

BRASS



RAMBLINGS

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

July 2022

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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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EDITOR

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

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

President's Ramblings

As I sit here thinking about our club's activities, or should I say the lack of it since Covid reared its ugly head, we need to get back into the swing of things. We have a tour this Sunday, the 10th, being put together by Marcia and Mike Yeakel, starting at his business at 8:30 am. As of now, the weather is going to be good! I am looking forward to seeing all of your shiny faces there.

Howard and I are busy putting together the September tour in Arlington at the Casino. We have the tour routes laid out and just need to finish the mileage counts. But they are working on the road going to and from the Casino, so we may just have to guess a little bit on that. As you know we have not sent out any emails about the cost. We have decided to make this a KISS tour, meaning you, as a participant, will be paying your own way, i.e., you pay for all your own meals, no tour bag, and we are going to be emailing you the driving instructions and it will be your responsibility to print them off and bring them with you to the tour. So, with that said, please email me at my address: Brassman@nwlinc.com so that we know how many people/cars are coming and in return send the driving sheets. Even if you have already emailed someone, please email me so that they are all in one place.

Harold III



From the Editor

It was fun to gather in person in May, and the minutes of that meeting are included below. Our next gathering is on July 10, 2022, in Bellingham for a tour and lunch meeting. It will be hosted by Mike and Marcia Yeakel. Meet at Mike's shop (1650 Jill's Court, Bellingham, WA) between 8:30 and 9:00am. The tour will leave at 9:00am.

Our August meeting is scheduled for Aug 6, 2022, hosted by Les Gitts. We will meet in Lynden and enjoy the Farming Days celebration there.

And of course, our September tour is September 12-16, 2022, in Arlington, WA. We will soon have new pictures of tour award winners on the back page of the Brass Ramblings.

The article about the 1903 Zentmobile was supplied by Phil Martin, a friend from Ohio. It was his great-grandfather's car and recollection.



SKAGIT/SNOHOMISH REGIONAL HCCA

May 7, 2022

The meeting was called to order at 12:15 PM by President **Harold Musolf III** at The Pancake Haus in Edmonds.

We wish to thank **Robb Johnson** for arranging our meeting location today

There were fifteen members present: **Steve Hammatt, Robb Johnson, Mike and Caroline Martin, Robert Monsen, Eric Musolf, Harold Jr and Ann Musolf, Harold III Musolf, Howard Musolf and Kathy Peterson, Steve and Linda Schmidt, and Mike and Marcia Yeakel. Robb Johnson** introduced guest, Matt Huson.

Minutes: It was moved by **Ann Musolf** and seconded by **Eric Musolf** that the April Business Meeting Minutes be approved as printed in the April Brass Ramblings. Motion carried.

Treasurer's Report: **Bob Monsen** indicated a solvent balance and reported all required state forms for non-profit status are approved.

Sunshine Committee Report: There was no report today.

Old Business: **Linda Schmidt** distributed information about Mike McGinnis's Memorial BBQ to be held on May 14, 2022, at Fish Creek Farm in Arlington. Donna requested that those planning to attend please let her know.

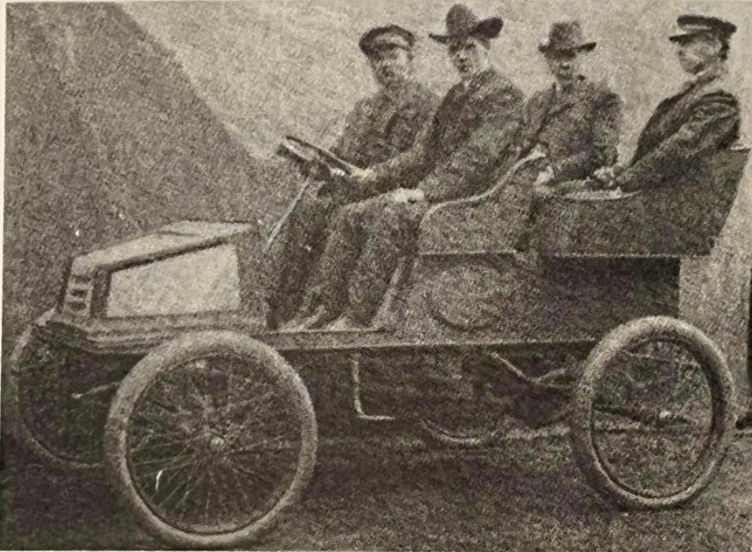
New Business: Possible meeting/tour sites

