



THE SPIRIT

OFFICIAL PUBLICATION OF THE SPIRIT OF ST. LOUIS REGION - CLASSIC CAR CLUB OF AMERICA



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LaSalle



YEAR IN REVIEW • HUNTING TREASURES... • TECH ARTICLE • KICK-OFF 2023

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WELCOME!

A message from the SSR-CCCA Director

Greetings, and welcome to the Spring/Summer Edition of The Spirit magazine!

Under the talented direction of Jim Gormley, Editor of The Spirit, and his staff of dedicated contributors, you will find a redux of the many activities and events that made for a very busy and exciting year in 2022. A special note of thanks to all those who had a part in planning and/or organizing an event.

Also inside this issue is a story about the 2023 Annual Kick-off Meeting in early February held at the venerable Hyman Ltd Classic Cars, our hosts for more

than a dozen years. As in past years, this event is extremely well attended as we share the treasure of experiencing the collection by extending an invitation to members of a number of other local marque clubs. It's all in keeping with our mission to promote fellowship within the hobby.

We are planning even more exciting activities and events in the year ahead which will be announced in upcoming issues of the Spark Plug newsletter, so stay tuned!

So read on, and enjoy!



John Lowell

*Director Spirit of St. Louis Region
Classic Car Club of America*

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2023 S&R-CCCA Board at work



Left: Church Conrad
 Website 2nd Place
 Award for 2022



Right: McManus
 Publication 3rd Place
 Award for 2022



Spirit of St. Louis Region
 Classic Car Club of America

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 Owner Larry Hassel
 Bottom: 1929 Cadillac LaSalle Phaeton,
 Owners Todd & Amber Tobiasz



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THE KICKOFF...

HOW THE SSR-CCCA BEGAN THE YEAR 2023 IN ST. LOUIS



When each calendar year ends and a New Year dawns, members of the Spirit of St. Louis Region CCCA look forward with great anticipation to the Annual Kick-off Meeting, the traditional start of our year of activities in the Club. It is without a doubt the most popular and best attended event of the year for in recent years we have reached out to numerous car clubs in the region to join us in support of the mission of our group...to foster unparalleled fellowship within the hobby.



Above: With a grand Duesy as a backdrop, Shawn Dougan of Hyman Ltd shares his perspective of the 'state of the Classic car global marketplace and hobby for 2023' with meeting attendees.
Left - The Spirit of St. Louis Region, CCCA Board for 2023.



The meeting is held annually at Hyman Ltd Classic Cars, known in car collecting circles as one of the premier purveyors of Antique, Classic, and Special Interest American and European automobiles in the world. Hosted by Mark Hyman, Shawn Dougan and the rest of the crew, members and guests are treated to an ever changing collection of impressive vehicles in two separate buildings, and they are all for sale! How fortunate we are to have this unique gem in our own backyard.

The agenda is specifically designed to give everyone ample opportunity to view the automobiles on display, with some time set aside for a general meeting which includes an address from Hyman on results from the annual Scottsdale auctions and their analysis on the 'state of the hobby', and reports from committee chairs. After the meeting, the second building of automobiles is open for members and guests.

The collection has it all, and the variety of automobiles undoubtedly satisfies the varying tastes of any car enthusiast. If you have never experienced the Hyman collection, you must check that one off your bucket list of things to do!



Hunting Treasures...

This is a new feature section intended to spotlight acquisitions of one or two members each issue so everyone can hear and enjoy the excitement and stories of how, why and your hopes for your prize collection classic. Now let's enjoy members delights.

Finding Just the Right Elusive Classic Car...

Article by proud Cadillac LaSalle owner Larry Hassel

I have been thinking about getting another Classic Car for at least five years but kept getting derailed. In that time, I purchased a brass 1913 Model T Ford Touring car and a Ducati Multistrada motorcycle, further adding to the menagerie of "toys" in the garage consisting of cars, motorcycles, canoes, kayaks, bicycles, and tools. Where do you start the Classic search though? My challenges were many. I wanted a relatively "turn-key" vehicle that I knew would be reliable. I am a "working stiff" so I had to operate within tight budget constraints and that illusive Duesenberg J is still out of the question. I needed a car that was common where parts would not represent a nearly impossible conundrum to locate. I wanted a vehicle with a certain amount of "curb appeal" pizzazz that would turn heads and show some investment potential based upon its styling. I also had been one of the previous owners of a fine 1931 Cadillac "Fisher" V-8 7 passenger sedan. I loved that car and ultimately regretted parting with it. With every owner change on the car, it got better. Jim and Myrna Schild brought that car back from the grave. Even in a dilapidated state, the drivetrain was near perfect. When they sold the car to me on the purchase of a Cord Roadster, I was able to do some hinge repairs on a rear door, reskinned the door with new sheet metal and then rebuilt the whole brake system with cast iron V-12 drums instead of the steel used on V-8 Cadillacs and LaSalles. Jack Folluo re-restored the body, fixed any rust, and repainted



Photos by Caren Libby and Larry Hassel

it a beautiful high gloss jet black which made for a genuinely nice contrast to the gray wool broadcloth upholstery and elegant Bridges of Weir carpeting. When Jack died, he had already sold the car to Todd Tobiasz, a worthy heir and great guy! Todd continues to do what is needed to preserve this fine automobile. My search was narrowed to some specific marques...find another "Classic" Cadillac or

viewed this exercise as perhaps more symbolic since I didn't have the name recognition and I relaxed a bit knowing the odds were against me in this election. I had wonderful encouragement from Carrol Jensen, National President. However, I thought my opportunities were remote, at best. After the election, I learned I had not been elected. I was somewhat relieved and



