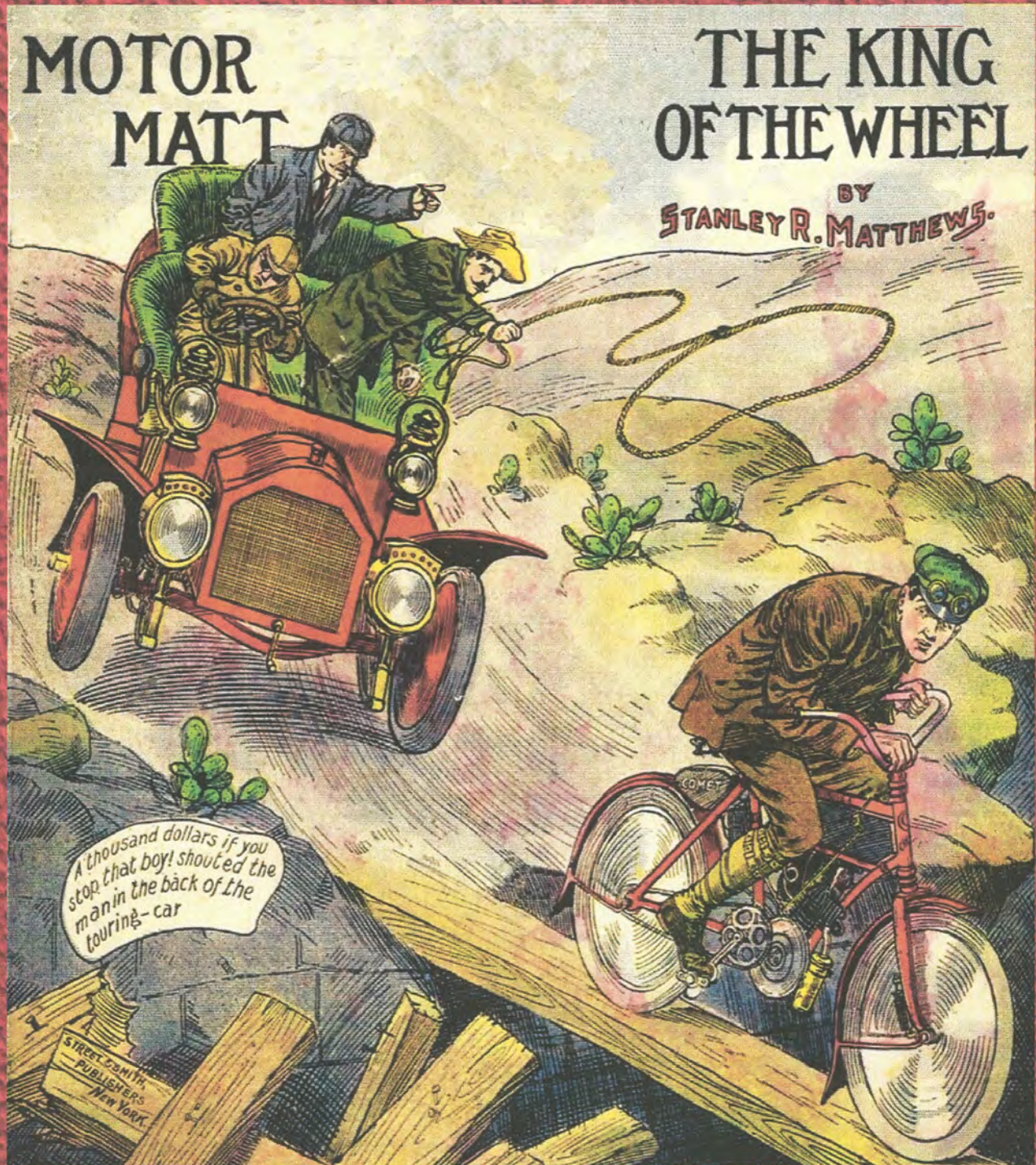
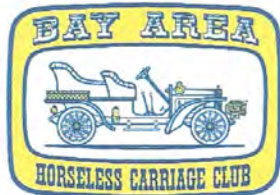


# GASLIGHT GAZETTE

M A R C H 2 0 2 1



BAY AREA HORSELESS CARRIAGE CLUB



# GASLIGHT GAZETTE

A PUBLICATION OF THE

## BAY AREA HORSELESS CARRIAGE CLUB

M A R C H 2 0 2 1



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#### ~ REPARTEE ~

Willie - "Papa! Fido has just been run over by a taxi."

Papa - "All right, son. Just telephone for a taxidermist."

The BAY AREA HORSELESS CARRIAGE CLUB (BAHCC) was founded in 1950 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



