

GASLIGHT GAZETTE

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KNOWLEDGE IS POWER

BAY AREA HORSELESS CARRIAGE CLUB



GASLIGHT GAZETTE

A PUBLICATION OF THE

BAY AREA HORSELESS CARRIAGE CLUB

F E B R U A R Y 2 0 2 0



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~ Don't Need a Speedometer ~

"I don't need any speedometer on my Ford. I can easily tell my speed."
"How do you do it?" said the friend.
"Well, when I go 10 miles an hour my lamps rattle, when I go fifteen miles an hour my fender rattles, and when I go 20 miles an hour my bones rattle."

2020 COMMITTEE CHAIRS

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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

Club Calendar

February 5th - General Meeting
7:30pm at the Piedmont Community Center
711 Highland Avenue, Piedmont

February 19th - Board Meeting
7:30pm at the Crowell Residence
2874 Fieldview Terrace, San Ramon

February 22nd - Nuts & Bolts
9:00am - Noon at the Mills Firehouse
37645 2nd Street, Niles (see Flyer)

March 4th - General Meeting
7:30pm at the Piedmont Community Center
711 Highland Avenue, Piedmont

March 18th - Board Meeting
7:30pm at TBD

April 1st - General Meeting
7:30pm at the Piedmont Community Center
711 Highland Avenue, Piedmont

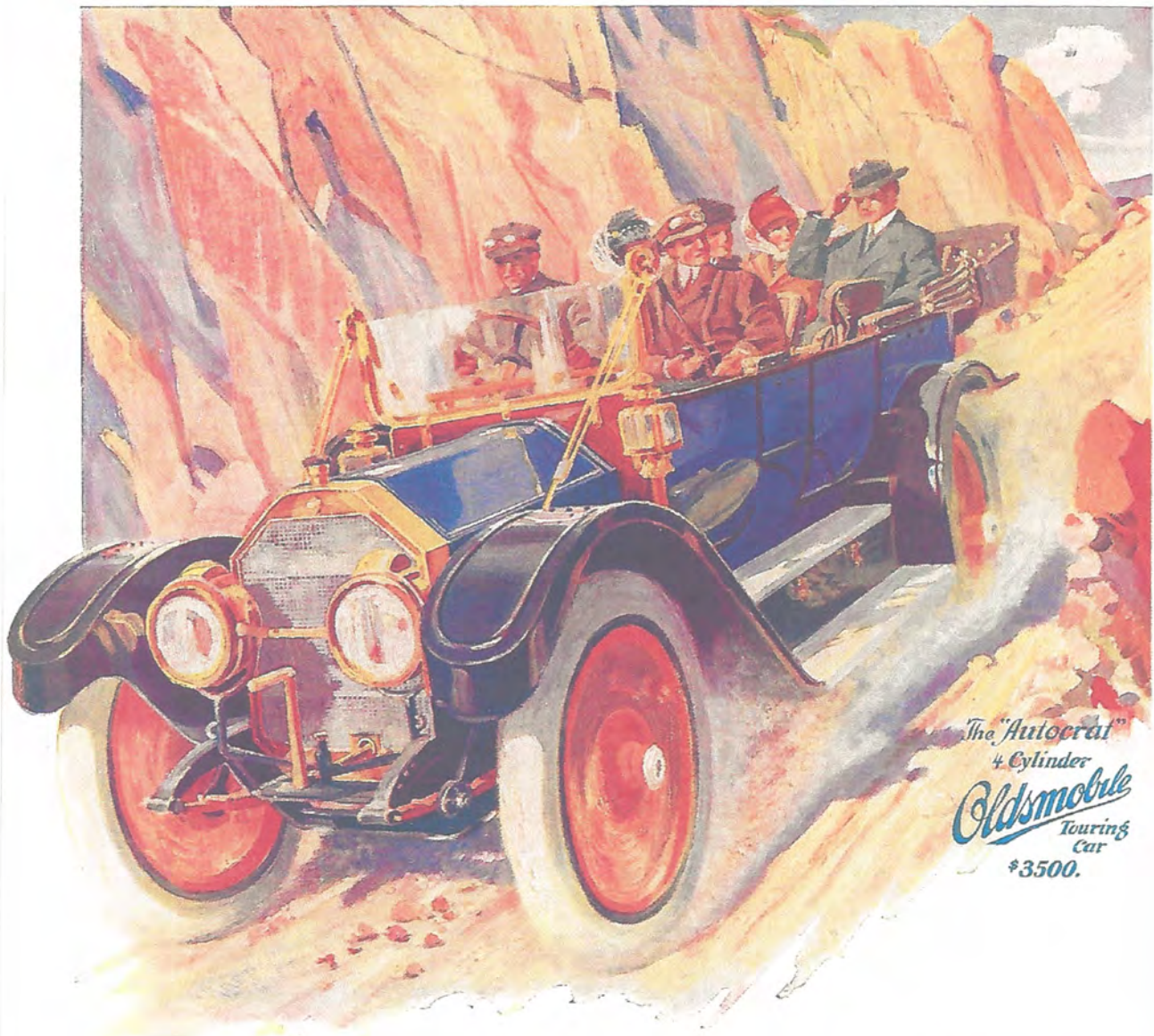
The GASLIGHT GAZETTE is published 11 times per year, with one issue for the months of July and August. Permission to reproduce articles is granted provided credit is given to the original source.

On the Cover: *Leslie's*© January 6th, 1916
Artist: Monte Crews (1888 - 1946)

President's Message

The "Green Brass Tour" is in the making. By the Club Meeting, we should have all the details done. Our new member Gary Mills has a place to park trailers. Plan to do a loop from Niles to Sunol and then onto Foothill Road, then along the 580 frontage road and then down Palomares Drive, back to Niles. Then lunch probably at Bronco Billy's Pizza in Niles. I should think this would be a good time for the grandkids to come, maybe the adult children too. They should have a fun day. Bring any car that you want, possibly due to the weather conditions. I think by the time of the Club Meeting, we will have all the details taken care of.

Tony



THE SPECIAL
4-Cylinder, \$3000

THE AUTOCRAT
4-Cylinder, \$3500

THE LIMITED
6-Cylinder, \$5000

OLDS MOTOR WORKS

LANSING, MICH.

The Haynes Apperson Automobile and History San Jose's 1903

By Allan J. Greenberg

Elwood Haynes

Elwood Haynes was born on October 14, 1857, in Portland, Indiana. Although not an ambitious student in grade school, he did go on to college at the Worcester Technical Institute in Worcester, Massachusetts. In his final year he took courses in metallurgy laying the ground work for his future successes. After college and some additional studies, Haynes entered the developing gas and oil industries. In 1890 he was appointed field superintendent of the Indiana Natural Gas and Oil Company. In 1891 Haynes began toying with the idea of building a vehicle for road use. After exploring the idea of steam and battery powered vehicles, he determined they were not practical. In the summer of 1893 he attended the Chicago World's Fair, where he first witnessed a gasoline engine and decided that the internal combustion engine was the most practical method to propel his vehicle. Haynes proceeded to purchase a one-horsepower marine upright, two-cycle engine from Sintz Gas Engine Company in Grand Rapids, Michigan. His efforts to build a vehicle with this engine did not prove very successful. Haynes reached out to Elmer Apperson, the owner with his brother of the Riverside Machine Works for help in building a vehicle. In 1894, Haynes drove his vehicle on the road and is believed to be the second gasoline-engine powered vehicle successfully road tested in the United States.



1903 Haynes Apperson as seen in storage, November 2017.

Elmer and Edgar Apperson

Elmer was born in Kokomo, Howard County, Indiana in 1861. Edgar, his younger brother was born in 1870. In 1889, the brothers founded the Riverside Machine Works, which manufactured bicycles and farm machinery.

The Haynes Apperson Automotive Company

After an unsuccessful attempt to build an automobile with the Sintz Gas Engine, Haynes approached the Appersons at their Riverside Machine Works to help him build an automobile. The Apperson brothers provided the automobile using the Sintz engine and on July 4, 1894, Edgar drove the automobile from Kokomo to New York City. Elwood Haynes and the Appersons determined that a similar automobile could be sold and formed the Haynes Apperson Automobile Company in 1898. It wasn't long before the Haynes and the Appersons began to disagree with one another and the partnership dissolved in 1901. Elwood Haynes continued to call his automobile the Haynes Apperson for a few more years and ended production in 1925. The brothers formed the Apperson Brothers Automobile Company in the same year and continued to build automobiles until 1926.

