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**SANTA ROSA**  
**REGIONAL GROUP**  
Horseless Carriage Club of America

*Announcing the*

# Celebration of **Brass** IV

*Presented by the*  
**Museum of the Horseless Carriage**

**JULY 18<sup>th</sup> - 23<sup>rd</sup>, 2024**



**The Gilmore  
Car Museum  
Hickory Corners,  
Michigan  
Thursday, July 18<sup>th</sup>  
Welcome Reception  
Friday & Saturday, July 19<sup>th</sup> & 20<sup>th</sup>  
Car Show, Pre-WWII Swap Meet & more!  
Sunday, July 21<sup>st</sup> through  
a half day on Tuesday, July 23<sup>rd</sup>**

**The Museum of the Horseless Carriage  
HCCA National Tour with  
ALL NEW VENUES & ROUTES!**

**2024 FEATURED MARQUE  
STODDARD-DAYTON & PRE-1916 RACE CARS AND SPEEDSTERS**

**SCHEDULE OF EVENTS & REGISTRATION COMING IN JANUARY AT [www.museumofthehorselesscarriage.org](http://www.museumofthehorselesscarriage.org)**

# HCCA NATIONAL NEWS



**Re: Publication Awards; Hershey Tent; Incredible Opportunity! What's on the Calendar; ....**  
**Issue: 2023-12-01 #12**

## Merry Christmas and A Happy New Year!

- **Publication Awards Nominations** – Alex Huppe will be judging the HCCA Publication Awards again for 2023. Alex is pleased to receive nominations for awards from any HCCA member.

Further, he is open to any Website Nominations, including self Nominations, so please don't be shy.

Alex has asked that Presidents of all Regional Groups, and Affiliated Registers, submit examples of their publications to his address at:

Alex Huppe  
750 North Tamiami Trail  
Sarasota, FL 34236.

Or, via Email to: [alexhuppe@aol.com](mailto:alexhuppe@aol.com)

The deadline for submissions is December 31, 2023. Don't let the holidays get in the way. Send in your submission Now!

- **Hershey Tent Heroics** – President Mike Reid reported: “The tent at Hershey this year was very well managed by Vince and Janice Altieri, with help from Andy and Tricia Wallace, following the sudden, unexpected, late departure from this responsibility by the planned managers. With the help from many Club volunteers, the tent activities, the merchandise sales, and the Barbeque were very successful.” Hurray for all of the HCCA Volunteers who stepped up, and made it happen!
- **Incredible Opportunity!** – Are you putting on a Tour or HCCA event? Want to create some excitement? How about displaying an HCCA Crest (9 feet high) at your event. It is available, shipping required. Contact Don Plumb or Terry Cole for details. Act Now!
- **HCCA Tri-Fold Pamphlet** – Attending a local car show or car event? Why not take along some HCCA brochures to hand out?

What, you don't have any? Just contact your Region President, or the HCCA Office. Lindsey will be happy to mail you some. [office@hcca.org](mailto:office@hcca.org)

- **What's on the Calendar** – The Latest from the HCCA Gazette and Website:
  - **HCCA National Convention and Tour**, Chattanooga, TN. March 15-20, 2024. Sponsor: Tennessee Regional Group. Host: Jeff Stumb, 423-385-4414, [jeff@greatrace.com](mailto:jeff@greatrace.com) Host Hotel: The Westin, 423-531-4653 (Hotel)
  - **8<sup>th</sup> HCCA International Tour**, Tweed Valley, Queensland, AUS. May 26 – June 2, 2024. Sponsor: South East Australian Regional Group. Hosts: Russell Holden and Michael Holding. 757-434-0056 (Russell – US). Email: [russell@oldworldlamps.net](mailto:russell@oldworldlamps.net) (Russell), [mholding@netspace.net.au](mailto:mholding@netspace.net.au) (Michael).
  - **Celebration of Brass IV, Show, Swap Meet, and HCCA Tour**. Hickory Corners, MI. July 18-23, 2024. Sponsor: The Museum of the Horseless Carriage. Contact: Paul Sloan, 313-702-5555. Email: [paul.james.sloan@outlook.com](mailto:paul.james.sloan@outlook.com)
  - **Adventures With Tin Lizzie in the Hungarian Landscape – The Jozsef A. Galamb Memorial Tour**, Budapest, Hungary. August 15 – Sept 4, 2024. Contact: Frank Seress, 818-254-6797 email: [sarikatime@yahoo.com](mailto:sarikatime@yahoo.com)
  - See the Gazette and Website for updates.