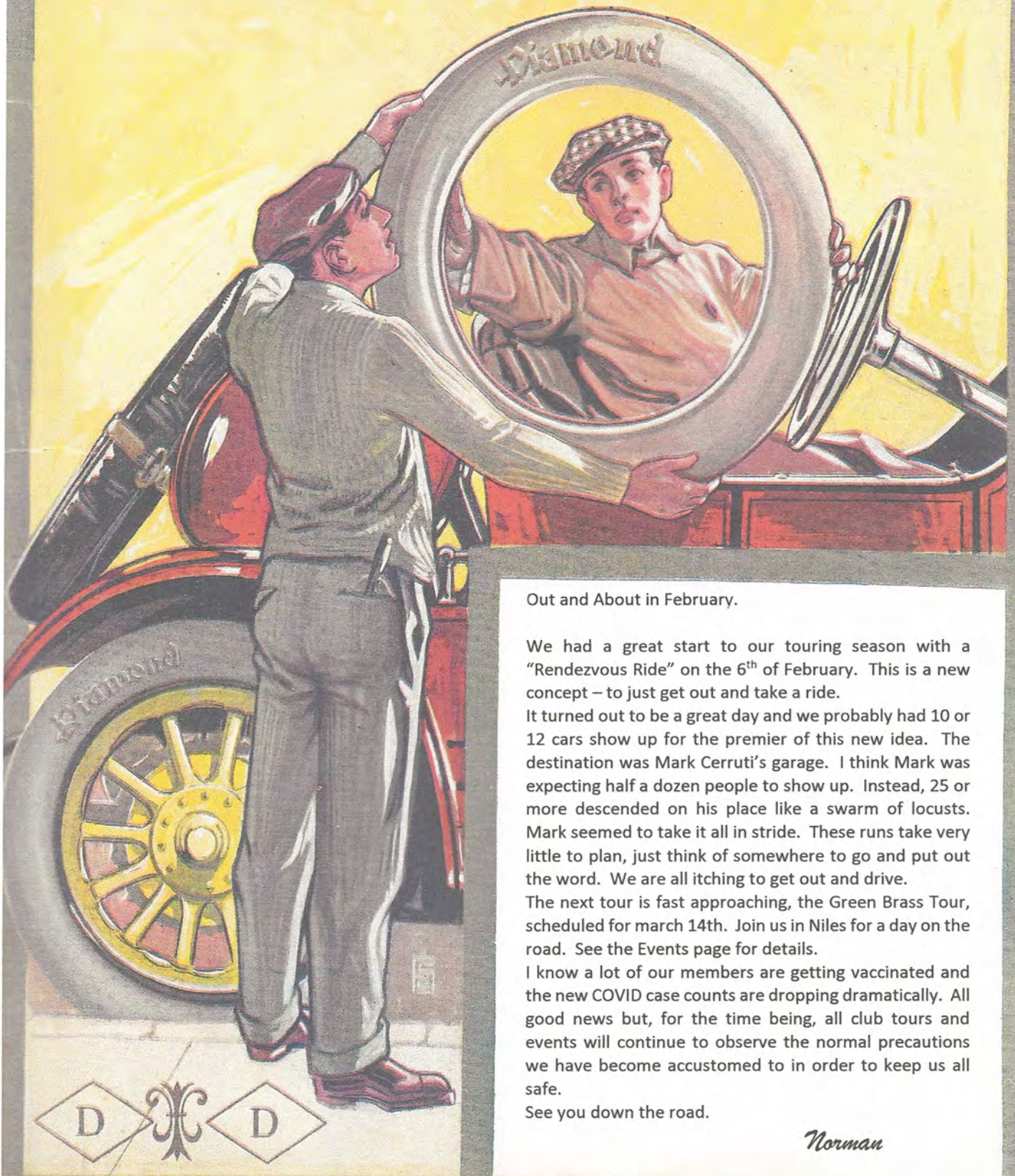
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On the Cover; MOTOR STORIES© February 27, 1909  
Artist; unknown

# President's Message



## Out and About in February.

We had a great start to our touring season with a "Rendezvous Ride" on the 6<sup>th</sup> of February. This is a new concept – to just get out and take a ride.

It turned out to be a great day and we probably had 10 or 12 cars show up for the premier of this new idea. The destination was Mark Cerruti's garage. I think Mark was expecting half a dozen people to show up. Instead, 25 or more descended on his place like a swarm of locusts. Mark seemed to take it all in stride. These runs take very little to plan, just think of somewhere to go and put out the word. We are all itching to get out and drive.

The next tour is fast approaching, the Green Brass Tour, scheduled for march 14<sup>th</sup>. Join us in Niles for a day on the road. See the Events page for details.

I know a lot of our members are getting vaccinated and the new COVID case counts are dropping dramatically. All good news but, for the time being, all club tours and events will continue to observe the normal precautions we have become accustomed to in order to keep us all safe.

See you down the road.

*Norman*

FIAT

*Overland*



American  
Electrics

KISSELKAR

*Rauch & Lang  
Electrics*



BAKER  
  
ELECTRICS



*Mitchell*  


*Republic*

SGV

*Pilot*



*Where ignorance is bliss, 'tis folly to be wise.*

## Green Brass Tour

Sunday, March 14, 2021

Greetings:

Our Tour will be held on March 14, 2021, and is a 35-mile round trip.

Tour will start at 10 o'clock with a driver's meeting. We then leave for a short tour of Niles to Sunol. Then Foothill Road to Dublin Canyon Road and onto Palomares Road, then back to Niles.

Trailer parking available. (see Map next page)

Meet at 37645 2nd Street, Niles (Fremont) California, between 9 & 10am at Gary Mills car shop. This is the old Firehouse.

Social distancing and face masks.

Please call if you plan to come.

