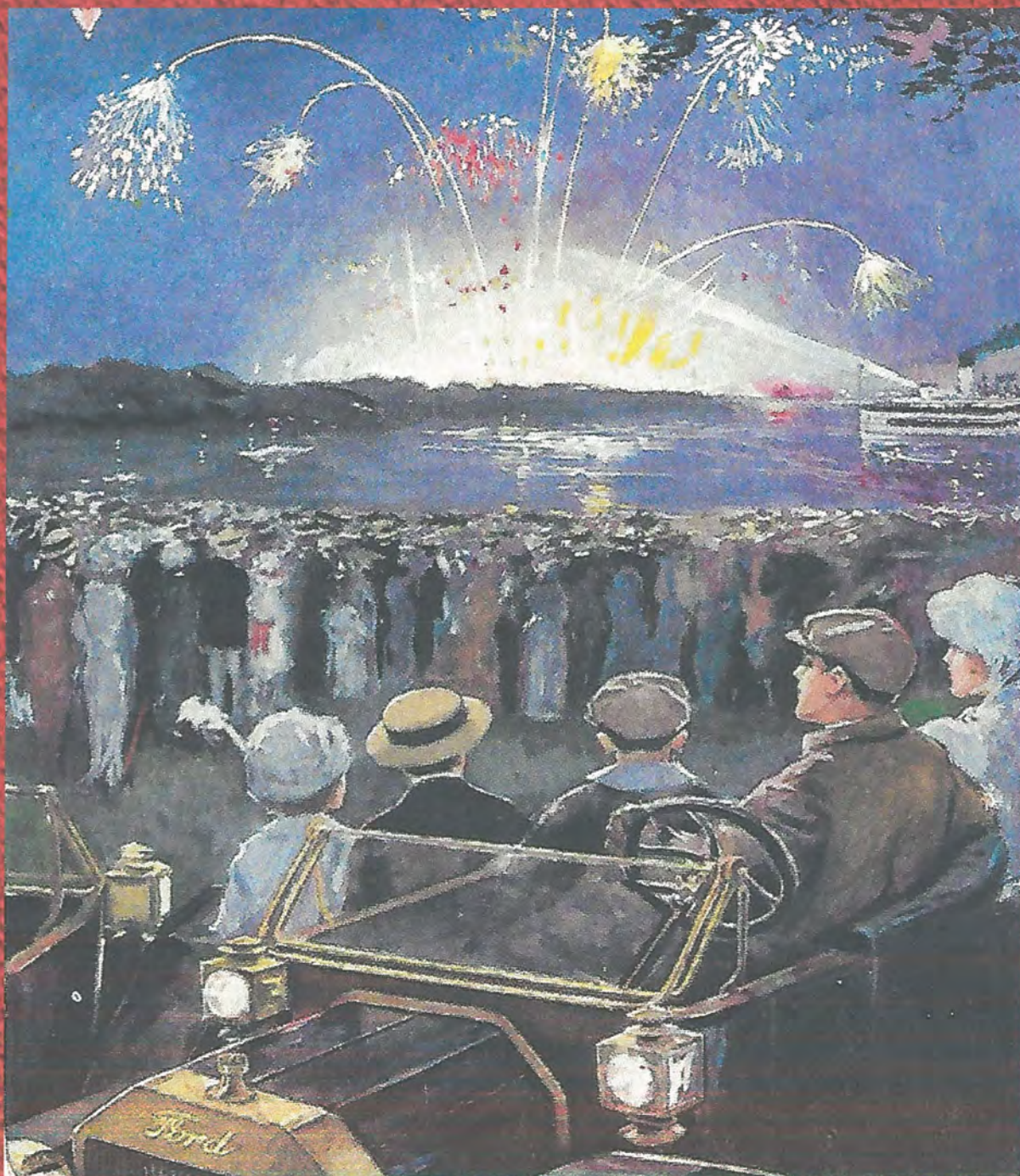


# GASLIGHT GAZETTE

J U L Y / A U G U S T 2 0 2 0



BAY AREA HORSELESS CARRIAGE CLUB



# GASLIGHT GAZETTE

A PUBLICATION OF THE

## BAY AREA HORSELESS CARRIAGE CLUB

J U L Y / A U G U S T 2 0 2 0



### 2020 BOARD OFFICERS & MEMBERS

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#### ~ JOB INTERVIEW ~

Interviewer — "How do you explain this  
4-year gap on your resume?"  
Applicant — "That's when I went to Yale."  
Interviewer — "That's impressive. . .  
You are hired!"  
Applicant — "Thanks, I really need this Yob."

### 2020 COMMITTEE CHAIRS

Tours & Events	<b>Norman Schwartz</b>	925-932-3477	nandaschwartz@comcast.net
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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:

## WANTED!

### Your Classified Advertisement

Please submit your "For Sale / Trade" or "Wanted" Classified Ad to run in the *Gaslight Gazette*!

Ads are FREE to Members and friends of Members.

Ads should be related to the car hobby.

Submit your Ad, with or without photo(s), to the Editor by the 23rd of the month, for the next issue.

Thanks,

Mark Cerruti, Editor



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; *Ford Times*© July, 1914  
Artist; *unknown*

# President's Message

Greetings:

In the previous President's Message, we announced to have a planned hybrid meeting at the Piedmont Community Center (Social distancing and a ZOOM meeting at the same time). But this will not happen. We called the City to inquire about the use of the Piedmont Hall in August, and it is not going to happen after all.

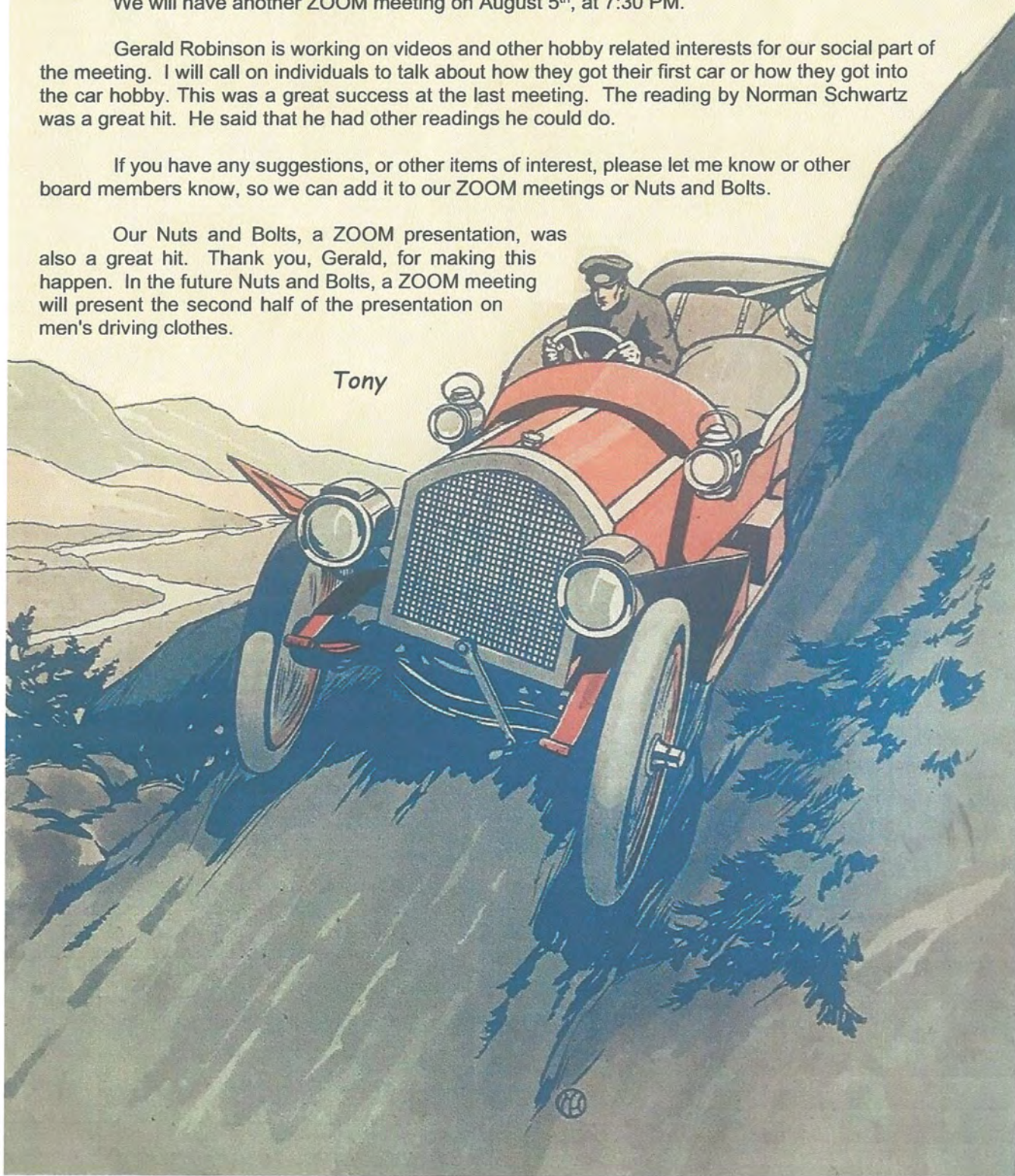
We will have another ZOOM meeting on August 5<sup>th</sup>, at 7:30 PM.