*Doug Tomb* / [Douglas.tomb@verizon.net](mailto:Douglas.tomb@verizon.net)

Board Member – HCCA NN Editor ...

## Santa Rosa Horseless Carriage Club – 2024 Installation Dinner

**WHEN:**

Sunday January 28, 2024  
3:00PM No-Host Bar  
4:00PM Dinner

**WHERE:**

Union Hotel  
Occidental CA

**WHAT:**

Bruschetta  
Minestrone soup  
Salad  
Bread sticks  
Ravioli  
Roast chicken  
Homemade cookies  
coffee/tea

**Including tax + gratuity = \$48/person**

RSVPs so far:

Kim & Trees  
Bill & Cinda  
John & Linda  
Linda E  
Donna J  
Don & Pam  
Dick & AnnMarie  
Guy & Michelle

**If you have not RSVP'd and wish to join us, please call Kim Simoni at 707 218 3326  
or email to [kim@brassauto.com](mailto:kim@brassauto.com)**

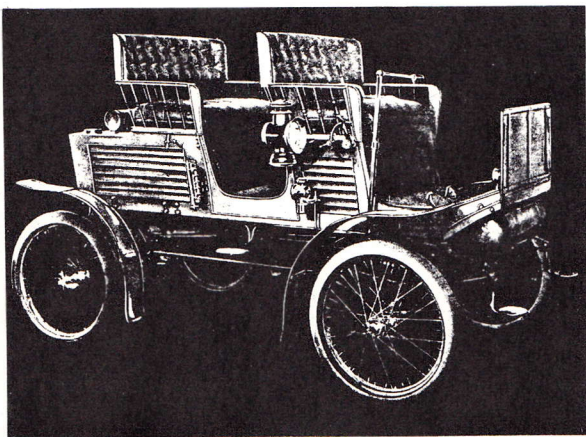
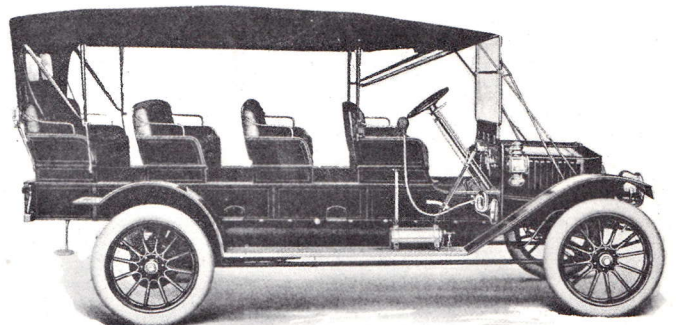
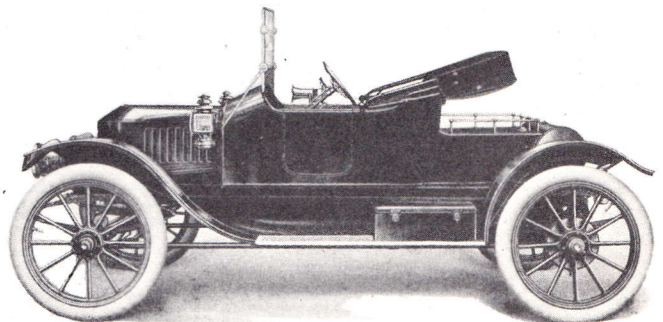
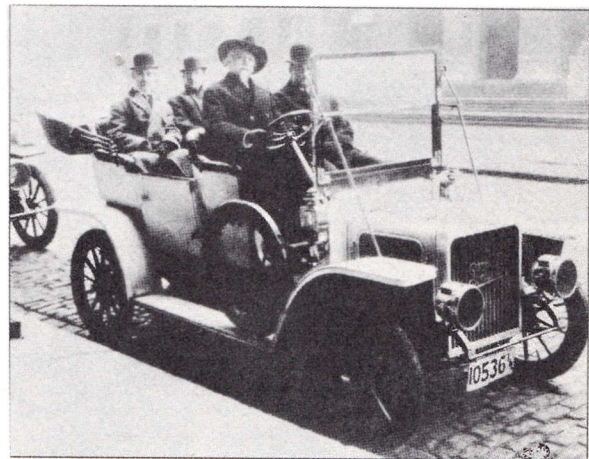
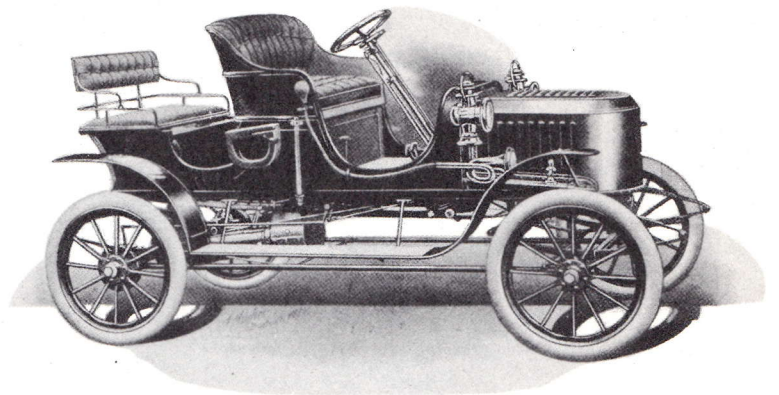
**Please mail check made out to SRHCCA to:**