Any questions call Tony at area code 408-264-2444 or cell 408-406-6639

Stevens  
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THE  
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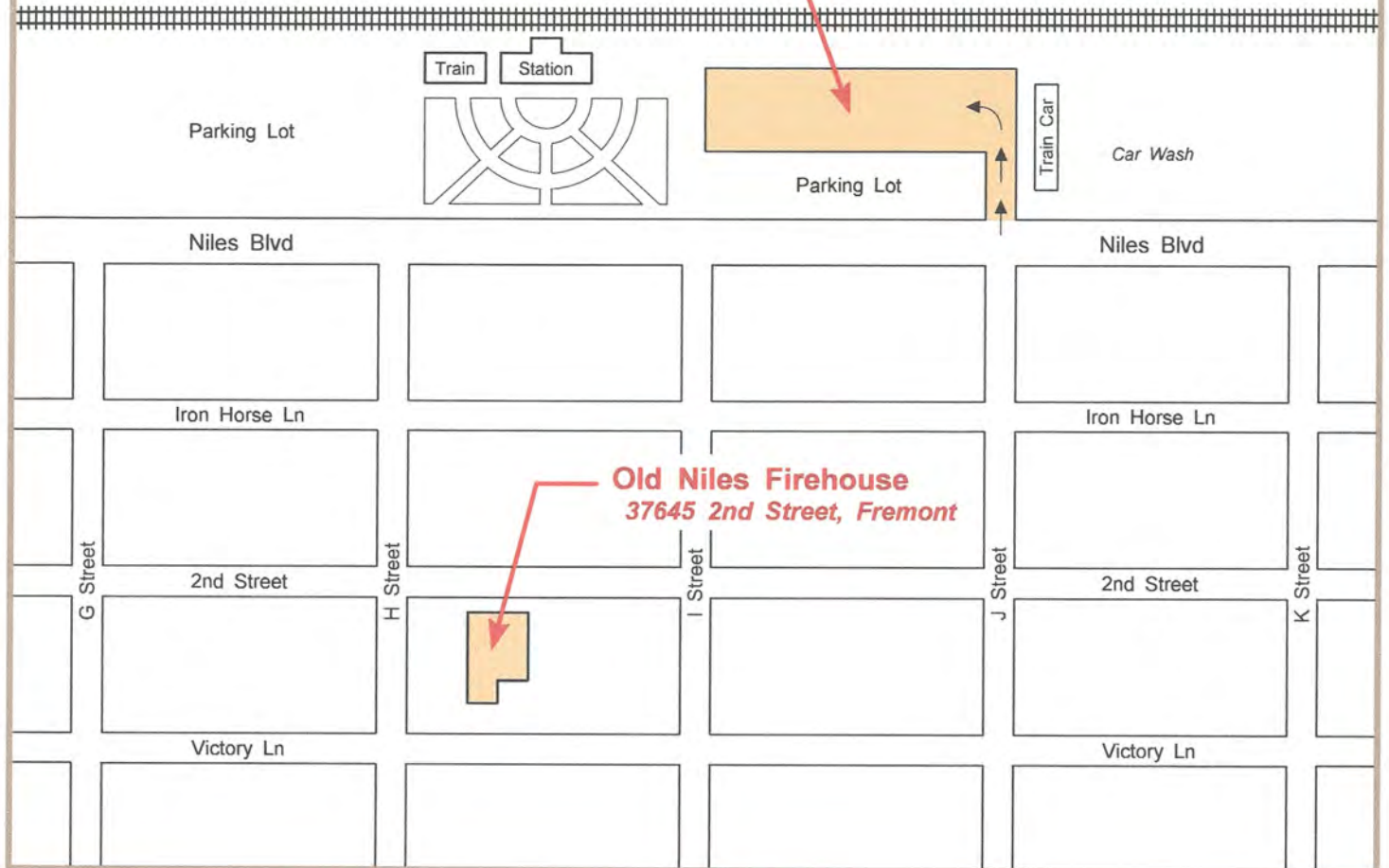
*Dorris*  
BUFFALO ELECTRIC



# Green Brass Tour

## Trailer Parking & Meet-up Map

For Info: call Gary Mills @ 510-656-9192



### Attention 1&2 Cylinder Car Owners! Looking for an Adventure?

I am organizing a group of like minded enthusiasts to participate in the New London/New Brighton Tour to be held August 11<sup>th</sup> to 14<sup>th</sup> of this year.

This is a four day event hubbed in New London, Minnesota. Each of the first three days the tour takes us to an interesting location, with the final day being the big run from New London to New Brighton. This is the 35<sup>th</sup> year the tour has been held and attracts a lot of cars and a lot of spectators. Given that it has been run for so many years, it is also well organized. To qualify, your car must be a 1 or 2 cylinder built before 1916 or any car built before 1909.

My plan is to hire an enclosed transport to take all of our cars there and back and make arrangements for the cars to be kept in a secure area while we are there.

If you are interested in a real 1&2 cylinder adventure, let me know. You can visit the tour website at [www.anticquecarrun.org](http://www.anticquecarrun.org).

Norman Schwartz  
nandaschwartz@comcast.net  
1925-932-3477



# Nuts & Bolts

Another month of winter and Covid keeps us at home which is good for projects. In my last month's article, I had requested for some articles on your projects and solutions to challenges you have had. So far, I have only had one response from Jim Lukash, which he will share at our next meeting. Please send in an article to keep our newsletter interesting for our Nuts and Bolts section, until then I will share my stories.

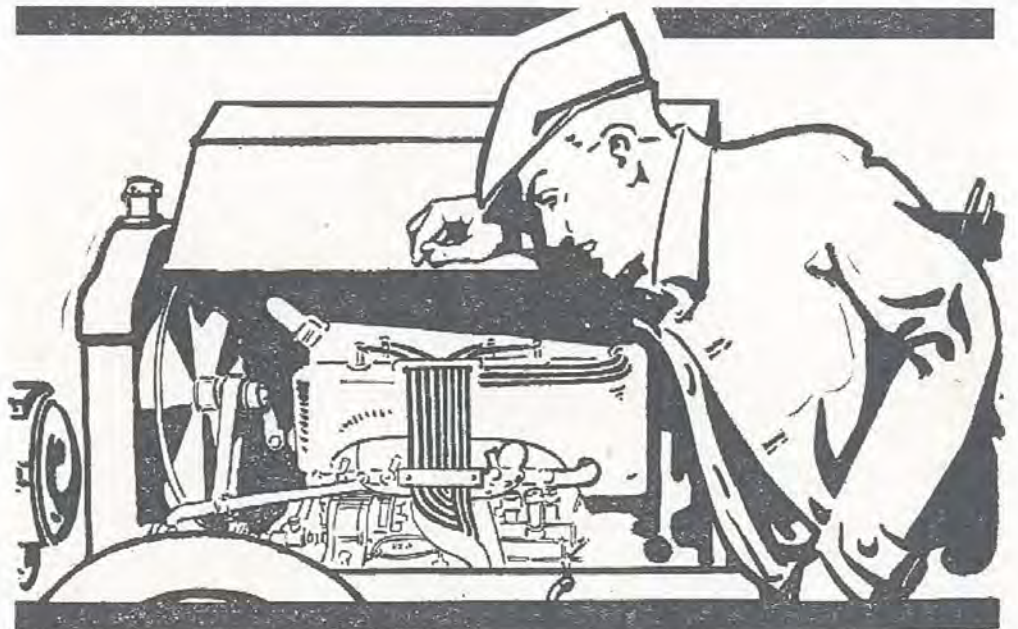
Since I am involved in several car projects, I work on 1-3 at any given time depending on the need and parts on hand to complete any part of the project. Right now, I have been working on restoring a 1930 Model A Ford Coupe which I got as a basket case and really needs everything gone through. I inspired myself in November to try to restore and assemble the projects that I have apart and when they are apart, they take more space. The top three are the '30 Model A, '14 Model T, and '13 Maxwell. The Model A is in progress making some headway step by step. The Model T, I have sent the engine and transmission parts out to some help for repair and assembly while I will get the chassis ready for its return.