History San Jose's 1903

Fast forward to 1956 with the sale of the 1903 Haynes Apperson (HA) by Carl Mathisen of Santa Rosa to Lew Bohnett of San Jose. "Trader Lew," as he was known, was a collector of antiques and memorabilia in San Jose. Bohnett ran "Trader Lew's Amusement Park" on Monterey Road in San Jose. In 1965 much of Bohnett's collection was sold to the city of San Jose. The Haynes Apperson, along with a number of horse-drawn carriages, was part of that sale.

I became aware of the Haynes Apperson in the early 1990s when I had the opportunity to visit History San Jose's warehouse on Stockton Ave. in downtown San Jose. I remember how impressed I was with the condition of the auto. I thought it would not be a major project to bring it back to life.

Time passed and the Haynes Apperson, along with all the

items stored in the Stockton warehouse, was moved to the warehouse across the street from History Park on Senter Road. I saw the auto many times there and around November 2017 I asked the curator of collections, Ken Middelbrook, if we could move it to the restoration shop on the Park grounds.

Ken gave us permission to put this auto back in working condition using the upmost caution in our restoration and rehabilitation methods. Other than new paint applied over 50 years ago, the vehicle retains the majority of its original components. One problem, however, was moving it without causing damage to the wheels, for the wheels did not have tires. As far as I can remember, it never had tires. I purchased four white tires and four tubes and began the process of installing them.

Dan Erceg, who has probably installed more clincher tires on old autos than anyone I know, pitched in to make the job look relatively easy, even though it was not that easy.

In the process of installing all the tires, we experienced two blowouts. The tires slipped out of the rims and the tubes exploded. More tubes were ordered and finally all four wheels had white tires.

Jim Boyden provided the trailer to move the HA to the restoration shop across the street. Thus began the process of cleaning, touchup painting, leather softening and trying to learn more about the mechanics of this rare automobile. An owner of a HA in Arizona, Dave Longstreth, was able to provide documentation that was desperately needed.

Work started on the cooling system. Several hoses needed to be replaced and a general flushing of the cooling system was performed. While flushing occurred in the restoration shop yard, one of the same rear tires blew out again. We moved the HA in and jacked it up to remove the tire. This caused the opposite tire to blow out. Universal Vintage Tire Co was contacted and we were told that the required tire pressure was 65 lbs. I also spent a day making sure the clincher area was absolutely clean and void of any abnormalities. As of this writing we have not experienced any additional blowouts.

The next project on the HA was the oiler. There is an oil pump with four outlets driven by belt connected to the drive shaft. The oil pump was dismantled, cleaned and checked for operation. All the oil check valves were cleaned and checked as well.

Next, we moved on to the fuel system. The engine is comprised of two cylinders with a carburetor and unique inlet valve for each cylinder (rather than a traditional valve). These were frozen shut and had to be completely disassembled and cleaned. One carburetor was disassembled, repaired and cleaned. We were not able to disassemble the second carburetor.

The next task was to understand the electrical system and insure the operation of the ignition. The HA has a "make and break" method of producing a spark in the cylinders. Basically, an electrode that is connected to a large inductor extends into the cylinder. Another rod inside the cylinder is timed to the rotation of the crankshaft. At the right time, the rod touches the electrode, charging the inductor. The rod then quickly moves away from the electrode causing a spark to jump the gap. A 12 volt rechargeable battery, stepped down to 9 volts, is used to energize the inductor.

We have attempted for a couple of weeks to start the HA, and on August 1, 2019 we were successful. The HA ran for several minutes on two occasions. Although we are pleased with the progress so far, we have more work to do so that the HA starts easier and runs for a longer time. And, we have not driven it yet. So, work will continue. And we hope the tire blowouts are behind us.



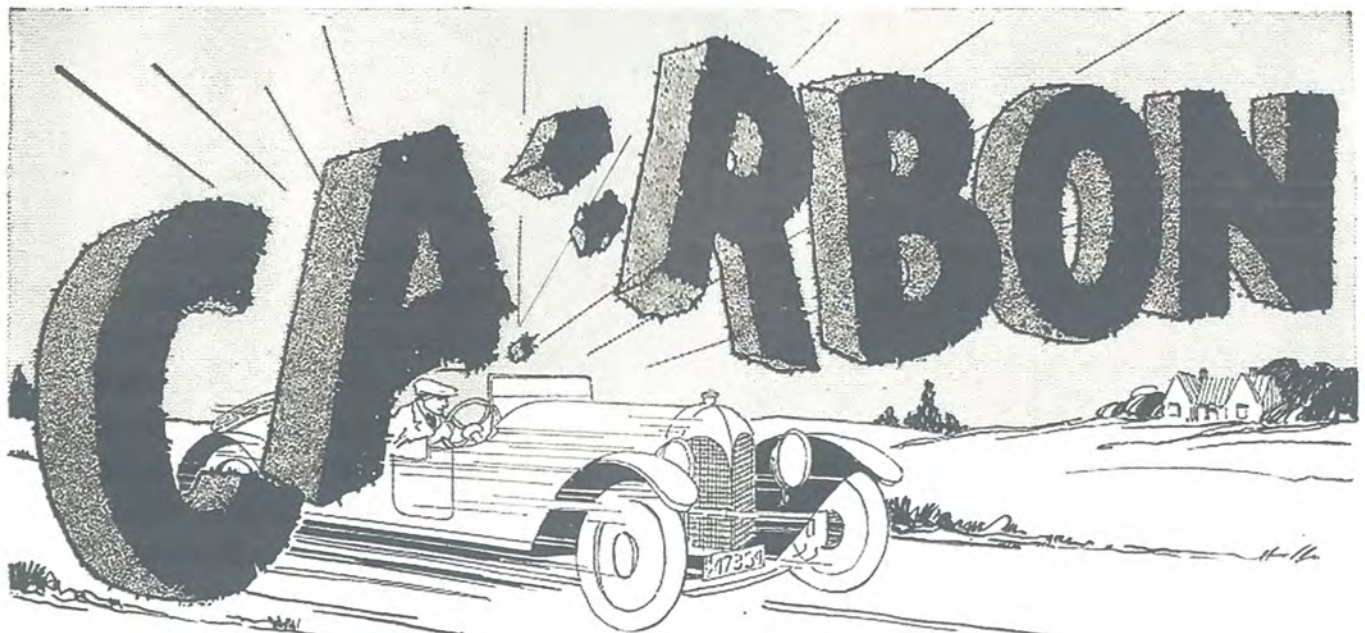
Dan installing a tire with apprentice Allan looking on.

The Haynes Apperson can be seen in the restoration shop at History Park, 635 Phelan Ave., in San Jose on Thursdays from 9 am to 3 pm.



1903 Haynes Apperson ready to start.

HAYNES
HAPPY TO DRIVE SO
FAST AND COMFORTABLE



DON'T LET CARBON HOLD YOU UP!

Nuts & Bolts

SATURDAY - February 22, 2020

Nuts & Bolts will be hosted by member Gary Mills, at his Garage and former Firehouse in historic downtown Niles, California

Work will continue on Gary's 1929 LaSalle

Stop by and lend a hand!