Linda Eggleston  
7505 Malone Road  
Forestville, CA 95436

## Three Stanley Steamers

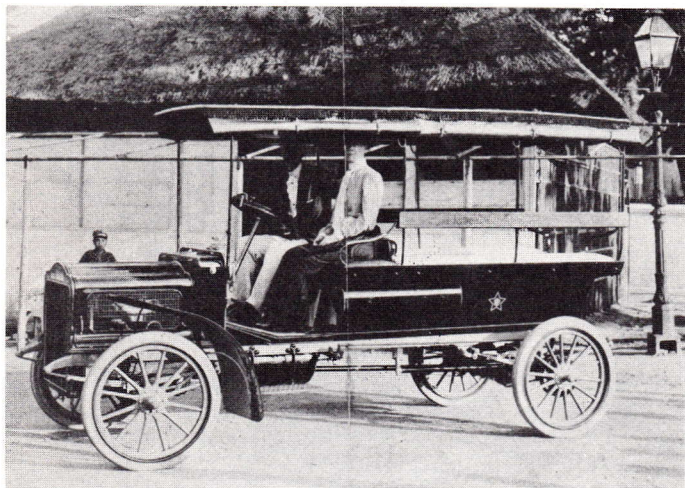
Twin inventors and developers of the steamer in America were F. O. and F. E. Stanley, identical twins from Newton, Massachusetts. They cut their beards alike, dressed alike, and their intimates were of the opinion that they even thought alike. F. O. and his wife climbed Mt. Washington in one of their early cars; others won many races and hill-climbing contests. Ultimately, in a complicated financial deal, the Stanleys sold the rights to their car to the Locomobile Company. Yet the Stanley name remained in the field even after F. E.'s death, in an auto accident, in 1917, and F. O.'s death some 22 years later.