LaSalle of a similar age between 1929 and 1934, change over to a Packard and there were many nice ones, consider a later 1940s Lincoln Continental, find a good Bentley or Rolls Royce (fairly complex beasts, but very fine vehicles) or maybe locate a refined Pierce-Arrow or Franklin. I was able to casually search and think about what decision I would ultimately make. Cognitive dissonance (buyer's remorse) weighed in heavily since the decision involved quite a bit of money. What changed things and accelerated the process? With a small bit of arm twisting I was coaxed by Thomas Quick and John Lowell, among others, to run for a National Board Seat with the Classic Car Club of America. Bylaws require ownership of a Classic. This turned up the burner under me. I

then the phone rang. It was Steve Babinsky, calling from New Jersey. Steve is current National President of CCCA. He offered me

"Bylaws require ownership of a Classic...I viewed this exercise as perhaps more symbolic since I didn't have the name recognition and I relaxed a bit knowing the odds were against me in this election."

an appointment to the board since one of the other board members had resigned. How could I say no? This meant that the search was back on and I needed to accelerate my purchase consideration. I shared my situation with the board and they were most

accommodating and relaxed the requirement a bit, knowing I was getting closer to a decision. However, it was still a bit like searching for treasure on Oak Island. I was offered a nice 1938 Packard Super 8. An acquaintance and I even met with John and Rose Gibson and John let me drive the wonderful 1938 Gibson Packard Super 8. I was ready to pull the trigger and decided to

issues. Having spent the last 44 years in the aerospace industry I can tell you about "aerospace opportunities" where things have gone wrong and redesign/repair is necessary. Messes are difficult to unravel and they take time to troubleshoot. We saw a nice 1940 Packard Sedan for sale at the Auburn-Cord-Duesenberg Museum. I was salivating, but my friend prevailed! Drive



Far Left:
Larry's 1931 Cadillac LaSalle
Coupe complete with
a rumble seat

Left:
Interior Dash board

consult with a few Packard experts in the country before doing so. I wanted to know what I could anticipate as far as future maintenance and potential headaches. I came away a bit discouraged. Super 8 Engines in 1938 didn't seem to enjoy the best reputation due to metallurgy issues and water jacket cracking. Most 1938 owners bought spare engines from 1937 or 1939 as backup. I decided to "camp-out" a bit and think about it. Engines are plentiful, but storage in the house isn't. My friend and I continued to search Hemmings and other resources. We found many promising vehicles in my price range only to be discouraged by "adulteration" and significant structural/mechanical

videos showed it running terrific. However, my friend detected a lot of water damage and potential wood rot and mildew

"We found many promising vehicles in my price range only to be discouraged by "adulteration" and significant structural and mechanical issues."

by staining in certain areas. We found a 1940 Packard Super 8 for sale in Michigan, but upon close inspection we determined the dash was a mangled mess of cracked "bakelite surprise." Then, upon further discovery, someone had redone the upholstery. All I'll

say, there is no accounting for bad taste...it was hideous passion pink. I have one question...Why??? A nice Franklin on the East Coast appeared. I was about to call about it, but decided that it was not a very good CARavan vehicle because of an inability to attain a decent cruise speed. It was quite interesting in design and shape,

When Richard passed, the car was purchased at auction by a couple in South St. Louis County. I did a Google satellite search and saw their house in one of the satellite views. I decided they were car people by the big garage on the house and additional two car garage at the end of the driveway. However, what was most disconcerting, I

It was a pretty good older restoration and the natural wool mohair upholstery showed some signs of bug damage...yep, get out the moth balls! The car ran and drove great with all instruments and lights functioning, save for the fuel gauge. I loved the rumble seat and had always wanted a car with a rumble seat. Plating is nice and the engine

I am going through the whole fuel system and Lucy will be right...vacuum tank, lines, etc. The sending unit went to Michigan for restoration. It was corroded and frozen solid. These are normal expectations and when one has a car like this, it is something taken in stride. I'm documenting what I'm doing so others can avoid some of the learning curve if

“When I visited Gateway Classic Cars in Shiloh, IL it took me about 30 seconds to decide that I very much wanted this car”



but rather “antiquey” in mechanicals. I was getting frustrated and starting to lose sleep. Prices were either too expensive or what I found in the marketplace needed sizeable work to make it right. I then saw this nice looking and rather striking 1931 LaSalle Rumble Seat Coupe (Fisher) on display at Gateway Classic Cars. It was there on consignment. The more research I did, the more I learned about the car's history. It had been owned previously by Richard Muehlmann whom I had known for many years. I never knew exactly what cars Richard had but I knew he had a passion for Packards, Cadillacs and especially LaSalle. Before Richard, it is thought the car was owned and restored by a longtime member of HCCM, Carter Alsop. I had heard the gentleman's name, but never knew him.

didn't recognize their names from any of the car circles I participated in. Surely they would be members of CCA or HCCM. I later learned they bought the car on a whim and it was possibly their intent to make it into a hot rod. Yes, they were hot-rodders. I have no problem with hot rodders provided they are pulling stuff from a junkyard or using repro. bodies, etc. It would have been such a shame for this fine automobile to have been destroyed by such an endeavor. Some folks believed that if this car didn't sell, they were going to make it into a rod. I'd like to think I saved “Lucy,” but I later learned that wasn't true. When I visited Gateway Classic Cars in Shiloh, IL it took me about 30 seconds to decide that I wanted this car very much. I was getting back “my” Cadillac-LaSalle that I had loved so much.