Gerald Robinson is working on videos and other hobby related interests for our social part of the meeting. I will call on individuals to talk about how they got their first car or how they got into the car hobby. This was a great success at the last meeting. The reading by Norman Schwartz was a great hit. He said that he had other readings he could do.

If you have any suggestions, or other items of interest, please let me know or other board members know, so we can add it to our ZOOM meetings or Nuts and Bolts.

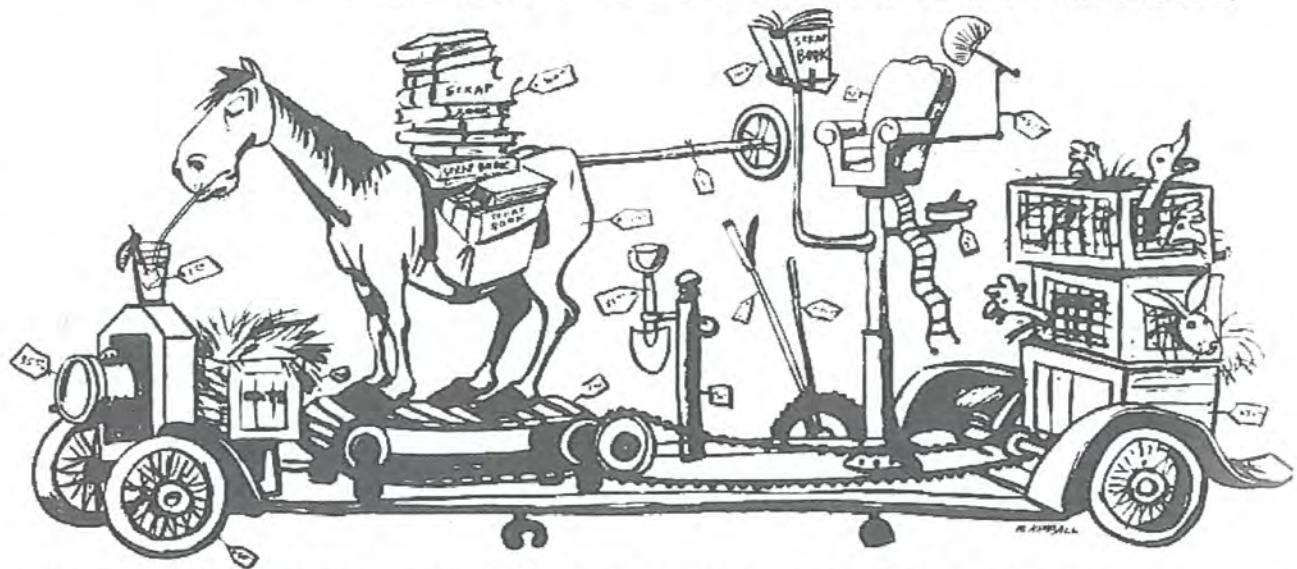
Our Nuts and Bolts, a ZOOM presentation, was also a great hit. Thank you, Gerald, for making this happen. In the future Nuts and Bolts, a ZOOM meeting will present the second half of the presentation on men's driving clothes.

Tony



# The CLYMER

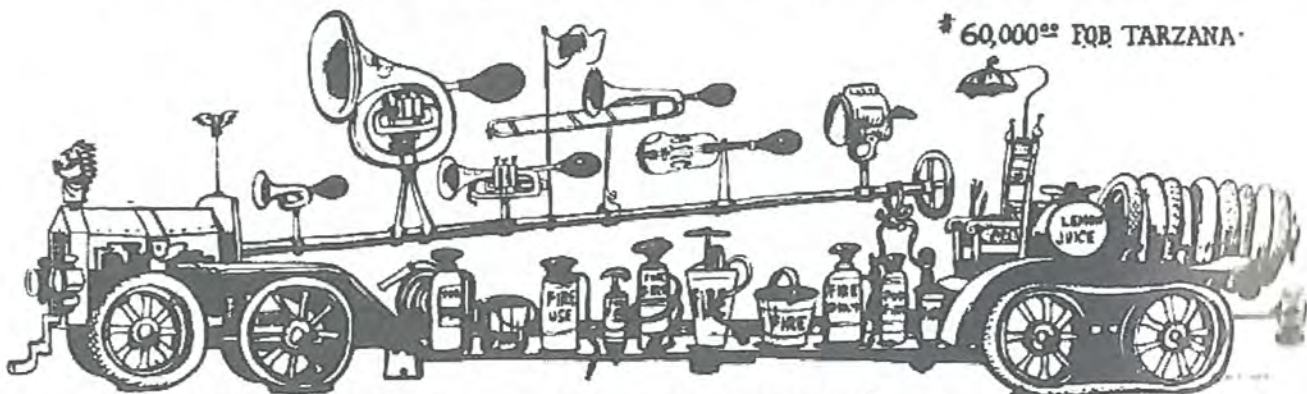
WORLD'S FINEST · SHINIEST ·  
FASTEST · · BIGGEST ·  
BESTEST Automobile!



FIRST CAR UP MT EVEREST · FIRST CAR UP MT WILSON! · FIRST CAR TO CATALINA!

## BUY THE NEW BOTHWELL BARE-CAT!

\* 60,000<sup>00</sup> FOB TARZANA ·



SAVE ON GASOLINE!

★ Imagine! 80 MILES to GALLON  
OF ORANGE JUICE!  
(100 Miles with FLORIDA Lemons)

BE PREPARED!

★ FIRE EXTINGUISHERS NEW ★  
ADDED FEATURE!

RIDE IN STYLE

★ Drive the Automobile ★  
Of the HOLLYWOOD STARS!

These two interesting cartoons were drawn by Ward Kimball, one of Walt Disney's head artists, for the occasion of the 1949 dinner of the Horseless Carriage Club. Lindley Bothwell, President of the Horseless Carriage Club has a large orange grove in Southern California. One of the sheds housing about 25 of his antique automobiles burned to the ground in 1948. These are the reasons for some of the droll remarks in the cartoon. Future editions of the Scrapbooks will contain more of Ward Kimball's clever cartoons. —Clymer.

# Funny Signs

**A sign in a Shoe Repair store that read:**

*"We will heel you. We will save your sole.  
We will even dye for you."*

**Sign over a Gynecologist's Office:**

*"Dr. Jones, at your cervix."*

**In a Podiatrist's office:**

*"Time wounds all heels."*

**On a Septic Tank Truck:**

*"Yesterday's Meals on Wheels."*

**At an Optometrist's Office:**

*"If you don't see what you're looking for,  
you've come to the right place."*

**On a Plumber's truck:**

*"We repair what your husband fixed."*

**On another Plumber's truck:**

*"Don't sleep with a drip. Call your  
plumber."*

**At a Tire Shop in Milwaukee:**

*"Invite us to your next blowout."*

**On an Electrician's truck:**

*"Let us remove your shorts."*

**In a Non-smoking Area:**

*"If we see smoke, we will assume you are  
on fire and will take appropriate action."*

**On a Maternity Room door:**

*"Push. Push. Push."*

**At a Car Dealership:**

*"The best way to get back on your feet –  
miss a car payment."*

**Outside a Muffler Shop:**

*"No appointment necessary. We hear you  
coming."*

**In a Veterinarian's waiting room:**

*"Be back in 5 minutes. Sit! Stay!"*

**At the Electric Company:**

*"We would be delighted if you send in your  
payment on time. However, if you don't,  
YOU will be de-lighted."*