At right (top) is a Stanley Model Ex Runabout with an open rear seat, vintage 1908. The second photo is one of Col. W. F. "Buffalo Bill" Cody at the wheel of his Model O White Steamer. The picture was taken in 1913. Third from top, right, is another Stanley, the Model 78, 20-horsepower, two-passenger roadster. The price in 1913 was \$1,640. At bottom, right, is a Stanley Mountain Wagon, also made in 1913. This vehicle hauled twelve passengers, had a 30-horsepower engine, and cost \$2,300. Below, left, is one of the very early electric models, the Loco-Surrey No. 5, which sold in 1903 for \$1,200.



## White Steamers

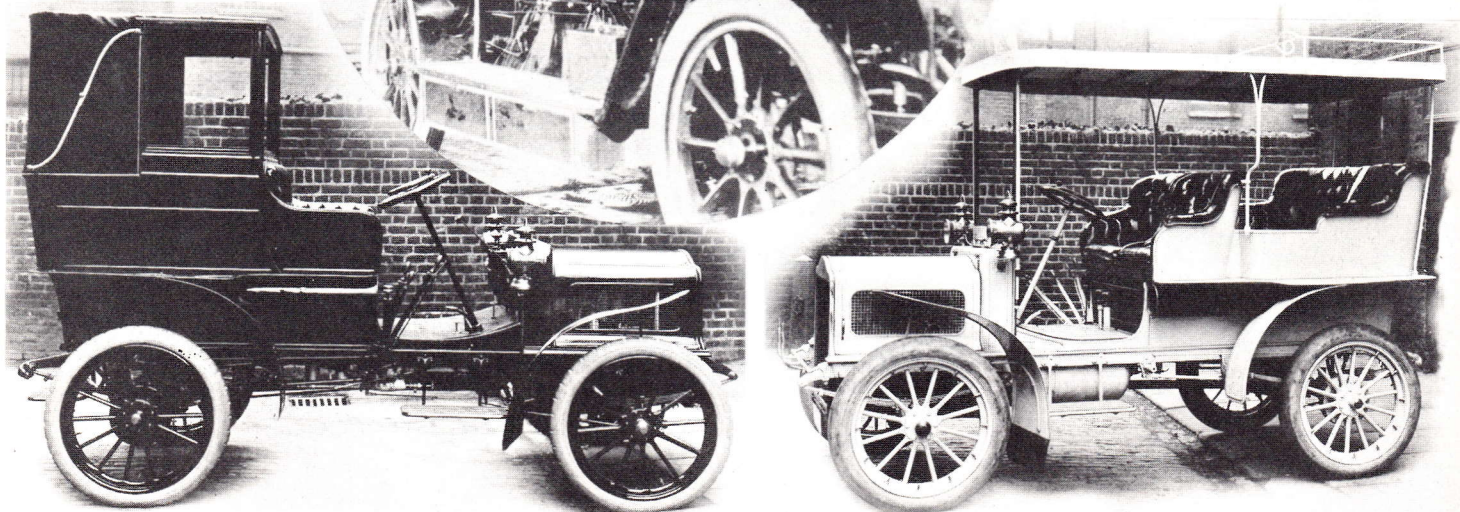
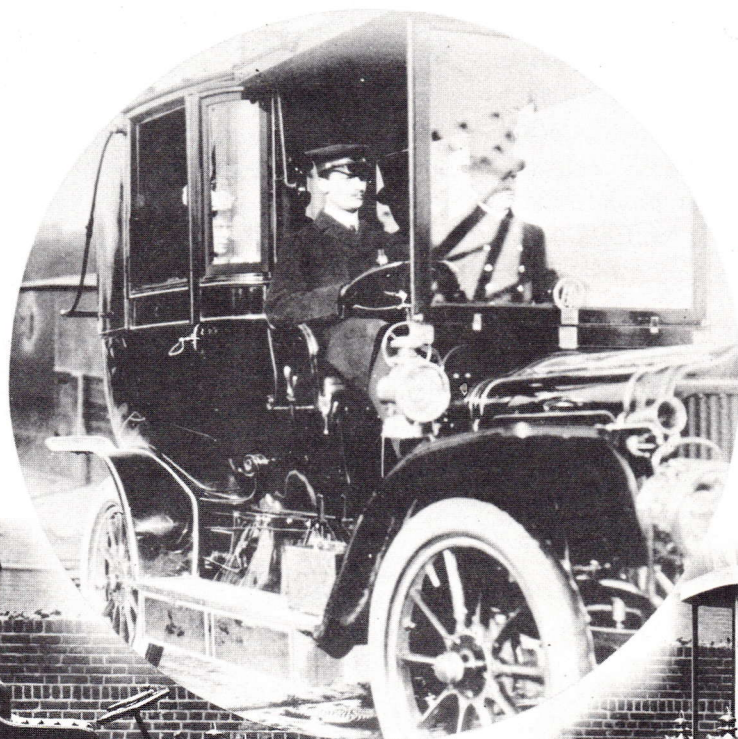
The White Company offered a variety of body styles in their unique steam cars. At the left is a 1905 White Bus that covered a distance of 6.51



