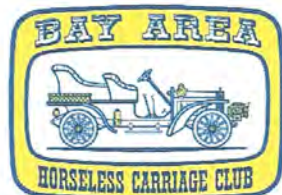


# GASLIGHT GAZETTE

S E P T E M B E R 2 0 2 0



BAY AREA HORSELESS CARRIAGE CLUB



# GASLIGHT GAZETTE

A PUBLICATION OF THE

## BAY AREA HORSELESS CARRIAGE CLUB

S E P T E M B E R 2 0 2 0



### 2020 BOARD OFFICERS & MEMBERS

#### Board Chair



**Ed Harley**  
167 Clover Hill Ct.  
Danville, CA 94526  
epharley@pachell.net  
925-838-7460

#### Member



**Johnny Crowell**  
2874 Fieldview Ter.  
San Ramon, CA 94583  
jcrow22006@aol.com  
925-963-5835

#### President



**Tony Wollesen**  
1748 Merrill Court  
San Jose, CA 95124  
aawollesen@gmail.com  
408-264-2444

#### Member



**Gerald Robinson**  
875 57th Street  
Oakland, CA 94608  
gefrobinson@yahoo.com  
510-486-5769

#### Vice President



**Christine Crowell**  
2874 Fieldview Ter.  
San Ramon, CA 94583  
hccboss@aol.com  
925-963-5825

#### Member



**Norman Schwartz**  
3277 Surmont Drive  
Lafayette, CA 94549  
nandaschwartz@comcast.net  
925-932-3477

#### Secretary



**Vince O'Brien**  
241 Via Barranca  
Greenbrae, CA 94904  
vobrien241@gmail.com  
408-302-7030

#### Gazette Editor



**Mark Cerruti**  
256 La Questa Dr.  
Danville, CA 94526  
cerrutidesign@comcast.net  
925-639-9770

#### Treasurer



**Whitney Haist**  
12 Sunrise Hill Rd.  
Orinda, CA 94563  
haist2@comcast.net  
925-899-4912

I told my wife she drew  
her eyebrows too high.  
She seemed surprised.

### 2020 COMMITTEE CHAIRS

Tours & Events	<b>Norman Schwartz</b>	925-932-3477	nandaschwartz@comcast.net
Membership & Authenticity	<b>Johnny Crowell</b>	925-963-5835	jcrow22006@aol.com
Web Master	<b>Mark Wheeler</b>		mark@tonedeafdesign.com
Hospitality	<b>Carolee Morrison</b> <b>Kaaren Brommer</b>	510-655-6128 510-538-1795	caroleemorrison@sbcglobal.net kebrommer@aol.com
Sunshine	<b>Kaaren Brommer</b>	510-538-1795	kebrommer@aol.com
Nuts & Bolts	<b>Gerald Robinson</b>	510-486-5769	gefrobinson@yahoo.com

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:

Thanks again to those who submitted material for this *Gaslight Gazette*.

As you know, due to the pandemic, there's not much going on in the hobby. Thus, these pages are becoming more and more difficult to fill.

Please send me something 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; *Prince Of Wales Hotel, Alberta, Canada*  
Artist; Adolph Heinze (1887-1958)

## President's Message

Another month has gone by and Covid is still here and interfering with our hobby, but science is on its way.

Some exciting things are happening. Ed Archer and Bob Guzzetta from the Model T Club, are putting together jackets for each club. Horseless Carriage emblems for the back of the jackets have been made. Emblems for the front of the jackets, which is our club logo, also have been made. And a couple of sample jackets have been purchased. So in the near future, club jackets will be available for purchase.

Gerald Robinson is working on the second presentation on men's touring clothes presented by Debby Sessions. An e-mail invitation will come when dates are confirmed. To view the presentation, you just click on the link in the e-mail invitation at the prescribed time. The presentation will run about an hour to an hour and a half.

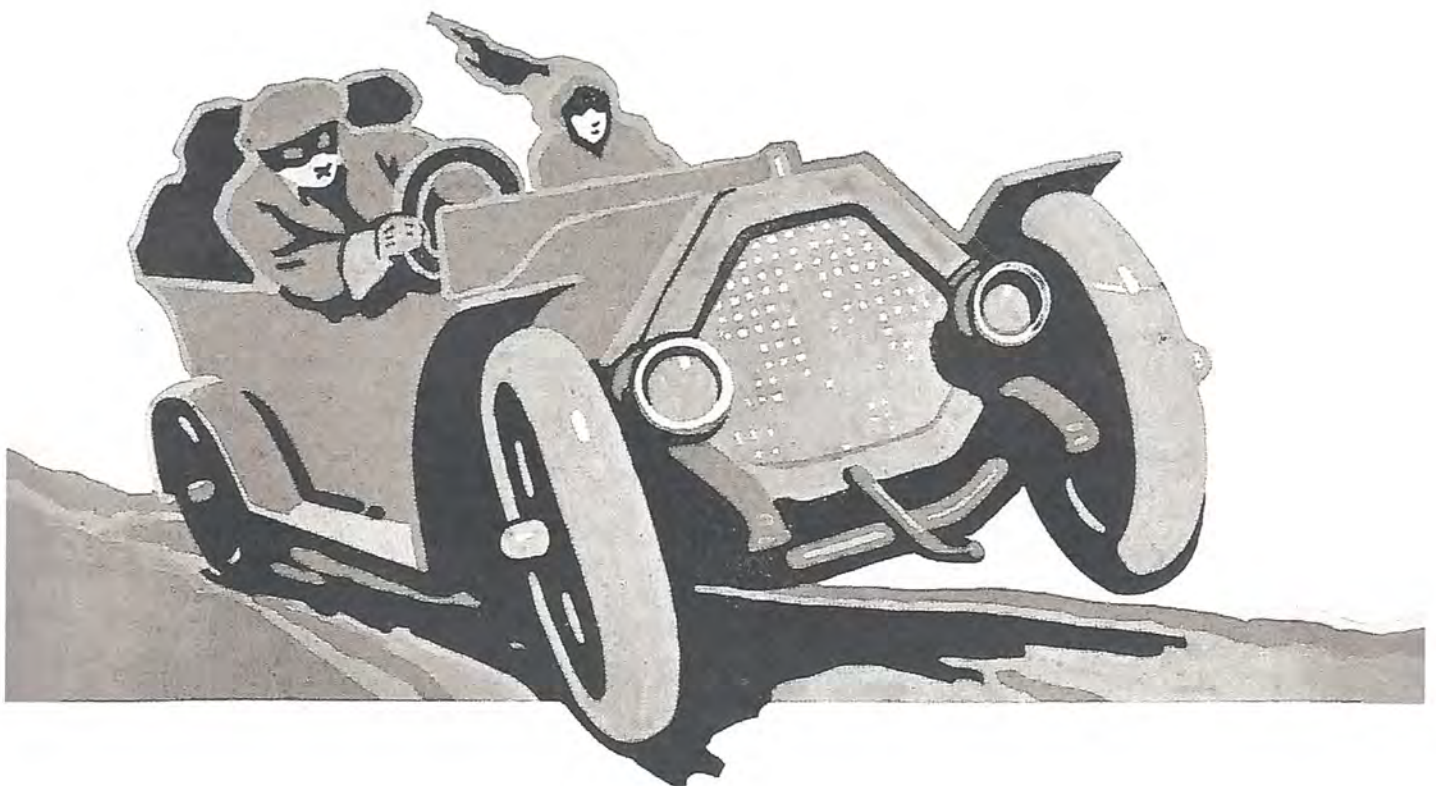
We are coming to the end of the year, and we need a few new Board Members for the club. So if you're interested in being a Board Member, let myself or one of our Board Members know. Ed Harley and Mark Cerruti are in charge of that committee.