MECHANICS APPRECIATED
SPECTATORS WELCOME

COFFEE & DOUGHNUTS
WILL BE SERVED

37645 2nd Street, Niles (Fremont) CA

9:00am - noon

Parking: Take driveway
on right and park behind
Firehouse (Gary's Garage)



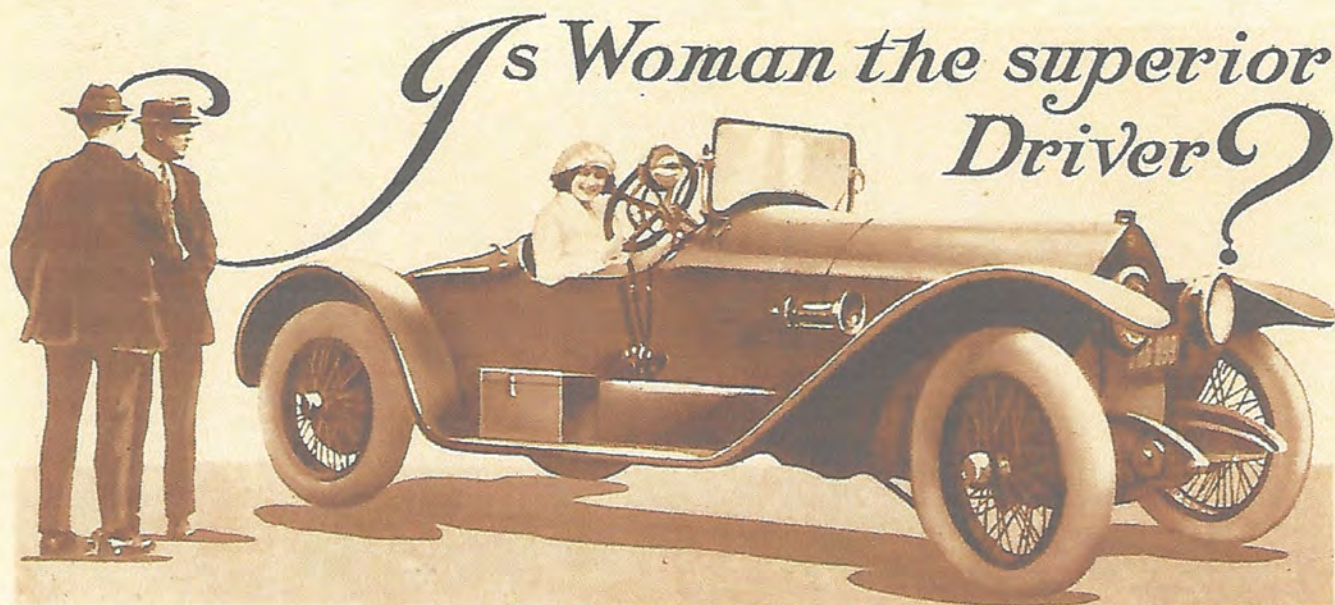
St. Andrews



Avec une hache vous détruisez
votre automobile plus vite,
mais pas plus sûrement
qu'avec une mauvaise
huile de graissage.

SOCIÉTÉ FRANÇAISE
DES
Huiles et Graisses
..... **de Nanterre**
18, RUE GAMBETTA
à **NANTERRE** (Seine)

Graissez donc avec l'**Huile Omnia**



Is Woman the superior Driver?

As reported by Kenneth L. Bridges

“**Q**UITE frankly,” mused Captain Howe, “I am naturally a great booster for more women automobile drivers. Women drivers as a rule are superior in many respects to men drivers. This is not only my own personal opinion, but seems to be the consensus of opinion of practically every one of the motorcycle officers in my command.

“Perhaps the main reason for woman’s superiority in normal automobile driving can be directly traced to the fact that she is practically 100% man-educated in the art of motor car operation. It is generally known and accepted that a husband, rarely, if ever, permits his wife or daughters to graduate from his tutorship in automobile training no matter how many years she may have driven an automobile or will continue to drive one.

“Automobile driving as far as the woman is concerned is one continuous lesson. It’s a long course and its effectiveness is shown by the conspicuous absence of women drivers’ names from our police blotters. The male member of the family has rightfully added continuous automobile education to his long list of responsibilities.

“As a result of dependability in performance and simplicity in motor car operation more and more women drivers are applying for driving licenses

each year. The percentage of licensed women drivers at present approximates ten percent of the eighteen million automotive vehicles in operation throughout the United States. And while we are speaking of licenses,” continued Captain Howe, “it has been our experience that women drivers nearly always have their proper credentials with them and can produce them instantly when asked for. Not so true is this of men drivers.

“As a class, women are quick to see their way out of difficulty—yes; just as quick if not quicker than the average run of men drivers. Women drivers study know and obey their local and state ordinances better than men drivers.

“In the matter of courtesy, women drivers again excel. By courtesy I refer not alone to everyday politeness and civility to our traffic officers, but I refer to courtesy in its broader sense: Courtesy of the road involving consideration for others. Courtesy in my opinion is the basic principle underlying proper motor car operation.

“Yes, women drivers do stand up for what they believe are their rights. It has been our experience that when most women violate a regulation

they are totally unconscious of any wrong doing. I can’t say this about men drivers.

“There was a time not so long ago,” chuckled

What Are Your Thoughts Concerning Women Drivers?

Read what Anthony Howe, Captain Motorcycle Squad, New York City Police, has to say about women drivers.

There is good reasoning in this article. It contains a new slant on women drivers and driving.

We should like to know your thoughts about women drivers. Address all communications to The Socony Standard Editor, Room 1211, Standard Oil Company, New York, 26 Broadway, New York City.

Captain Howe, "when women drivers resorted to all forms of charm known only to their sex in an endeavor to side-step a 'ticket' or summons. Perhaps the war has had something to do with it, but, the million dollar smile and free flowing 'movie' tears are not resorted to as much as they were. I think that the passing of this subterfuge lies in the fact that the constant business dealings with men has taught women to stand squarely upon their own feet. Don't misunderstand me, however, women never were squawkers—they're just as good losers as men and perhaps a little better.

"Women drivers seldom take liberties with the law and seldom wittingly encroach upon the other fellow's privileges. Women drivers are careful—perhaps too cautious at times. They are slow drivers as a rule. We seldom are compelled to arrest a woman for speeding, and arrests for driving while under the influence of intoxicating liquors is an extreme rarity among women drivers.

"I must say that women drivers are more nervous than men," continued Captain Howe, "whether they constantly sense danger or not, I do not pretend to know, but I am inclined to believe that their nervousness is the direct cause for their over-cautiousness. I have never found women drivers to intentionally 'hog the road.' It seems to be a woman's inherent policy to give all things automotive a wide berth. This together with their poor conception of speed prompts them too frequently to drive upon the crown of the road regardless of their speed, rather than drive at the extreme right of the road which is reserved for the slower moving traffic.

"Dr. F. A. Moss, of the Institute for Government

Research, just recently made the statement for the New York Times that 'There is no basis for the assertion that women are more liable to lose their heads. It is largely a myth that society has fostered by playing up the idea that women are expected to be emotional. There is no physical reason why they should be.