miles in eight daily round trips between Osaka and Sakai, Japan. At the lower right is the 1905 "Double Phaeton" model with a rear entrance tonneau. The top was detachable but not collapsible. Many early-day White owners removed the top in the summertime and replaced it for winter use.

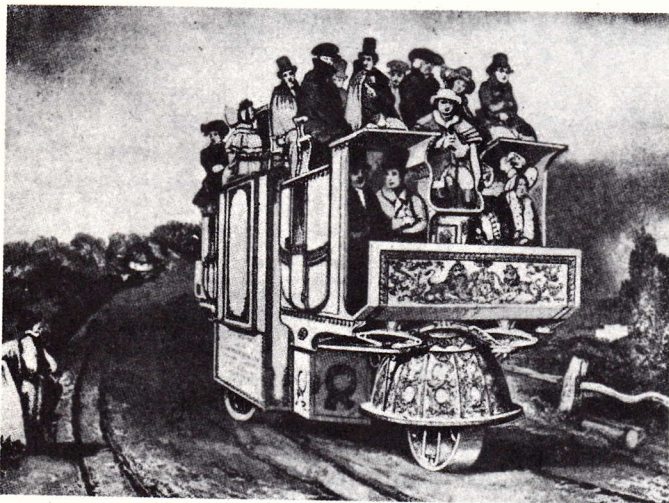
At lower left is the ritzy 1905 Model E White Landulette. This car was built for the carriage trade. The passengers entered from the rear and were more or less sheltered, but the driver had no protection against the weather.

The late Dowager Queen Mary of England rode in a stately White Steamer in 1907 when she was Princess of Wales (circular photo below).