The next Club Meeting will be by ZOOM, on September 2 at 7:30 PM. You should get an e-mail invitation. Join us for the meeting. Think about how you got into the club.

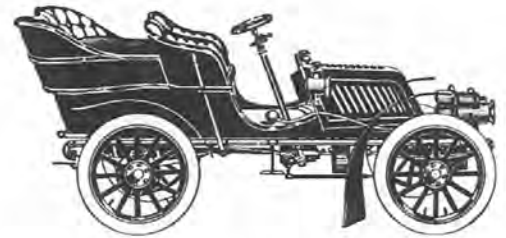
See you on September 2 at 7:30 PM

Please be safe for now,

*Tony*



# Three Rivers Old-Timer Tells Of His First Automobile Trip In Spittin', Poppin' Gas Buggy



*Visalia Times-Delta* March 14, 1952

By **FRANKIE WELCH**

THREE RIVERS – Upon reading an article in the Times-Delta recently on how to drive for safety, Conrad Alles, pioneer of this locality, was reminded of his first experiences in driving, which would, he says, make a good article upon how not to drive.

“It was about the year 1903,” Alles recalls, “when I decided that I wanted to drive a gas buggy. So I purchased from Mr. Farrow a Pierce Arrow, the second auto that arrived in Visalia. I think that Goldstein and Iseman had the first automobile in that town.”

Farrow got tired of his Pierce Arrow because of the difficulty he had in stopping it. Alles says, when he brought the car out his wife would have to be on the edge of the curb, ready to spring in quickly as he came along. Sometimes she wouldn't make it the first time and Farrow would have to drive around the block several times before she could take her place at his side.

“So the transaction was made,” Alles states, “and after a few hints about operating I was ready to step into my first automobile. Just as I was about the crank up, I spied Al Askin, driver of the four-horse stage to Giant Forest. I asked him if he didn't want to go to Three Rivers with me. He looked dubiously at my conveyance but finally stepped hesitatingly forward, saying that he would try anything once.”

“So I snapped on the electric current, released the brake and asked Al to crank that handle on his side and then jump in quick, as the critter was apt to

start in a hurry when you twisted its tail. And it did – started moving a little before I even touched the planetary power lever.”

“After a short distance I changed into high gear and soon we were going at top speed – about 25 miles an hour.”

“Well, at this terrific speed we soon overtook a large load of loose hay, right in the middle of the road. We ran up almost under it and knew that the driver could not see us and would not pull over anyway because of the danger of slipping into the gutter so we decided to take to the ditch ourselves.”

“Down we slid but we couldn't make it up the incline ahead of the load of hay.” Alles recounts, “I pulled the pole extending out from the steering column but still we slid. On the impulse of the moment I gave the pole a sudden push away from me and at once the front wheels turned the other way and headed for a woven wire fence.”

“With the power on full force the car climbed that fence as quick as a cat.” Alles says “and hung by one wheel from the top wire. I think I blacked out about that time for I don't know how the engine stopped – all I remember is Al throwing up his arms and yelling, “Whoa.”

Alles declares that when they got out of the car and looked it over they found nothing gone – all that was missing was the power to get that pile of iron off the fence. The load of hay was out of sight and no help near, so they put their shoulders under the wheels and lifted. Back went the car onto the ground.

“The next thing we did,” Alles recalls, “was to see if the Pierce Arrow had any power left. Al commenced cranking it and pretty soon it gave a few pops and started. Then we were happy again. Up onto the road we pulled and started off again as good as ever, but when we hit the hills we had to slow down and finally the car made a couple of pops and stopped. Al said he guessed that it was tired so we let it stand a while.”

“Then Al cranked until he was about all in and decided that he had better walk on into Three Rivers.”

After cranking a while longer the new automobile owner decided that he too had better walk on into Three Rivers. But what to do with the Pierce Arrow in the middle of the road, he did not know. It was too heavy for him to move and he knew that no team of horses would come near enough to it to pull it. So he did nothing and went home to bed.

“Early the next morning,” Alles says, “I hoofed it down to the car, lifted the lid and found a little hinged gasket which vibrated against another part and caused a spark. So I scraped the contacts a little and at the first turn of the crank the Pierce Arrow began to pop. I jumped in quick before it could stop and headed up the road. After about an hour I reached home, completing my first trip between Visalia and Three Rivers without loss of life or limb, despite bad driving mistakes.”

**PIERCE**

*Conrad Alles (1874 – 1953) was the Great-Uncle of club member, Norman Schwartz.*

# MANUFACTURERS, ATTENTION!

**\$1000. VALUE MACHINE**

**Dyke's No. 1 Outfit**

**WITH LEVERS ATTACHED TO TRANSMISSION**

There is no better piece of workmanship or design on the market to-day. We have endeavored to put into our machine the best of everything. If you are looking for cheap material you will not get it in our outfit—although it will be much cheaper in the long run to get something first-class.

**OUR OBJECT** is to supply you with the Parts to build your machine. Although we supply you with a design of body, you can use your own taste in this selection. On the rear of the body a Tonneau can be attached and four passengers can be carried.

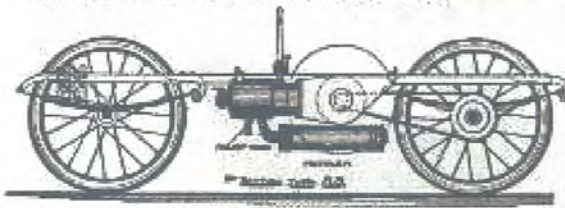
**TANKS.**—The Water and Gasoline Tank is placed in front under a Brass Hood.

**ENGINE** is Dyke's Single Cylinder, 3½x6, with a No. 2 Champion Transmission built direct on the engine shaft.

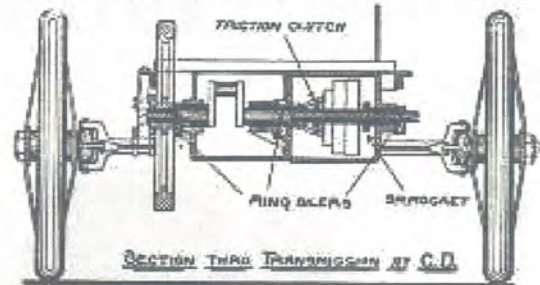
**THE LEVERS** are arranged on a casting which is cast on the crank head of the engine. This casting also acts as outer bearing for the engine shaft.

Our outfit consists of **Dyke's No. 1 Engine, Dyke's Flexible Reachless Running Gear, Dyke's Carburettor, Dyke's Radiator, Dyke's Wheel Steering, etc.**

**RUNNING GEAR** is our new Model B, No. C, shown in our supplement, with genuine Artillery Hubs and Roller Bearings, extra heavy knuckles and finest workmanship possible. Everything guaranteed. See testimonials from our customers.

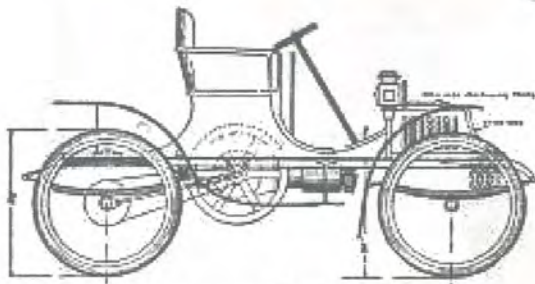


SIDE VIEW DYKE'S NO. 1 OUTFIT.

