

# GASLIGHT GAZETTE

O C T O B E R 2 0 1 7



BAY AREA HORSELESS CARRIAGE CLUB



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A PUBLICATION OF THE

## BAY AREA HORSELESS CARRIAGE CLUB

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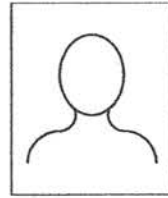
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The BAY AREA HORSELESS CARRIAGE CLUB (BAHCC) was founded in 1951 by and for automobile antiquarians dedicated to the preservation of pre-1916 motor vehicles. The BAHCC is one of numerous Regional Groups of the Horseless Carriage Club of America, (HCCA) which has 4500 members worldwide. HCCA membership is required of all active touring BAHCC members, but is not required for "Associate" members. New membership into our club is invited.

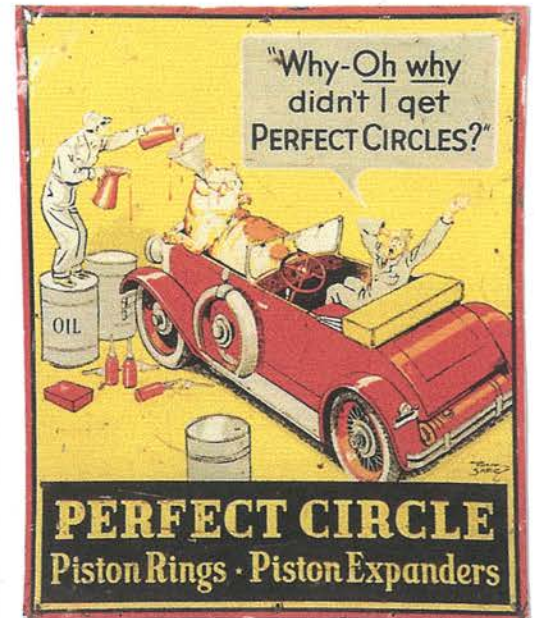
**GENERAL MEETINGS:** First Wednesday at 7:30pm, monthly, (except July & December - no meeting) at the Piedmont Community Hall, 711 Highland Avenue, Piedmont, California. April and November are Potluck dinners starting at 6:30pm. Guests are always welcome. Special presentations at meetings.

**BOARD MEETINGS:** Monthly, see Calendar for schedule. All members welcome.

**ADDRESS:** c/o President. **PHONE:** c/o President.

**WEBSITE:** www.bahcc.org

#### EDITOR'S NOTES:



The GASLIGHT GAZETTE is published 11 times per year, with one issue for the months of July and August. Permission to reproduce articles is granted provided credit is given to the original source.

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Artist; *Unknown*

## PRESIDENT'S MESSAGE

Autumn has arrived and I love the cooler weather with short periods of heat and even liquid sunshine. Autumn also means Hershey and yes, I will be traveling across the country for my yearly "fix". (I know, boys and their toys.) I will miss the October club meeting and I leave the club in the very capable hands of Vice President Ed Harley. Ed has an interesting speaker lined up for our entertainment, so don't miss the meeting.

A number of us attended Antique Autos in History Park in San Jose in September. We again sponsored a photo opportunity allowing visitors to sit in a couple of horseless carriages and we would take their photo with their camera. Joyce had a variety of clothes they could use as props that were readily used. Thanks to Jim Lukash for allowing Lucy, his 1913 Model T Ford touring to be used along with our 1906 REO for the photos. It was a very popular activity.

We have at least two more tours scheduled for our members and their cars this year that promise to be great. Our ladies have planned a Mystery Tour for October 21<sup>st</sup>. This tour features driving, pot luck picnic lunch, homemade ice cream, an old barn, photo opportunity, visiting an historic home and inspection of old farm equipment. Something for everyone!

Norman and Adria have designed a Pilgrim's Picnic on Friday after Thanksgiving on November 24<sup>th</sup>. This will be a great activity after we stuff ourselves on Turkey Day. Bring your friends and relatives. See the fliers in this newsletter and mark your calendars!

The end of the year is quickly approaching and rest assured the plans for our Holiday Party are coming along. Set aside Wednesday, December 13 for a catered dinner at the Piedmont Community Center with live music and dancing. Children are very welcome as Santa usually makes an appearance. We will be again collecting unwrapped gifts for the Oakland Children's Hospital to brighten their hospital experience.

I have discovered this hobby of ours of antique automobiles really teaches us patience. Similar to construction work on your home, it will take longer and cost more than you anticipated. A rather simple task on our horseless carriages will have complications that do not allow completion as planned. I recently went to polish the brass on my REO for the History Park car show only to find a flat tire. I knew the old tire had bad cracks and had planned to retire it only to discover the new tire to be undersized. After 2 hours trying every trick in the book, I placed the new tube in the old tire and placed the old tire on the rim without any tools. It was now dark and too late for polishing the brass. Patience, patience, patience.

*Don Azevedo*

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# Ladies' Mystery Tour



**Saturday, October 21<sup>st</sup>**

Meet at Park and Ride at Bollinger Canyon Road on west side of I-680 in San Ramon at 9:00 for a **9:30 departure**. We will tour on a rather flat very little-traveled back road for about an hour before arriving at a restored farm.



Bring food for a pot luck picnic lunch

and wear vintage

clothes (if you wish)



as a professional photographer



will

take photos of you and your vehicle in front of a vintage barn.



Homemade ice cream



will be made on-site for our enjoyment.

Tour will end about 2:00 *(or when ice cream is gone!)*

**Pumpkins will be available!**



Tour Committee: Joyce Azevedo (Coordinator) (925) 639-7314, Kaaren Brommer, Karen Archer, Muriel Lundquist, Pam Johnson and Carolee Morrison.

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*In October, lock up that antique car and let it rest from touring,  
Children will be everywhere ringing doorbells for candy and milling*

*In stores the young generation visit more,  
Is more candy and treats are given out at their store.*

*If you ever wanted to be a clown,  
Paint your face, clash your clothes you found  
Let down you guard and dance a jig,  
Then you are surprised when you lose your wig.*

*Genelle Azevedo*



## PILGRIM'S PICNIC & BACKROADS TOUR

FRIDAY NOVEMBER 24, 2017

Could one day of Thanksgiving really be enough?