compartment is exceptionally clean. Subsequent to pick-up I did a lot of scrubbing and waxing and the tires buffed up nicely with no cracking. The car sparkles now and looks fantastic. I owe Wendell Smith and a friend a debt of gratitude for helping me deliver the car home in Wendell's enclosed trailer. The day Lucy the LaSalle arrived home, my friend and I decided to take her for a drive and get some lunch at Big Chief, a Route 66 Landmark. We stopped to fill up with some fuel and that is where we learned about what we were subconsciously dreading. We couldn't restart the car and the sediment bowl was quite full of something resembling Starbucks coffee grounds (great for plants, bad for cars). As of this writing, I have dropped the fuel tank and it is being lined with the Renu process at Afton Radiator.

they need to do likewise. My goal is to have Lucy roadworthy by the end of November (now March 2023). Now...to figure out how that hot water heater works! The hot-rod story...turns out it wasn't true. I met the folks who owned the car and visited them at their home. They were very nice folks and there was never any intent to make “Lucy” into a hot rod. Since the time, had assistance from Mark Ohm and we went through the carb with a rebuild kit. I have not started the car...been way too cold in January/February 2023 to mess with adjustments. A good mild day with some time and patience will enable the knowledge of success or failure. Keep your fingers crossed!





TODD'S TREASURE HUNT... THE SEARCH FOR A COOLEST CADILLAC LASALLE PHAETON

Article by Cadillac LaSalle Collector Todd Tobiasz



GETTING THE '29 LASALLE RTE 66-WORTHY

I think one of the best parts of having a Classic car is being able to drive it. Of course, I can't be in a hurry. Driving a Classic reminds me to take my time. Stay off the highway. Pay attention to my surroundings and see things I might not otherwise notice. And, as it turns out, talk to a lot of people I might not otherwise meet.

I got the '29 in the summer of 2021. The Cadillac and LaSalle Club Grand National was scheduled for a Chicago suburb about 10 miles from where I grew up in June 2022. I thought it reasonable to be able to drive the car to the Grand National. I don't



Amber and Todd celebrating arrival of the LaSalle.

Elmer Bibb is delivering the new acquisition.

“Experienced a Mt. Vesuvius moment”



Lower: LaSalle outside the Whittemore House at Washington University Class Reunion



Todd's 1929 LaSalle parked in downtown Western Springs, Illinois



think it had been driven in the last 10 years. After a flawless trip to the St. Louis Car Museum in July 2021, the car stopped running within a couple of miles of my daughter's house on a Sunday night. I've met police officers from several municipalities with my stalled cars over the years. Add St. George to the list.

The car was purchased by George Grew (the second time) in 1996, shortly after it had been restored by John Stinger. Mr. Grew enjoyed the car and showed it at several meets in

the New England area before his passing in 2011. That was probably the last the car was run with any regularity. After consulting Rick Quirin, it was apparent that the fuel system needed an intervention. Jim Gormley and I drained and dropped the gas tank, removed the vacuum tank, and blew out the lines. In addition to foul gasoline of unknown vintage, the gas tank also had the remnants of baffles that had disintegrated. The apparent culprit of my breakdown was a vacuum tank lid that was

broken in three places and reassembled with silicone to look better than it worked.

I created a to-do list to prepare the car for the Grand National, not being sure if it should be hauled or driven. Rick and his suppliers did the heavy lifting: cleaning, re-lining, replacing baffles, reassembling, and repainting the gas tank. It also needed a new sending unit. When I picked it up, the tank looked as good as new. Rick refurbished the vacuum tank and installed a new lid that I found.

My list still had a number of items on it for a car that looked as nice as it does. Things that did not work as new: the gas gauge, the Trippe driving lights, the clock, and the windshield wipers. The radiator louvers closed when the engine warmed up and opened when cooled. Kevin Williams and I experienced a Mt. Vesuvius moment on a test drive. Several painted areas required minor touch-up on the body and under the hood.

Jim and I disassembled the radiator shell and then we were

joined by John Gibson, John Lowell and Kevin Williams. We removed the retaining nut on the thermostat that controlled

“Installed but never hooked up”

the radiator louvers and turned the thermostat 180 degrees. Now the louvers open when the radia-

tor heats up. To do this relatively simple bit, we had to remove the hood, the lacing on the radiator cover, and the radiator cover itself. I'm sure glad I had help.

The dash clock is a Jaeger 8-day windup. Just like an oversized pocket watch. I sent it to a watch repair shop. When I took the clock out, I noticed that the name "Hadfield" was on the edge of the face near the number six. That was the name of the original owner of the car in 1929. Apparently not the first time the clock had been repaired. It came back from the clock shop with a couple more jewels where pivot points had been worn. Now it keeps time, as long as I wind it.

I inspected the auxiliary driving lights and determined that they had been installed but never hooked up. I bought a dashboard switch, some new bulbs, and bubble level that was missing. Now when I need it, I have lots of headlight power.

The gas gauge was a little tricky.



“The Eleven hours to Chicago”

John Wolf, who repaired the sending unit, gave me the basics about how it should work electrically. I was able to see that I had power going back and forth to the sending unit but

no movement in the gauge itself. With a magnifying glass and a lot of light, I could see one stray wire which was a bit bigger than a hair. When I touched the wire to the most obvious contact, the needle jumped. I have a car friend who is an electrical engineer. Keevin Schier was able to resolder the wire without our having to take the gauge apart.