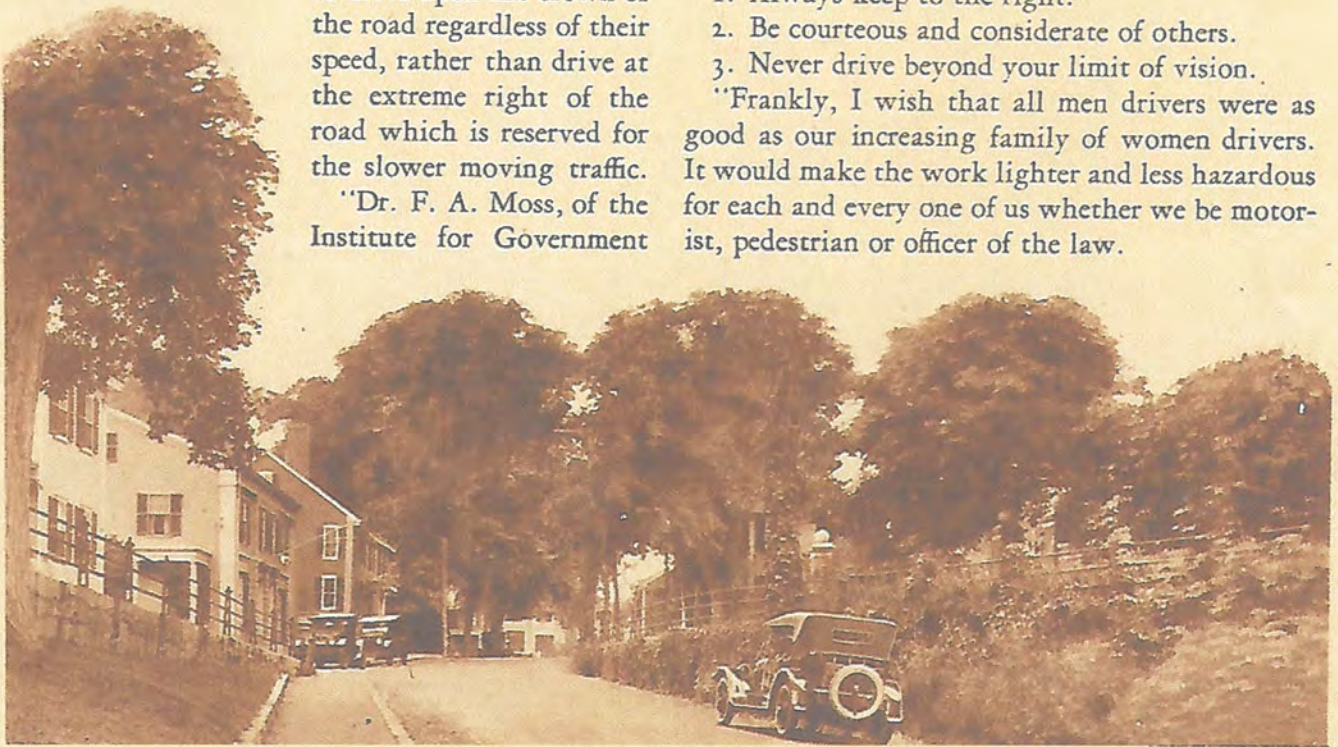
"The woman driver rarely takes hazardous chances. Invariably and rightfully she pays attention to all caution signs on the road. Blame the woman driver with over-cautiousness, if you will, but I choose to call it by another name—'Saneness. Over-cautiousness is more frequently an attribute than a fault.

"There was a time when superior strength was a factor in favor of men in driving, but this is no longer true. Dr. Moss takes the position that the modern type of machinery is such that the element of strength is hardly called into play at all and may be regarded as negligible as compared with intelligence in operation.

"I am a car owner myself and in the operation of my automobile I try to guide myself and my driving according to three basic rules which have impressed themselves so strongly upon me during my 25 years' experience with New York City's transportation and traffic problems—I will repeat these three rules in the hope that our fast-growing family of both men and women automobile drivers will derive some benefit from them:

1. Always keep to the right.
2. Be courteous and considerate of others.
3. Never drive beyond your limit of vision.

"Frankly, I wish that all men drivers were as good as our increasing family of women drivers. It would make the work lighter and less hazardous for each and every one of us whether we be motorist, pedestrian or officer of the law.



Nickel Era Touring Registry



IDNET 2020

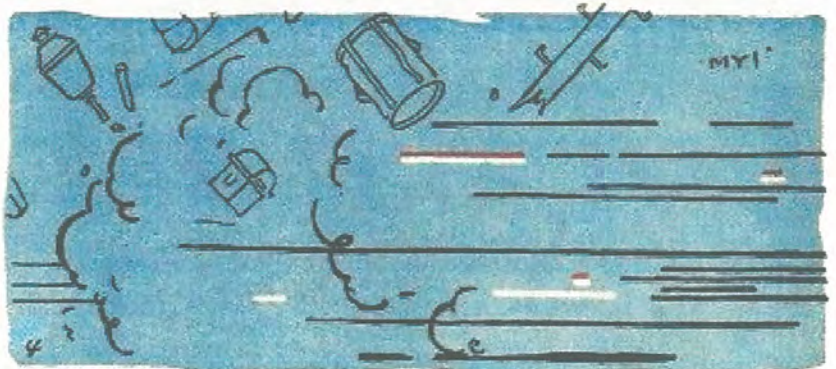
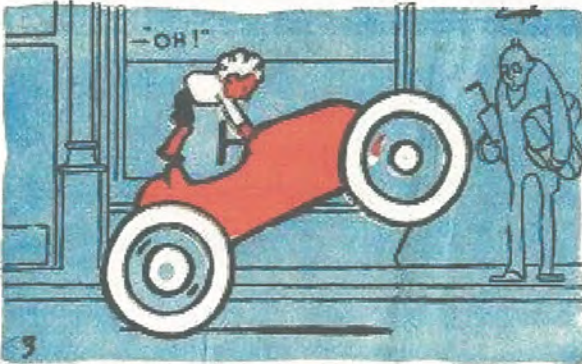
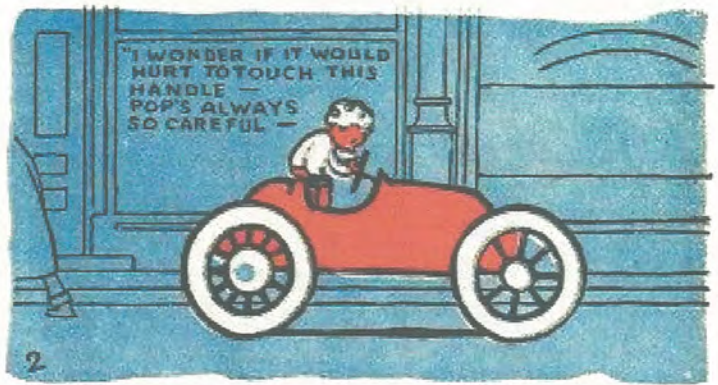
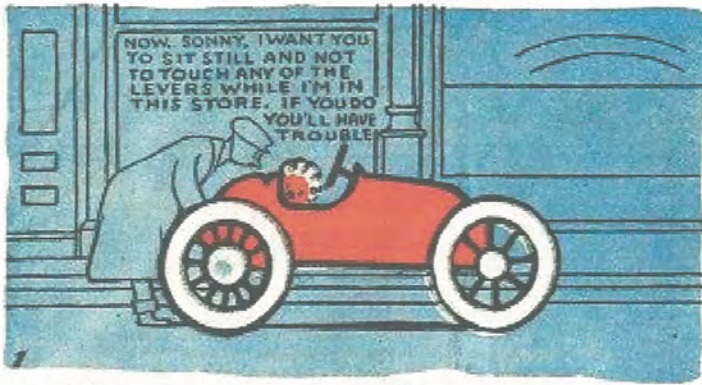
MOSCOW, IDAHO NICKEL ERA TOUR

MONDAY-FRIDAY JUNE 8-12



Hosts : Jim & Susan Stutzman (208) 791-4994

- * **Moscow, Idaho at the Best Western University Inn. Campground is available nearby**
- * **Experience scenic and pristine parts of the Northwest**
- * **View steep canyons, timber areas, rivers, mountains**
- * **Drive over hills, see farm lands and beautiful countryside**
- * **Experience the culture of the area, meet new Friends and see old friends from previous tours.**
- * **First class Nickel EraTour as usual.**
- * **Tour application is included in this issue.**



NAUGHTY PETE



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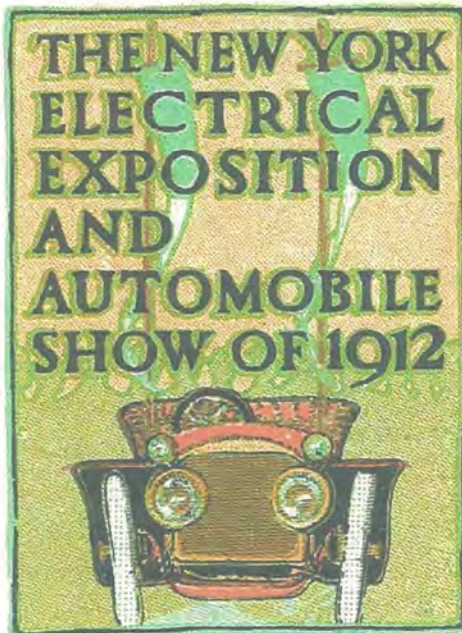