If part 2 is already on your mind, join us for this annual Schwartz family event. Pack up your picnic basket with the remains of the previous day's feast and meet us under the Martinez trestle staging area at the intersection of Alhambra Ave. & Highway 4 at 11am. We will follow the "turkey path" through scenic pastoral backroads. Then, we will rendezvous at the Bear Creek Picnic site for our pilgrim-style lunch in nature, surrounded by Fall beauty.

A nature trail begins nearby for those inclined to burn off the meal, or just spend a little more time enjoying the day in this area.

Should weather be un-cooperative, we will convene indoors at 406 Ward Street, Martinez and picnic among the car collection.

Planning to join us?

Please let us know:

Norman and Adria Schwartz

[nandaschwartz@comcast.net](mailto:nandaschwartz@comcast.net)

(925) 932-3477

# Brian's Old Car Axioms

(Or how to avoid some old car blunders)

*This article originally appeared in the Lincoln Owners Club 'Fork and Blade'. It was written by Brian Harlamoff, who lives in Santa Cruz. He is a member of the Santa Cruz Regional Group and is relatively new to the BAHCC. Brian hopes that members will have a good laugh at his trials with old cars.*

I have been working on antique cars since the age of 14, some 40 years now. It is inevitable that over the years, I would make some mistakes. I am a good car restorer, but not a great one. I lack the facilities and even though on any given weekend, I am out working on an old car, I lack experience that a professional restorer would have restoring cars on a daily basis. The following is a list of mistakes that I and others have made while working on Lincolns and other cars over the years. Naturally, *you* would never make these blunders, but perhaps the uninformed can avoid some of these mishaps. Let's dive right in:

1). We begin at near the beginning with potentially my most dangerous and certainly most embarrassing incident involving old cars. In my very early 20s, I bought a 1931 LaSalle sedan that had been used as a parts car. It looked like it would run and drive, but the clutch was stuck. My parents lived at the top of a very tall hill with about a mile of steep road that ended in a suburban neighborhood at the bottom. The idea was to roll the LaSalle down the hill with the clutch depressed and the engine turning. The clutch would then break free and then I could use the engine compression to slow the car. We would then tow the car back up the hill with my sister's yellow Toyota SR5 pickup. (We already destroyed the rear bumper trying to tow the LaSalle home. She was not happy). With me driving the LaSalle and my buddy Merle standing on the running board, we started down the hill. All was well until the clutch broke free. It was at this precise moment that it occurred to me that 1). I had earlier adjusted the clutch all the way in so the clutch would not engage and we were now free-wheeling and 2). that the previous owner had robbed all of the brake mechanisms off the wheels. Merle considered jumping off then and there, but being a true friend, he held on for moral support. Should I run into that telephone pole that we were whizzing past? All I could think of was breaking the front bumper bars. We got up to about 40mph in our neighborhood, taking corners with skidding tires.



Don't try to save a buck by driving on tires that look like this.

That actually slowed us down quite a bit. It should also be noted that we could see the inner tubes through the threads of sidewalls on the tires of this car. By some miracle, there were no cars or children playing in the street at that moment. We came down onto the flat, then rolled up a neighbor's sloped driveway and just barely tapped his garage door with the front bumper. We then found ourselves rolling backwards down the road finally coming to a stop some two hundred yards later. I shudder to this day thinking of all the things that could have gone wrong, but did not. The neighbor whose garage door we tapped later complained, but we checked it out and there was not a mark on the garage door. So we come to "Brian's First Axiom of Antique Cars" *Never cheat on tires, wheels or brakes.* Your car can put used pistons and rings back in your rebuilt engine and your car will smoke and be low powered, but at least you can stop. We need every advantage we can get driving an antique car in modern traffic, so don't be cheap on safety.

2). Many years ago, I was standing with Jack Passey, a famous Lincoln collector from Watsonville, CA, looking at a 1931 Lincoln 2-window town sedan he had parked in front of his barn. It was the best original car that I had ever seen from that vintage. It had perfect upholstery and original two tone green paint. Amazing, Jack was selling it and I remarked how original it was. He said yes, but he had owned an even better one just like it. He recounted that he had sold it to a man some years back. One day the guy was driving that car and he smelled smoke. He pulled off the freeway, got out of the car and watched the car burn to the ground as he had no way to put out the fire, even a small one. He had taken the car to a regular muffler shop and had the exhaust system replaced. They routed the pipes too close to the floorboards and at speed one of the pipes had set the floorboards on fire. So we come to "Brian's Second Axiom of Antique Cars" *Always have a fire extinguisher on hand.* It's cheap insurance and obvious. It's even required at Classic Car shows. In spite of this, many friends and owners are careless in this regard.



This all original car no longer exists. The owner was not carrying a fire extinguisher when the newly installed exhaust set the car on fire.

3). I recently purchased a 1926 Lincoln Willoughby Berline Landalette. It's a rare car and had been given a "Hill and Vaughn" restoration and was Ken Vaughn's personal car. One day I was driving the car and I kept smelling smoke. I would stop, get out and look, but find nothing. So I kept driving and eventually reached down and started grabbing things, looking for heat. I touched the speedometer cable, *Ouch!* Third degree

burns across my fingers. Closer inspection showed that the cable had set the body on fire where it passes through the body sill, next to the floorboards. The fire only scorched the wood and fortunately was not to the point of flames. What was going on? It was the craziest thing. Finally, I found that the speedometer cable had worked its way over and was touching the bottom terminal on the body electrical junction. This is the part where the wires go from the inside of the car to the outside of the firewall. The bottom terminal on the passenger side terminal block is the FIELD for the generator. It should be noted that the current on this terminal does *not* go through the ammeter, but is shut off when the ignition is shut off. So, even though cable had shorted the field directly to ground, the ammeter registered normal and I was none the wiser. When I turned off the ignition switch to search for the problem, the current and heat would stop. Later inspection of my all original 1928 Judkins Sedan shows a clip on the cable that mounts on the bottom mounting screw of the terminal block. This was missing on the Willoughby. This leads directly to "Brian's Third Axiom of Antique Cars" *Those funny little parts are there for a reason.* Ever seen a really shiny restored car with a box of leftover parts? Happens all the time, especially with electrical parts. This seems to happen a lot with the electrical connections to the headlights too. There are lots of fiddly little screws, cups and terminals that have very specific uses. Shorted-out headlights are almost the norm in restored cars. So pay attention to the details. Small parts are there for a reason and are original to boot.