I took the car on long drives and to several events in town. I felt pretty comfortable driving it and knowing that it was behaving reliably. Now that it looked like the car was coming together nicely, I started thinking about what it would take

to drive to Lombard, Illinois, for the Cadillac show. My co-pilot insisted on having seat belts. Thomas Quick examined my options and he gave me a fairly painless plan for attaching seat belts in the front seat. All the connection points already existed and I just had to run the belts and squeeze my fingers into some pretty tight places.

But much to Amber’s chagrin, seat belts were in at the end of an afternoon. And the main hurdle for driving to Lombard is now overcome.

I plotted a route from Webster Groves up Hanley to Lindbergh

and into Alton. I would head east and take various configurations of Route 66 from there to La Grange, where my mom still lives, about 10 miles east of my final destination. I still wasn’t sure what speed the car would top out at, so I was thinking 300 miles at somewhere between 35 and 50 mph. Eight or nine hours. A bit longer than I-55 (just over four hours in my 1990 cruiser).

As big as the trunk looks, it’s hard to imagine fitting a week’s worth of supplies in the trunk solely. We had the whole back seat stuffed with bags,

Clockwise from upper left: Jim Gormley and John Gibson working on the louvers thermostat.

Todd and Thomas Quick studying seat belt connection points.

LaSalle hub cap.

Todd and Jim Gormley reassembling the radiator shell.

Article continued on page 22





"A STUNNING PICTURE OF WENDELL SMITH'S
1927 ROLLS ROYCE PHANTOM I ALLWEATHER WINDOVERS
TAKEN IN EVENING LIGHT AT MISSOURI'S
BEAUTIFUL EDMUND BABLER PARK IN WEST ST. LOUIS
COUNTY WITH MODEL OLIVIA WILLINGHAM."

“IT WAS DUSK AS WE PULLED INTO ALTON AND GOT LOST”

accessories, chairs, a car cover, and a tool box. Since the car is a phaeton, anything that could fly out of the car was secured in the trunk. The Beverly Hillbillies comes to mind. We left at 7:30 in the morning on a Sunday whose high temperature was forecast to be in the mid-90's. An hour later we were driving through Alton.

I tested comfortable cruising speeds. Even though I was not on the interstate, the post-speed was often 55 mph. I could hit 55 in spurts, but a comfortable cruising speed seemed

Top: Pulling away from the curb.

Lower: Sister Cars at home.

1931 LaSalle 5 passenger Coupe with 1929 LaSalle Phaeton.



to be between 45 and 50. There was little traffic on my route, so I was not holding much traffic back and they could always pass me. We cruised through Carlinville, Springfield, Lincoln, and Bloomington. We stopped for gas in Carlinville. It took over 30 minutes to fill the tank, check the car, and talk to well-wishers. I underestimated how much time each stop would take, although it was fun to talk to people about their cars and mine. We stopped for lunch in Bloomington. It felt good to be out of the car and we probably dilly-dallied before resuming our journey.

The only real car issue we had was that when driving over 50 mph, coolant would churn out of the radiator cap – not from heat, but because of an air leak or flow issues. This one is still a mystery. So, in addition to three gas stops and lunch, there were three other stops to wipe down the windscreen and fenders. The remainder of the trip took us through Towanda (I love that name), Chenoa, Pontiac, Dwight, Joliet, Lockport, and Lemont. I called my mom and told her I would pick up Bread Co for dinner at 6:00 just outside La Grange. Amber was talking to someone at the car when I came out with our dinner. Eleven hours door to door. A very unique and close-to-the-road driving experience. A lot of corn. A lot air borne grasses and pollen.

The Grand National was fun. I had the oldest car there. It was judged and received a Senior award, 96 points out of 100. The return drive was a nearly

exact repeat of the drive up in reverse. We left La Grange at 11 am, so it was dusk as we drove into Alton and got lost. We used the headlights for the last 90 minutes or so of the drive.

Bob Abbott came out to show me, John Gibson, and Jim Gormley how to remove the distributor and set the points and timing on a '29 engine. The only real mechanical issue that developed on the trip occurred in the last few miles when I seemed to be losing power and spark. Replacing the condenser and a thorough going-over of the distributor fixed that.

For me, the trip was a fantastic way to combine my infatuation of Classic Cars with my love of travel and driving. It may not have been quite the same ecstatic event for Amber. I think we both enjoyed seeing the countryside close-up. We probably pushed past the boundary of the right amount of time to spend driving in an open car in one day. But, would I do it again? In a heartbeat, although my co-pilot may not be quite so eager. Thanks to the Spirit Region and its amazingly talented members.



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www.SPIRITCCCA.com

Journey to The West...

You have heard about the book project at our Meetings over the last few years as it was progressing. However, it is finally published, and it was worth the wait. I just completed reading it and had a hard time putting it down and I am not a good book reader. If my attention is not captured in the first 10 pages, chances are the book will not get read. Jim Schild describes this book as an historic adventure novel. It is about two young brothers, Jim and Jack Thompson, who decide to make a motoring trip from New York to The Panama California Exposition in San Diego as they competed to win the coveted MoTor Magazine Silver Tiffany Medal. The adventure takes the reader on the National Old Trails Road and it is set in early 1915. The boys take their father's 1913 Peerless 6-48 Touring Car. What makes this book extremely special are the photographic illustrations peppered throughout the chapters and many historic notes of interest tagged with an * are identified in the back of the book. Those images and notes make the events which occur in each chapter even more plausible. 1915 was clearly a golden year and perhaps a turning point in America. The dark clouds of the European conflict known as World War I were evident, and mention is made of the sinking of the Lusitania, but the war remains somewhat vague and indecisive yet. After all, it was "over-there." All of us have read about cross-country adventures and most seem to involve what we