The '13 Maxwell is another story that has been apart for far too long, about 25 years. I had done a partial restoration on the chassis, body, and got the engine to run. So excited back then, we took it up to Fortuna, CA, for a tour. It ran ok until a few teeth broke on second gear on the second day. This led to engine and transmission removal for repair while the rest of the body was finished. Repairing/replacing these gears was no easy task because of their cut and sliding gear design, made the cost to fabricate cost prohibitive. We found another option, which was to get the appropriate size gears, cut out the center, cut the teeth off the old gears, and fit them together, kind of like a ring gear on a flywheel. This was completed in 2001, life and other project got in the way. 2020 I was looking at a shelf of parts and said If I just put this together, it will make more room (for another project). I started back into it assembling the multiple disc clutch pack, which I had to have throw-out bearing races made, and is all held together with a heavy spring and nut. I don't remember how I disassembled it, reassembly will require something special to compress the spring and get the nut on with limited space. Not trying to reinvent the wheel, I reached out to get some help from Norman whom also has the same car, and his neighbor across the street, George. We put our heads together and George was able to get it setup in his press in an upside down configuration to compress the spring and screw on the nut. These challenges are easy once you figure them out. Next I will be checking and adjusting the bearing clearances.

More next month.

Remember to put an article together and send it to Mark Cerruti for the next Gazette.

*Eric Larson*





### Smarty Smithers

**S**MARTY SMITHERS bought an auto, and he started out to ride, with his registration number and a cigarette besides. And he climbed the hills and mountains in his phaeton each day, going down into the valley oftentimes upon his way. Smarty Smithers was a fellow who believed in driving fast, but he never had to worry in regard to fines at last, for his Dad had lots of money and he paid them for his son; any time 'twas necessary, he could pay another one! Smarty Smithers was delighted when he stepped upon the gas, heading off the other fellow, who was trying hard to pass! As his Daddy owned the railroad, Smarty thought he owned the road, so he drove along the center, road-hog methods were his code! So the motorist behind him had to follow with delay, till he turned around the corner at the parting of the way. Smarty Smithers reached the crossing as the train was coming in, and he heard the whistle blowing there amid the smoke and din! He believed in taking chances, so he never stopped at all, till he reached the middle section, then, his engine seemed to stall! There's a reason why he's never driven from that day to this! You can ask the undertaker for a full analysis.

—F. C. A.

### A Car's Requirements

Oil me in the proper place,  
Keep me nice and clean;  
Wash my body at the base,  
Buy some gasoline.

Lift my bonnet or my hood,  
Look inside to see  
If the engine's working good,  
Belt and fan are free.

Fill the radiator, too;  
Water's good enough!  
Tighten ev'ry bolt and screw;  
Never use me rough.

Keep the battery in prime,  
If you want to go  
Anywhere at anytime,  
Either fast or slow.

—F. C. A.

Here lie the bones of Ambrose  
Jones,  
A guy of vast conceit;  
The stupid cuss had a brand-new  
bus,  
But his head was pure concrete.  
He went on the road, with a boot-  
leg load,  
Filled till he couldn't see;  
He stepped on the gas, and it  
came to pass,  
A swerve—a skid—and a tree.

### Henry's Plight

By F. C. Aiken

Henry had a girl named Hattie;  
Henry had a vehicle;  
Henry's friends all called him "Fattie,"  
'Cause his waist-line was so full.

Henry's head was full of notions;  
Henry's heart was filled with love;  
Henry longed for sweet devotion,  
And the hand that wore a glove.

So he put one arm around her;  
With one hand, he turned the wheel,  
Looked into her eyes and found her  
Ready for a girlish squeal!

"Hattie," he began by saying,  
When an auto came in sight,  
"I—I—," but the car was swaying,  
So he turned to guide it right.

Once again he murmured, "Hattie,"  
When the wind took Hattie's hat;  
An old hen in front of "Fattie"  
Crossed the road right after that.

So he gave it up, remarking,  
"Hattie, I—I—think 'twill rain."  
So the spark-plug did the sparking.  
Henry's love was all in vain.

### A Just Grievance

Whenever I bring my car to town  
The cops all kick my car aroun'.  
It seems they spot me from afar  
And with a nasty har, har, har,

They swarm around on foot and horse  
And chase me out with langwidge coarse.  
I cannot park no place, no day,  
No time, no how, no use, no way.

But if I was a bandit guy,  
They'd stand aside and let me by,  
And I could park as free as air  
In front of banks, or anywhere.

And I could stay all day and night  
And nary a cop would heave in sight.  
But I drive down to work in town,  
That's why they kick my car aroun'.

I don't complain, because I think  
I'm better than a bandit gink—  
Alas, I envy them their lot,  
For they're successful—I am not.

How wistful then my little prayer  
As I am chased aroun' the square:  
I hope some day I'll find some town  
Where the cops won't kick my car aroun'.

—From Motor Life.

### The Ruling Passion

He owned a handsome touring car,  
To ride in it was heaven.  
He ran across some broken glass—  
Bill \$14.97.

He took some friends out for a  
ride—

'Twas good to be alive.  
The carburetor threw a fit—  
Bill \$20.85.

He started on a little tour,  
The finest sort of fun.  
He stopped too quick and stripped  
his gears—  
Bill \$90.51.

He took his wife downtown to  
shop,  
To save carfare was great;  
He jammed into one lamp-post—  
Bill \$268.

He spent about all that he had,  
And then in anguish cried:  
"I'll put a mortgage on the house,  
And take just one more ride."  
—N. Y. Evening Mail

### The River Road

There's a road we know that winds  
on and on,  
And it follows the river's edge  
Till it loses itself in the heart of  
the wood,  
Then on past a rocky ledge  
Where spring first scatters her  
violets,  
As blue as the summer sky;  
'Tis a road that we love the best  
of all—

My brave little car and I.

O, what to us is the end of the road  
And what if it never end?  
A fig for care when the wind is  
south

And blue skies over us bend.  
We know a spot where the heart  
finds rest,

So let the mad world sweep by;  
We shall follow the road by the  
river's edge,

My brave little car and I.