The author's 1926 Willoughby Berline Landaulette was set on fire when the speedometer cable shorted to the lower terminal on the wiring block. The cable clamp shown in the 2nd photo was missing.



4). One of these days, I will write an article about all of the grief I have had trying to seal the headgaskets on my 1928 Judkins two-window sedan. I finally replaced the blocks, but before that, I used 9 (that's right, nine) headgaskets in trying to prevent bubbles in my cooling system. One of the times I was installing the heads, I had taken a very nice NOS headgasket and 'copper-coated' it with spray sealer. I set the gasket over the studs and then dropped on the head. Well, while screwing on the head nuts, I managed to drop a nut down the spark plug hole into a cylinder. Yep. After trying to fish out the nut for 20 minutes, I pulled the head up. The gasket sealer had stuck well, and I ripped the new gasket top copper plate. Now I know you would never drop something down in an engine, but I did. So we come to "Brian's Fourth Axiom of Antique Cars" *Cover holes where something can fall in.* Put a piece of cardboard over the top of your transmission when the shift levers are removed. Shove a rag in the bell housing, put something in the spark plug holes when handling small parts. Yes, I know you are in a hurry, but you will eventually be sorry.

5). Here's a simple one: "Brian's Fifth Axiom of Antique Cars" *No matter what, you will eventually lose your gas cap.* Funny no? At some time in the future, you will be distracted and leave your gas cap on your trunk rack or on the gas pump. I know of this happening to four owners, myself included. I honestly did not believe it would happen to me. (I'm a smart guy right?) From now on, I place the cap inside the car while gassing up. This kind of thing happens when you get old and forgetful (heaven forbid), or are in a hurry to catch up with friends or stressed about attacking a freeway that goes up a steep mountain or distracted by a pretty girl (or guy).



Don't do this when putting gas in your car. Eventually you will lose your cap.

6). Recently, my buddy and I were driving our Lincolns around Santa Cruz when my friend noticed a squeaking noise coming from the rear end of his 1927 Lincoln. We had just worked on the brakes and had checked the grease in the rear end - no problem there. What we had neglected to do, was check the chamber in front of the pinion gear in the rear end. On mid-1928 and earlier rear ends, there is an extension forward where the torque tube attaches. This chamber is not lubricated by the grease in the rear end. Fortunately, we caught this problem early and with adding grease, the noise went away. This was not the case with an experienced collector whose rear end blew up on a tour. The rollers for the

bearings actually fell out of the carrier allowing the pinion gear to flop around. "Brian's Sixth Axiom of Antique Cars" *Don't ignore basic maintenance.* When people were pulling Lincolns out of garages in the 1940s and 50s, these cars were half the age they are now. They had most likely been worked on by trained professional mechanics only ten or fifteen years before. One can *not* expect that any car today has had proper maintenance done in many years. Your reliable Lincoln that has always run perfectly will eventually let you down if you neglect it.

7). Cars equipped with Buffalo or Rudge wire wheels have a special weakness that needs to be paid attention to. I was putting the rear hub back on my two-wheel brake car with buffalo wire wheels. The drum was worn - that is thin in the middle and thick at the edge toward the center of the car. The brake drum was getting hung up on the brake bands. I put a large block of oak on the center of the hub and used a hammer to force the hub and drum on. No problem. After installing the bearing nuts, the axle, the wheel and the hubcap, I noticed that the center lock on the hubcap would not go down... What was going on? Well, the edge of the hub where the threads of the cap go are very thin. I had distorted the hub with the blows of the hammer (through a large wood block!) It took about an hour of grinding with a die grinder on the notches where the locking mechanism rides. Later, I had the exact same problem when I dropped the wheel on the front hub of my Buffalo wire wheeled Judkins sedan. The wheel of course is very heavy. One has to lift the wheel, center it and slide it onto the hub. Just slipping and accidentally dropping the center of the wheel on the hub dented the outer edge. "Brian's Seventh Axiom of Antique Cars" *Our cars are old - treat them gently.*



The hubs on Buffalo Wire wheels are fragile. Don't beat on them.

8). I occasionally field calls from people needing advice on their model L Lincolns. A reoccurring theme is calls from people having trouble with their starter generator - specifically the starter portion. There is a gear assembly that rides on the sliding shaft that goes in and out when the starter pedal is depressed. Within the gear assembly, there is an overrunning clutch which actually works as a safety device. Due to a lack of lubrication, the clutch can freeze internally. When the car is started, the engine will drive the starter generator at fifty times the engine speed with disastrous results. The windings on the starter can be thrown off the armature. Sometimes the

gear assembly gets stuck on the shaft. At that point the starter will freeze and not turn over the engine as the shaft is fixed by the wedge on the starter end. Normally, the assembly gets lubricated by an Alemite fitting on the end of the shaft that slides in and out. One has to pull the floorboards to get to the fitting and it is often neglected. Even if it is greased, the overrunning clutch gets very little lubrication from the greasing. The best way to lubricate the overrunning clutch, is by pulling the assembly, giving it a thorough cleaning and repacking the rollers directly. This can be a lot of work since one has to pull the water pump, the starter generator, the floorboards, the starter pedal and finally the shaft and gear. It's best to put a wire around the gear to keep it from falling down in the bell housing when you pull the sliding shaft. If it does fall, it can be fished out, but it is tight. With the shaft removed, the gear is pulled straight up out the inspection port that is directly above the gear. This one also comes under the same axiom of basic maintenance. Starter generator parts are expensive, so don't ignore this maintenance issue. I have also seen flywheels ruined by sticking starter gears too. Essentially the same as number 6, "Brian's Eighth Axiom of Antique Cars" *No matter how strong a Lincoln is, it will eventually let you down if you ignore basic maintenance.*



This is what happens to your starter/generator winding if you fail to lubricate the starter gears. The windings have been thrown off of the armature.