Non - BAHCC events

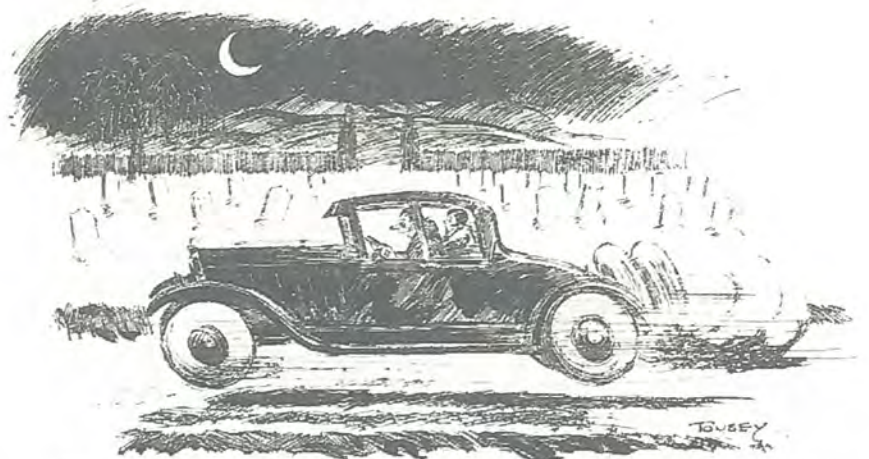
that may be of interest

March 20 - 21	Chickasha Pre-war Swap Meet	Chickasha, OK	Mike Ersland 405-224-9090
April 16 - 18	Bakersfield Tour & Swap Meet	Bakersfield, CA	Tour: Gil Klecan, gilklecan@hotmail.com Swap Meet: Tom Lane, tlane12931@yahoo.com
April 19 - 22	HCCA National Convention & Tour	Stateline, NV	hcca.org
June 8 - 12	Nickel Era Tour	Moscow, ID	John Manifor 562-665-0381
June 14	Pava Tour & Ice Cream Social	Shingle Springs, CA	David@Pava.com 530-677-2923
July 12	Hillsborough Concours d'Elegance	Hillsborough, CA	hillsboroughconcours.org
August 13	Pebble Beach Tour d'Elegance	Pebble Beach, CA	pebblebeachconcours.net
August 16	Pebble Beach Concours d'Elegance	Pebble Beach, CA	pebblebeachconcours.net
September 20	Antique Autos in History Park	San Jose, CA	Allan Greenberg allang@pacbell.net

Contact the Editor to add a pre-war auto-related event to this Calendar



New York Grand Central Palace, October 9th to 19th



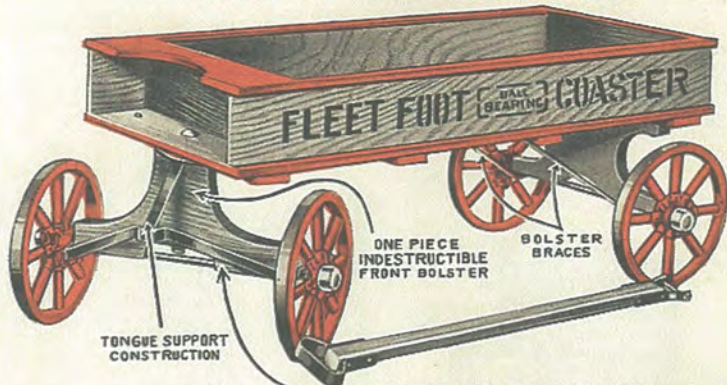
ERIC (who has gotten off the road)—Some speed we're making!
Look at those milestones!

FAMOUS MAKES

The cream of top-notch headliners in children's wheel goods—the kinds that sell because they're distinctive and right-priced

Famous "Fleet Foot" Coaster Wagons

Distributed Exclusively by Butler Brothers



F84-89

IMPROVED AXLE CONSTRUCTION

WOOD SPOKE WHEELS, PLAIN BEARING—10 in. wheels, malleable iron hubs, welded tires of heavy steel shrunk on.

F84—Body 36x16 in., wt. 30 lbs. . . . Each, **\$4.50**

WOOD SPOKE WHEELS, BALL-BEARING—Self-contained cones, 10 in. wheels, reinforced iron hubs, welded tires of heavy steel shrunk on. . . . Each

F05—Body 32x16 in., 1 in carton, 28 lbs. . . . **\$4.40**

F96— " 36x16 " 1 " " 30 " . . . **5.00**

F80— " 40x16 " 1 " " 32 " . . . **5.50**

DISC WHEELS, BALL-BEARING—Self-contained cones, 10 in. red enameled disc wheels made on same principle as practical automobile disc wheels, reinforced black enamel hubs.

1/2 IN. STEEL TIRE— . . . Each

F120—Body 32x16 in., 1 in carton, 28 lbs. . . . **\$4.40**

F122— " 36x16 " 1 " " 30 " . . . **5.00**

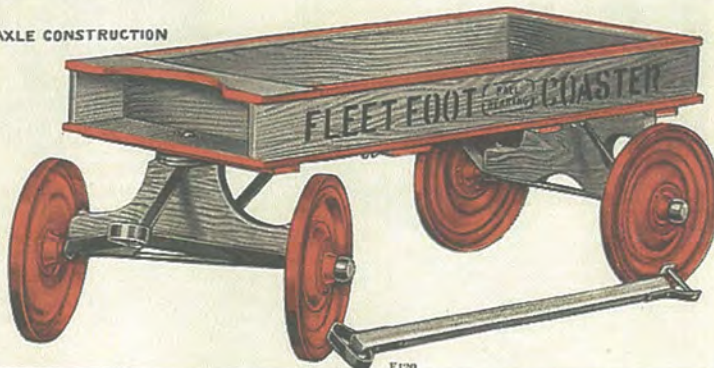
F124— " 40x16 " 1 " " 32 " . . . **5.50**

1/2 IN. RUBBER TIRE— . . . Each

F130—Body 32x16 in., 1 in carton, 30 lbs. . . . **\$5.40**

F131— " 36x16 " 1 " " 32 " . . . **6.00**

F132— " 40x16 " 1 " " 34 " . . . **6.50**



F120

Selected hardwood removable bodies, well varnished, natural finish, red trimmed, wing nuts, strong cleats across bottom of bed, heavy braces and "V" front hound, axles fastened securely by eye bolts to heavy 1 pc. bolster, pressed steel fifth wheel, direct bolster braces, strong King bolt, metal brake, steel "D" grip and wood handle.

6 Big Features of "Fleet Foot" Wagons

1. Only 5 bolts to place in setting up.
2. Bolster braces are direct, also act as inside washers for wheels.
3. Improved axle construction, axles fastened securely to bolster by eye bolts.
4. Tongue support construction, tongue connects direct to front axle, metal to metal, eliminates drilling and strain, weakening and breaking of front axle bolster.
5. One piece indestructible front bolster, all destructive strain eliminated.
6. Cold rolled pressed steel fifth wheel.

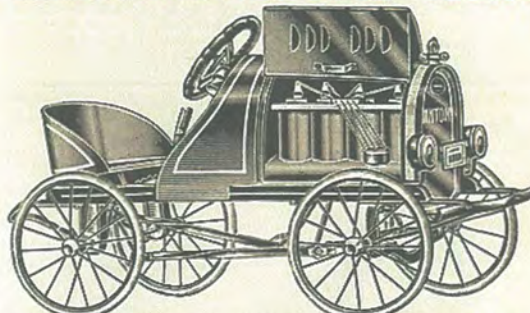
"Ball-Bearing" Velocipedes



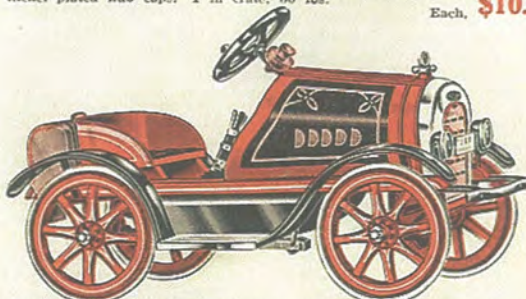
"Samson," maroon enameled, gold striped, half oval square truss steel frame, ball-bearing wheels with maroon enameled wire spokes, 3/4 in. rubber tires, nickel plated hub caps and mud guard on front wheel, padded leather saddle with nickel plated double coil springs, adjustable nickel plated handle bars with forward extension and rubber grips, nickel plated rat trap pedals, drop forged crank and bicycle bell. 1 in crate.