**In the front yard of a Funeral Home:**

*"Drive carefully. We'll wait."*

**At a Propane Filling Station:**

*"Thank Heaven for little grills."*

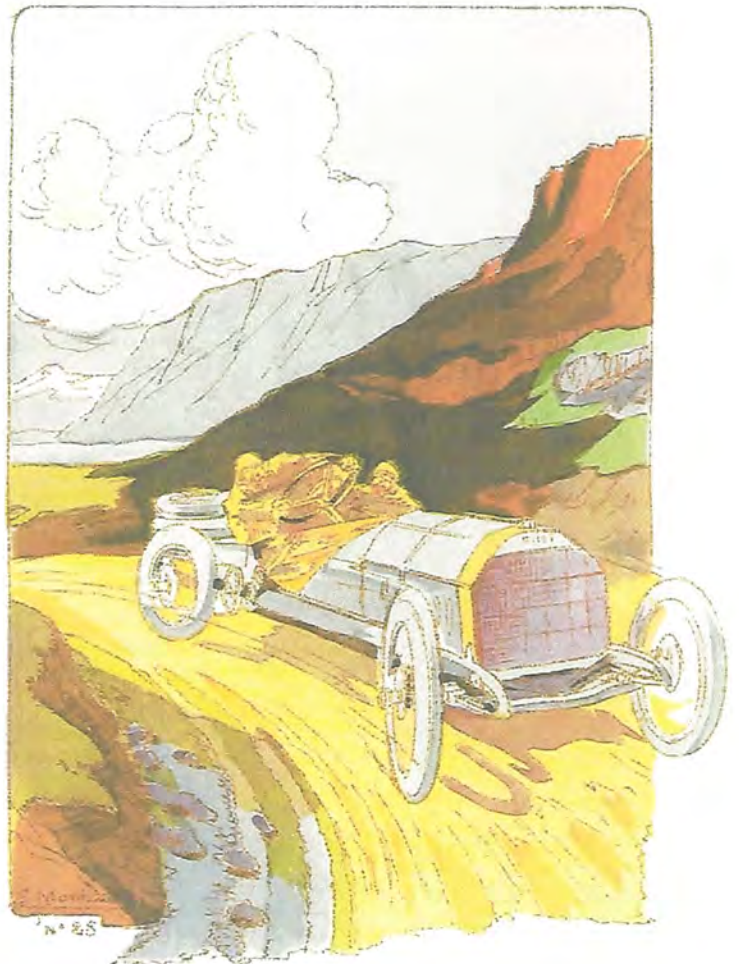
**In a Chicago Radiator Shop:**

*"Best place in town to take a leak."*

**Sign on the back of another Septic Tank Truck:**

*"Caution - This Truck is full of Political  
Promises."*

*Courtesy of Whitney Haist*





Barney Oldfield leading M. G. Bernin at the Brighton Beach track after a corner where both racers "skidded" badly. At the next turn Bernin passed Oldfield by keeping to the outside on the straightaway, cutting in at the corner and taking the rail

## SEVENTY MILES AN HOUR IN AN AUTOMOBILE

By ARTHUR HUNTINGTON GLEASON

**T**HE racing chauffeur is the latest great adventurer. He ranks with the explorers and wanderers. His seekings are in the most intimate of the mysteries—speed. And he pays the price of his invasion. He is nerve-twitched, emotionally overplayed. As a tribe

the great chauffeurs have the same facial expression of nervous strain and emotional wrack that belongs to "problem" actors and negro evangelists. It is the price of becoming part of a vibrant mechanism that can change climates in a half-dozen hours, and take its driver to a new order of fauna under one sun. For his is a trackless engine—an Empire State Express running wildcat on a country road. It is a hand-guided cannon-ball taking corners.

The racers are one in saying that road-racing is the highest expression of the automobile. There are five kinds of racing—track, 1,000-mile reliability, hill-climbing, road, and Florida. Florida is highly specialized.

Track-racing is a contest of machinery where the speed-limit plugs are pulled out, and the motor is flung wild for a few minutes—a ton of metal running amuck in circles. Reliability racing is a kind of packhorse affair. There is a lack of victorious achievement in a machine hitting an Eagle Rock angle of 32 degrees. It is like a three-legged race.

There remains road-racing, where the machine meets normal but varying conditions, and where the chauffeur becomes a factor. The locomotive engineer can annex a few kilometers by opening his valve, but it is always done on a foreordained path, and in a direction that can't be violated. The racer enjoys all the pleasure of manipulating his rate of progress, but he can embroider his achievement by taking angular corners in lightning parabolas, by dodging dogs, and by melting past farm vehicles within ten inches of the left wheel, and never lifting the paint of the hub. That ten-inch measurement of the passer-by is invariable. The great racers can do it every time. That tiny tract between the right of the road and assassination is a piece of technique beside which Paderewski's left hand on the bass seems inartistic.

If the engineer of the Oriental Limited could swerve for the passing cow, and could fade away from a rival by writing his wake in a spiral, he would begin to know that motor-racing is a godlike sport.

The man that prayed for a new kind of shudder would have found here a new kind of shudder converted into a six-hour thrill. It is the dream of invisibility come true. The unimaginative classics thought a cloak of rare texture or a divine unguent was the solution for the unseen. But speed is a far subtler anointing, and Heath on the Great Neck turnpike outclasses any unscientific Mercury. The factory puts good bolts into the chassis, the chemical laboratory tests the quality of the gasoline that feeds life into the tank, and out of the combination the nervous little French driver weaves seventy miles an hour on a winding road.

The chauffeur is the type, the symbol of the modern. The driver in action leans over the motor bonnet like an aimed arrow. His left hand is on the steel driving gear, his right hand opens and closes as he feels for the emergency brake that will save a life at the next blind corner, his feet, clad in buckskin shoes, are pliable and acutely sensitive and play the clutch as if it were a soft pedal. His goggles throw off a steady fusillade of sand. His slave of the race, the mechanic at his left, is feeding oil to the friction-chafed chassis. The machine is throbbing as if it were a great heart, and the pulsations go through him as part of the system. The wheel tires get egg-shaped from the momentum. Chewing dust and blinking wind he feels the speed gathering from all parts, from the hub bolt to the inmost nut of the body, like a rising tide. What wonder that the greatest triumph since Goethe was crowned at Weimar came to Fournier when he had hurtled through three nations and rolled into the Circus Ground of Berlin, receiving the prize of the Emperor of Germany, of the King of the Belgians, of the Grand Duke of Luxembourg and of the city of Hanover.

There is a touch of the theatric in all this, and rightly so. For it is representative of modern life. Here is the spirit of modern rush and ingrowing nerves, and factory-produced steel, transfigured to a Vision of Sudden Death, so much of a spectacle that you can't see it, only feel its

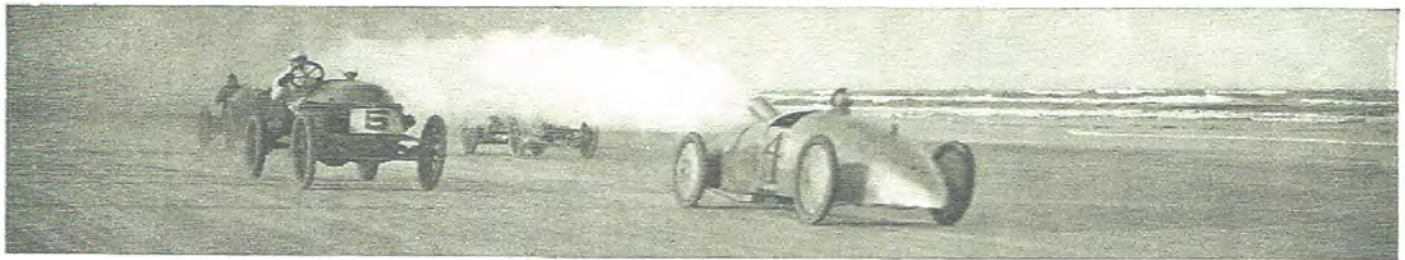


"Seventy miles an hour"—Clement (second in the Vanderbilt Cup Race on Long Island) spurring. The wheels look egg-shaped to the eye



"Anti-skidding" device

The mechanic leans out to bring the centre of gravity nearer the rail



Louis Ross leading in the one-mile race on the Ormond Beach, Florida, in the extraordinary "Ross Steamer"