9). Along the lines of the previous, there are some service points on the six-brake (four wheel brake) system that cannot be ignored. There is a link that goes from the front brake backing plate to the frame. Known as a Perot link, it is without a doubt, the most neglected service item on cars with four wheel brakes. They are often completely worn out from lack of lubrication or mangled. My 1929 Cunningham used the same system and the parts were so worn that the right front brake link *fell off* the car. The owner in the 40s was driving the car as a *three-wheel* brake car. So get out there and grease the units. Don't wait ten years to get around to it. The ball socket is not greased by the grease fitting on the shaft. The obvious problem too, is that any parts car one finds will also inevitably have these parts worn out too... And, there is a roller bearing on the foot brake arm on the backing plates of the rear end. Lincoln installed a plug in the bearing assembly instead of the usual grease fitting. Lincoln did not want this bearing over lubricated. The problem is, because there is no grease fitting, these parts rarely got lubricated, if ever. Pull



the plug, install a grease fitting and shoot a few pumps of grease into them. While you are at it, grease the spring blocks that the rear end rotates on. The only correct way to grease them is to disassemble them and grease them directly, but some lubrication is better than nothing.



The Perot Links for the front brakes are another part that never gets greased. Replacements are VERY difficult to find.

10). I now owned three (yes 3) cars that have melted main bearings due to oil starvation. Like the frozen overrunning clutch, this has become a reoccurring theme with L Lincolns. I have written about this previously, but it just keeps happening with all years of classic Lincolns. The crankshaft on a Lincoln is hollow and has large chambers. There are screw-in access plugs in the throws of the crankshaft. The chambers become packed with crud over the years until the passages become very small. I do not know of anyone who has tried to clean out these galleys with the crankshaft in place. Has anyone tried it? As to engine oil and this problem, the late Tom Powels and Jack Passey, both had very specific notions about this problem, that I will mention here. Their claim, was that with an old engine, it was essential to run non-detergent oil. Detergent oil would loosen up the sludge in the crankshaft and plug the oil holes on the journals. At the very least, the first thing someone should do on a new car that has been sitting, is to pull the oil pan and clean it thoroughly. Recall that Lincoln recommended that this be done every *thousand miles* when these cars were new. It is not enough to just drain the oil and change it. Pull the pan. One will be amazed by the sludge that can accumulate even with modern oils. The oil filter helps a lot and I would recommend installing one. (refer to your service bulletins - watch for a future article) By the way, my three melted cars came that way from some respected and experienced collectors. No one is immune from the problem as our cars age. "Brian's Ninth Axiom of Antique Cars" *You will be really sad if you melt your engine's main bearings.*



This is what will happen to your center main if you run your car without cleaning out the oil pan and galleys. The bearings got hot enough to melt the babbitt.

From here we add some problems as noted by Leland Powels:

11). It appears that the original batteries in K, KB and later K models were shorter than what is available now. Today's modern batteries are tall enough that they can short out on the battery box cover when you hit a bump.

12). The battery box cover on a model L Lincoln, up to 1928 is held on by two screws. It appears that originally the sheet metal itself was threaded where these screws go through. When the screws were loosened and the battery box cover removed, the screws were captured and not lost because they would have to be unscrewed from the cover itself. The screws are special and are actually machined castings and are very hard to find. They are often missing from parts cars and rarely found alone. One owner kept losing these screws when he would drive his car and eventually even lost the entire battery box cover. What happened is the threads wear out on the cover and the screws can just fall right out. I have cars with this problem and the cure is to put a ring of bailing wire on the inside around the screw. There is a shallow area on the shank of the screw and one just wraps it around this area. There is plenty of clearance and the battery box will go on as normal. No doubt some owner will come up with a more elegant solution, like a spring clip, but the back yard method works just fine.

13). Some owners will try to start a Lincoln with a weak battery. They get frustrated and grind and grind and finally burn up their starter. When the voltage is low on the battery, the engaged starter will pull the voltage even lower. There is a threshold at which the ignition system will not work, so in these conditions, there is no spark. I have seen a symptom in which the starter is engaged, but the car will not start, but will just catch and start as the starter is let go. The engine is still turning and the voltage suddenly pops up and the spark starts working. Also one needs to consider that the power from the battery is going somewhere. The starter will either create the turning of the shaft (work) or it will create heat (usually both). So for a given amount of amps discharged from the battery, a slow turning starter will create a proportionally higher amount of heat. This is why you can burn up a power saw at the end of a long extension cord. The drop in voltage in the cord will cause the power saw to run at low voltage and heat rather than work will be created. Moral: buy a new Optima or a correct sized lead acid battery. One less thing to worry about on a tour. Also, make sure your battery terminals are clean.

14). On the model L Lincoln user's manual, on page 2, there is a section that describes the basics of the car for registration purposes. Weight, engine displacement, wheel base, etc. There is also a really surprising thing to be found there - *instructions on how to install the front license plate.* Apparently this was enough of a problem that Lincoln made it the first thing in the book. If the brackets are hanging (wrong) instead of pointing up (correct) the license plate will be too low. When cranking the engine with the hand crank one can slice open their hands with a very serious injury. The late Tom Powels was a strong believer and would actually go around with wrenches at a Lincoln meet changing people's front license plates. By the way, the car actually looks better with the license plate mounted in the correct position.

15). There is a fragility in a 1932-33 Lincoln KB ammeter. If you short out the electrical system, the ammeter will self-destruct from the current. Unless you have a box of ammeters, one would do well to go over the electrical system carefully before hooking up the battery in an unknown car.

16). On the 1931 Model K, there are two wing nuts that hold the trunk rack up or down. Apparently if one loosens the wing nuts a bit too much, the trunk rack will fall on your coachwork or the gas tank leaving a nasty dent or scratch. Recall that in the down position, the full weight of the trunk on the rack too. So be careful, or better yet, put a blanket under it when folding it up or down.

17). From 1931 on, the tail light brackets were made of die cast pot metal on classic Lincolns. Later still, the greyhound became die cast as well. An owner recently removed the car cover from his fully restored '39 and snapped off the greyhound *and* the license plate bracket. Modern car covers are heavy and should be handled carefully on these later cars.