Wheels	Size	Wt.	Each, \$
F175-16 and 12 in.	2 to 3 yrs.	32 lbs.	8.50
F176-20 " 14 "	3 " 5 "	37 "	9.25
F177-24 " 16 "	5 " 7 "	45 "	10.20

"American National" Autos



F108—"Winton," 37x13 blue body, yellow striping, underslung front axle, composition steering wheel with hand grips, screecher signal, instrument board, rear shift operating license and "STOP" signal, metal road lamps, "Jar Not" rear springs, open hood with facsimile 4 cylinder motor, limit, spark plugs and wired distributor, bumper, 12 in. red double spoke wheels, 1/2 in. rubber tires, nickel plated hub caps. 1 in crate, 60 lbs. Each, **\$10.95**



F164—"Mogul," 37x13 red body, black panels, yellow stripes, underslung front axle, composition steering wheel with hand grips, screecher signal, instrument board, padded leather cloth seat, gas tank, road lamps and rear light, gilt stripe beaded fenders with running board, gear shift operating license and "STOP" signal, bumper, nickel plated radiator, front license tag, 12 in. roller bearing wood spoke wheels, yellow striping, 1/2 in. rubber tires, nickel plated hub caps. 1 in crate, 75 lbs. Each, **\$12.95**

The Automobile Journal

VOL. LXV.

PAWTUCKET, R. I., MARCH 25, 1918.

NO. 4.

Ford Company Has Surplus of \$131,904,907

Over \$20,000,000 Added Last Year and Plant Assets Doubled in Value to \$25,637,959.

A report of the Ford Motor Co. to the State of Massachusetts for the year ending July 31 last showed a total surplus of \$131,604,907, an increase of \$20,000,000 over the previous year. The value of the plant assets or machinery and equipment doubled as compared with its value at the end of the preceding fiscal year, totaling \$25,637,959. The balance sheet shows under accounts payable an item of \$19,983,256, and \$5,952,902 is credited to accrued expenses and \$6,433,936 set aside for depreciation.

PRESENT DEMAND FOR CARS UNPRECEDENTED.

Great Spring Drive Is Underway, Says Paige Sales Manager.

"The present demand for cars is the greatest and the most insistent in all my experience," reports Henry Krohn, sales manager of the Paige-Detroit Motor Car Company. "I have known some big selling seasons, but nothing like what we are now experiencing. The call for Paige cars is not coming from any special section of the country. The demand is fairly universal and there is no part of the United States in which the market is not active at this time.

"Last fall, after an extensive trip through the country and a close study of conditions, I predicted that the dull period which then prevailed would be followed by a rising market, which would develop into a great spring drive and I advised and warned our dealers to prepare for it. There were sound reasons for such a prediction. The present demand, however, is beyond anything that I anticipated and it has filled me with amazement.

"The reasons we gave last fall for the belief that spring would see a great demand for cars were big crops, high prices, consequent abundance of money among the farmers, and the general prosperity everywhere due to the placing in circulation of the billions raised for war contracts.

"With the return of confidence and business optimism the demand that might normally be expected has been increased by the addition of buyers who were in the market last fall, but because of the uncertainties that then prevailed postponed the purchase of a car.

"There is also this fact to be considered and we are just beginning to realize its full significance. The motor car is now an indispensable utility. In these days more than at any other time with the extra demands the war is making on us, time and energy must be conserved

so that everyone can increase his production to the utmost. The motor car has become a necessity and men of affairs find they cannot be without one. This realization of the practical utility and daily service of the automobile is a big factor in the present insistent demand.

"The situation has also been materially affected by the curtailment of production so that the probable shortage of cars combined with the excessive demand will doubtless result in creating two buyers for every available car.

"We are doing everything in our power to meet this situation and while freight conditions are bad, we are supplementing our regular shipments with daily drive-aways so as to get the cars to their markets as fast as possible. The Paige dealers who are co-operating with us are going to have their biggest year."

Paige-Detroit Co. Will Market Trucks

Well Known Automobile Manufacturers Will Manufacture Full Line of Commercial Cars.

The Paige-Detroit Motor Car Co., Detroit, Mich., has announced that it has entered the truck manufacturing field and that a line of trucks bearing the Paige name will be on the market before summer. A newly created factory organization and plant equipment will handle this new Paige enterprise and it is generally believed that this fact would indicate that the recent reported negotiations for the plant of the Signal Motor Truck Co. have been broken off.

BIG PEERLESS PROFITS.

Exclusive of munition contracts the net sales of the Peerless Truck and Motor Corporation in 1917 was \$18,924,451, which was an increase of \$5,399,428 over the previous year. After deducting interest and reserve for depreciation, losses and taxes, the profits were \$1,065,869, which amounted to 10.6 per cent. on \$10,000,000 common stock, as against 13 per cent., or \$1,356,358 in 1916.

STROMBERG PROFITS.

The net profits of the Stromberg Motor Devices Co. for 1917 was \$318,819, from which must be deducted the war taxes. This was an earning of \$6.37 for each of the 50,000 shares of common stock outstanding, and a gain of 83 cents a share as compared with the earnings of 1916. The company can produce 35,000 carburetors monthly. More than 25,000 instruments must be made each month to Aug. 1 to meet unfilled orders.

The De Luxe Automobile Co., St. Louis, Mo., has been made agent for Pethlehem trucks for that city and vicinity.

Pierce-Arrow Sales in 1917 Showed Big Increase

Gross for Year \$32,565,908, Against \$18,687,287 in 1916. Profits \$4,791,274 Against \$4,076,167 in Previous Year.

The Pierce-Arrow Co. reports a net income for 1917 of \$4,791,274, compared with \$4,076,167 for the same period of the previous year. The company's Federal taxes amount to \$1,161,802, leaving a balance of \$3,629,472. Net profits from this totaled \$3,598,748, from which preferred dividends of \$800,000 and common dividends of \$625,000 were paid. The balance, carried to the surplus account, amounted to \$2,178,748, compared with \$4,070,259.

After preferred dividends the balance of net profits was equivalent to \$11.19 a share on 250,000 shares of common stock of no par value, as compared with \$13.08 a share earned in 1916.

In his remarks to stockholders Charles Clifton, president of the company, says that the gross sales amounted to \$32,565,908, as compared with \$18,687,287 for 1916. This increase, he says, was due in large part to war orders from the United States and allied governments.

He says that in conformity with the desires of the government the output of passenger cars will be greatly curtailed this year, continuing on a moderate scale sufficient to supply the current demand and maintain the integrity of the sales organizations.

COMMERCIAL MOTORBODY CORP.

The Commercial Motorbody Corporation, with offices at 50 East 42nd street, New York City, which has acquired a plant in Detroit, is to establish similar warehouses and shops in Chicago and New York City, where it purposes to have large stocks of bodies of all types ready for shipment or delivery. These will be produced by different manufacturers and statement is made that about 400 different styles or types will be sold, affording quick service to truck agencies, branches and to buyers. The officers of the corporation are: P. H. Patriarche, president and general manager; Charles M. Eaton, vice president; Addison G. Brown, second vice president and assistant general manager; A. B. F. Harraden, director of sales; O. A. Huener, assistant director of sales; J. M. Cunningham, director of agencies and publicity; J. Greenway Bain, secretary.

William P. Barnhart has been appointed assistant director of sales for the United States Motor Truck Co., Cincinnati, O., and will be located at Washington, D. C., where he will also handle the business interests of the Stewart Iron Works, which is operated by the same men who control the truck company.



What happens when Old Car Guys get sent to a nursing home ...

Courtesy of Bill Austen



Happy Birthday!

- | | |
|-------------------|-------------|
| Diane Hoffman | February 7 |
| Christine Crowell | February 9 |
| Anne Gurney | February 10 |
| Linda Snook | February 20 |
| Charles Ebers | February 21 |
| Veronica Cerruti | February 22 |
| Scheryn Pratt | February 22 |
| Taylor Andre | February 23 |
| David Pava | February 23 |
| Susan Durein | February 27 |

Happy Anniversary!