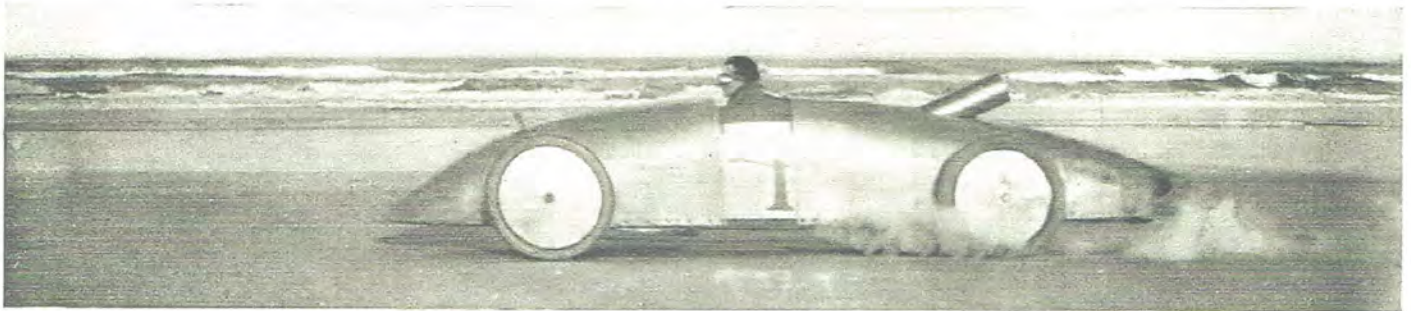
breath as it goes by, a kind of scientific ghost, a factory-evolved wraith.

If the course is made safe—if, for instance, a fifty-mile gently curving subsidized track is laid out in this country, then the inmost spirit of automobile races passes, to get reincarnated in annexing the North Pole or in commuting to the Moon. For with a smoothed track and a protected, limited course, the man-element dies out, and it becomes a race of machines, a war of gasolene to be fought out in test tubes. Automobile racing is a man steering a car at varying speeds on a long road equipped with corners, chance wayfarers and a storm of dust. The driver must know his machine intimately. He will therefore in certain cases, like that of Mr. W. K. Vanderbilt, Jr., make suggestions as to design, modeling and casting. If he is like Bernin he will live at the

On occasion, every chauffeur must be his own mechanic. A continental race was won because the driver drove his thirteen horse-power Panhard with his left hand and with his right he oiled his front wheel, leaning out over the seat.

Fletcher went over his victorious machine, a heritage from Gabriel, using a microscope on its intimacies. On the crank shaft he found an infinitesimal speck, which proved to be the starting point of a crack. If he had gone into a race with this imperfect but unobserved crank shaft, he certainly would not have pulverized world's records, and he might have killed himself and his mechanic.

For three to four weeks preceding a great race the chauffeur will spend three hours a day in letting his machine out at full speed. This brings his nerves into trim, and shows him how his car will behave at corners and "thank-you-



The "Ross Steamer" was built cigar-shaped to cut the air with the least wind resistance. It is 20-horse power with an aluminum frame

factory for eight or ten weeks and see each ounce of metal that goes into the composition of the car. In any case the chauffeur must know his car in every mood, must understand that a certain thump under his left foot means a defective valve which it will require three minutes at the next "control" to cure; but that a pounding, rather close to the spinal column, demands instant shutting off of speed and repairs to the sparking system. The basic element in the chauffeur's art is this acute mechanical knowledge of his machine. "Each part has his own noise," said a driver to me.

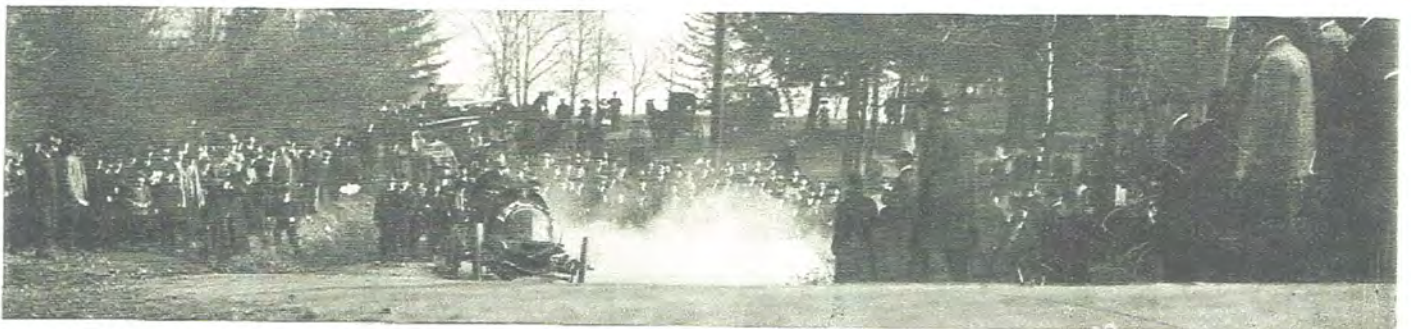
He must know when his motor is getting hot long before it registers itself in a series of whining noises, as it never finds a voice except at the agony point. If he waits till then, it will be too late for rapid-fire surgery. He must feel the trouble coming by the car's action in running—and poorer, more irregular speed.

marms." If possible he will spend at least a fortnight in trying the course or circuit of the race, and in familiarizing himself with the roadbed and with the difficulties of the turns.

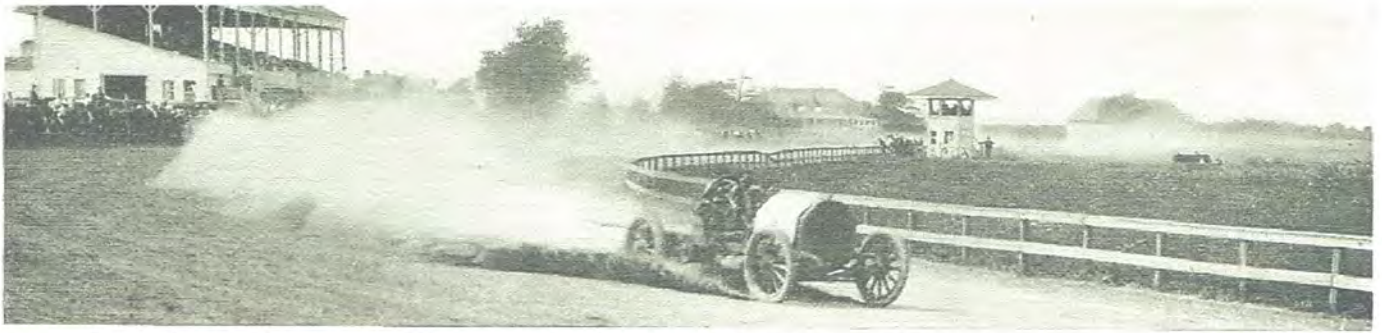
The costume for racing must be both light and warm. Any heaviness or clumsiness of cut would impede quick arm and leg action. And the driver must not feel chilly or he cannot act with promptness. He does not wear a collar, as this would chafe his neck when he does the famous peering pose. A comfortable jersey is the proper thing.

Excellent for the equipment are buckskin shoes. The soles are leather, rather thin; the uppers are as pliable as gloves and bind the ankle closely.

For a short race, a military cap is excellent. A cap that pulls down over the ears is used on the long races to deaden the noise. The racer lives at the heart of a storm of noise. And it is this continuous hurricane that tires him down far



Bernin taking a sharp corner at Eagle Rock. He throws his front wheels into three positions, while coming around, the rear wheels steering



The track car is lower in build than the road-racer, the driver sitting near the rear axle, and it cuts the corners more closely

more than the physical output. That wild, shattering clamor is what signalizes a race. When the engines begin to pound and give tongue the racer feels his time has come. Goggles of clear crystal, costing \$4.50, are sometimes used, but plain ground glass, buried in leather, costing \$2.50, are considered more effective by many drivers.

The chauffeur is not a dedicated thing in the sense in which an athlete is. He does not use pulleys, nor eat at a training table, but for the week preceding a race he will "swear off." One of the world's champions is a notoriously heavy drinker in off seasons, but becomes a rigid ascetic when a race is in sight.