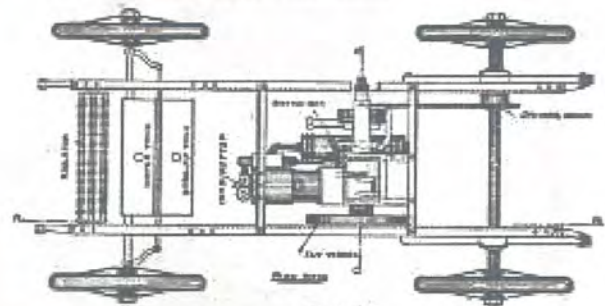


SECTION THRU TRANSMISSION AT C.D.

1903



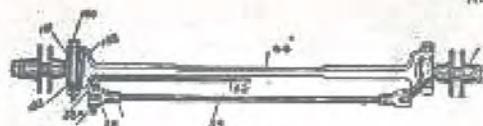
SIDE VIEW, (No. 1 J) Showing arrangement of Hanging Engine, etc.



TOP VIEW. Showing arrangement of Hanging Engines, Radiator, etc. Attachment for holding Levers not shown.



Side View No. 1 Engine and Transmission.



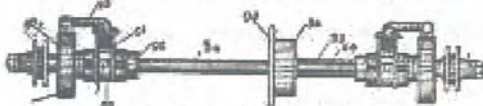
FRONT AXLE, With Genuine Artillery Hubs and Tumbler Roller Bearings.



No. 28 and No. 29, Drop Spring Forgings.



Dyke No. 1 Body, with Detachable Rear Tonneau Seat and Brass Hood in Front.



Rear Axle with Roller Bearings contained in case, ready for Springs and Rollers.



RADIUM ROAD Patent.

**GET OUR DISCOUNT**

**QUANTITY ORDERS HANDLED**

If purchased in sufficient quantities this entire outfit can be bought for

**\$485.45**

Our Engine and Transmission is Sold Separately

**A. L. DYKE**

1402 PINE STREET

ST. LOUIS, MO.

# The Golden Rule on the Highways

ROBBINS B. STOECKEL, *Connecticut Highway Commissioner*

*Reprinted by courtesy of the Department of Motor Vehicles of Connecticut*

THIS article is intended to point out the several delinquencies connected with the ethics of automobile operation which are shown by statistics to occur most often and about which knowledge is apparently the most needed.



Let's be courteous

## RIGHTS IN A HIGHWAY

No user of a highway has a prior right over any other. The pedestrian and the vehicle driver share equally, but the provisions of the law which fix responsibility for performance in the exercise of the use

make that person who is in charge of a dangerous vehicle exercise greater care for other users. So, because the motor vehicle may be dangerous in operation, its operator is by law and in practice required to be alert and see to it that not only his own conduct in driving is of high grade, but also that he protects the rights of all the other persons.

A code of ethics for the automobile driver is a code of guardianship over everybody and everything. What driving conduct can or cannot be demanded from a driver is a question of legal determination; but what standard of ethical action and application of good manners is proper is not a determined matter. It does not depend on law, or even education, but upon a sense of

propriety and fairness expressed through a personality which radiates consideration for others.

To be a good driver, in the terms of applied ethics, is to be a person of good manners, truly an altruist, ready to see and appreciate the problems of others.

## THE MUD-SPLASHER

To drive a car through water or slush so as to splash it upon a pedestrian or another car is common. If a deliberate action of this sort could be imagined it would be a parallel case for one man to splash water from a puddle upon another. To do that would result in words, to say the least. Yet splashing water and mud upon pedestrians is a common pastime with some motorists.

## WARNINGS AS A MATTER OF COURTESY

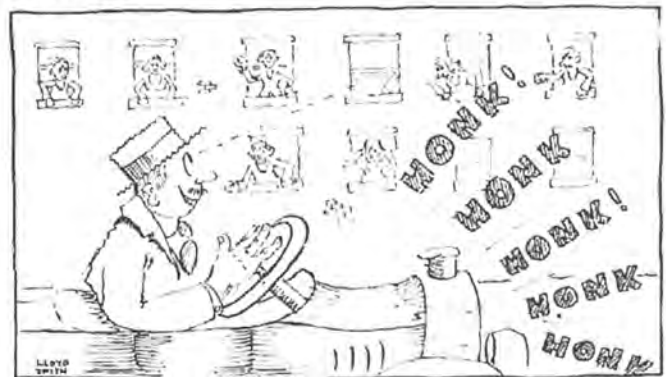
It is an act of discourtesy not to give proper warning to a pedestrian or other user of the highway. Each such user is entitled to receive notice from the automobile driver of his approach, given in time and with sufficient emphasis so that the person warned may be in readiness to do his part in getting out of the way.

## HONKING

The fundamental principle is to keep the horn for a warning and not by promiscuous use to make a nuisance of it and perhaps, as a result, train the public to regard it not as a warning but simply as an annoyance. It must be kept for safety use only, for no other purpose whatever. To signal with it for a person to come out of a house or to attract attention of passersby is culpable.



Shades of Queen Elizabeth and Lord Raleigh, gallantry revised to date



If he honks long enough and loud enough "She" will probably hear

## GLARING HEADLIGHTS

The headlights on every automobile should be more carefully cared for than is now the case. The absence of consideration in the use of lighting devices is probably the most widespread offense against good taste which is now indulged in by the average automobile driver and owner.



Are your lights like this?

It is essential that each man know about the condition of his lights, that they should be properly focused, etc. The fact of having lights so bright that they interfere with others is not automatically presented to the driver. Consequently it is common for a man, otherwise of the highest degree of consideration for his neighbors, to be on the highway driving with lights which are a nuisance and a discourtesy.

## BEARDING THE TRAFFIC OFFICER

Prompt obedience to direction of traffic by an officer is one of the most important obligations of every operator. Often the officer will find himself confronted by an unexpected situation which calls for prompt action, not only on his part but on the part of every person whom he is directing. It is necessary and proper that the operator's attention be focused upon him so that there may be an immediate response with the proper action when the direction is given. Consideration demands prompt stopping before the intersection is reached at such a place—unless definitely marked—as is dictated by common sense, so as to leave the intersection absolutely clear for other traffic.

Another feature of the relations between the motorist and the traffic officer which most frequently makes trouble is the idea that the traffic officer is there to argue with

and convince the person he is trying to direct. As a matter of fact the officer knows what ought to be done or he wouldn't be there and he demands a certain action because it is the essential part of his job that that particular thing be done as quickly and reasonably as possible.

## THE ROAD-HOG

"Keep in the Middle of the Road" is the burden of an old song which is construed literally by the "road-hog." Usually complaints about "hoggishness" are brought against those operators who have to deal with the most cumbersome vehicles. Of course the big truck is bound to take more room than the ordinary passenger car. There is less complaint about this type of driver than there has been in the past. The average "road-hog" is a person who is that because he prefers to be. There is no longer any excuse for being so classed through inadvertence. So the man who has that reputation is unquestionably a wilful offender and must be severely punished through the medium of the first officer who catches him.



Why should he care!