- **Harold III** asked for input on the dates for the September tour. As it stands, the dates only allow for two days of touring, and he hoped to extend the dates to allow for three days of touring. The dates are September 12 – 16, 2022. To adequately plan, Harold and Howard hope to hear from those planning to attend. They asked Linda to send an email with the update. There was also discussion about whether there should be a banquet. The hotel prices will be going up, but reservations made ahead of the increase will be honored. The phone number for the tour hotel at Angel of the Winds is 360-207-2594. To get a discount on the hotel room, gas, and dining costs, participants are encouraged to sign up for a Players Club Card in the casino before going to hotel registration.
- There is still no host or date for the June meeting.
- The July meeting will be in Bellingham, hosted by Yeakels. The date is yet to be determined.
- Those who attended the Tulare Swap meet gave a brief report.

Adjournment: **Eric Musolf** moved for adjournment, seconded by **Bob Monsen**. Carried unanimously. Meeting adjourned at 12:47 PM.

The First Car in the County

By James Morton Stafford



1903 Zentmobile, NAHC

I bought the first auto that was ever owned by a resident of Pike County, Indiana and here are a few experiences I had while driving it. We contracted the auto fever in the following manner, and got rid of it by taking the cure, buying one. While they were preparing the grounds and erecting the buildings at the St. Louis World's Fair ground in 1901 and 2, I had to make business trips to the city, and while there I would visit the grounds and see the work they were doing. One trip in the late fall of 02 my wife wanted to go and

see the things I had been talking about, and we used the Auto bus to see the sights for it was a great novelty in that day to see the fair from the standpoint of the megaphone. There was a constant noise of exhaust and gears and a hoarse voice yelling as loud as hoarseness would permit, telling all about the wonderful buildings. As we rode along, I noticed Mrs. Stafford paying more attention to the machine in which we were riding than she was to the things on the fair ground and as it was not my first trip, I too began to take more notice than I had before. I had seen them, on other occasions, having trouble, and had helped them out as I was considered an expert with a gas engine. At the hotel we talked about the great things we would see when the fair would formally open. Then we discussed the bus and its potential value and all the next winter we would discuss the value of a car for our use, and although we owned some of the fastest horses in the county, we got the auto fever in so violent a form that I began writing all the then known automobile manufacturers and making a decision as to the car we wanted. The purchase of one was the only cure for us.

We selected the Single Center Buggy Company of Evansville, Indiana as the firm from which we would make the purchase. Making the trip by train to the city we found that they had one machine not sold, but it had been used for two weeks as a demonstrator. We took a long ride in the car and enjoyed it even if the people did frown, horses shy, and farmers and city drivers cuss to beat the band as we would stop the car and lead their horses past the machine. It was a two seated machine, but you could remove the back seat and put in a board which made it look similar to a Ford coupe as you viewed it from the rear. It had one cylinder and was painted a bright red color, made as much

noise as a threshing rig does now. Mr. Copeland wanted a thousand dollars for the car, but I thought I could save 250 dollars, so I wrote a check for 750. His positive "No" made me think I had made the check too small but as I was walking out the door, Mr. Copeland said, "Wait a moment!" Going back into the office we saw Mr. Copeland turn to this bookkeeper and say, "George, toss a penny and if it comes up heads, we will sell for \$750, if tails we will not!" I saw him wink at the bookkeeper and knew it would fall heads.