The machine is stripped for the race, and only a small quantity of gasoline is carried, as retanking is accomplished at the "controls." There is a certain mechanic who is famous for the dexterity with which he runs along beside the "controlled" car and hands in fresh gasoline. A good supply of oil is carried—the car is an automatic oiler, throwing the oil through all its parts. It is thoroughly and richly oiled just before the race. This causes it to collect dirt in cakes; but beauty of appearance is no factor in speed trials. Essential to the equipment is a carefully collected repair kit: chisel, screw-driver, hammer. These are studied in reference to their location in the tool chest, so that the hand will find the desired tool instantly. Each second counts in an accident.

If the chauffeur's part in the race is dominant, yet the mechanic shares in the glory. Every 300-mile race means some sort of repairing during its course for every machine. Here a clever mechanic saves minutes which mean miles for his master. He must be able to analyze a breakdown in a flash, put his hand on the right repairing tool and patch up the hurt before the tires have cooled. He must be devoted enough to work quickly even at personal suffering. Thus, if the spark cap has given out, refitting it means burned fingers. Good mechanics receive a part of the prize money in the event of victory. And the reverse of

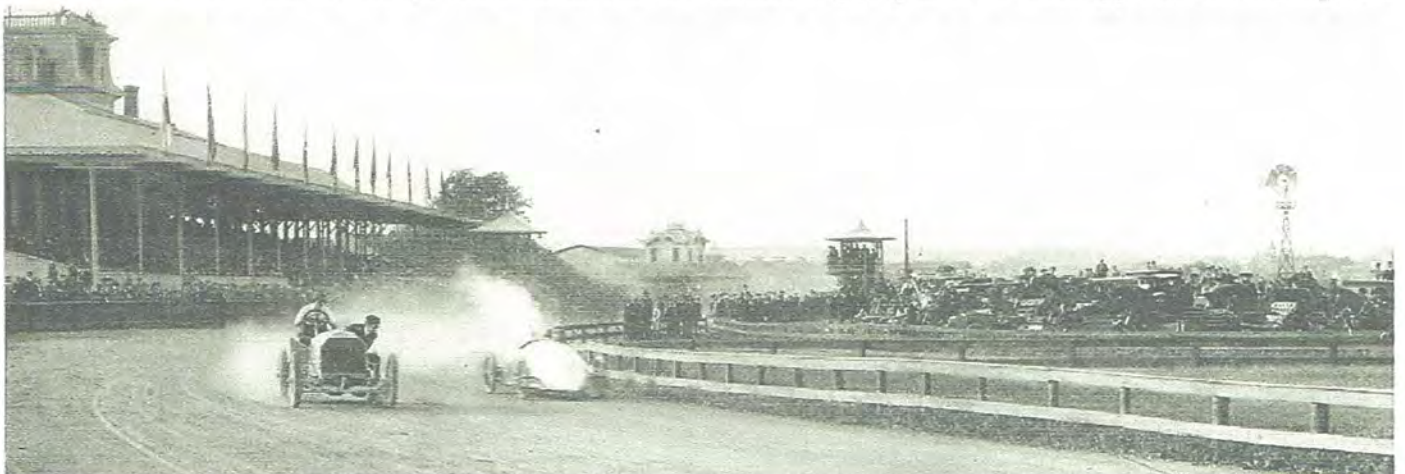
the picture is true. There have been instances where the mechanic has played his master false.

Mechanics, many of them, have a keen sense for the romance of their vocation. One such, "a man with a soul"—as White, of Waterbury, would say—finds the garage in the early morning of an international race the most inspiring thing in life. Thirty or forty motors are buzzing in the early light like a great hive, themselves keyed up to the all-day spurt.

The great manufacturers that indulge in racing consider their racing cars as experimental. The new device is there tried first, for if it lives at that stalwart pressure, it has vitality enough to make a safe family machine in all weathers. As a result of racing, the motor has been simplified down to bare bones. Transmission and carburation are still being worked at ignition, and the bearings are other elements where gains have been made and where gains are still due.

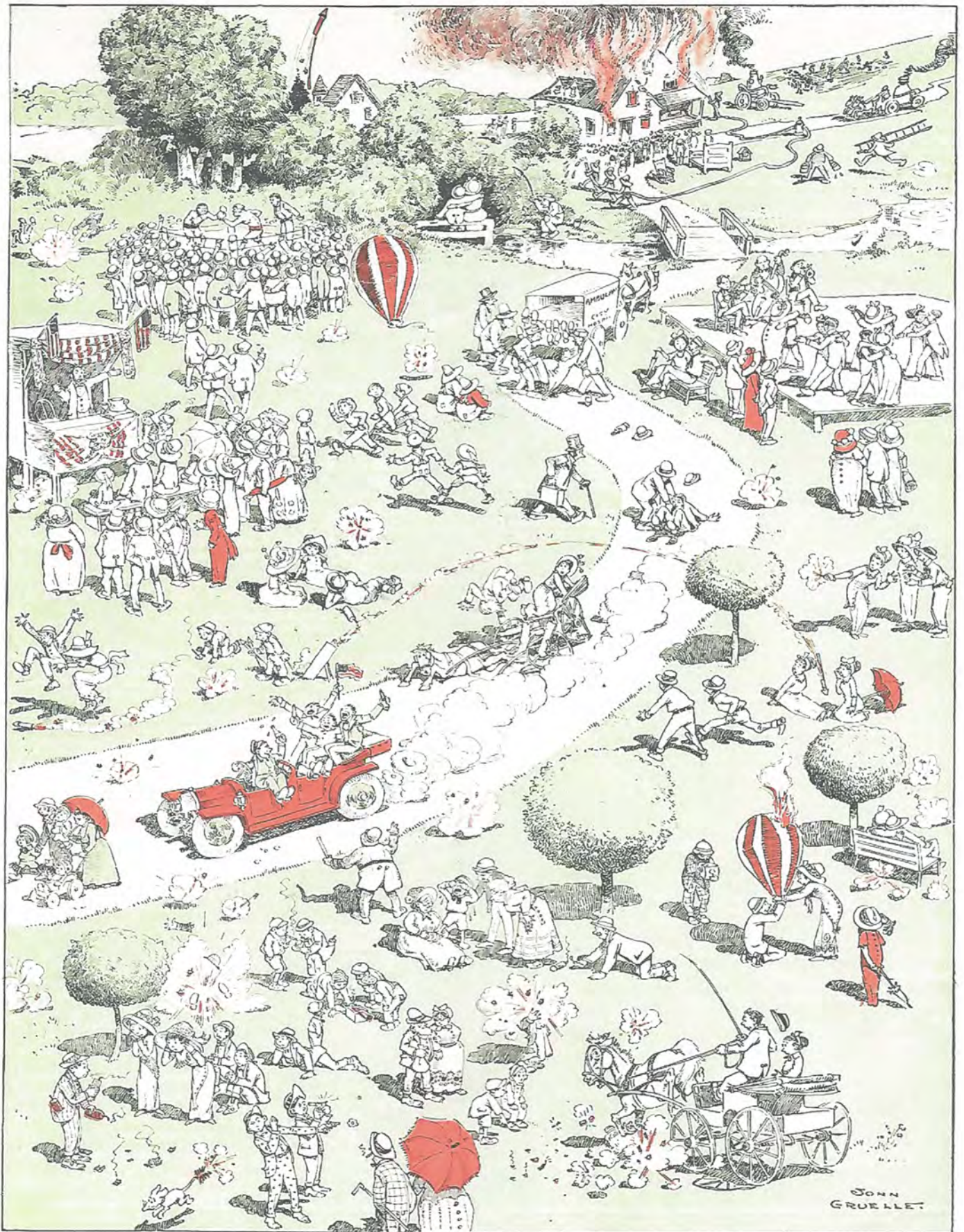
The steering gear has been perfected, "humanly speaking," and breakdowns at that point are rare. While racing cars are more and more approaching a type, yet it is standardization of methods rather than of parts that will always prevail. Each manufacturer will work out his own ideas as to the exact number of nuts and bolts, and the spiral of the thread.

Racing cars are fulfilling a worthy and high function, and all tourists and riders of every shade of conservatism are indebted to these speed cars that beat their life out in a frail structure for the sake of quiet and safeguarded motoring. The man that turns to curse a flying chauffeur ought to know enough to praise him. He puts each part to a white-hot test. An hour of a speed debauch is worth a year of sane bowling along. The experiments on the racing car, the results of which have been taken over and incorporated in the touring car, are long shots on the life of the rider. And this system of putting novelties through the burning fiery furnace is giving us the increasingly excellent touring cars.