## Steam Cars Were Popular

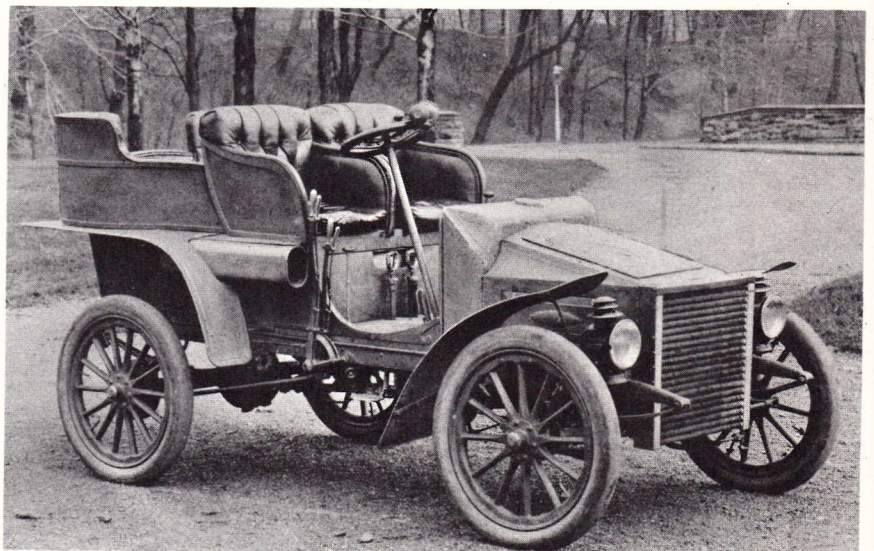
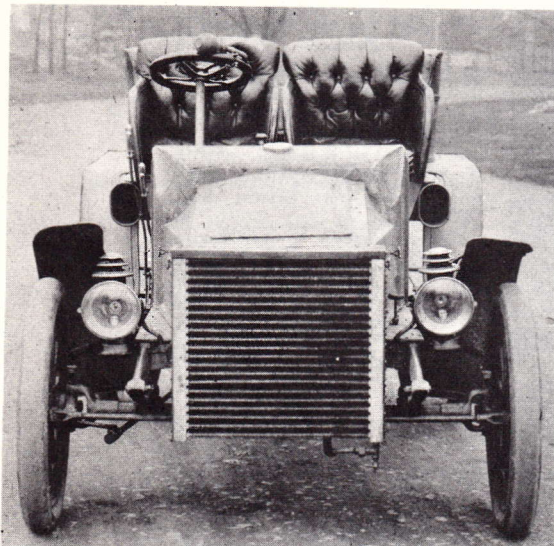
Ingenious Yankee inventors tinkered with steam vehicles for a good part of the nineteenth century. As early as 1805, one Oliver Evans drove his "amphibious steam dredge" through the streets of Philadelphia. In some cities one found steam-powered fire engines, huge panting beasts that made a frightening racket going to and from conflagrations. In the 1860s, Frank Curtis built a horseless fire engine for the Newburyport (Massachusetts) fire fighters. . . . In 1878 the Wisconsin legislature, seeking to stimulate the development of steam carriages, offered a large money prize to the winner of a steam-wagon



race. Only two cars were entered, one weighing some 7 tons. The 7-ton Goliath ended up in a ditch, but the other steam wagon managed to complete the race. After taking a good look at the results, the Wisconsin legislators cut the prize in half because they considered the winning vehicle neither cheap nor practical.