## CONCLUSION

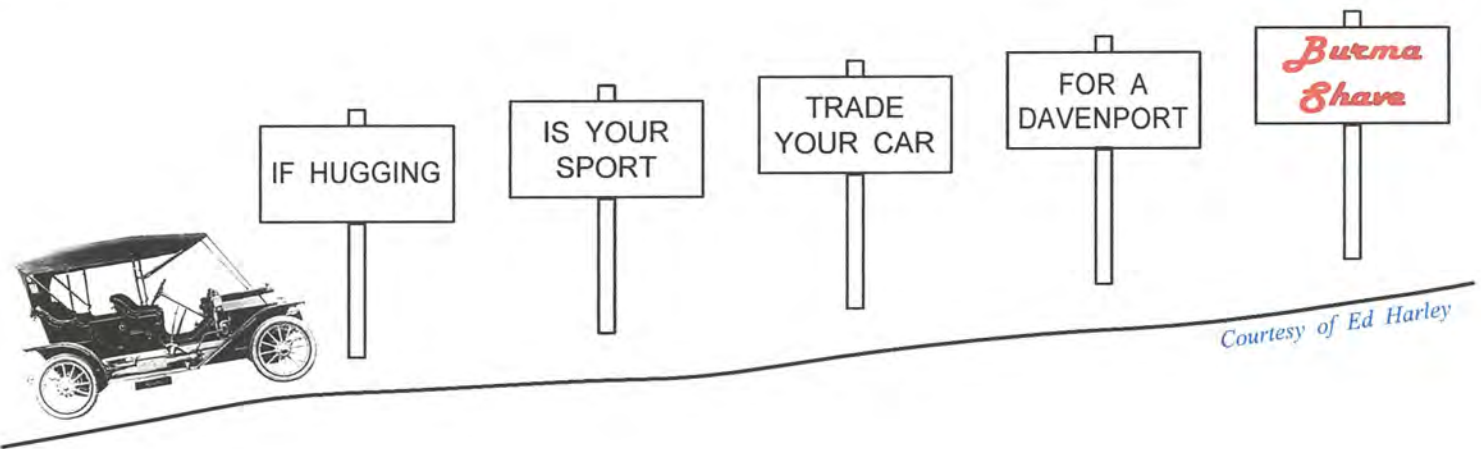
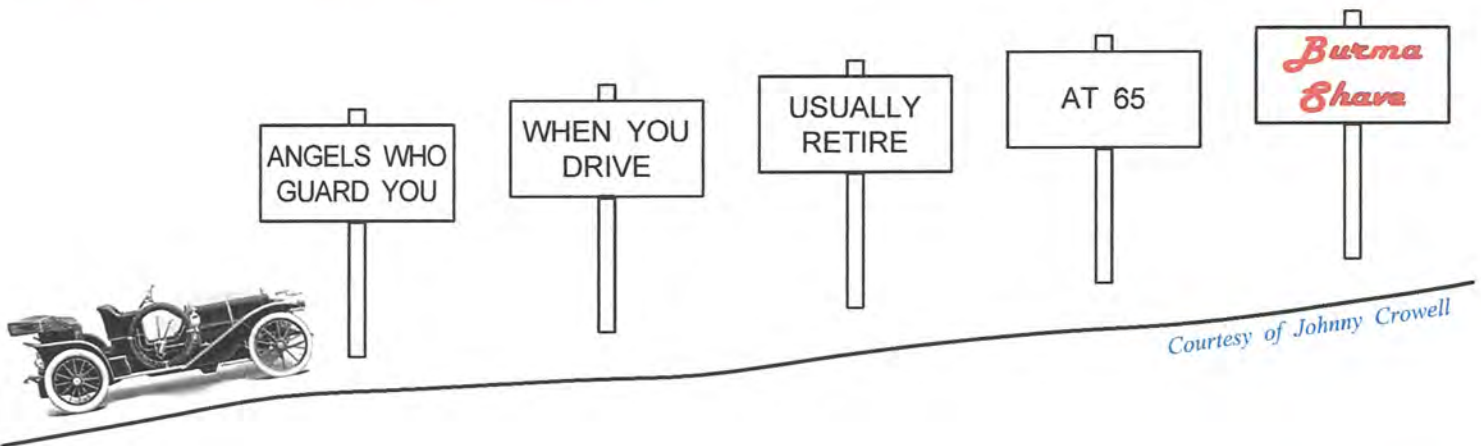
The exercise of kindness to others, consideration and true courtesy will prevent any operator from getting a wrong attitude of mind for driving in traffic. Any operator who loses his temper, who becomes sulky, or is abnormal from any one of the many different causes, is unfit to drive because his

automobile provides a medium of expression for his personality and if that personality is upset, either temporarily or permanently, he is bound to make trouble either for himself or for others or generally for both.



Overconfidence breeds trouble

# Burma Shave Dept.



## CLASSIFIED ADVERTISING

### FOR SALE

#### 1920s Auto Red Bug

Last driven by Erika Myers Kopman while marking the spaces with chalk at the Cal State Hayward Swap Meet. Sacrifice at \$3200.00 - Don Azevedo

#### White Coveralls

Used in Model T Endurance Runs. All sizes available. Email for sizes and conditions. Good coveralls are \$20.00. - Don Azevedo

#### Accordions

Two accordions (squeeze boxes). Take them for a test drive and watch people start dancing. Email for details. Don Azevedo  
[innuts4fords@comcast.net](mailto:innuts4fords@comcast.net)



### SERVICES

#### Machining

Tony Oliveira, Master Machinist. Full service shop. Tony loves antiques! Highly recommended by Whitney Haist.

J & M Machine Shop  
 212 San Leandro Blvd.  
 San Leandro, CA 94577  
 510-562-0400

### WANTED

**Your Ad Here!**

Classified Advertisements are FREE to Members and Friends of Members. Submit your Ad to the Editor today!



# GASOLINE

**PASSENGER** — I UNDERSTAND. THE HIGH PRICE OF GASOLINE HAS CAUSED THIRTY PER CENT OF THE CAR OWNERS TO LEAVE THEIR CARS IN STORAGE.  
**DRIVER** — I GUESS THAT'S TRUE. THEY STORE THEIR OWN CARS AND USE MINE.



NOTE WATER COOLED DRIVERS SEAT

FUEL CAR

SMOKE SHIELD WITH PORTABLE LANDSCAPE TO REST THE EYES WHEN TOURING. ADVERTISING SIGNS ARE SO BRILLIANT THAT THIS IS A NECESSITY WHEN TRAVELING COUNTRY ROADS BY DAY LIGHT

CAR FINISHED IN ANY ODOR TO KILL THE SMELL OF SMOKE

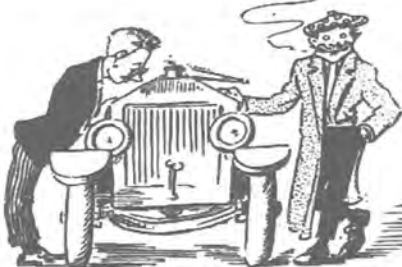
Go! Just keep going; never  
 Stopping for a rest.  
 All the day I keep on dodging  
 Bill collectors with a zest.  
 Summer clothes we wore all winter,  
 Now 'tis spring, they're nearly through;  
 Once I paid my life insurance,  
 Now it's more than I can do.  
 Little ones are nearly barefoot,  
 Pantry shelves are empty now.  
 I have chopped wood most all winter,  
 Before this year I knew not how.  
 Ne'er before in my existence,  
 Has the tank on my machine  
 Ever starved, and froze the family,  
 Keeping 'er filled with gasoline

Bill Davis

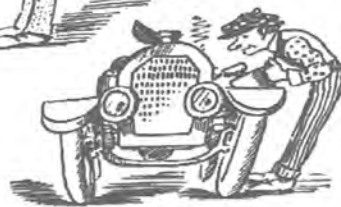
GUARANTEED TO DO THIRTY MILES ON A JILL OF GASOLINE (IF THE WIND IS RIGHT) DURING MONTH OF MARCH EIGHTY TWO MILES ON FIVE DROPS GUARANTEED (THAT'S ON THE LEVEL)



I HEAR GEORGE THAT YOU HAVE MET WITH A TERRIBLE LOSS DID YOUR WIFE DROWN ON THAT SHIP THAT WENT DOWN LAST NIGHT WORSE THAN THAT. SOME WRETCH DRAINED THE TANK ON MY CAR AND IT WAS MORE THAN HALF FULL



WHY BUY GASOLINE IN SMALL QUANTITIES GET A WHOLE GALLON ON THE WEEKLY PAYMENT PLAN.