The "steamer" is able to hug the rail because its weight is hung low. It does not "skid" nor have a tendency to topple






THE GLORIOUS FOURTH!

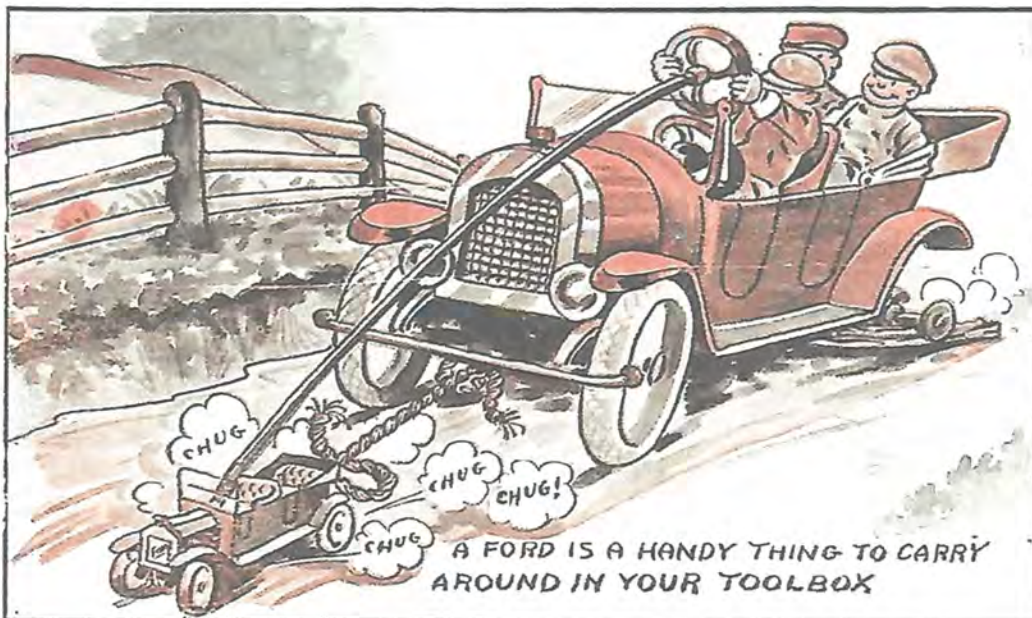


# BAHCC Club Meetings, Events and Tours Calendar

Meetings and Events Managed by: Gerald Robinson (1-510-332-9588)

Tony Wollesen (1-408-264-2444)

Month	Date/Day	Events	Speaker/ Special Event
July 2020	Saturday July 4 <sup>th</sup>	<b>Parade &amp; Picnic</b>	Piedmont 4 <sup>th</sup> of July Parade & Picnic - <b>CANCELLED</b> - 😞  <i>No Meetings in July</i>
Aug 2020	Wednesday August 5 <sup>th</sup>	General Meeting	<b>NO Meeting at the Piedmont Community Center!</b> Join the live <b>zoom</b> Meeting @ 7:30pm   Contact Gerald Robinson if you did not receive ZOOM Invitation, or if you should need any assistance. Gerald: 510-332-9588 <a href="mailto:gefrobinson@yahoo.com">gefrobinson@yahoo.com</a>
	Wednesday August 19 <sup>th</sup>	BoD Meeting	<b>zoom</b> Meeting - 7:30pm
Sept 2020	Wednesday September 2 <sup>nd</sup>	General Meeting	Piedmont Community Center - 7:30pm 711 Highland Ave, Piedmont
	Wednesday September 16 <sup>th</sup>	BoD Meeting	<b>zoom</b> Meeting - 7:30pm
Oct 2020	Wednesday October 7 <sup>th</sup>	General Meeting	Piedmont Community Center - 7:30pm 711 Highland Ave, Piedmont
	Wednesday October 21 <sup>st</sup>	BoD Meeting	<b>zoom</b> Meeting - 7:30pm



Courtesy of Lloyd Riggs



Non - BAHCC events

that may be of interest

<del>July 12</del>	<del>Hillsborough Concours d'Elegance</del>	<del>Hillsborough, CA</del>	<del>hil</del>	<del>CANCELLED</del>	<del>s.org</del>
<del>August 5 - 9</del>	<del>Ryan Ramble</del>	<del>Sacramento, CA</del>	<del>---</del>	<del>CANCELLED</del>	<del>7046</del>
<del>August 13</del>	<del>Pebble Beach Tour d'Elegance</del>	<del>Pebble Beach, CA</del>	<del>peb</del>	<del>CANCELLED</del>	<del>s.net</del>
<del>August 16</del>	<del>Pebble Beach Concours d'Elegance</del>	<del>Pebble Beach, CA</del>	<del>peb</del>	<del>CANCELLED</del>	<del>s.net</del>
September 4 - 6	4th Annual Tri-County Tour	Salinas, CA			Jim Skillicom 831-455-5105
<del>September 20</del>	<del>Antique Autos in History Park</del>	<del>San Jose, CA</del>	<del>---</del>	<del>CANCELLED</del>	<del>all.net</del>
September 26	Ironstone Concours	Murphys, CA			ironstoneconcours.org
<del>October 7 - 10</del>	<del>Hershey Swap Meet</del>	<del>Hershey, PA</del>	<del>---</del>	<del>CANCELLED</del>	<del>com</del>
January 30 & 31	Turlock Swap Meet	Turlock, CA			turlockswapmeet.com

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



## Second-Hand Cars for Sale

Under this heading second-hand cars are advertised for sale at the rate of five cents a word, cash in advance. These columns are open to dealers as well as to owners of private cars. If you have a car for sale, you can reach more prospective purchasers by a "Motor Messenger" in Motor than through any other American medium.

## FINEST STOCK BIGGEST BARGAINS

EVERY CAR AT BEST VALUE IN NEW YORK.  
 \$16,000, 40-H. P. MERCEDES, side entrance, \$5,000.  
 16-H. P. MERCEDES, side entrance, \$1,850.  
 20-H. P. DECAUVILLE, \$1,800.  
 Four-cylinder MORS, \$700.  
 \$4,400 BERG, side entrance, \$2,000.  
 Full line CADILLACS, \$400 to \$600.  
 OLDSMOBILES, \$150, \$200, \$250, \$300.  
 PANHARDS, \$1,000, \$1,500.  
 BUSINESS WAGONS—Olds, \$500; Locomobile, \$200; Mobile, \$150. All these are top wagons.  
 At 1904 Autocar, \$750.  
 \$4,500 At WALTERS, 24-H. P., only \$1,200.  
 JONES-CORBIN (cost \$2,300), \$850.  
 ELMORE, \$500; Decauville, \$650.  
 40-H. P. ROYAL Tourist, \$2,000, and one hundred other cars to suit all comers.  
 BROADWAY AUTOMOBILE EXCHANGE, 137, 139, 141, 143 West 48th St., New York, N. Y. "The Church."

HOLLEY MOTORCYCLE for sale, 1904 model, \$135. Tully Courtney, Oberlin, Kan.

FOR SALE.—One Brennan motor, 12-horse engine, with sliding gear transmission, three speed ahead and one reverse; Kingston carbureter, muffler, double spark coil, new battery force feed oiler, ten-hole sight feed, with connections complete, one 15-tube radiator, spiral flanges, circulating pump, gasoline tank and water tank, with pipings for all the connections; guaranteed to be in good running condition. Price, \$250. A. C. Cluts, Ellisville, Ill.

FOR SALE.—1905 40-horse Thomas, in first-class condition, all latest improvements, Sprague top, with glass front, acetylene lamps, odometer, color, green; \$2,500; reason for selling, owner in ill health. P. O. Box 690, Syracuse, N. Y.

FOR SALE.—1904 Model D Crestmobile, with tonneau, in first-class condition, at great sacrifice, buying larger car. W. H. Pitkin, Barre, Vt.

FOR SALE.—1905 Locomobile, Type E, 15-20 H. P., with complete folding cape top and large celluloid front, equipped with Truffault-Hartford shock absorbers. Used only a few weeks, looks like new. B-28, care Motor.

FOR SALE.—\$300, Pope Tribune, 1904, condition perfect; \$200, 1902 Knox, good running order. Model L Rambler, \$750, used only three months, with top, side baskets, gas lamps, horn and full equipment. Rambler Motor Car Co., 222 Halsey St., Newark, N. J.