—Florence Jones Hadley

### Roadside Facilities

*Tourist*:—"I say, my friend, can  
you direct me to the nearest  
filling station?"

*Native Son*:—"Wal, that sorter  
depends. If ye want gas,  
there's a garage 'raound thet  
corner, but (confidentially)  
ef yer hip-pocket flask needs  
fillin', I reckon I kin fix ye  
up myself, ef you'll step  
over to the barn with me."

### Proof-Positive

When little Johnny was nearly  
seven  
He went, by gasoline, to heaven.  
His mother knows he's gone up  
higher  
Because a burned child dreads the  
fire.

# Rendezvous Ride

San Ramon / Danville - Saturday, February 6<sup>th</sup>

Our very first Rendezvous Ride was a huge success with 11 antique cars participating and over two dozen attendees.

Special thanks to Johnny Crowell for hosting and thanks to our photographers: Ann Beals, Ed Harley, Claudine Molkenbuhr, Norman Schwartz and George Teebay for the pictures.



Johnny & Christine Crowell's 1914 Simplex



Norman & Adria Schwartz's 1914 Cadillac



Cars converge at the Cerruti Garage



George Teebay and his 1930 Pierce Arrow



Paul Chapot cranks his 1912 Overland



1916 Maxwell & 1931 Ford at the Cerruti Garage





*Gary Mills, Gerald Robinson & Tony Wollesen enjoy lunch*



*Brian Harlamoff driving his 1913 Ford*



*Mark Cerruti driving his 1915 Cadillac*



*Ed & Carolyn Harley's 1910 Buick*



*Ann Beals & George Teebay relaxing in downtown Danville*



*Max Neary (right) with guest Antonio*




*Ed & Karen Archer pose with their 1917 Auburn*



# BAHCC Club Meetings, Events and Tours Calendar

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

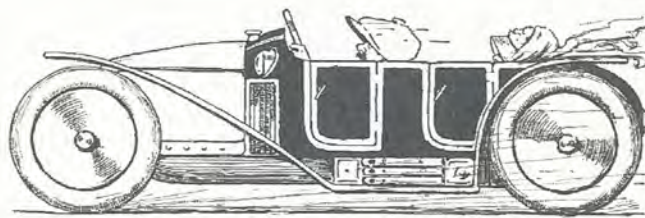
Tony Wollesen (408) 264-2444

Month	Date/Day	Events	Speaker/ Special Event
Mar 2021	Wednesday March 3 <sup>rd</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>
	Sunday March 14 <sup>th</sup>	<b>TOUR</b>	<b>Green Brass Tour</b> - Niles, CA - 10am (see Flyer in this issue)
	Wednesday March 17 <sup>th</sup>	BoD Meeting	<b>zoom</b> Meeting - 7:30pm
Apr 2021	Wednesday April 7 <sup>th</sup>	General Meeting	Join the live <b>zoom</b> Meeting @ 7:30pm
	Wednesday April 21 <sup>st</sup>	BoD Meeting	<b>zoom</b> Meeting - 7:30pm
May 2021	Sunday May 2 <sup>nd</sup>	<b>TOUR</b>	<b>Blackhawk Tour</b> - Danville (more information in next issue)
	Wednesday May 5 <sup>th</sup>	General Meeting	Join the live <b>zoom</b> Meeting @ 7:30pm
	Wednesday May 19 <sup>th</sup>	BoD Meeting	<b>zoom</b> Meeting - 7:30pm
July 2021	Sunday July 4 <sup>th</sup>	<b>Parade &amp; Picnic</b>	Piedmont 4 <sup>th</sup> of July Parade & Picnic



1901—SPEED 10 MILES AN HOUR  
 "NOW DO BE CAREFUL, FRED. YOU'RE SCORCHING."

## THE FLIGHT OF TIME



1912—SPEED 50 MILES AN HOUR  
 "WHAT'S THE MATTER, JOHN? CAN'T YOU GO A LITTLE FASTER?"



**Non - BAHCC events that may be of interest**

March 19 - 20	Chickasha Pre-war Swap Meet	Chickasha, OK	Mike or Susie Ersland 405-224-9090
April 10 - 11	HCCA National Convention	Virtual Meetings on <b>zoom</b>	<a href="http://hcca.org">hcca.org</a>
May 2	Spring Turlock Swap Meet	Turlock, CA	<a href="http://springfallturlock.com">springfallturlock.com</a>
June 6 - 11	Franklin Westrek	Bend, OR	<a href="http://franklinwestrek.weebly.com">franklinwestrek.weebly.com</a>
July 15 - 20	Celebration of Brass @ The Gilmore	Hickory Corners, MI	<a href="http://museumofthehorselesscarriage.org">museumofthehorselesscarriage.org</a>
July 16 - 18	Hillsborough Concours d'Elegance	Hillsborough, CA	<a href="http://hillsboroughconcours.org">hillsboroughconcours.org</a>
August 4 - 8	Ryan Ramble	Sacramento, CA	Matt Ryan 916-747-7046
August 12	Pebble Beach Tour d'Elegance	Pebble Beach, CA	<a href="http://pebblebeachconcours.net">pebblebeachconcours.net</a>
August 15	Pebble Beach Concours d'Elegance	Pebble Beach, CA	<a href="http://pebblebeachconcours.net">pebblebeachconcours.net</a>
September 19	Antique Autos in History Park	San Jose, CA	Allan Greenberg <a href="mailto:allangreenb01@gmail.com">allangreenb01@gmail.com</a>
September 24 & 25	Ironstone Concours	Murphys, CA	<a href="http://ironstoneconcours.org">ironstoneconcours.org</a>
October 6 - 9	Hershey Swap Meet	Hershey, PA	<a href="http://hershey.aaca.com">hershey.aaca.com</a>

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

**CLASSIFIED ADVERTISING**

Rates under this heading are: for one insertion of not less than three lines, 15 cents a line of about ten words; for three insertions or more, figure on the basis of three lines three times for \$1.00.

Fine Tires and Tubes 40% less than standard prices. Anti-Skid Chains 33 1-3%. Lubricating Oil 26c. per gallon. Wind Shields \$12.60. All auto supplies at dealers prices to consumer. Catalog mailed upon request. Any make auto at a discount.  
The Geyer Sales Co., 68 Bimm Bldg., Dayton, Ohio.