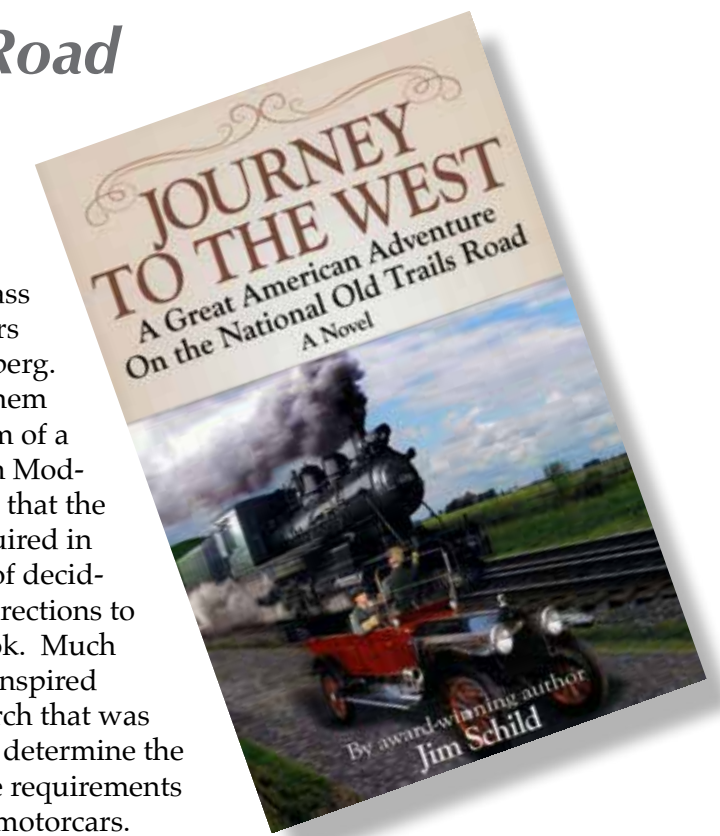
have termed "The Mother Road" or Route 66. Schild points out that Route 66 only ran from Chicago to Los Angeles and that was after the year 1926. He describes Route 66 as more of an illegitimate child when compared to the National Old Trails Road which was built eleven years earlier as the original Coast-to-Coast Highway (using that term somewhat loosely because "highway" at times equated to dirt wagon roads and gravel drives). Many past stories of adventures usually involved Model T Fords or As...at best maybe a Maxwell or an Overland. The idea for the car featured in this book was spawned from Doug Kirberg, who's 1913 Peerless was deemed "the best choice" for a safe and reliable road trip across the country. If the idea had not coagulated enough, Kirberg took Schild on a nice hour-long trip in said Peerless along the St. Louis Riverfront to convince him what a fine motorcar the Peerless is. Many of us have read the famous 1962 John Steinbeck Novel, *Travels With Charley*, about a wanderlust trip around America with a ten year old standard Poodle named Charley...it was standard reading fare in Middle Schools across America and it was somewhat bittersweet as Steinbeck was in frail health at the time and it was perceived this was his last hurrah. In contrast, Schild eclipses that with his book and offers inspiration and adventure involving two inquisitive young persons. This book brought back memories of how I originally learned to read. Many of us were addicted

A Great American Adventure on the National Old Trails Road

A Novel by Jim Schild...

to the Hardy Boys Series and/or Nancy Drew. Somehow, this book reminds me a lot of my youth and reading those series of books. I could not get enough of the Hardy Boys mysteries and as such, my reading comprehension improved. This is Hardy Boys meet Clive Cussler. Dad would say to mom..."at least he's not reading comic books, Martha." Dad did not realize I also avidly waited for his *Popular Mechanics* and *Mechanics Illustrated* copies to arrive and I would read them before he got home, especially Tom McCahill's column. Dad always wondered why the pages sometimes were stuck together with peanut butter and jelly. Schild picks up some of that as well with detailed mechanical descriptions of the Peerless and various vehicles from a Harley-Davidson motorcycle to other cars and airplanes. The story is about destinations, but it is also about personalities the boys meet along the way. This only could have happened in 1915 beginning with William Barclay "Bat" Masterson and Elizabeth "Libbie" Custer (wife of the late General George Armstrong Custer of Little Big Horn and American Civil War fame). The boys followed the route outlined in the "Official Automobile Blue Books" published by H.W. Nuckols. I had mentioned the Hardy Boys Series of books, but in reality, the Thompson brothers had read the exploits of *The Motor Boys* and derived many of their ideas for this adventure from those series of publications. The irony of the Peerless became somewhat of a reality for the Schild's as they were inspired by it and my 1913 Brass

Model T Touring Car along with the other Brass Era motorcars of Doug Kirberg. Reality for them took the form of a 1909 Auburn Model G Touring that the Schild's acquired in the process of deciding which directions to take this book. Much was clearly inspired by the research that was necessary to determine the maintenance requirements of brass era motorcars. I don't want to spoil the book for you by discussing some of the personalities along the way, but the initial personality they meet on the road is the legendary Erwin George "Cannonball" Baker driving a red 1915 Stutz Bearcat Model 4F Runabout with a 360.8 cubic-inch T-head four cylinder engine putting out 80 brake horsepower sans fenders. From there, the book just expands in its curious intricacies and fascinating twists. You will recognize some of the names and recognize the irony that they have not achieved fame yet, such as Harry Truman. As you read, you will understand the importance of the year, 1915 as well and why only then, this book works. It was a golden year for many individuals and is perhaps the turning point into many events which unfolded in the 20th Century. I assure you; the book grows on you like a musical crescendo in which the musical staff has already



embedded itself in your mind like a song you cannot get out of your head. It is truly a must read and you owe it to yourself to obtain this book!