FOR SALE.—Prescott steamer, 7½ H. P. Runabout, 1905 model, with lamps and handsome leather Victoria top, as good as new. Cost \$900, will sell for \$500. Address B. van D. Hedges, 703 Watchung Ave., Plainfield, N. J.

LOCOMOBILE, 1905, Type E, 15-20 H. P., with complete folding cape top and large celluloid front, equipped with Truffault-Hartford shock absorbers, auxiliary storage battery besides magneto, extra new tire casing, two inner tubes. Used only a few weeks; looks new. B-28, care Motor.

FOR SALE.—1904 Olds, with top, am running it every day. Want larger car. \$385. Dr. J. B. Alcorn, Gallopis, Ohio.

LOCOMOBILE 4-H. P. steam engine, almost new, \$20. Surrey running-gear complete, \$30. Eight-gallon copper gasoline tank, \$8. Five-gallon tank, \$5. Automatic regulator, \$2.50. Locomobile running-gear for runabout, with body and water tank, \$25. Fourteen-inch steel flue burner with violet light, \$10. North Avenue Auto Exchange, 1423 North Ave., Bridgeport, Conn.

FOR SALE OR EXCHANGE for a smaller car, one 1904 model Winton touring car, with top, glass front and side curtains, two acetylene gas lamps and three oil lamps, new tires. This machine has had careful usage and is nearly good as new. Net price, \$1,000. G. Gray, Greenwich, Conn.

FOR SALE.—Two-cylinder Pan-American touring tonneau, motor in front, shaft drive, sliding gear, detachable tonneau; car in perfect condition, extra motor parts, storage batteries, two Dunlop shoes, inner tubes, lamps, horn, tools, etc. \$400. J. P. Will, 205 Cator Ave., Jersey City, N. J.

MoToR - September 1905



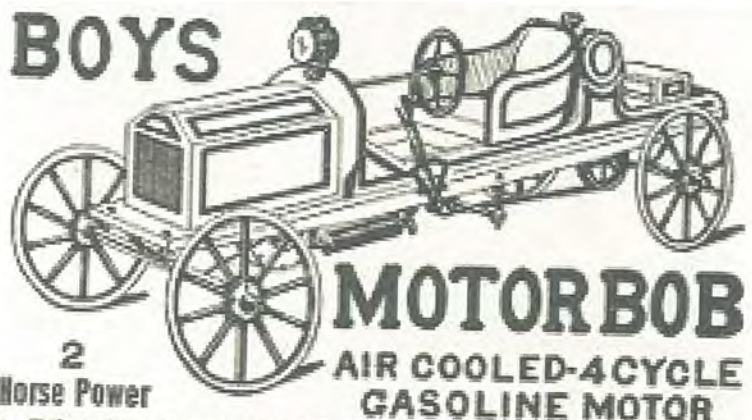
## 1907 THOMAS FLYER

WINNER OF NEW YORK TO PARIS RACE - 1908

You are invited to see the restoration facilities of The Harrah Automobile Collection. In addition, more than 300 antique, classic, and vintage motor cars now on display. ☞ Daily tours arranged at

210 N. Virginia Harrah's Reno, Nevada

HCCA Roster - 1965



A PRACTICAL MINIATURE AUTO propelled by a small gasoline motor. The greatest instructive mechanical device ever invented. Boys all over the world now building Motor Bobs. Any boy of twelve years and up can build and operate the Motor Bob. Send 25 cents for our complete instruction booklet, "HOW TO BUILD A MOTOR BOB," which contains simple drawings, diagrams, pictures, instructions for building and operating, and list of parts.  
 Motor Bob Mfg. Co., Dept. 12, Main and Amherst Sts., Buffalo, N. Y.



*"I always told Fred a small car would save a lot on towing charges"*



*Happy Birthday!*

Don Ritchey	July 3
Bruce Zillmer	July 10
Curtis Marin	July 12
Wayne Sheldon	July 12
Judy Hironimus	July 12
Esther Williams	July 14
Lynn Larson	July 15
Bill Hund	July 23
Leslie Lukash	July 23
John O'Neill	July 24
James Farber	July 30
Jim Boyden	August 7
Bill Cassidy	August 8
Marvin Scott	August 11
Ron Reak	August 13
Walter Sowell	August 18
Don Johnson	August 20
Mary Lou King	August 20
Bill Brommer	August 24
Buck Kamphausen	August 25

*Happy Anniversary!*

Jim & Leslie Lukash	July 1st, 2016
Ben & Erika Kopman	July 14th, 2007
Dick & Jackie Silvera	July 25th, 1981
Matt & Patricia Ryan	July 29th, 1988
Walter & Ruth Sowell	August 2nd, 1980
Doug & Susan Durein	August 8th, 1964
Newell & Gladene Booth	August 21st
Evo & Darlene Coelho	August 22th, 1971
Fred & Scheryn Pratt	August 26th, 1967



# Bay Area Horseless Carriage Club

## General Meeting Minutes

### June 3, 2020

The meeting was held via Zoom.

President Tony Wollesen called the meeting to order.

#### Old Business:

Ed Archer announced that he has identified a suitable jacket for the Club members. It will have a small HCCA embroidered emblem on the front and the large BAHCCA embroidered emblem on the back. The price will be less than \$50. For a small additional fee, the member's name can be added to the front. Vince O'Brien commented that having the name on the jacket would make it easier for new members to learn our names and it would help existing members to remember them.

Gerald Robinson reported that there was nothing new to report regarding the Club website.

Gerald Robinson also announced that he has a proposal from a new caterer for the Christmas Party.

Ed Harley gave a "state of the club" report. The Club is now experimenting with Zoom and adding more content to each meeting to offset the popular socializing at the in-person meetings. Examples of these were presented after the business session was concluded. (See below.) The next meeting will be August 5 hopefully at the Piedmont Community Center. If the Center is still closed, we will have another Zoom meeting at that time. We would like to get more audience participation.

#### New Business:

Gerald Robinson reported that it is very hard to add things to the website and some parts are not working. David Pava commented that he had set the Website up 25 years ago and that the technology is out of date. He suggested that the website be rebuilt using WordPress.

Ed Archer reported that he was currently on a six day tour in Marin and Sonoma Counties. The participants had been told to social distance but many were not. The leader was a poor example as he didn't wear a mask. The leader needs to set the tone.

Gerald Robinson announced that he had arranged for a vintage clothing expert, Debbie Sessions, to present a two part presentation on clothing during the early 1900's. The first part will be on women's fashion and their experiences driving. It will be on June 17.

Tony Wollesen announced the next meeting will be on August 5, either at the Piedmont Community Center or on Zoom.

The meeting was adjourned and the entertainment section began.

Norman Schwartz began by telling a very amusing story of his Uncle's first drive which will be repeated in the BAHCC Gazette.

Tony then invited everyone to share the story of their first car.

Jon Alff reported that his first project car was a 1950 Jeepster that had its engine in the back seat. He paid \$100 which included towing the car to his place.

John Morrison said that he drove his parent's 1951 Mercury to the drive-in and forgot to remove the speaker before leaving. His window was pulled out as a result.

Vince O'Brien chimed in that his first car was a 1950 Mercury that had only 10,000 miles on it when he got it in 1960. His Dad was a car dealer and had gotten it in on a trade. Vince, however, had painted "Class of '62" on the town's water tower and had been "grounded". Eventually he got the car and drove it to 40 of the 50 states. He then did a frame-off, nuts and bolts restoration and still has the car.

Kaaren Brommer said their first car was a 1926 Ford Model T coupe.

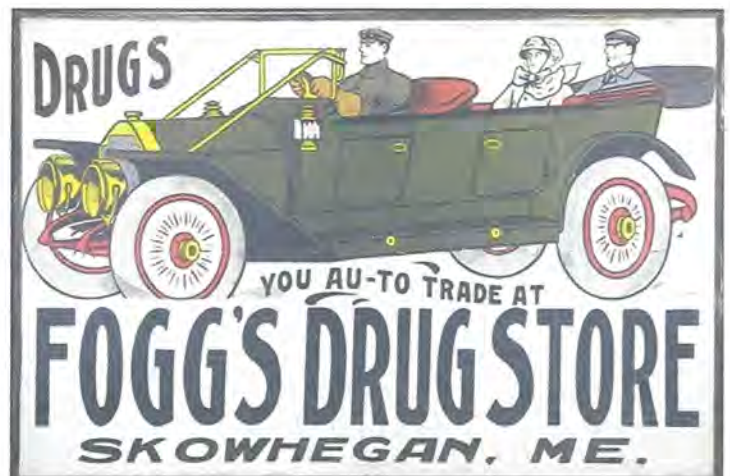
Jim Boyden first car was an Oakland. Before starting it, he filled the crankcase with oil. Upon starting, it belched massive quantities of smoke. He didn't know that these old cars use a drip, constant loss system. He later rebuilt the engine but it still smokes.