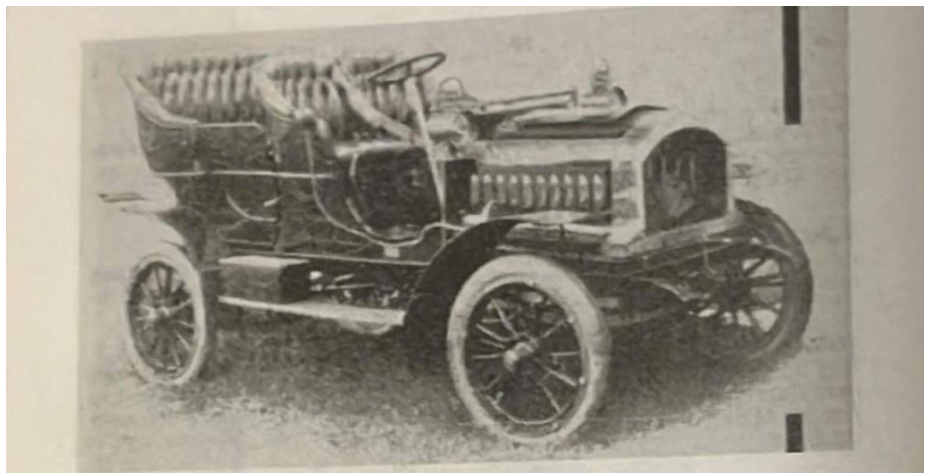
Mr. Copeland drove out as far as the country club to the north of Evansville and while we were there, we saw a dark cloud coming up the Ohio. Mr. Copeland suggested that we wait until morning to start as we had quite a lot of dirt roads, so we started back to the city and that was the wildest ride I ever took in the thirty-one years of auto driving. The car had a speed of 45 on the level. Mr. Copeland wanted to get in before the rain reached us, so he turned the car loose on the downhill and reached the city streets going about 60 miles per hour. Horses were bolting, people were screaming curses as they dodged out of our way, the clang of the streetcar warning as we slid past the car missing it by inches only, dust flying so thick we could not see a block ahead.

The next morning, we started home and found out that every driver of a team was mad at anyone driving a car. We had to stop and lead the horses past the car and then crank, stop, and crank every mile or less, all the while listening to the curses of the drivers even though they were on their way to church. As we were going up to the main street of Petersburg on that Sunday morning, we were the attraction of the day. As people heard the car, they would get up and leave the church to see their very first glimpse of an auto. We found that owing a car was not as pleasant as we had anticipated, for we had to stop so much for the horses because they were all afraid of a car.

On one trip from Union to Princeton from six until nine P.M., we were stopping, cranking, leading horses past, and listening to the abuse of drunken men who cursed the man that invented, the man who made, and especially the man who drove the car. Some wanted to fight, and we had to use diplomacy and the threat to use the crank to keep from having to fight. While using it as a one-seater I could take off the back board and expose the engine. Everyone wanted to see the "Innards", so I had some fun to repay for the countless cursings I had to endure. By taking the spark plug out and laying it on the frame I could, by turning on the switch, cause a strong current of electricity to pass through anyone touching the frame. On one occasion there was a Republican rally in the adjoining city. It thought it would be funny to see the "Bigum" hats the politicians were wearing get knocked and shaken off their heads. We took off the back board, took out the spark plug, laid it on the frame and waited until twenty high hats were around the frame and then slyly kicked on the switch. Each one having his hand lying on the frame felt a muscular contraction and his free hand flew up and hit the fellow looking over his shoulder. The fellow that was gripping the frame could not let loose but had to stand and dance; a scurvy trick to play, but the hats sure fell off by the dozen. After I had

turned off the switch, they would look but not touch the “critter”! I had just filled the tank up to the filler hole, and as I had been using gasoline for years, I knew how to put out a gas fire. I knew all people of that time were afraid of an auto exploding. Since the gas and water tank were side by side under the front of the car, I unscrewed the gasoline cap and said, “I want to be sure that I have plenty of water”. Pretending that I could not see I took out a match and standing well back I ignited the gas which flamed up from ten to fifteen feet high. The car had been surrounded by curious on lookers, but in a few seconds the streets were deserted. I put a handkerchief over the filler hole, thus smothering the flame. I cranked it up and left the town before some of them could give me the thrashing I deserved.