**!!! ALERT !!!**

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Don't miss the Fall Potluck Dinner  
at the November General Meeting!  
Look for details in the next Gazette.

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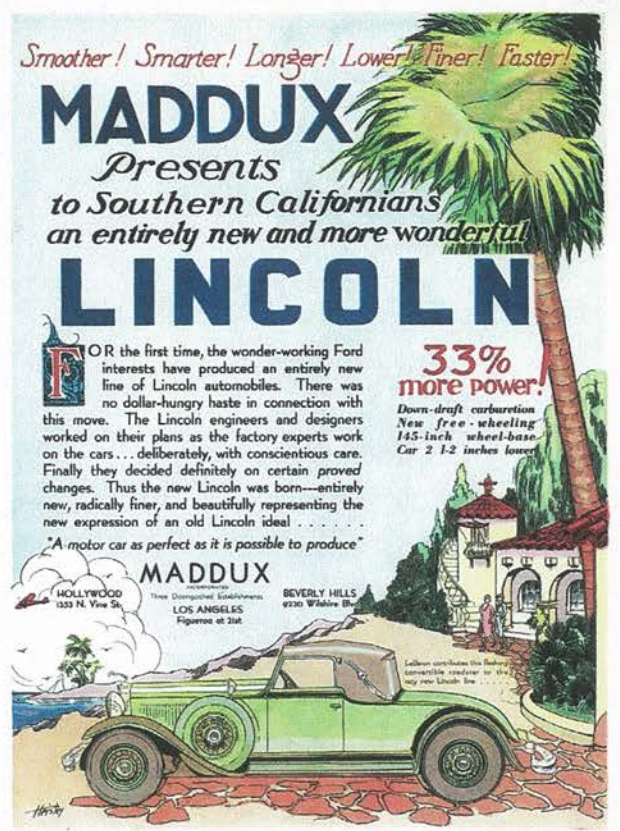
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## Antique Autos in History Park September 9, 2017

The annual event at Kelley Park in San Jose is always a popular family event. This year the event was held on a Saturday to make it easier for those who wanted to also attend the Gatsby Event which is held on the same weekend, but on Sunday.

Various artists demonstrated how they made their crafts and shared knowledge with passers-by. Joyce Azevedo shared quilts made with car-related fabrics. Other ladies from the Santa Clara Model T Club also shared lots of quilts. There were some very talented ladies who showed how to make lace and other people brought toys, clocks, cast-iron cars and costumes.

For the second year in a row, the HCEI team brought period costumes and allowed folks to dress up and sit in their old cars and pose for some fun photos.

One of the most popular places in the entire park was the old-fashioned ice cream shop. Most of us make it a point to indulge in that sweet treat every year.

We hope you enjoyed coming out this year and we thank Gerald Robinson for bringing out tables and chairs and thank Jim Lukash for the use of his 1913 Model T for the photo op area.

*Joyce Azevedo*



# HCCA NATIONAL NEWS



Re: 2018 Convention Registration, NE Brass and Gas, HCCA Gazette Editor Search  
Issue: 2017-08-21 #07

- **2018 Convention Registration Open ...**  
Celebrate 80 Years of Brass Era Touring  
Sign up NOW ... [www.HCCA.org](http://www.HCCA.org)

2018 HCCA Convention/80th Year of HCCA –

Dates: April 7-11, 2018

Location: Tenaya Lodge at Yosemite, CA

Bakersfield – April 12 to April 14, 2017

MEETING OF THE MARQUES

- **New England Brass and Gas Tour, ME –**  
In the end of June 2017, over 75 cars and over 170 HCCA members arrived in Ellsworth, ME for 5 days of touring in the Arcadia National Park area. Because of the size of the tour, two days required that the group to be split into two groups due to space limitations at some destinations. The tour planning was excellent, fantastic scenery and roads, the tour were one of the best with some first time attenders and participants from New Zealand.
- **HCCA Gazette Editor Search -** There have been members asking questions and expressing concern about the status of the Gazette editor...

The current contract for the creation, printing and distribution of the Gazette ends on September 30, 2017. Discussions on the renewal of the contract with John Meyer started in October 2016. In the end of May, 2017 John Meyer decided not to exercise his option of rolling over the current contract. Because of John's experience and quality service, he was offered different contract options but he decided not to accept any of the choices. Since no agreement was reached in the past months, the HCCA Board of Directors has determined that we need to begin an open search for a new editor that can meet our needs for the next year.

The HCCA Board of Directors regrets John Meyer's decision not to sign a new service contract with HCCA. Based on his many years of service and the quality magazine that he provided, we wish John the best in his future work and hope he stays an active member of our antique car family.

***Notice to all Members - HCCA is searching for an individual who can provide a service to create and manage the HCCA Gazette magazine for the next year...*** Any member that knows of an individual who would be interested and qualified should contact the HCCA Office, 1301 N Manship Pl, Meridian, ID, 83642 ... (626) 287-4222 [office@hcca.org](mailto:office@hcca.org). Offers from all applicants will be considered...

During the transition period ***any member with material related to the Gazette including items for potential publication in the Gazette*** should send the information to [editor@hcca.org](mailto:editor@hcca.org) or direct mail to Carl Pate, 26 Washington St, Rocky Hill, NJ, 08553.

Through this communication and the HCCA web site we will keep members advised of our progress in the search of a new editor. Please check the website, [www.hcca.org](http://www.hcca.org) for updates.

Get Involved and Give Back to our Family of Friends...