Ed Archer noted that he had very strict parents who took a dim view of young people having a car. However, he had a paper route that got so big he could no longer ride it on his bike. His mom said that if he saved enough money to buy a car, she would drive him. He bought a 1939 Chevrolet Coupe. One day his sister borrowed it and totaled it.

Jim Lukash said his parents were strict too. They didn't want him to drive.

Tony Wollesen then showed slides from a 1972 BAHCC Tour. Members had a good time recalling the cars and owners.

Vince O'Brien, Secretary



# HCCA NATIONAL NEWS



**Re: Hershey Region AACA - Hershey 2020 Cancelled; HCCA 2020 Committee Assignments; ....**  
**Issue: 2020-06-01 #07**

- **Hershey 2020 Update** – “It is with great regret that the AACA Hershey Region Executive Board informs you that the 2020 Hershey Fall Meet has been cancelled. This decision was not arrived at lightly. Our Club prides itself on producing a world-class event that thousands of people anticipate every year, so we felt the heaviest of burdens when faced with this decision.

While making the difficult choice to cancel, the Board took many obstacles into account, including but not limited to: the health and welfare of our volunteers, vendors, partners, and visitors; the unknown restrictions and/or guidelines that may be in place at the time of our show; and the volunteer-only workforce we rely on to prepare for a show of our magnitude.”

.....  
“Please know that we continue to explore ideas to benefit the hobby and are working toward the possibility of still hosting our usual car show on Saturday in October. While this may not be doable, AACA and the Hershey Region along with other constituencies are working hard to make this possible. Please visit our [website](#) and [social media](#) as often as possible for the latest news.

Hershey Region AACA”

- **HCCA 2020 Committee Assignments** –  
Function Groups and Committee Assignments -  
– Don Plumb

Activities – Jan Kendrick - Chair

National/International Tours – Jan Kendrick,  
Mike Reid, Chris Paulsen

Hershey Tent – Bob Ladd, Jerry Chase\*

2020 National Convention – Keene Brewer

Merchandising – Jan Kendrick - Chair

East – Jon Rising, Matt Rising

West – Keene Brewer, Christine Brewer\*

Finance – Mike Reid – Chair

Ways and Means –Mike Reid, George Dorris

Investments –George Dorris, Rob Williams

Governance – Russell Holden - Chair

By Laws/Director’s Handbook - Russell Holden,  
Steve Cook, Bob Ladd

Parliamentarian – Russell Holden

Insurance - Herb Singe, George Dorris

Office Oversight – Don Plumb, Keene Brewer,  
Mike Reid

2021 Board Nominations – Bob Ladd, Jan

Kendrick, Chris Paulsen

Historian – Herb Singe

International Issues – Russell Holden, Mike Reid

Regional Groups & Registries – George Dorris -  
- Chair

Membership Development – Mike Reid, Chris  
Paulsen, Matt Goist\*, Tracy Leshner\*

Regional Group Publications – George Dorris, Jon  
Rising

Regional Group Communications – George Dorris,  
Doug Tomb

Awards – Andy Wallace, Jon Rising, Alex  
Huppe\*, Gil Klecan \*

Education - Matt Rising - Chair

Public Education – Matt Rising, Rob Williams,  
Jan Kendrick

HCEI Liaison – Matt Rising

HC Foundation Library Liaison – Matt Rising

Strategic Planning – Bob Ladd - Chair

Steve Cook, Don Plumb, Keene Brewer

Communication – Doug Tomb - Chair

Horseless Carriage Gazette – Doug Tomb, Chris  
Paulson, Bill Carpenter\*, Sharon Gooding\*,

Michael Sullivan\*, Howard Hodson\*, Bruce

Spainhower\*, Eadi Popick\*, Bill Ottemann\*, Anne

Ottemann\*, Gil Fitzhugh (elder)\*

Publicity & Advertising – Doug Tomb, Herb

Singe, Russell Holden

Internet/Website – Russell Holden, Steve Cook,

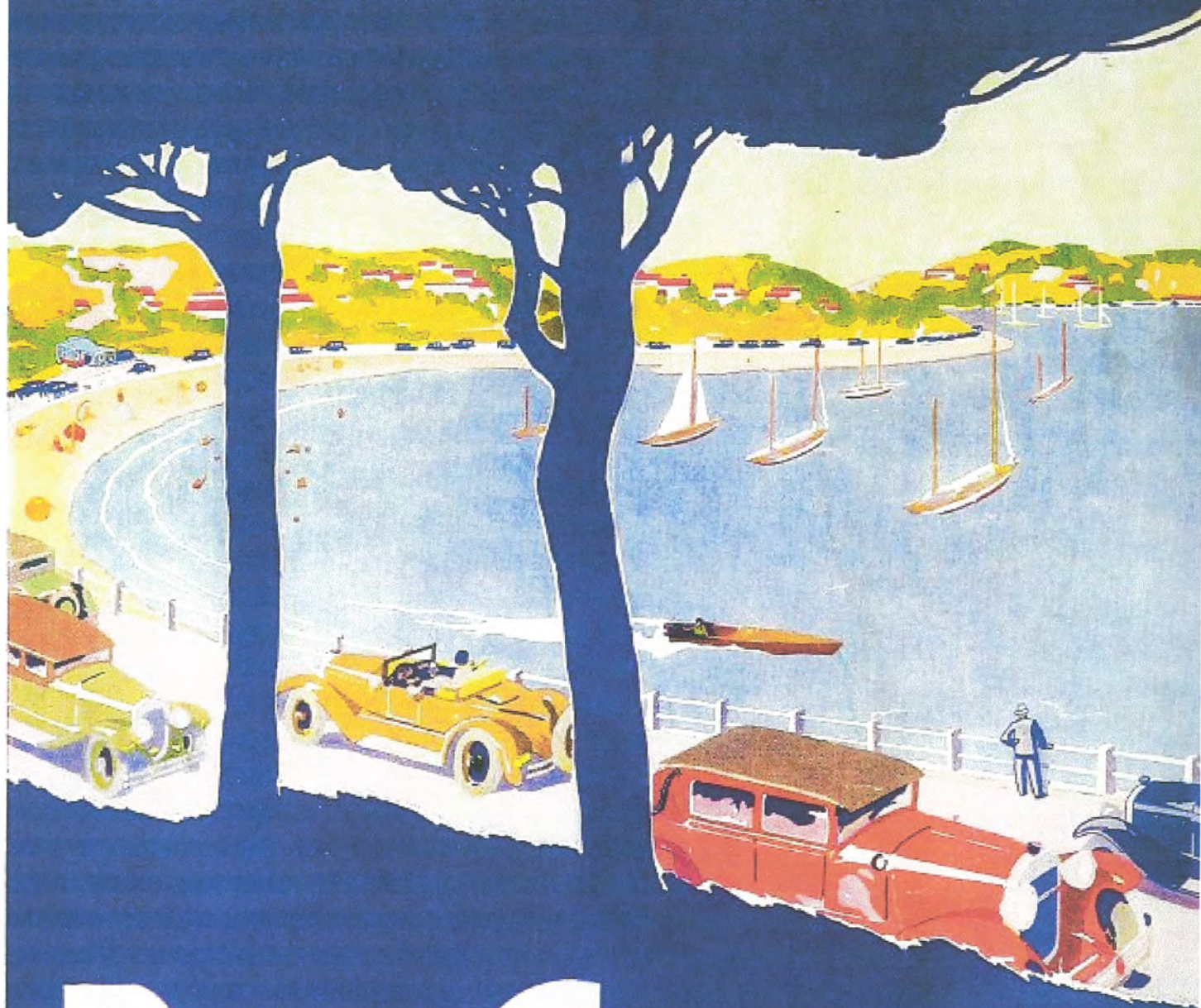
Mike Reid, Doug Tomb

(\* ) designates board associate

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

Board Member – HCCA NN Editor ...

**ON EVERY HIGHWAY**



**RED CROWN  
GASOLINE**

**STANDARD OIL COMPANY OF CALIFORNIA**