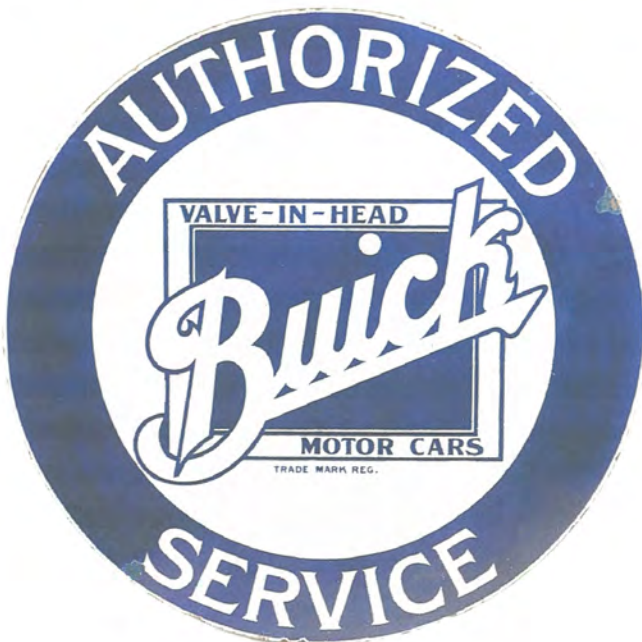
Bill & Kaaren Brommer February 19th, 1966

Welcome!

New Member

Lloyd Riggs

Walnut Creek, CA



On this day in history: In 1927, Ricky Dale Everclear becomes the first man to put oversized rims on his truck with his girlfriend's tax return.

HCCA NATIONAL NEWS



Re: Elected Directors, Planning, 2020 HCCA National Convention, National News Editor, etc
Issue: 2020-01-01 #01

- **HCCA 2020 Elected Directors** - On December 28, 2019 all ballots received by the HCCA auditor were counted and the following members were elected:
 - Keene Brewer, WA
 - Chris Paulsen, KS
 - Jonathan Rising, FL
 - Matt Rising, VA
 - Herb Singe, NJ

Congratulations to the newly elected directors, and a special Thank You to the other Club members who stepped forward to be placed in nomination. It is the participation of these members and others, that make this a great club.

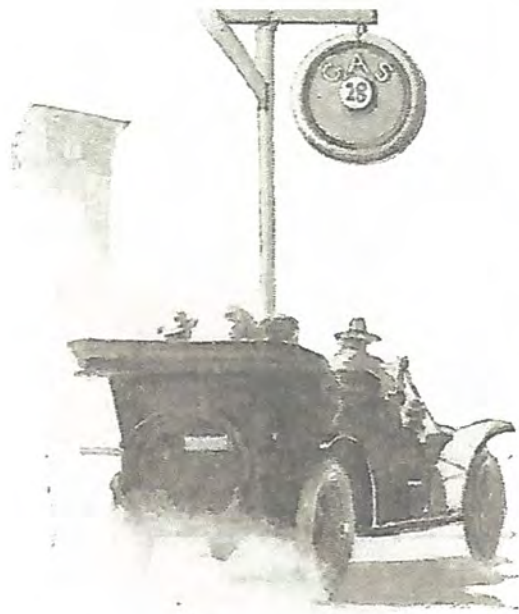
- **Planning for 2020** – As we start the New Year 2020, a reminder to members to finalize planning for the upcoming season. Here are the 2020 Tours on the Website so far:
 - 30th Annual Chickasha Pre-War Swap Meet
 - HCCA National Convention, Stateline, NV ...
 - IDNET 2020 – Nickel Tour, Moscow, ID ...
 - 64th Annual HCCA Regional Midwest Tour, Norfolk, NE ...
 - 2020 HCCA National Tour, Circle Missouri ProgressiveCheck the Gazette, as well as the Club Web site, to see what tours are listed.
- **2020 HCCA National Convention Registration – Harrah’s Last Hurrah** --
Dates: April 19 thru 23, 2020
Location: Harrah’s Lake Tahoe in Stateline, Nevada
Commemorating Bill Harrah’s legendary Reno tours with special recognition to attendees who toured with Mr. Harrah and Mr. Harrah’s cars. The tour will include a trip to the National Auto Museum and Virginia City. For more information contact Don Plumb at plumbline@comcast.net or 503-720-0020.
- **HCCA National News Update** – In 2012, the president of HCCA wanted to find a way to

improve timeliness of communication with the Club members, Regional Groups and Affiliated Registries. The goal is to be able to keep members informed on everything that the HCCA is doing, while it is still “new” news. Our wonderful Gazette has a long lead time, and our Web page requires pro-active search. This National News comes to you via email as a one page PDF, as news becomes available. The communication goals are to send: Identifiable, Simple, and Easy to Read emails. It’s sent to the contacts of local organizations, and to members who ask to be added to the distribution list. (Just ask and you will be included) office@HCCA.org For the past 7 years the bi-monthly communication has been sent out, and all past issues are stored on the HCCA Web Site.

- **HCCA National News Editor** – Carl Pate has been the long time National News Editor. But, he has decided to share the fun, and has tendered his resignation, effective December 31st, 2019. The new National News Editor is Doug Tomb, recently appointed HCCA Board member. A brief introduction: I discovered the HCCA while at the Balboa Park Auto Museum, in San Diego, in 1991. The HCCA Gazette sold me on joining right away. Our first HCCA tour was in 1996 in Belfast, Maine, a 1 & 2 tour. We have since participated on many HCCA 1 & 2 tours in our 1909 Model F Buick, and other tours in our 1915 Model T Ford. I look forward to this new opportunity as News Editor.
- **Helping to Share The HCCA News** – This is where you all come in. How does the Editor get all the news to share? Well, some will come from Board members, some from the Regional and Affiliate Registries, but I also need to hear from YOU. If I don’t know it, then I can’t share it, so Send me an email at:

Doug Tomb / Douglas.tomb@verizon.net
Board Member – HCCA NN Editor ...

What You Can Do with That Old Automobile Tire



Our first exhibit is this garage sign, a worthy monument to human ingenuity



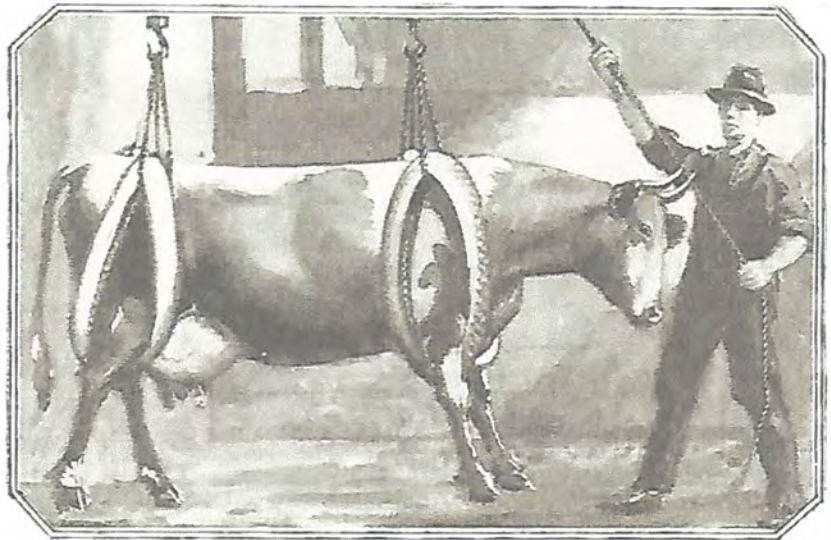
This clown uses worn-out tires for his circus hoops