ALCOHOL TORCH TO HEAT CARBURETOR WILL BE PART OF THE EQUIPMENT IN 1920

ARTHUR — WHAT'S THAT THING FOR?  
 MOMETER — THAT'S THE LATEST TO PREVENT EVAPORATION. WHENEVER YOU STOP IT SUCKS THE GASOLINE OUT OF THE CARBURETOR AND INTAKE PIPE AND SQUIRTS IT BACK INTO THE TANK.



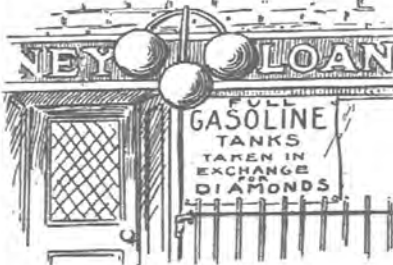
HERE'S WHERE I LOOSE A SALK

YOU SAY THE PRICE OF THIS CAR IS \$1200<sup>00</sup>. MAY I ASK WHETHER THAT IS THE PRICE WITH THE GAS TANK FILLED OR EMPTY?



THE NEW EYE HOOK TO KEEP ONE EYE OPEN, WHEN SLEEPING WITH GASOLINE TANK UNDER PILLOW.

GOLD TO SCREW ON A LOCK OF HAIR 2 PINTS. PLATINUM FOR BALD HEADS 3 PINTS



WHAT MAKES MISS ROOTER SO UPISH LATELY

WHY, DID YOU HEAR THE FARMER SAY, "SHE IS WORTH HER WEIGHT IN GASOLINE"



SO YOU ARE THE OWNER OF THIS CAR WHERE HAVE YOU BEEN? THIS CAR HAS STOOD HERE IN THE STREET FOR THREE DAYS AND NIGHTS. YOU SEE WE WERE DOWN TO THE SEA SHORE, THE PRICE OF GASOLINE GOT SO HIGH, WE HAD TO TAKE THE TRAIN.



# BAHCC Club Meetings, Events and Tours Calendar

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

Tony Wollesen (408) 264-2444

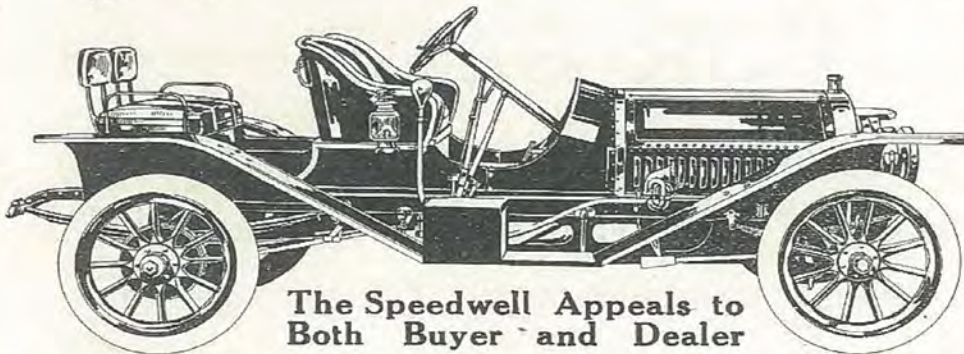
Month	Date/Day	Events	Speaker/ Special Event
Sept 2020	Wednesday September 2 <sup>nd</sup>	General Meeting	<b>NO Meeting at the Piedmont Community Center!</b> Join the live <b>zoom</b> Meeting @ 7:30pm   Contact Gerald Robinson if you did not receive ZOOM Invitation, or if you should need any assistance. Gerald: 510-332-9588 <a href="mailto:gefrobinson@yahoo.com">gefrobinson@yahoo.com</a>
	Wednesday 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 - <b>Tentative</b> - stay tuned 711 Highland Ave, Piedmont
	Wednesday October 21 <sup>st</sup>	BoD Meeting	<b>zoom</b> Meeting - 7:30pm
Nov 2020	Wednesday November 4 <sup>th</sup>	General Meeting	Piedmont Community Center - Potluck Dinner - 6:30pm 711 Highland Ave, Piedmont
	Wednesday November 18 <sup>st</sup>	BoD Meeting	Joint Board Dinner @ Brass Door Restaurant - San Ramon

The Best Car That Can Be Built

THE  
*Speedwell*

**\$2500**

**Fully Equipped**



40 45 Horse  
Power

**Roadster**

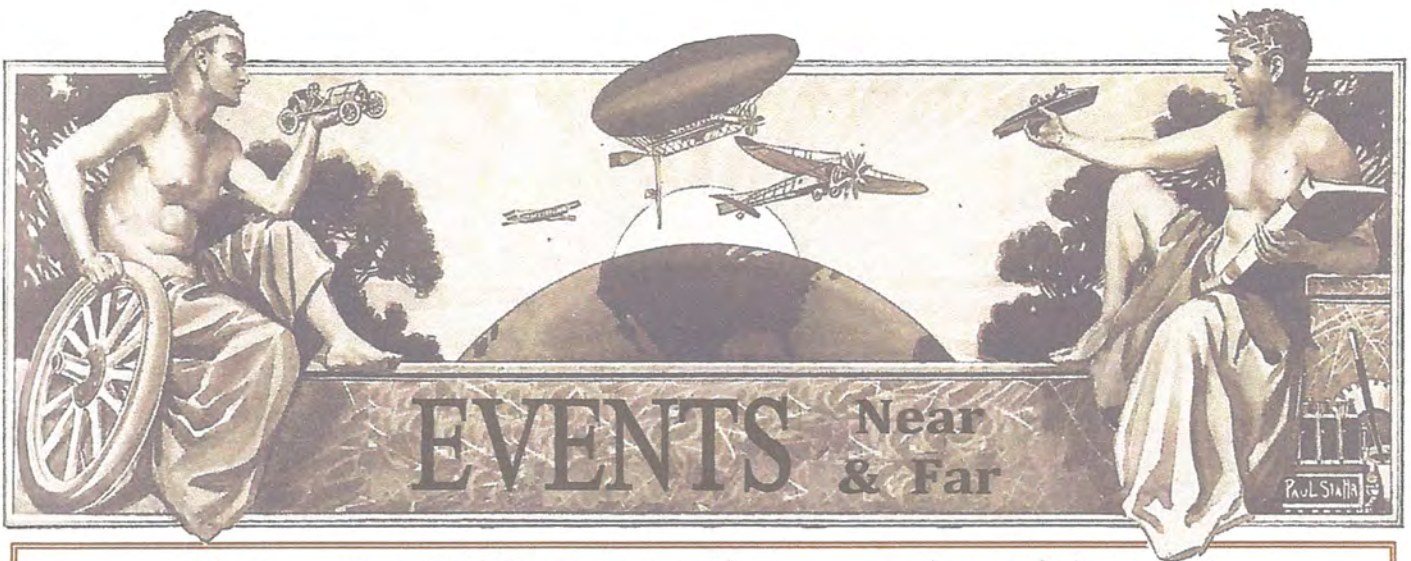
Bosch Mag-  
neto included  
in standard  
equipment on  
all models.

The Speedwell Appeals to  
Both Buyer and Dealer

To the BUYER because the Speedwell is the greatest automobile value at any price.  
To the DEALER because such a car as the Speedwell is a ready seller and does not come back to the shop for repairs.

