premier



Ken and Chris Findlay at the Grand Canyon



What do the Mukilteo Lighthouse in Mukilteo, Washington and Mike and Donna McGinnis's Cadillac have in common? They were both built in 1906. This similarity was recognized at the Mukilteo Lighthouse Festival Parade on September 11, 2021, when Mike and Donna, with the help of Steve Schmidt, drove the One-Cylinder Touring Car along the parade route and also posed for a few pictures with interested observers.





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 503-694-8488.



Wanted:

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

Wanted:

1931 Plymouth model PA.

Elliott Fletcher, Email: epjaf@broadstripe.net, Or phone 206 226 1903 cell.

Classifieds:

I only have two pictures of the Wintons available at this time. As you can see both are in good condition. Both have a 2-speed gearbox. Both are great runners and drivers. Both have been on numerous tours throughout the lower 48 States. I am asking \$125,000.00 for the 1901 1-cylinder and \$225,000.00 for the 1903 2-cylinder. OR a "blue-light special" of \$300,000.00 if purchased together.

Conrad Fletcher

928-662-6049





MEMBERSHIP APPLICATION YEAR 2021

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.

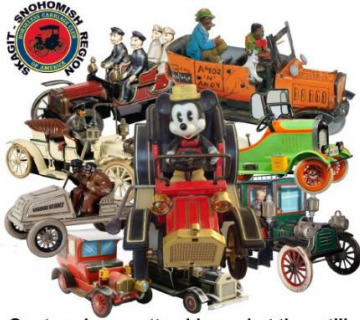
NAME OF COMPANY _____ NAME OF AGENT _____

POLICY # _____ EXPIRATION DATE _____

SIGNATURE _____ CHARTER/LIFETIME MEMBER: Yes ____ No ____

**Mail completed form to: Robert Monsen, 4423 Grandview
Drive W, University Place, WA 98466**

**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**