Book Review by Larry Hassel



2022...A YEAR

IN REVIEW

a year of some very interesting private tours

*2022 Kick-Off Meeting,
Hyman, LTD.*

*2022 Annual
Easter Concours.....*

*In 2022 a visit to
the HUNTER Collection*

*The 2022 visit to
The NOLAN Collection*



The SSR-CCCA continued to hit the

The visit to the ANCIENT GREASE GARAGE



The visit to the HUFF Collection

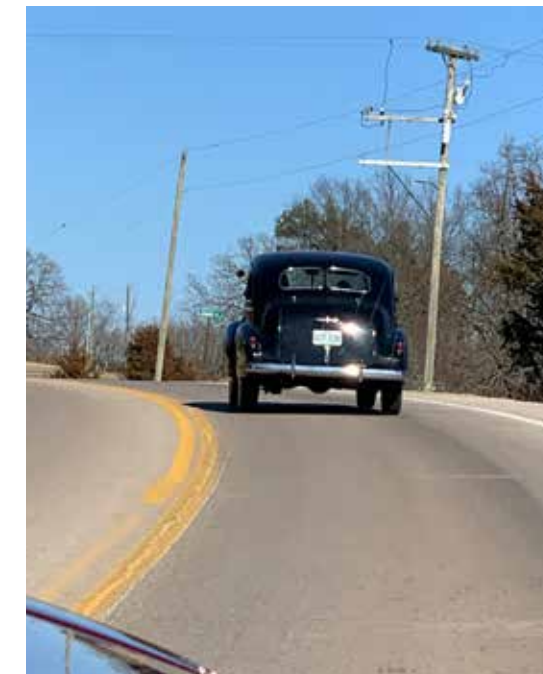


road for more exciting tours

The SSR-CCA was invited to join the Hudson Club to enjoy a nice tour through Illinois and across the Old Chain of Rocks Bridge



We also were invited to join the JAG Club to enjoy another driving tour and fine wine stop



The Fall Tour to Louisiana, Mo, included private collections, a historic mansion and delightful evening dinner cruise



SPirit NIGHTS RETURNED! Great food, friends, fun, and camaraderie Throughout the car season members met to share ideas and enjoy fine dining at local restaurants

March – Basso at the Cheshire
April – Fallon's in Olivette

May – Trainwreck Saloon in Rock Hill
June – Post Sports Bar & Grill n Creve Coeur
July – Big Chief Roadhouse in Wildwood

August – C J Muggs, Webster Groves
September – Favazza's, St. Louis



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November 2022

Spirit of St. Louis Region, CCCA Annual Meeting

by Larry Hassel

John Lowell, Director of The Spirit of St. Louis Region, CCCA recaps 2022 and shares exciting ideas for 2023 tours, events and Spirit Nights.



In an industrial sector south of the City of St. Louis lies a rather non-descript old building that shows the patina of age linking it back to the era of steam packet boats with paddle-wheels delivering fresh fruit, mainly bananas coming up the Mississippi River from New Orleans to a bustling city clamoring for exotic produce. There is little about its exterior that would reveal the treasure stored inside. We know this particular building by its moniker, "The Banana Warehouse." This locale had my friend, Cyndie, wondering and worrying where I was taking her and, did I have some nefarious plans? The only clue as we parked behind large chain link fencing with barbed wire were some ancient accoutrements of automobilia decorating the entrance area just outside the main steel doorway. As we entered through this "portal" Cyndie clearly relaxed when she saw the long rows of pristine Brass Era and Classic Era automobiles along with some elegant 1950s tailfin convertibles and a lot of signage and other automobilia decorating the warm insides of this building.

It was if we entered a different time dimension illuminated by a lot of neon glow. In the center, hanging from the vaulted ceiling, was our Spirit of St. Louis banner. The large space was neatly decorated with nicely adorned



tables and chairs and a podium for our guest speaker, Mr. Jeffrey Buckley, who recently completed a 100 pt. 1925 Moon (NC) one-of-a-kind roadster. The Moon Automobile Company is near and dear to St. Louisans and Jeff was here to talk about his rare project which was winning top honors and AACA shows and other events across country. Jeff was able to share before and after pictures of his car and talk about what it took to bring this car back to showroom perfection and the Moon Company in general. A nice luncheon was served by our caterer and awards were handed out by our Director, Mr. John Lowell. We reviewed the past year and even though we had returned from a three-year pandemic, the organization proved how robust we were with the variety of tours and events we had held in 2022. This was a fitting closure to a tough year as we recounted highlights of how we bounced back and what we accomplished in that span of time. We must thank the Kirbergs for hosting us at their collection. It was, indeed, a fine collection that keeps growing.



Awards and recognition was given to some of the key "Movers and Shakers" in the Spirit of St. Louis Region, CCCA for 2023.

Pictured here include Dr. Richard Quick, Robert Radel, Jack Pledger and Wendell Smith.