**GASOLINE.**

One drop of NO-CEMENT PATCH will repair a puncture in five seconds. As special introduction, I will send postpaid 15 assorted patches upon receipt of one dollars.

**FRANK C. VEIL.**

545 Y. M. C. A. Building, Dayton, Ohio.

"WANTED.—Position in garage to learn the automobile. I have some experience. I am not a dead-head.. Will work for my board. Age, 21. White.

Address,

HARVEY GOODWIN,  
Andalusia, Ala.

## Novel and Freakish Motor Happenings

### A 6-Year Old Motor Car Driver

The accompanying photographs are of Miss Lavonia Virginia Knisely,



Miss Lavonia Knisely, of Toledo, O.

a 6-year old Toledo child, who operates a 40 h.p., touring car through the most congested streets of the city without assistance.

Little Miss Knisely is the daughter of Dr. and Mrs. V. L. Knisely, and it early became the Doctor's habit to take the child with him on his round of professional visits. Baby was not satisfied with merely riding in the car, but the tiny hands must rest on the wheel. For a year the little girl has been driving the car. At the steering wheel her head is barely visible above the high sides of the chauffeur's seat, but with firm strong little hands she drives the five-passenger car successfully across bridges, through the maze of passing cars, speeding taxicabs, past traffic officers and through the swarm of carts and trucks in the downtown district.

Her father usually occupies a seat beside her but lends no aid and makes no suggestions to the small chauffeur as to the piloting of the

machine. Sometimes she is allowed to drive the machine without a passenger on the comparatively quiet street which runs past the Knisely home.

While quite as child-like as other children of her age, and dearly loving her Teddy bear, she understands thoroughly the running of the engine of the big motor car and can operate it at all speeds. She also understands the art of saving gasoline, throttling the engine when not in use. Coming up behind a wagon she immediately drops into a different speed.

### Motor Mail Wagon in Portland

The mail in Portland, Me., is being carried by a motor-propelled wagon, as L. S. Sanborn, who has the contract for carrying the mail, has rebuilt a pleasure car for the purpose. The body of the vehicle is similar in design to that of the United States mail wagon type, and is painted and lettered accordingly. The addition of other automobiles is being contemplated.

### A Boy's Home-Made Auto

A fourteen-year-old boy in Los Angeles has just completed an auto-

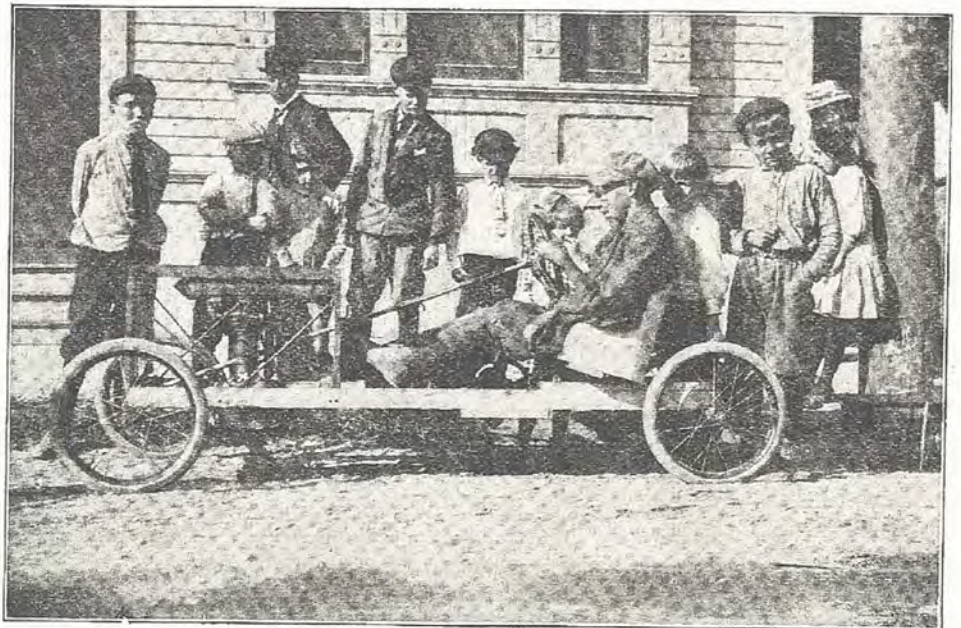
mobile which runs under its own power at a 20-mile clip and which is not only a neat and workmanlike machine but also combines several ideas of his own in transmission, clutch and steering gear. The wheels and engine were bought, but the other parts were either made outright by the youthful inventor or else adapted from out-worn bicycles, motorcycles, etc. Of course the assembling of such heterogeneous material was quite a feat in itself. The engine is a 2½ hp. single cylinder; the wheels are of the type used in aeroplane construction and answer the purpose admirably. The builder and driver, Ross Hains, is seated at the wheel. His mechanic occupies the other seat.

As will be seen in the illustrations herewith, the motor is an air-cooled one, so that no radiator is necessary. Hains very cleverly took advantage of this fact, constructing the front with the outline of a typical cooler, but with a large sized hole—in fact it is almost all hole—through which air passes to the motor.