I had a partner in business who wanted to go with me on a trip of about two hundred miles. He was afraid when I would drive over 20 miles an hour during the first part of the trip. However, during the last fifty miles he would say, “See how fast it will run down this hill!” He was not satisfied with the speed of 45 on the level but wanted the thrill of 60 going down a hill. One man was a half mile away when he began waving for me to stop, as 90% of the people did in those days. As I kept coming, he took off his coat and waved it and then his hat, and waved with both coat and hat. When I reached a distance of 300 feet, I stopped the car and went up to lead his horse past. However, he said, “I can get the horse past, but I wish you would lead my wife past your contraption!” I found out that there are some things that are hard to do. I had led some scarred horses past my car, but I never had a horse as hard to get past the machine as was that man’s



1905 Zent, WLB

ZENT — Marion, Ohio — (1900-1902)/Bellefontaine, Ohio — (1904-1906) — In 1900 at his machine shop at 213 South State Street in Marion, Schuyler W. Zent built his first automobile. It was a simple little gasoline runabout with single-cylinder engine and single chain drive — and in the two years following, he built and sold four more. He also came up with a model a little more sophisticated. In July of 1902 he announced his plans to manufacture commercially, and because he couldn't find the financing necessary to do that in Marion, he journeyed to Evansville, Indiana where his car was put into production as the Zentmobile in 1903. Nineteen four found him back in Ohio, where he secured sufficient capital to organize the Zent Automobile Manufacturing Company in Bellefontaine. This new venture, a \$25,000 incorporation, was announced in late October, and the new Zent was in production early the following year. By now Schuyler Zent had progressed beyond the motorized buggy concept. His new Zent was powered by a three-cylinder 18 hp engine mounted under the hood, and featured shaft drive. A twin and a four joined the line in 1906. Early in 1907 the Zent company was superseded by the Bellefontaine Automobile Company, and the car's name was changed to Traveler.

1900-1902 ZENT

	FP	5	4	3	2	1
Zent Runabout	—	—	—	—	—	—
1905 ZENT						
Three Cylinder — 18 hp, 90" wb						
Tour.-5P	1350	2300	3300	4600	7500	16,000
1906 ZENT						
Two Cylinder — 14 hp, 80" wb						
Rbt.-2P	1000	2000	3000	4200	6500	14,000
Three Cylinder — 18 hp, 90" wb						
Tour.-5P	1350	2400	3400	4800	8000	17,000
Four Cylinder — 35 hp, 100" wb						
Tour.-5P	2000	2500	3500	5000	8500	18,000

wife. She had her hands clasped, shaking like the palsy, so frightened she stuttered when she talked. "Do you th th think it w w w will bl bl blow up and k k k kill me?" I assured her that it would not blow up. However, she pulled back and shied over as far as the fence would let her go, and I had to use all the power I had to pull her past the car. "Thank God it didn't blow up!", were her words as she got into the buggy and drove off. I saw her some years later and she laughed at her fears the years before when she was more afraid of the machine than she would have been of a gun.

The first law that was passed in Indiana in regard to the auto was a compromise between those who wanted a drastic measure and those who were liberal toward car owner. All that owned an auto were there in Indianapolis talking to his representative and senator trying to get a "just" law on the books. There was one to whom I talked who said, "The auto should be driven off the road for those who drive do not care who they kill, but if we cannot stop them, we will limit them to 4 miles per hour and have some one walk before the machine as soon as they are within 500 feet of a horse." I laughed at that man and told him he would own a car within 5 years, and in less time than that, I saw him driving the finest he could get at that time. Halting him, I reminded him of his previous words at Indianapolis, and he acknowledged how little he knew about the future of the auto.