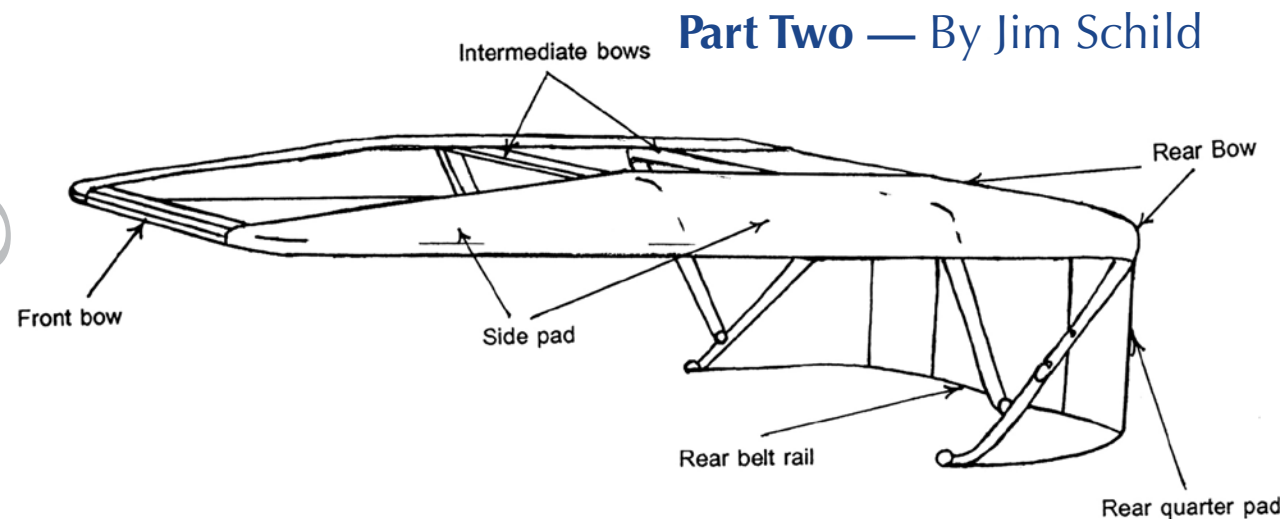


Mr. Jeff Buckley was our keynote speaker and is perhaps the foremost authority on the Moon Motor Company, the topic of his presentation. His award-winning 1925 Moon (NC) Roadster was on display. The elegant Kirberg Collection provided the perfect backdrop for our Annual Spirit of St. Louis, CCCA Regional Meeting.



The Construction of an Open Car Top

Part Two — By Jim Schild



Part One of this technical article was presented in the previous issue of the "SPIRIT" publication.

The next step is fitting of the rear glass (back light) assembly to the curtain. Lay the curtain on the bench. Take the curtain window frame apart and put the part in which the screws attach down on the bench inside facing up. Mark each screw thread hole with chalk. Lay that frame piece chalk side down on the curtain centered in the proper position and gently press the chalk marks into the curtain. Punch holes for the screws at each chalk mark. Temporarily remove the curtain from the bench.

Using a 3/4-inch white first aid type adhesive tape, wrap the edge of the glass with two layers. Turn the frame over and lay the glass in the frame. Lay the curtain fabric with the inside up on top of the frame and align with the punched screw holes. The glass must be on the outside of the curtain to prevent water leakage. Position the inner frame and attach the screws being careful to tighten gently by 1/4 turns at a time without breaking the glass.

Before the rear curtain is installed, make some 1/8-inch corded welt from top material and place it across the lower edge of the rear belt rail with the bead down against the body. This welting should be over the pads and under the rear curtain. Be sure to fold the ends

under so that the welting will not absorb water and wick into the top. Next install any required fasteners to the rear bow before the curtain is added. Also, install the female parts of the fasteners in the curtain. Next, install the rear curtain by tacking it to the rear bow and to the belt rail taking strip.

Before going to the main body of the top, make a piece of 1/2-inch windcord type welting of top material to tack to the front edge of the front header bow. Tack this piece with the welting edge down to fit against the windshield and seal it from the weather. The ends should be stripped and folded under as were the ends of the rear belt welting. Make sure that this piece is attached before the top is installed.

The next step is to measure and install the main body of the top. The first step is to fit the rear quarters. Temporarily stay tack the side quarter to the front bow. Pull the material to the rear, pulling it to the side rail and then stay tack to the rear belt rail. Make vertical snips about every two-inches around the bottom edge of the rear quarter to wrap

around smoothly at the belt rail. Remove the rear belt rail tacks and pull the material around the bottom and tack again. Pull the material across the top bow to make it smooth and stay tack it to the rear bow. Roll the material under, cut it about one-inch forward of the rear bow to trim it back toward the back and center to smooth it. Tack it in place on the rear bow. Next, go to the front bow and remove the temporary tacks. Pull the material forward and stay tack it to the front bow. The side quarters should be relatively smooth at this time.

The next step is to measure and install the top deck. Roll out the top deck on the framework and match to center line marks on the



John Gibson and Bob Abbott relaxing in an Open Car Sporting an Open Top



An Open Car Sporting an Open Top

bows. You will want the seams with side quarters just 3/4-inch from the pad. Turn the top deck under and stay tack, pulling to the rear as you go. Make sure that the seam is very straight. Once the seam is in place, use the head of the tack hammer and crease the seam starting from the back. This will make the top material lay down flat for an accurate fit. Take a sharpened piece of chalk and mark both edges of the seam the length of the top. Also, mark cross reference marks about every three-inches the length of the seam. These will assist in joining the seams evenly at the sewing machine. Mark the rear with an "O" and the front with an "X" to indicate front and rear when the pieces are removed.