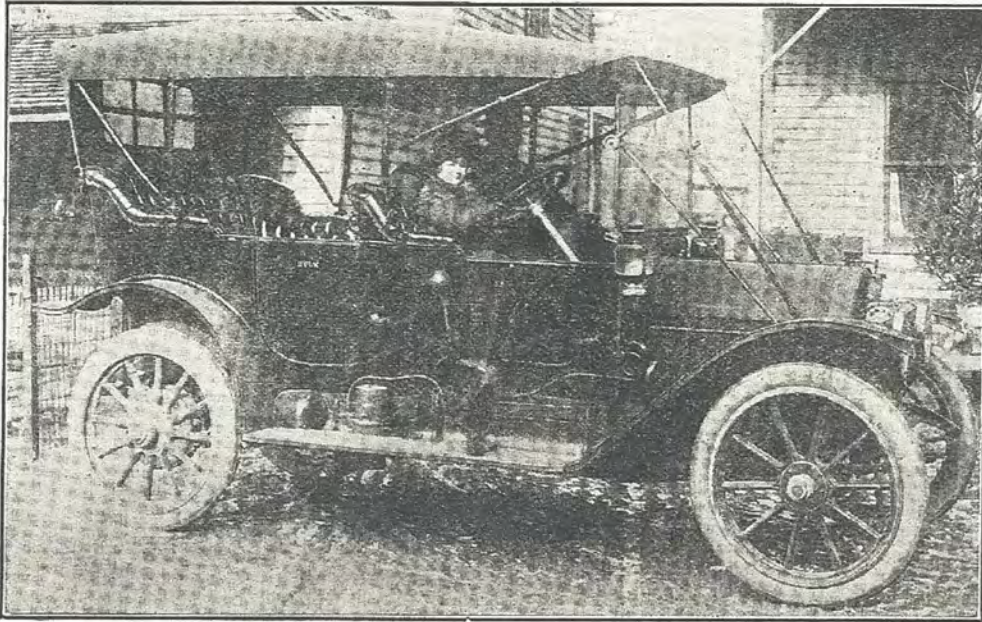
### The Auto Phone

In order to summon instant help in case of an automobile wreck, the motor-car owner in Southern California is supplied with a portable telephone outfit which he carries in his auto.

Many telephone poles along the roads are equipped with stations where the subscriber to the Emer-



Ross Hains, of Los Angeles, Cal., Driving the Automobile Which He Constructed from Miscellaneous Parts



*Miss Knisely at the Wheel of Her Father's Big 40-Horsepower Touring Car*

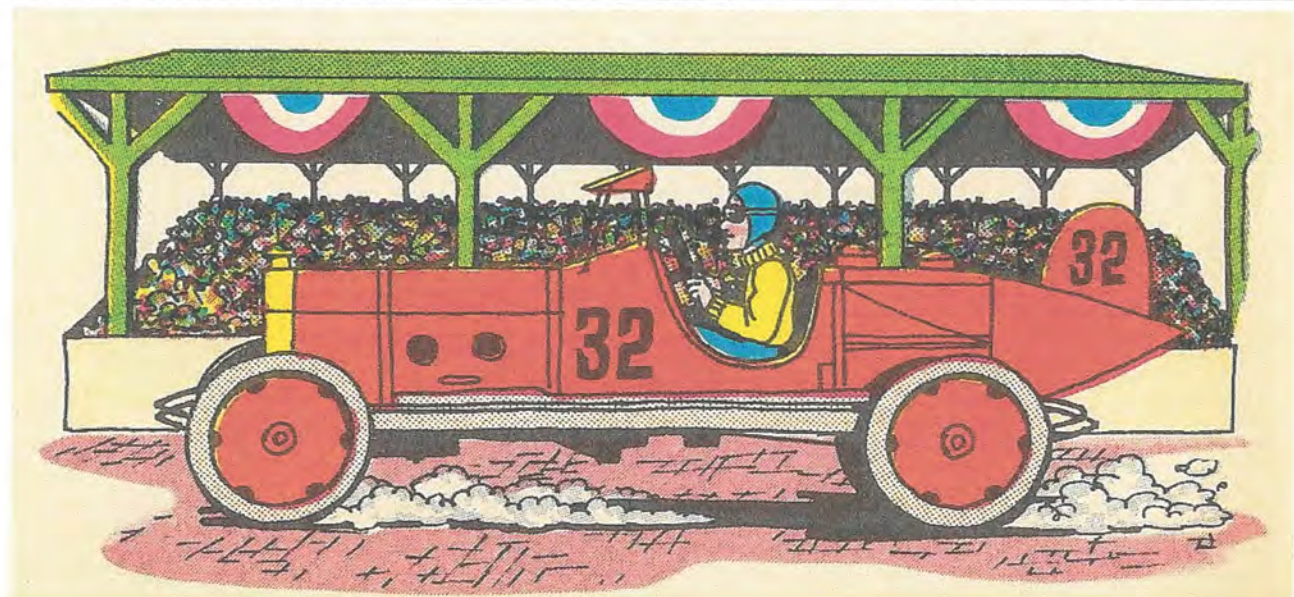
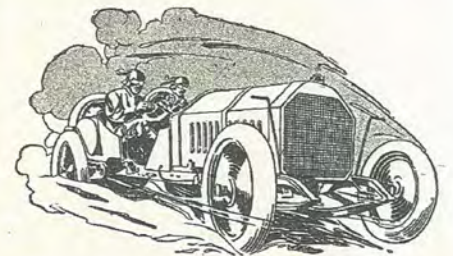


*A Front View of the Hains Machine, Showing Its Low Hung, Racy Appearance*

gency System can connect instantly with "central," so that while making a long tour the motorist is able to summon assistance in case of accident, call up the nearest garage for supplies or mechanics, attend to pressing business while on the road or notify his family or friends of his whereabouts in case of any delay or change of plan. With the increasing use of the auto by business men, this system that keeps him in touch with his office is of great financial benefit, while in case of injuries received on the trip, the prompt call for surgical help will make the autophone a real benefactor.

A somewhat similar plan for providing motorists with a phone connection has been worked out in the vicinity of Detroit. The telephone company provides all subscribers to the service with a small portable combination receiver and transmitter, which fits into a connection on telephone poles along the country roads. To telephone, the motorist stops near a marked pole, takes out his instrument, puts his receiver in place and gets a connection.