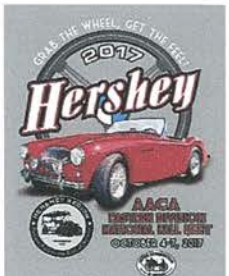
***Carlton Pate*** / [anpcop@aol.com](mailto:anpcop@aol.com)

2017 HCCA Chairman of the Board



# BAHCC Club Meetings Calendar

Managed by Ed Harley, V.P. [epharley@pacbell.net](mailto:epharley@pacbell.net) 925-838-7460

Month	Date/Day	Events	Speaker/ Special Event
Oct 2017	Oct 4 - Wed	Club Meeting	<b>Hot Wheels History.</b> In 1968, toy maker Mattel introduced the Hot Wheels brand of die-cast toy cars. Hot Wheel collectors call the first production line of Hot Wheels Cars the "Original Sweet 16". Listen to Tony Wolleson tell the rich history of the Hot Wheels product. 
	Oct 18 - Wed	BOD Meeting	Mark Cerruti's home Special BOD Meeting topics: 2017 in review 2018 tour planning
Nov 2017	Nov 1 - Wed	Club Meeting	<b>Potluck Dinner</b> - Bring food and eat food at our Fall Potluck. Read the flyer in the <i>Gaslight Gazette</i> for more details.  BAHCC Board Member Nominations; Membership Vote  <b>Hershey Fall Meet Review (October 4-7).</b> The annual Hershey, PA antique automobile shows and flea market consist of over 9,000 flea market spaces, over 1,000 car corral spaces, and approximately 1,500 show cars. Listen to Johnny Crowell talk about the 2017 Fall Meet; what he saw, what he sold, what he learned, and what he purchased. 
	Nov 15 - Wed	BOD Meeting	Joint Board Meeting and Dinner at the Brass Door, San Ramon BAHCC 2018 Board Officer Nominations and Election
Dec 2017	Dec 13 - Wed	Club Meeting & BOD Meeting	Holiday Party - Dinner & Dancing BAHCC 2018 Board Officers Installation
Jan 2018	Jan 3 - Wed	Club Meeting	An Engineering Innovation Assignment by Don Azevedo
	Jan 17 - Wed	BOD Meeting	Special BOD Meeting Topic: Growing the BAHCC Membership
Feb 2018	Feb 7 - Wed	Club Meeting	
	Feb 21 - Wed	BOD Meeting	
Mar 2018	Mar 7 - Wed	Club Meeting	
	Mar 21 - Wed	BOD Meeting	
Apr 2018	Apr 4 - Wed	Club Meeting	Potluck Dinner and Parts Auction
	Apr 18 - Wed	BOD Meeting	
May 2018	May 2 - Wed	Club Meeting	
	May 16 - Wed	BOD Meeting	
Jun 2018	Jun 6 - Wed	Club Meeting	
	Jun 20 - Wed	BOD Meeting	
July	NO Meetings		
Aug 2018	Aug 1 - Wed	Club Meeting	Members Hobby Night
	Aug 15 - Wed	BOD Meeting	
Sep 2018	Sep 5 - Wed	Club Meeting	
	Sep 19 - Wed	BOD Meeting	

Please contact Ed Harley if you want to speak at a future club meeting.



# BAHCC Tour Calendar Club events Bolded

Managed by Bill Schrambling, Tour Director. [weschram@pacbell.net](mailto:weschram@pacbell.net) 925-228-1168

Month	Date/Day	Events	Tour Leader	Details
Oct 2017	Oct 21 - Sat	<b>Mystery Tour</b>	"Ladies of the BAHCC"	It is clearly a mystery. However, details are in the Gazette that will at least get everyone to the start on Saturday morning.
Nov 2017	Nov 24 - Fri	<b>Pilgrim's Picnic...</b>	Norm and Adria Schwartz	Pilgrim's Picnic and Back Roads Tour for the day after Thanksgiving with an inclement weather alternative. Details are in the current Gazette.
Feb 2018	Feb 11 - Sun	<b>Valentine's Day Tour &amp; Lunch</b>		Keep the date open (actual V day is Wednesday) as details will be worked out in planning the Tour.
May 2018	May 6 - Sun	<b>Tour and Lunch</b>	Harley & Haist	Blackhawk Car Show and Diablo Countryside tour

## *Happy Birthday!*

Henrietta Crowell	Oct 1
Fred Byl	Oct 3
Wes Crowell	Oct 11
Eric Larson	Oct 18
Ruth Sowell	Oct 21
Ellen Green	Oct 23
Kay Caldeira	Oct 28

## *Happy Anniversary!*

Anthony & Dormain Drewitz Oct 16th, 2010

## FOR SALE

### 1931 FORD MODEL A DELUXE ROADSTER

AMATEUR RESTORATION COMPLETED IN 2015, INCLUDING NEW PAINT, INTERIOR AND TOP, REBUILT TRANSMISSION. IN 2016 PRESENT OWNER INSTALLED NEW BRAKES, STEERING, BUMPERS, TRUNK RACK, & MIRRORS. COMES WITH SPARE ENGINE (APART) AND TRANSMISSION (APART) ALONG WITH EXTRA SET OF WHEELS AND NEW TIRES. SOME EXTRA SPARE PARTS INCLUDED. . . ASKING \$17,500. Phone Lloyd Riggs at 925-939-9007

**GOOD YEAR**  
AKRON, OHIO.

This name on Automobile Tires and Rubber Accessories signifies inherent qualities of material and workmanship that insure the maximum of service at the minimum of expense. (673)  
THE GOODYEAR TIRE & RUBBER CO., AKRON, OHIO

## Hospitality Calendar

### Dessert Sign-ups

October	Karen Archer
November	Potluck - By alphabet, check Gazette
December	Holiday Party - Catered
January 2018	<i>Your name here!?</i>
February	
March	
April	Potluck - By alphabet, check Gazette
May	
June	
July	4th of July Picnic
August	
September	
Contact Pam Johnson or Kaaren Brommer to Sign-up!	

## BAHCC BOARD MEETING MINUTES OF AUGUST 16, 2017

The meeting was called to order by President Don Azevedo at 7:48 p.m. at the home of Mark and Veronica Cerruti. Present were Don Azevedo, Mark Cerruti, Ed Harley, John Morrison, and Bill Schrambling. Absent were Ed Archer, Christine Crowell, and Whitney Haist, so a quorum was present.

**Approval of Minutes**—Secretary John Morrison had sent out copies of the as yet unapproved minutes of the board meeting of June 21, 2017, and they were voted to be approved as printed.