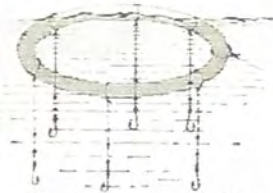
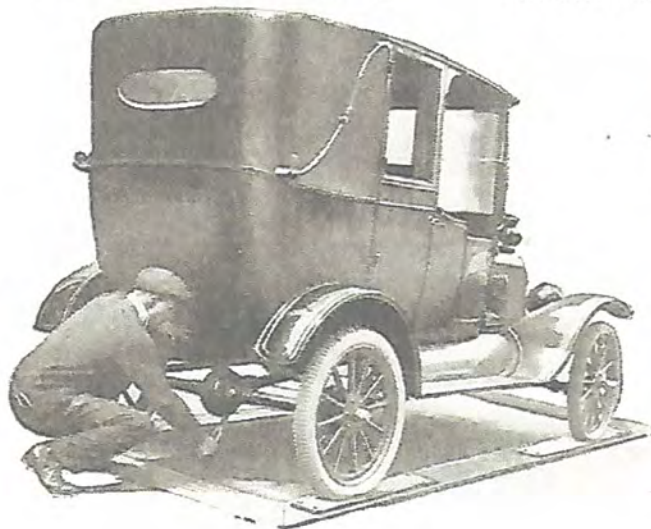
A tire and wire screening make a fine ash-sifter



A tire makes a noiseless frame for the punching-bag



With four tires and two tackle-blocks you can make a sling to lift sick animals to their feet or support them while helpless



It beats a "trot line" all hollow. The motion of the tire will jiggle the hooks and attract the fish to the bait

Make old tires save new by splitting them in half and using them to pad the automobile stand

Split open half a tire, hang it under the old grindstone as shown, fill it with water, and you have an automatic stone-wetter that won't trust



Bay Area Horseless Carriage Club

General Meeting Minutes

January 8, 2020

Officer's Reports:

The meeting was held at the home of John Morrison where President Tony Wollensen called the meeting to order. Tony listed the Officers of the Club and noted that Mark Wheeler is the webmaster.

Treasurer Whitney Haist reported that he had received about 60 renewals with 19 of them via PayPal. He said it was easier on him for people to use PayPal.

Editor Mark Cerruti reported that everything with the newsletter is going well and that he needs submissions for the next newsletter by January 23. Kaaren Brommer said she looks forward to getting the newsletter and complimented Mark on doing a good job. Mark announced that Ed Harley and he would be doing the roster.

Kaaren Brommer reported that there was nothing new in the Sunshine area.

Old Business:

Johnny Crowell reported that he had not gotten any response to his email asking Board Members to indicate their preference between the two jackets he had found. He noted that to get the same color we had before, we would have place a large order. The price for the two he circulated would be \$22 with the Club logo. There was a discussion of the jacket used by the Redwood Empire Model T Club. Don Johnson and Donna Jones volunteered to find out the source and price of the REMTC jackets.

New Business:

It was announced that Ed Archer would arrange the Valentine's Tour like last year.

Tony reported that Gary Mills may do the Green Brass Tour and that he would help him.

The Xmas Party was discussed. It was felt that it went very well, attendance was good and going back to holding it on Saturday was a success. There was a discussion of the quality of the food and the possibility of getting a new caterer. Johnny Crowell agreed that Saturday was a better day to hold it and suggested the Club hold a General Meeting on a Saturday during the day. Norman Schwartz volunteered to host it.

Vince O'Brien mentioned that Steve [?] of Tiburon has organized a tour of Southern Marin like the one he did last year with REMTC hosting a tour in the Santa Rosa area after his.

Donna Jones mentioned the Harrah's Last Hurrah Tour centered on South Lake Tahoe.

Norman Schwartz said he is looking for nickel plated running lights for one of his cars and would appreciate any leads.

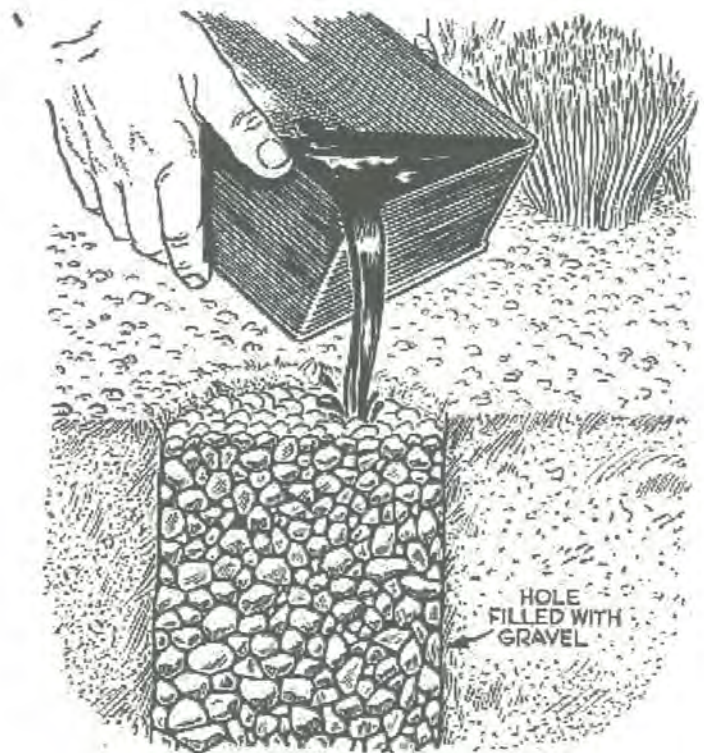
The next General Meeting is February 5 at the Piedmont Community Center. The next Board meeting is January 15 at Johnny and Christine Crowell's home.

Refreshments were provided by Carolee Morrison.

Kaaren Brommer moved to adjourn. Bill Brommer seconded it.

Meeting adjourned.

Vince O'Brien, Secretary



Disposing of used engine oil can be a problem. Solution: Dig a hole in the ground with a posthole digger and fill it with fine gravel. Then pour in the oil. It will be absorbed into the ground before your next change. Cover the spot with soil.

166 POPULAR SCIENCE JANUARY 1963

Roscoe "Fatty" Arbuckle in his Special Body Car

Insured—Loss by Fire or Theft \$20,000
Liability \$25,000 Property Damage and Collision
\$50,000
in Royal Insurance Company, Ltd., and Royal Indemnity Co.
By THE BEHREND-LEVY CO., INC., Agents
 Los Angeles, Cal.

ROLLA V. WATT, Manager Pacific Coast Dept.
 San Francisco, Cal.

W. E. SOUTHWOOD, LOCAL AGENT, PALO ALTO, CALIFORNIA

1919 Pierce Arrow

Bay Area Horseless Carriage Club Board of Director's Minutes January 15, 2020

Tony Wollesen called the meeting to order. A welcome was extended to guests Wes & Henrietta Crowell, members from Grants Pass, OR.

Secretary Vince O'Brien read the General Meeting Minutes from January 6, 2020.

Treasurer Whitney Haist reported that he had received 50 renewals. He also reported that the Club remains in sound financial condition.

Old Business:

Club jackets were discussed again and it was decided to learn more about the REMTC jackets before making a decision.

It was also discussed that the Club should form a Christmas Party committee to investigate the food situation.

Whitney Haist suggested we ask each member to identify someone who may want to become a member and then send a copy of the Club newsletter with an invitation to join. He also noted that six of the new members came from the Bay Area Vintage Touring Club which is now affiliated with the HCCA. It was suggested that we ask one of them to do a nickel-era column in the Club newsletter. Tony suggested George Teebay.

It was suggested that we change some of the Board Meetings to luncheon meetings. It was also suggested we hold some on a Saturday with a tour afterwards. Similarly, we could also hold meetings via a video conference call. Also, more communication using email might reduce the need for monthly meetings of the Board.

Tony announced that Ed Archer can't organize the Valentine's Day lunch and tour and that's probably too late to organize one now. He also reported that the Green Brass tour is likely to be centered in Niles and led by Gary Mills with Tony's help.

Mark Cerruti raised the issue of acknowledging those members who make a donation along with their dues.

The use of the Piedmont Community Center on a Saturday was discussed. It would cost more than our weekday meeting as the city would have to hire a custodian for a minimum of 5 ½ hours.

Tony asked for the director's opinion on reducing the number of directors. It was felt that we would have a tough time meeting a quorum.

The question of entertainment at the General Meeting was raised. It was felt that any entertainment should be kept to 15 minutes so members had time to socialize.

The meeting was adjourned.

Vince O'Brien, Secretary

NOVEMBER
1913

25
CENTS



In this Number
Car Heaters and Other Cold Weather Necessities