A Speedwell will stand a demonstration of harder usage than will ever be required of it.  
Other cars that give relatively the same service as the Speedwell are not sold for as low as \$2500.

**THE SPEEDWELL MOTOR CAR COMPANY, DAYTON, OHIO**  
New York Office—2002 Broadway at 68th St. Chicago Office—1355 Michigan Ave. at 14th St.



Non - BAHCC events that may be of interest

September 4 - 6	<del>4th Annual Tri County Tour</del>	<del>Salinas, CA</del>	<del>CANCELLED</del>	lim Stillicom .5105
September 20	<del>Antique Autos in History Park</del>	<del>San Jose, CA</del>	<del>CANCELLED</del>	Allan Greenberg all.net
September 26	Ironstone Concours	Murphys, CA		ironstoneconcours.org
October 7 - 10	<del>Hershey Swap Meet</del>	<del>Hershey, PA</del>	<del>CANCELLED</del>	com
January 30 & 31	Turlock Swap Meet	Turlock, CA		turlockswapmeet.com

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



## To Prevent Influenza!

Do not take any person's breath.  
 Keep the mouth and teeth clean.  
 Avoid those that cough and sneeze.  
 Don't visit poorly ventilated places.  
 Keep warm, get fresh air and sunshine.  
 Don't use common drinking cups, towels, etc.  
 Cover your mouth when you cough and sneeze.  
 Avoid Worry, Fear and Fatigue.  
 Stay at home if you have a cold.  
 Walk to your work or office.  
 In sick rooms wear a gauze mask like in illustration.

# Parting With An Old Friend

“SENTIMENT about a car,” I can hear some exclaim. “Rubbish! How can machinery beget anything of the sort?” All the same there is a sentimental attachment that many men have for their cars. Not the wealthy owner, perhaps, who sits comfortably installed within, having the latest of shock absorbers without, but of the man who is responsible for the smooth running of the machinery—generally, but not necessarily, an owner. That this feeling



exists there is no doubt, though sometimes it is unknown or unguessed, until the time comes for parting with the car, may be because you can't afford to keep it owing to the hard times, or even when it is to make way for the purchase of a larger and more up-to-date machine. When the car that has carried you many thousands of miles and has done its best at difficult times and places, perhaps when something has happened unexpectedly, a matter of life or death—when this car is to go out of your life, then it is that you begin to realize something of what it has been to you.

How often in novels, and presumably in real life, when the hero or heroine has some terrible trouble or difficulty, does not he or she go forth for a ride on the favorite horse, to shake off some of the worry? In a manner precisely similar has not your car oft-times aided you by requiring your undivided attention, thereby taking your mind off sad and doleful thoughts? The true lover of his car has an affection for it that few except his own kind can realize. There may be drivers, as there are coachmen, who do not care what they drive, but they are not those who get the best return for their efforts. When the time comes for parting, even though the gap may be filled by another, you begin to think of the various tight places you have been in, when it has nobly responded to your call, of the many slight accidents and incidents of its career under your care. You look it over, and remember how this deep scratch was caused by a hair-brained boy, who came suddenly on his cycle out of a side road, and for whom you had to provide a new machine, though it was not the old car's fault. You remember another

By Preston Howell, Jr.

time when an obstinate mule in a cart stopped suddenly when directly ahead, and his doing so resulted in those dents, never quite eradicated, in the radiator. You remember when some street gamin threw a stone, narrowly missing you, but cracking the glass in front.

Then you recall the time when, the car being nearly new, you happened on the spot where a man had broken his leg, and were able to convey him to his home and the doctor, thinking nothing of the unavoidable scratches on the paint made by the boards on which he was lifted. How comfortable your old driving seat is, and how accustomed your hands are to the wheel and your feet to the pedals. Can any new car ever equal the old one in your affections? And do you remember the day, the first day, that a certain lady sat beside you, and was so much interested in the levers, that you had to explain this and that, and she said she would so much like to learn to drive? How it all comes back? Its faults? No person or thing is without them, and is not often that an individual's faults are the things that endear him or her to us?

Well, we all have to part some day, and the old car goes with the rest. May it pass into friendly hands. Who can say there is no sentiment about a car? The last time you drive it, whether to the salesroom or its new owner, is the time when it seems most to pull itself together and show off, as if to say, “Good-bye, old friend, I've done by best.”

# Willys-Knight Partnership Beneficial for Early Auto Industry



*Pleasant Hill resident Jack Harper, above, acquired this 1928 Willys-Knight vehicle in 2001*

By **DAVID KRUMBOLTZ** | Columnist

One hundred forty-five years ago an American auto pioneer was born in New York state. He was a go-getter from the get-go. From his childhood days, he bought and sold items and made money. By the time he was 18, he was in the bicycle business and was so successful he bought the entire production from two bicycle manufacturers. Many of us are familiar with the Willys Jeep, but there is quite a history behind the name of John North Willys (pronounced Will-is) before the first Jeep was ever planned. While he was an early pioneer in the car business, his name is not nearly as well-known as others like Henry Ford or Walter P. Chrysler.

Willys was on a business trip to Cleveland, Ohio, in 1899 when he saw his first car. He was mesmerized. He noticed the tremendous interest people showed seeing a horseless carriage drive down the street. Thinking ahead, Willys recognized the potential and decided the car would replace the bicycle, horse and railroad. He started selling Pierce cars in 1900 and Rambler, made by Thomas Jeffery, in 1902. By 1907 he had acquired control of the Overland Company and in 1909, the same year the Model T Ford was introduced, Willys produced the Overland Model 38. Overland became second only to Ford from 1910 to 1926, the end of the Model T Ford production.

Indiana businessman Charles Knight, born five years before Willys, published a Midwest farm journal called "Dairy Produce." Knight bought an early Knox automobile in 1901 for his business. It was a single-cylinder, air-cooled, three-wheel machine with noisy valves which irritated him. He thought he could build a better, quieter engine based on his experience he had with sleeve valve engines at his father's sawmill. And he did. With the financial backing of L. B. Kilbourne, a four-cylinder, 40 HP engine was built and installed in what he called the "Silent Knight" touring car for the 1906 Chicago Auto Show priced at \$3,500 (almost \$100,000 in today's dollars).

In 1913, John Willys met Charles Knight. The "sleeve valve" engine eliminated lifters, push rods, valves, valve springs and rocker arms. It was a superior engine, very quiet and durable, but more expensive to build. A license was acquired to build the sleeve valve engine and the Willys-Knight was born. Other companies, including Mercedes, used the Knight sleeve valve engine design until 1933.

Pleasant Hill resident and retired police officer Jack Harper acquired this 1928 Willys-Knight in 2001. It was literally a barn find with some surprises. "There were wasp nests and yellow-jacket nests everywhere. In the engine compartment, in the horn, the headliner, everywhere. It took me a while to get rid of all those." He paid \$4,000 and it didn't run. But Harper is a patient man,

and he knew it would be difficult to acquire parts for this car. "I was willing to go anywhere in the United States to get a (second) car, as there are not very many of them left. I searched on the internet for five years and I found another car, same year, same model, same make and I bought it. It was in Fort Bragg. It had sat in a field in Santa Rosa for 35 years." Harper had a high school friend who rebuilt the engine from the second car and installed it in the first. It took about a year and a half. Harper kept the original engine, for spare parts.

The 1928 Willys-Knight was a mid-priced car when new, competing with cars like Buick. List price in 1928 was about \$2,000 or about \$28,500 in today's dollars. "That was about twice the price of a Ford," Harper stated, "and they were 21,000 of this particular model made in 1928."