As I travel, men and women I do not know, call me by name. When I do not recall them, they will say, "Do you not remember stopping and giving John Smith or Jack Jones or Susan Blair or some other name, a ride in your auto at such and such a place?" They as children remember me and still recognize me after all these years, but at the time I saw them there was nothing to especially impress their name or face on my mind. "The good old days are gone forever!"; as I drive a four- or six-cylinder car I do not feel the same as when I drove the old "One Lunger" with its rattle and roar.

Thirty-one years have worn off the novelty and the thrill of the fast motion and sixty and seventy miles per hour does not seem as fast, as forty-five did then. The improved roads and frequent filling stations are taken as a natural thing, but in those days, we had to watch the weather before we ventured out on a 2-to-400-mile trip. We always wanted to take plenty of gas to last us, for we did not know about getting any on the road. We have lived in a wonderful period of the world and expect to live to see more wonderful inventions, and we expect to see greater changes in the economic history of the world in the next ten years than has ever taken place in any thousand-year period before. The machine has taken the place of the man in our industrial life, and we must adapt ourselves to the changed condition and reform our economic laws, as much as has been changed in the machines of the last 50 years. A petition has been prepared and will be presented in '35 which we hope will bring American life up to the level intended by our Creator who has given the brains to the people who have invented the labor-saving machines in the late past.

ZENTMOBILE — Evansville, Indiana — (1903) — In 1902 Schuyler W. Zent of Marion, Ohio built a single-cylinder 8 hp water-cooled two-seater buggy with planetary transmission, wire wheels and right-hand wheel steering which he thought would be a smash best-seller. Since he didn't have the facilities to produce it himself, he traveled to Evansville, Indiana where he approached Willis M. Copeland, president of the Single Center Buggy Company. Together they worked out an agreement whereby Copeland would manufacture the car, and all Zent had to worry about was selling it. This proved more difficult than Zent had envisioned, and within the year the partnership had broken up. Though not many cars had been produced, the Zentmobile does have the distinction of being the first automobile in Evansville to carry a tradename. Subsequently, Willis Copeland, whose Single Center Buggy Company had already built a few horseless carriages for anyone in town who wanted them, went into more serious automobile manufacture with the Simplicity. And Schuyler Zent returned to Ohio to build a new Zent in Bellefontaine.

Editor's Note: The author of this article, James Morton Stafford (November 25, 1876 - January 5, 1957) was the holder of twelve patents, including the non-refillable bottle (which gave him national acclaim), and the glass viewing casket. He once used his Zentmobile to propel a paddle wheel which towed a raft on the Mississippi River to promote his light focusing projector, a gaslit theater projector. He made a bid for President on the Golden Rule Party in 1934. It's unclear if he ever ran against Roosevelt.



James was a Presbyterian Minister, inventor with several patents and an author. James held the following patents which can be viewed in his timeline:

- 740995 Non Refillable Bottle
- 753930 Fire Escape
- 761868 Wrench
- 785186 Coffin
- 806756 Apparatus for Preserving the Dead
- 930242 Focusing Light Producer
- 1203926 Water Elevator
- 1204605 Device for Locating and Raising Sunken Vessels
- 1205806 Wood Sawing Machine
- 1207651 Gate Opener
- 1225072 Current Motor

2022 Calendar – Subject to Change

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

July 2022

- July 10 Skagit/Snohomish HCCA Regional Meeting in Bellingham hosted by Mike and Marcia Yeakel. Meet at Mike's shop (1650 Jill's Court, Bellingham, WA) between 8:30 and 9:00 am. A tour will start at 9:00am with lunch and the meeting at the end of the tour.
- July 14-19 Celebration of Brass II, Swap Meet and HCCA Tour. Gilmore Museum, Hickory Corners, MI. Contact: Kevin Fleck. Email: kfleck@outlook.com. Be there for the HCCA Museum Groundbreaking!