If the car is a convertible sedan or convertible coupe, all of the windows should be up and the doors closed and fitted properly. Use large shears and trim the side quarter material one-inch below the edge of the window frames. Next, using smaller shears, trim it so that the top just touches the top of the window frames. This allowance takes into account shrinkage of the top material. Be careful to take off just a little at a time. You can't put material back once you remove it. Mark the front edge of the rear quarter or door window for the flap that will be installed at that point to join the window channel.

Next, make the rear valance that goes across the rear bow. It is a good idea to look at the original valance as removed from the car to see the shape and design of this piece as they are all made differently. Start with a three-inch wide piece the length of the rear bow tacking strip and stay tack it on each side of the rear bow. It is advisable to make the rear valance a double thickness piece. Stay tack the valance to the rear bow and mark one side in the proper shape as desired. Remove the valance and fold it to mark the cut for the opposite side so that

they will match perfectly. Sew the binding on the edge of the valance and tack it on the rear bow permanently before the top deck to prevent water seepage. Some valances may be sewn to the side quarters before installation.

Take the top apart and remove it from the car one side at a time. Take it to the bench and mark off and make a two-inch reinforcing strip from a four-inch wide piece of the excess previously cut from each side quarter. Sew this reinforcing strip to the full length of the edge of the side quarters, sewing at both sides of the strip. Next, trim this piece and sew a binding to the outside edge of the top. This binding is a special single folded 1-1/4-inch bias binding material. Trim off excess material and binding. Remember that the binding should always match the wire-on trim of the top. The opening for the rear curtain also gets an identical binding if a movable rear

Remember that the binding should always match the wire-on trim of the top

curtain is to be used. Another reinforcing strip must also be sewed to the front edge of the rear window frame area on convertible models.

Remember that the top deck is always sewed on top of the side quarters to prevent leakage. A double seam is recommended. Sew the top deck permanently to the side quarters at this time, being careful to keep the seams straight. You do not want to re sew any of these seams or the top will leak. In sewing, the deck and quarters must be guided through the machine so that there is no slippage between the two edges. A perfect mating is required if you are to have smooth top. All of the marks must line



At left are several examples of Open Cars Sporting the Open Top Construction

up perfectly.

Lay the top assembly on the frame, center it and rack at the belt rail center, the front bow center and the two front corners. Pull the top as straight and smooth as possible. The next step is to fit the front corners to the header. Remove the tacks from the front bow and grab the material at the corner and pull straight forward and outward. Stay tack the material at each corner. Make sure that the seams are the same distance from the edge on each corner. Cut the material with a razor blade 1/2-inch below the tacks and then remove the tacks. Pull the bottom portion of the front edge of the side quarter around and up and tack to the front of the bow. Now, pull the top piece down over the front edge, covering the bottom piece and tack in place.

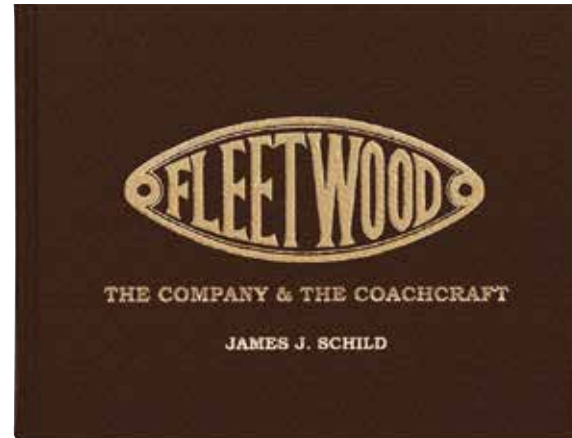
The trim and finishing is next. Start with the front bow and tack a strip of hide-em across the width of the front header bow. Trim the top material with a razor blade to just below the edge of the tacks. Finish each end with nickel or chrome tips. Next, tack a similar strip of hide-em around the rear belt rail tack strip and another across the center of the rear bow to cover all previous tacks. Finish both sides with tips. In some cases, wire-on may be used instead of hide-em. If wire-on is used, make sure that the folded open edge is toward the bottom so that it will not catch water.

When the entire top is installed, tight and straight, it is time to cut the opening for the rear window. Use a sharp razor blade and carefully cut the material away against the glass at the edge of the window frame.



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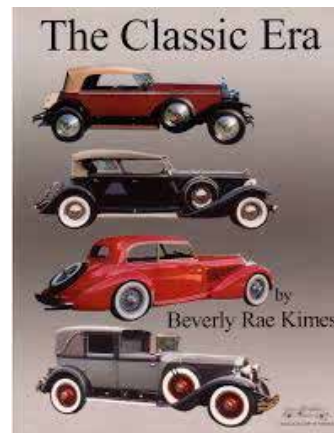
by James J. Schild

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THE SPIRIT

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SO WHAT IS NEXT!



While John Gibson and John Lowell ponder their next steps with their fabulous classic cars, be sure to look forward to the Fall/Winter issue of the SSR-CCCA SPIRIT magazine. If you have any suggested content for future issues please write an article and submit with photos. Send to Jim Gormley at jimg.art@mac.com.



PHIL TAXMAN'S 1939 JAGUAR SS, 6, 2.5 LITER SALOON IS DEPICTED IN A DRONE IMAGE BY LARRY HASSEL AT THE FRANK LLOYD WRIGHT HOME AT EBSWORTH PARK IN KIRKWOOD, MISSOURI.