**Treasurer's Report**—Treasurer Whitney Haist was unable to be at the meeting so there was no report.

**Membership Report**—There also wasn't a Membership Report in Ed Archer's absence.

**Tours, Activities and Meetings**—Bill Schrambling and others reported the Piedmont Fourth of July Parade and BBQ at the Morrisons' house were very well attended, that the Field Meet in Fremont was a lot of fun and included 10 cars and four games (Perfect circle balloon game, a drive up and back blindfolded trying to end up where started, a teeter-totter balancing game, and drawing an antique car while blindfolded.) BAHCC Member Bill Hund had done a lot of very skilled welding and alteration work on the steel ramps that Tony Wollesen had previously donated and that Ed Archer also had worked on, and the results were that that game was extremely fun and successful. It was also reported that the August Nuts and Bolts event at the McEacherns' shop was well attended and was also very enjoyable. Bill reported that future tours/activities include Antique Autos in History Park 9-9-17, San Jose, and that in late October there will be a mystery tour to be planned by 5 BAHCC ladies, "Mystery Tour" because details are not known yet and are completely at the discretion of the 5 ladies. Details to be planned at their full discretion.

Ed Harley reported information about past and future entertainment at meetings—that the report recently by Dr. Mike Barricks about the Body by Fisher model car designing contest was outstanding, the alternate hobby night in August was also a big success, and that Johnny Crowell and Ed Archer were planning to provide entertainment soon about the inner workings of the annual Pebble Beach Concours. Tony Wollesen will present information about the genesis of Hot Wheels cars, and that Ed will be contacting Mike Barricks about possibly speaking again more about his childhood experiences in an earlier Body by Fisher model car design contest. Don Azevedo is willing to speak at a future meeting about an interesting college invention assignment he participated in back in his college days. Ed also brought up

the 2017 December annual meeting/Holiday Party which will be the second Wednesday of the month (December 13) starting at 6:30 p.m. The board discussed possibly leaving the cost the same as last year, but in the absence of Treasurer Whitney Haist, the discussion will be continued at a subsequent meeting. Ed also said there will be a November 15<sup>th</sup> joint board meeting at the Brass Door Restaurant in San Ramon, Don A. to contact the restaurant. And finally it was mentioned that the next philanthropic BAHCC activity will be the gathering of new, unwrapped children's gifts at our holiday party of December 13, said gifts to be donated to Oakland Children's Hospital.

**Website**—Nothing new

**Gaslight Gazette**—Editor Mark Cerruti brought up the ideas of a Ladies' page and about the HCCA judging of newsletters. A discussion ensued and the unanimous opinion of the board members present is that Mark is doing a fabulous job, and that the most important thing is that the BAHCC members like the newsletter, and that Mark should be the one to decide if and what should be included in the newsletter because we believe the club membership is very happy with it as he is currently doing it.

**Authenticity Report**—None (Ed Archer absent)

**Unfinished Business**—None

**New Business**—Teeter Totter work by Bill Hund—Don brought up Bill's extremely generous work, use of his own equipment, welding supplies and materials, willingness to transport and store the teeter totter at his shop, etc. After discussion the board passed a motion to provide \$250 to go toward Bill's out-of pocket costs.

**Financial help with the Fourth of July BBQ**—The board also discussed an interest in helping support this year's July 4 BBQ event. After discussion, Bill S. moved, Ed H. seconded, and the motion passed to reimburse the Morrisons \$300 toward this year's costs.

**Next year's board membership**—President Don polled the members present as to whether they were willing to continue being on the board for 2018. All present were willing to continue with the caveat that at this time no one present was willing to be president for next year.

**BAHCC Dues for 2018**—This was discussed and there was consensus that we want the dues to remain low in view of the fact that the club treasury is still doing very well. Further discussion of this topic will resume at our next meeting.

**Adjournment**—The meeting was adjourned at 9:08 p.m.

Respectfully submitted,

John Morrison, Secretary

## BAHCC GENERAL MEETING MINUTES OF 9-6-2017

*(As yet unapproved)*

**Call to Order**— President Don Azevedo called the meeting to order at 7:25 p.m.

**Visitors/Guests**—None present.

**Kudos**—Don congratulated Editor Mark Cerruti for another outstanding issue of the Gaslight Gazette, that of September, 2017. He also recognized Ed and Carolyn Harley for their helping with the production and distribution of the Gazette, and he thanked all others who contributed in any way. Don next recognized Dan and Dani McEachern for their outstanding efforts in hosting the August Nuts and Bolts event at their machine shop in Oakland, which was well-attended and was both educational and very interesting. Then Don thanked Ed and Karen Archer, Joyce Azevedo and John Morrison for their help with the planning and execution of the recent Field Meet in Fremont. Don especially gave huge kudos to Bill Hund for his extensive work in making the Teeter Totter a successful and very fun event, for his transporting it to and from the meet, and for the storing of it.

**Approval of Minutes**—An “as yet unapproved” draft of the Minutes of the August 2, 2017 General Meeting had been sent out in the September Gaslight Gazette. Don asked if there were any corrections or additions, and after none was suggested, Kaaren Brommer moved and Bill Brommer seconded that the Minutes be approved as printed.

**Treasurer’s Report**—In Treasurer Whitney Haist’s absence, Joyce Azevedo volunteered “We’re good.”

**Recent Activities**—Don expanded on the details of the Field Meet, which he said had been co-sponsored by the SCVMTFC. At the Field Meet, one of the interested spectators turned out to be a high-up employee of the nearby Tesla Factory, and he had asked questions and had shown interest in the event. He also expressed interest in possibly building himself an antique speedster someday. Although Don did not ask him more questions at the time, he is now trying to find out more information about the man, with the view of possibly seeing if we could host a future Field Meet in the Tesla Plant parking lot.

**Calendars-Tours/Activities**—Bill Schrambling was absent, and Don reported on the fast approaching Antique Autos in History Park on Saturday, 9-9-17. Don noted that John Morrison, who traditionally has brought a couple of tables and some chairs to the event, will not be able to attend this year. Don then asked for a volunteer to bring a table and chairs and possibly an umbrella to the event, and Gerald Robinson kindly offered to do so. Don also described what he and Joyce and John Morrison did last year at this event, which was to have two antique cars (Don’s 1-cylinder Reo and another fellow’s Model T Touring) and a bunch of antique clothing, and to offer to let members of the crowd put on some of the clothing and to have one of us use their camera to take photos of them, and then to request of them a small donation for the HCEI, a sister group of HCCA. Since that went over quite well last year, Don and Joyce are planning to do it again this year and asked for volunteers to help with it, and at least one or more members volunteered to help.