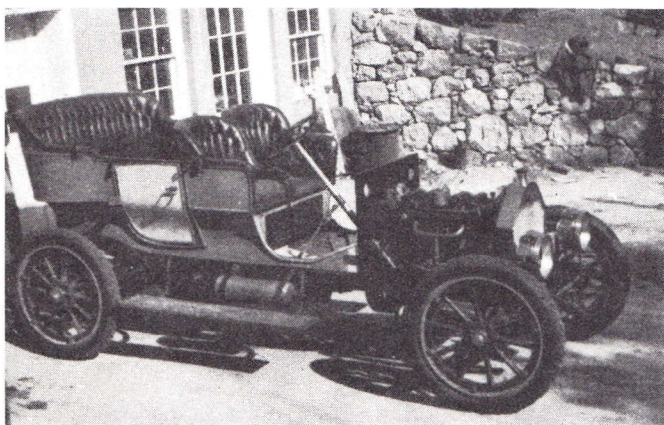
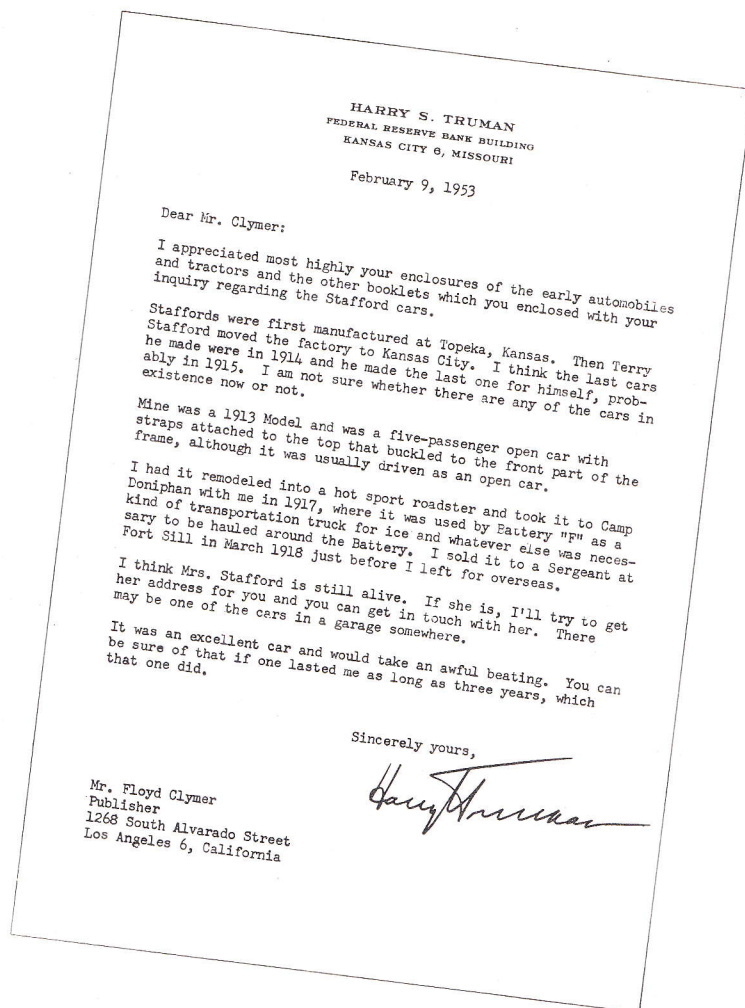
In England, in 1833, almost seventy years before the gasoline car appeared on the scene, Dr. Church's steam omnibus (below, left) was puffing back and forth between Birmingham and London. It ran on solid tires, advertised "22 inside and 22 outside seats," and made 14 miles per hour until English law set 3 miles per hour as the limit. Later it was decreed that every steam-driven vehicle must be preceded by a man with a red flag.

Shown at bottom are two views of a 1903 White Steamer manufactured by the White Sewing Machine Company of Cleveland. The White was one of the most popular steamers. The condenser, which looks like a radiator, was used to turn the steam, after it had been used, back into water. The front seat was divided, and rear seat passengers entered through a back door. Note the kerosene headlamps and the horn fastened to the steering wheel.



## Truman's Stafford

Sometimes information about a particular make of automobile, produced years ago and for only a short time, proves difficult to obtain. Such was the case with the Stafford, once manufactured in Kansas City. Ultimately I learned that former President Harry S. Truman's first car was a Stafford and I wrote him a letter of inquiry. His gracious response, full of valuable information about the car, is reproduced at right. Later I spent an interesting half hour with Mr. Truman in his office in Kansas City. A man with a remarkable memory, he recalled that his Stafford had a four-cylinder engine with overhead valves and was driven by an overhead camshaft and roller tappets (a racing-engine design). He remembered that his car was No. 314 and that the last Stafford, No. 315, was made for Mr. Stafford's own personal use.



The rare 1913 Stafford (at left) was restored by Engineer Gil Stafford of Rhode Island (no relation to Terry Stafford, the original builder). Mr. Stafford verified Mr. Truman's description of the car and further stated that the combustion chambers were of hemispherical design, which is clear evidence that this 1913 car had advanced engineering features. This five-passenger touring model had a water-cooled engine, a three-speed sliding gear with reverse, and an emergency brake which operated on the clutch pedal. It sold for \$2,250.