Aug 2022

- Aug 6 Skagit/Snohomish HCCA Regional Meeting and Tour to the Lynden Farming Days. Host : Les Gitts

Sept 2022

- Sep 12-15 Skagit/Snohomish HCCA Regional Tour. Host Howard Musolf and Harold Musolf III. Angel of the Winds Casino, Arlington, WA. Email Harold for details and tour directions, Brassman@nwlink.com
- Sep 15-17 Can-Am Tour in Bellingham. Hosts John and Renee Aldrich. jwa98360@gmail.com

Oct 2022

- Oct 4-7 AACA Eastern Fall National Meet. Hershey, PA. [May also be on Monday.] HCCA Booth Red Field, Row 30. HCCA BBQ at noon on Thursday.
- Oct 23-27 HCCA National Tour. Circle Missouri Tour, starting and ending in Columbia, MO. Sponsor: Great Plains Brass Touring Register. Host: Chris Paulsen 316-648-7887, cp7254@hotmail.com
- Oct 23-27 California Rendezvous Tour, Paso Robles, CA
- TBD Late October meeting and possible tour

Nov 2022

No Skagit/Snohomish meeting planned for this month

Dec 2022

- Dec 11 Skagit/Snohomish Holiday Party at 12:00 noon. Hosts: Dave and Elaine Ellis. Farmhouse Restaurant, 13724 La Conner-Whitney Rd., Mt. Vernon, WA 98273. 360-466-4411.

8th HCCA International Tour



May 26 – June 1, 2024 / Australia

Host: Russell Holden 757 434 0056

Email: russell@oldworldlamps.net

Host: Michael Holding

Email: mholding@netspace.net.au

Is Australia on your “Bucket List”? Here is an opportunity to weave your love of Brass Cars with a trip Down Under. The tour will be centered around the Tweed River, bordering the cosmopolitan Coolangatta of lower Queensland and the relaxed lifestyle of Tweed Heads, this promises to be a fantastic seven days of touring. The tour is hosted by the South East Australian HCCA Region.



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Classifieds:

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.

For Sale

For sale from the estate of Jim Beuzenburg
1911 Maxwell AB Roadster

1914 Model T Ford Touring

1929 Plymouth Roadster

1930 Plymouth Roadster- un-restored

1950 Dodge Club Coupe

If interested, please contact Jeremy Freeman (grandson) at monkeydeuce7@gmail.com or call (360)515-6537.

For Sale

1931 Plymouth P.A. Roadster
Many new parts Clean title
\$10,000 Let's talk
Les Gitts, Ferndale, 360-383-7626

FOR SALE

1911 Ford, Model T, Touring Car, beautifully restored by the noted Portland, Oregon Model T authority, the late Fred Lau. It is a show worthy restoration and was driven only eleven miles following its completion. The finishes and upholstery are unequalled. A complete portfolio of progressive restoration photographs will be provided to the purchaser. The vehicle, which is located in Portland, Oregon, is priced at \$65,000.00 (firm).

James Zordich (graygoosefarm@comcast.net)

My wife and I hope to resume touring with the Skagit-Snohomish Regional Group when



the current epidemic has passed. Thank you. Jim Zordich



MEMBERSHIP APPLICATION YEAR 2023

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.

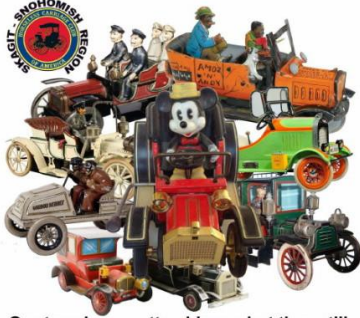
NAME OF COMPANY _____ NAME OF AGENT _____

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**