**Ladies’ Mystery Tour Plans**—Joyce Azevedo described the basics of the event, which sounds like a lot of fun. The date of the tour is Saturday, October 21. It will include a pot luck picnic, homemade ice cream on the spot, and a photo op with a barn, your car and you. The ladies, approximately 5 or so in numbers, are not announcing the exact location yet, and that is in keeping with the title “Mystery Tour.” More information to follow!

**Other Future Events**—Also being planned is a “Pilgrims’ Tour,” appropriately named as it will take place the day after Thanksgiving. Adria and Norm Schwartz are the planners, and it will take place on Friday, November 24. Part of the plan is for everyone to bring their Thanksgiving left-overs. Adria and Norm were not present at tonight’s meeting, but it was mentioned that we will probably meet at the Bollinger Canyon Park and Ride at about 9:00 a.m. and possibly leave about 9:30. (More precise details will follow, but please save the date.)

The November 1 general meeting is a pot-luck, so there will need to be a flyer in the Gaslight Gazette showing the alphabetical breakdown of who brings what in the way of main course, salad and dessert.

The BAHCC Annual Meeting/Christmas party will take place on Wednesday, December 13<sup>th</sup> with happy hour at 6:30 and dinner and festivities at 7:30.

**Meetings, Ed Harley**—Ed reported that Ed Archer would be providing tonight’s entertainment. His two topics being “The History and Development of the Pebble Beach Concours” and “Vintage Car Racing on the West Coast.” For the October meeting, Tony Wollesen will speak on the topic of the development of “Hot Wheels” toy cars.

**Philanthropic Activities**—In Christine Crowell’s absence, Don reminded us to please remember to bring new, unwrapped children’s gifts to the December 13 General Meeting/Christmas Party for donation to Children’s Hospital.

**Nuts and Bolts**—Doug Durein said there will be no Nuts and Bolts for September because of the conflict of dates with Antique Autos in History Park, nor will there be a Nuts and Bolts in October because of the conflict of dates with the Hershey Swap Meet.

**Web Site**—Nothing new

**Membership**—No report

**Authenticity Report**—No Report

**Old Business**—None

**New Business**—Bill Brommer thanked Vince O’Brien for having lent him a book about Preston Tucker, manufacturer of the Tucker Automobile. Bill reported it was a very interesting book, and Vince said he would be happy to loan it to other interested members and will bring it to future meetings to see if others are interested.

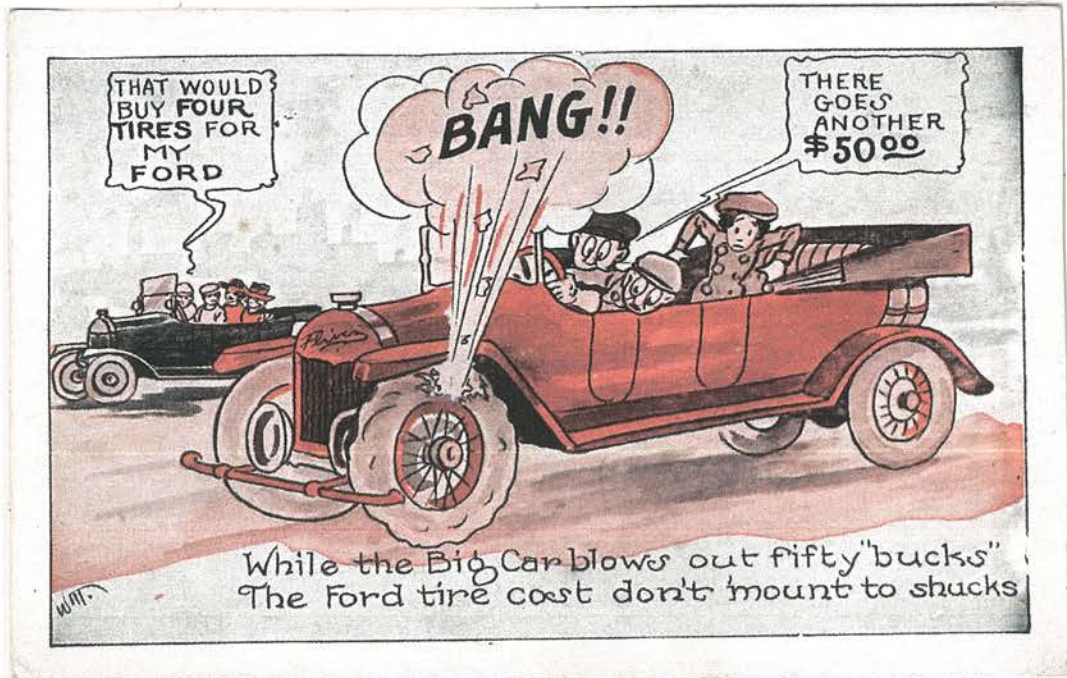
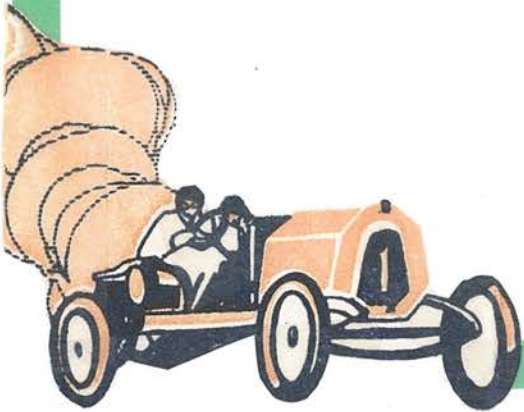
**Adjournment**—Kaaren Brommer moved that the meeting be adjourned, Bill Brommer seconded, and the meeting was adjourned at 8:02 p.m. to delicious pies provided by Joyce Azevedo and by to tonight’s entertainment by Ed Archer.

Respectfully submitted,

John Morrison, Secretary

**Bay Area Horseless Carriage Club**

256 La Questa Drive  
Danville, CA 94526



*Courtesy of Lloyd Riggs*