The 45 HP, 109-inch wheelbase car is equipped with a three-speed, floor mounted shift that requires double clutching to change gears. The car has mechanical brakes and wooden spoke wheels. "I spent about 50 hours sanding each wheel," Harper said. He drives this car about three times a week, has installed a new clutch, and a twelve-volt electrical system including an alternator for better starting. The brake light switch didn't work and he couldn't find a new one. "I found the original old switch from my stockpile of old car parts, soaked in vinegar for about a week, took it apart and put it back together and it works perfectly."

The owner estimates the current market value between \$15,000 and \$20,000. "It would be worth more if it were completely restored." Right now, it is a work in process. The fenders and running boards have been repainted but the green body paint is original, 90 years old, as is the interior.

"This car has consumed my life," says Harper. "It's every day, every night I'm out here putting it together. But this is the most fun I have ever had with a car."



Franklin Roadster - Virginia City, Nevada - Circa 1919

Courtesy of Johnny Crowell

## OUTBURSTS OF EVERETT TRUE




### Happy Anniversary!

Mark & Veronica Cerruti	Sept 6th, 2003
Layden & Jean Butler	Sept 20th, 1986
Don & Joyce Azevedo	Sept 21st, 1974
Whitney & Diane Haist	Sept 27th, 1969

### Happy Birthday!

Jim Snook	Sept 2
Sheldon Donig	Sept 4
Gary Mills	Sept 8
Ellen Feichtmeir	Sept 9
Max Neary	Sept 12
Gerald Robinson	Sept 16
Lee Gularte	Sept 20
Donna Jones	Sept 23
Jean Boyden	Sept 25



### TRUCK WITH "UPSTAIRS" DRIVE AIDS LIGHTING REPAIRS

Included in the automobile fleet of an eastern power company is a tower wagon with a dual-control arrangement to simplify work on street lights and poles. It has an extension steering post reaching to a seat on the upper platform from which a second wheel and controls to operate the electric truck are manipulated. With this outfit, when the workman has finished at one pole, he has only to step down a short distance to the upper driving seat. He can thus do the driving and the repair work also, saving an extra man. When the truck is to go long distances, the usual driving position is maintained. The tower is telescoping and can be raised to a maximum height of seventeen feet eight inches.



The Upstairs Drive on This Public-Service Truck Enables the Lineman to Make Repairs and Drive On without Climbing Up and Down Every Time He Finds It Necessary to Shift Position

# Bay Area Horseless Carriage Club General Meeting Minutes August 5, 2020

The meeting was held via ZOOM.

President Tony Wollesen called the meeting to order.

Whitney Haist, Treasurer, stated there was nothing significant to report.

Gerald Robinson raised the issue of a social distancing Christmas Party. He has discussed this with a caterer who thought the food service could be done safely. Some clubs have used parks so as to be outdoors and six feet apart. John Morrison offered his backyard. Someone mentioned that there cannot be a toy drive as the hospital won't accept them this year. Jim Lukash stated he was skeptical that it could be held successfully. It was suggested that the Club do it as a tour with box lunches delivered. People could eat on their running boards or in their car.

Ed Archer discussed Club jackets. Samples will be ready in a couple of days. Rob Guzzetta has done all of the work on this project. There will be a small HCCA patch on the front and a larger Bay Area HCCA patch on the

back. Examples of these were shown. The price should be between \$35 and \$44.

It was suggested that we try a Nuts & Bolts presentation via ZOOM using a cell phone to shoot the video. Gerald Robinson offered to help members with the production.

The meeting was adjourned.

Tony then invited everyone to share a story about their involvement with autos.

Ed Harley talked about a 1952 Green Buick Roadmaster with Dynaflo he and his girlfriend drove. It would take 13.5 seconds to get to 60 mph.

Norman Schwartz read an excerpt written by Ransom E. Olds about the first car he built which was steam driven. It was greeted with great skepticism and had many problems. Nonetheless, it met with his father's approval and was a stepping stone to a remarkable career.

Ed Harley closed the meeting by announcing that Mark Cerruti and he would be talking to members about joining the Club's Board of Directors.

Sixteen members joined the meeting at some point or another.

Vince O'Brien, Secretary





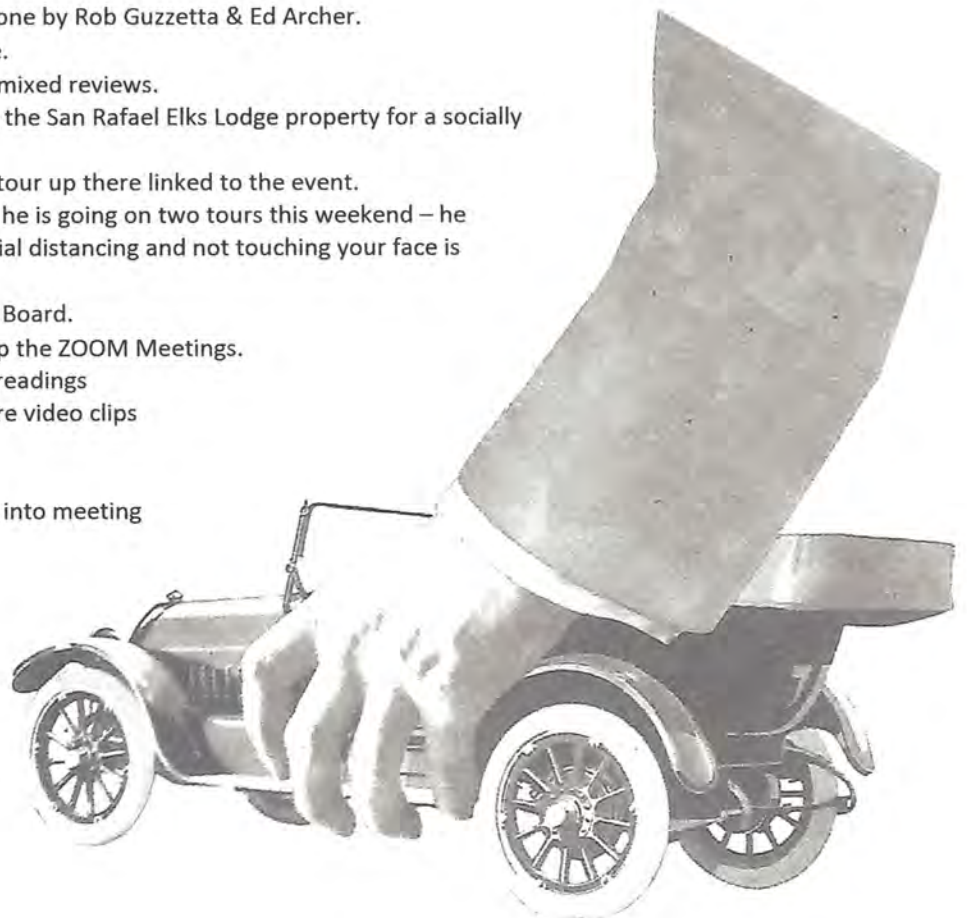
# BAHCC Board Meeting

August 19, 2020

## Main Topic for Board – Finishing Jacket Order

- Work done by Ed Archer to get jackets completed.
- Good for club publicity.
- Norm – thinks it is great to be finalizing this long venture to get jackets made.
  - The issue is the expense coming through without prior authorization.
  - Remind members to not commit to expenses without prior approval.
  - Ed A – admits to having taken on the task without getting a prior approval and is willing to pay for the patches and jackets.
  - Whitney is recommending we take in advanced orders to the funds are in hand prior to order.
    - Whitney had a stack of patches that he sold for a few dollars each signifying the lack of interest in club clothing.
    - Norm recommends an approach – “If you want one then the club will order them.”
- First order of business is to vote on the current \$360 invoice. Second step will be to solicit orders via an order form to members.
- Ed Archer is looking at by-laws since we had only 5 Board Members. It appears that the by-laws call for majority of Board Members during the meeting. A majority of Board Members must be present to take a vote.
- Ed A is nervous about the club idling along and jackets is something we can do during this pandemic.
- Board takes a vote to pay current invoice for the patches – vote results;
  - Tony W – Yes
  - Norm S – Yes
  - Mark C – Yes
  - Gerald R – Yes
  - Ed Harley – Yes
  - Whitney H – Abstain
- Board appreciates the hard work done by Rob Guzzetta & Ed Archer.
- Board will verify the legality of vote.
- The Xmas Party idea was met with mixed reviews.
  - Gerald recommends using the San Rafael Elks Lodge property for a socially distanced event.
  - Norm raised the idea of a tour up there linked to the event.
  - Ed Archer mentioned that he is going on two tours this weekend – he feels that masks with social distancing and not touching your face is a safe program.
- Ed Harley is working on next year’s Board.
- Tony is looking for a way to spice up the ZOOM Meetings.
  - Norm recommends more readings
  - Old YouTube videos & more video clips
  - Guest speaker
  - Member sharing a story
  - Integrating Nuts and Bolts into meeting
- Ed Harley joined at the end.

*Gerald Robinson,*  
acting Secretary



# HCCA NATIONAL NEWS



**Re: Second Zoom Board Meeting; Web Site Photo Contest; How Did You Get In To The Hobby?.**  
**Issue: 2020-07-01 #08**

- **HCCA Zoom Board Meeting** – President Don Plumb presided over our second HCCA Club Board Meeting, via Zoom Video Conference. The entire Board was in attendance, and this meeting included Club member participation as well, a first for this medium. There was a member Question and Answer session at the end of the Board Meeting, where members asked questions, or made comments to the Board. Club member participation is the goal of every HCCA Board Meeting, and they are open to all Club members.
- **HCCA Web Site Photo Contest** – At the June Board Meeting, Russ Holden, Internet/Website Chairman, solicited HCCA members to send him pictures of early cars in action, from Club tours and events, for our updated Web Site. As we improve the Club Web Site, Russ needs new pictures showing our cars, and Club members in them, doing what we do best, out on tour, and having fun. Send all your photos to Russ at [Russell@oldworldlamps.net](mailto:Russell@oldworldlamps.net). Amateur, but hopefully, professional quality photos are desired.
- **How did You get into the hobby?** – Board member Rob Williams asked the membership to share the origins of your own participation with antique vehicles, and Brass era cars. He requested that members write an article for the Gazette, with pictures if possible, about how they got into the hobby. Everyone has a story to tell, and other members will be interested in hearing the details. Tracy

Lesh, Gazette Editor, would appreciate having more articles for the Gazette as well. Send your article, with pictures, to [editor@hcca.org](mailto:editor@hcca.org)

- **AACA Hershey News** – Per the AACA: “The **Eastern Fall Nationals** in Hershey, Pennsylvania, is planned as a car show only event on October 10, 2020. The Hershey Region AACA, AACA and Hershey Entertainment & Resorts are solidly behind this effort. We are all taking steps to ensure the show is done in a safe manner. This event is also fluid, but a plan is coming together and we believe you will be happy to have the opportunity once again to experience Hershey in the fall. Chocolate World is now open! As stated above, we can plan, work, spend and do everything necessary to host you, but Hershey will also require approval by the State of Pennsylvania to be held this year. We are cautiously optimistic this can be done.” . . . . . “Starting in July, any AACA member who would like to register for the Hershey car show may do so online at [members.aaca.org](http://members.aaca.org) or call headquarters to request registration materials be mailed to them. If you have already requested registration materials be sent to you, there is no need to request them again. If a refund is necessary, it will be done in the same manner as the Grand Nationals.” Stay tuned.

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

Board Member – HCCA NN Editor ...

# HCCA NATIONAL NEWS



**Re: Calling All Photographers!; What's Happening?; AACA Grand Nationals; Board Meeting; ...**  
**Issue: 2020-08-01 #09**

- **Calling All Photographers!** – HCCA Editor Tracy Leshner posted on the Club Facebook Page: “The HCCA is looking to increase the volume and quality of photos it has available for the new web site set to be launched later this year. If you have clear photos of people having fun in Brass Era cars, then feel free to upload it. To do so, go to the HCCA web page and click the link on the home page. The link will be live on September 1, 2020. Be sure to add a comment including the make and year of the vehicle, the participants, the activity, event, and/or tour and of course give yourself credit as the photographer.”. . . . . Between now and Sept 1, should be enough time to get those pictures ready. Also, the “I’m too busy” excuse, does not work anymore.

- **Nothing Going On? Not So!** – August is a wash out, but, in September:  
Sept 13 – 18, Midwest Steam Tour, Iowa  
Sept 23 – 26, Red Flag Motor Tour, Iowa

And October:  
Oct 1 – 3, Pate Swap Meet, Texas  
Oct 2 – 3, Gilmore Car Museum, Michigan  
Oct 6 – 8, Mid-Atlantic Swap Meet, Luray, VA  
Oct 10, AACA Fall Nationals, Hershey  
Oct 10 – 13, Hershey Hangover IX Tour, PA

Check the calendar, as plans are subject to change.

- **AACA Grand Nationals Location Change** – The Grand Nationals is on the same date, August 21 – 22, 2020, but is now NOT in Allentown, PA, but in Gettysburg, PA. The meet location – Wyndham grounds:  
Located east of Gettysburg, just off Routes 15 and 30, the Wyndham is 10 minutes from Gettysburg National Military Park and the Gettysburg Battlefield Museum. Downtown Gettysburg is three miles away. Harrisburg International Airport is 45 miles from the hotel, and Hagerstown Regional Airport is 41 miles away. Check the AACA web site for the latest.
- **HCCA October Board Meeting** – Current plans are to have the October Board Meeting on

Saturday, October 10, 2020, at the start of the Hershey Hangover IX Tour, in Lancaster, PA. Please pencil this into your calendar. More details as we get closer to the date.

- **London to Brighton Veteran Car Run** – “The Royal Automobile Club has announced that the RM Sotheby’s London to Brighton Veteran Car Run will be going ahead on Sunday 1 November 2020.”  
“Ben Cussons, Chairman of the Club, explained: “It gives the Club enormous pleasure to be announcing this news and it’s wonderful that we are able to use the traditional London to Brighton route. The event will commence with a rolling start on The Mall and we wish every participant an unforgettable drive to Madeira Drive. It’s now full steam ahead to prepare for this year. I very much look forward to welcoming everyone in November and commemorating the 1896 Run.”
- **HCCA Display at the AACA Museum** – If you want a sneak peek at the HCCA display at the AACA Museum in Hershey, PA, just go to the Horseless Carriage Club of America Facebook Group, under the Discussion section, and find the sneak peek video. . . . . Take a look around at all the other content while you are there. There are enough videos of cars and tours to keep you busy for an afternoon. What better way to spend some idle time, while you are quarantining at home?
- **HCCA Web Site** – Have you visited the HCCA Web Site lately? What is your favorite part of the site? The HCCA Presents Videos, the Classified Advertising, the Century Plaque Program, or ??? Take a look, and send me an email with your top choice. I will post the results in the next National news.

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

Board Member – HCCA NN Editor ...

# Firestone TIRES



COPYRIGHT 1912 BY  
THE FIRESTONE TIRE & RUBBER CO.  
AKRON, O. AND ALL PRINCIPAL CITIES

NIAGARA LITHO. CO. BUFFALO.