MOTOR LIFE - November 1913





*Happy Birthday!*

Ben Kopman	March 2
Gary Borges	March 3
Carol O'Neill	March 3
Ed Archer	March 4
John Pearson	March 5
Linda Sheldon	March 8
Norman Schwartz	March 10
Gene Hironimus	March 13
Mark Cerruti	March 14
Brian Harlamoff	March 15
Rob Guzzetta	March 16
Bob Rosen	March 20



*Happy Anniversary!*

Don & Pam Johnson	March 7th, 1964
Wayne & Linda Sheldon	March 19th, 1977
Ron & Bea Reak	March 21st, 1964
Curtis & Diane Marin	March 25th, 1977
Wes & Henrietta Crowell	March 31st, 1992



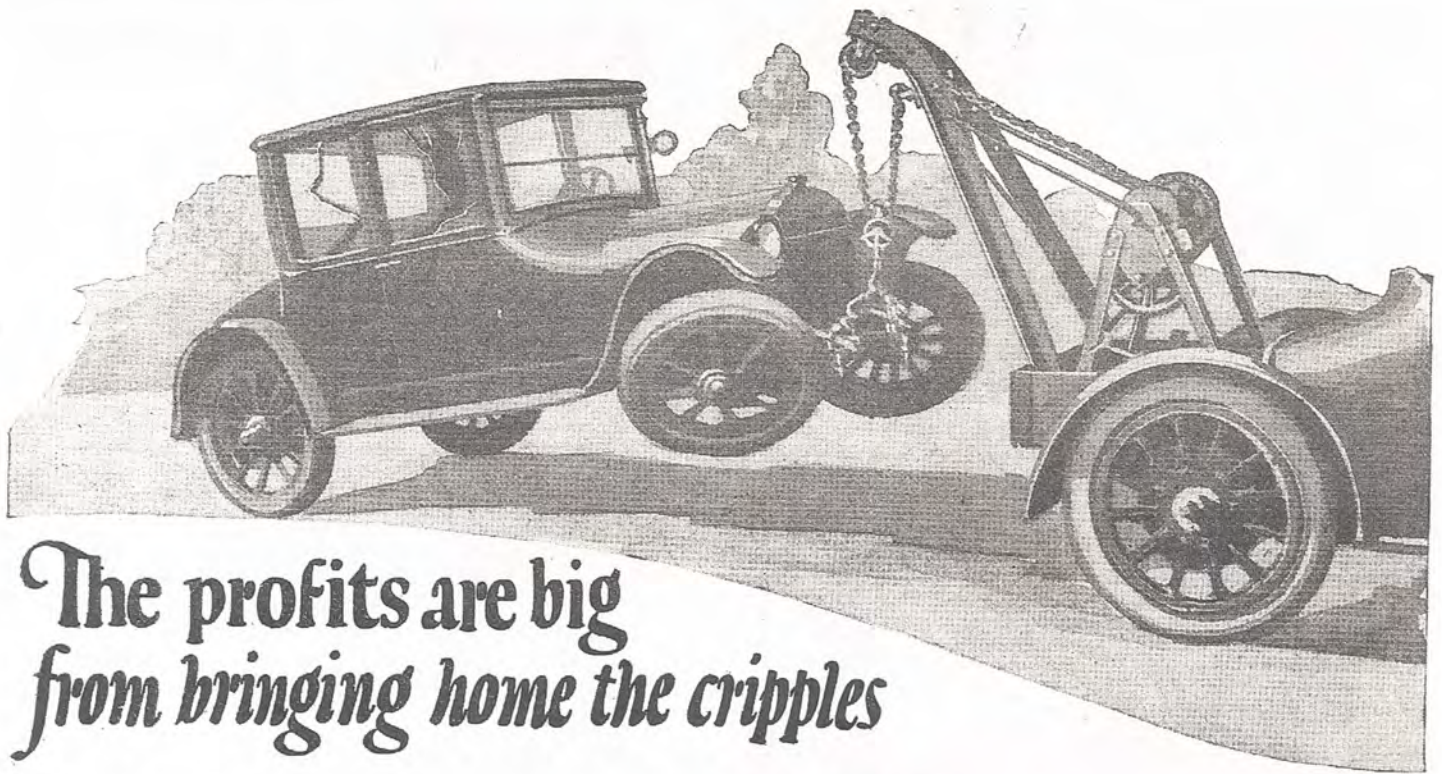
Courtesy of Bill Austen



***Kleiber Cars***  
 Made in California

COAST MADE  
FOR  
COAST TRADE

**KLEIBER MOTOR COMPANY**  
 SAN FRANCISCO    OAKLAND    LOS ANGELES



*The profits are big  
from bringing home the cripples*

Wrecking and towing—man, the *profits* they bring. Not only towing them home, but the service work *after* they're home.

The Weaver Crane was produced with the advice of hundreds of garage men who know what a crane *must have*—how strong it must be—what work it must *do*

It is light in weight—but *husky and speedy* in performance. 4000 pounds are easy for *this* crane. Takes only small space on a truck, leaving plenty of room for equipment, and one man can handle an entire wrecking job.

It's the biggest profit maker you can put on your payroll. *Put it on!*

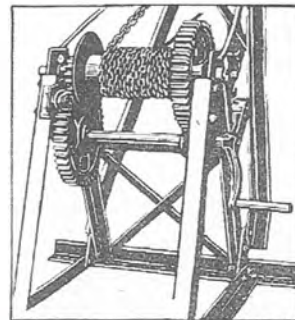
**Weaver Manufacturing Co.**  
Springfield, Illinois, U. S. A.

Weaver Canadian Company, Ltd., Chatham, Ontario

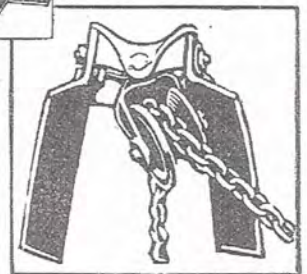


Literature that describes it? You bet!  
Just send a post card

# WEAVER AUTO CRANE



Lower Shaft permits quick adjustment of the chains to the load. For maximum power in lifting the load, upper shaft is used.



The Swivel Head prevents any binding of the chain when pull is from the side.

*Ask your Jobber's Salesman*  
he's a WEAVER salesman too!

# Bay Area Horseless Carriage Club

General Meeting Minutes

January 6, 2020

The meeting was held via Zoom. Twenty one members were logged in.

President Norman Schwartz called the meeting to order with the hope that we will be able to return to live meetings by summer. He opined that we need to plan for that now.

Norman announced the birthdays and anniversaries.

The minutes of the prior meeting were approved.

Whitney Haist, Treasurer, noted that he had received fifty three checks including forty plus for 2021 dues. The total amount received was \$4,245 including some nice donations. Jackets accounted for \$840 of the total. Whitney also stated that the Club had a surplus for last year as our expenses were low.

Ed Harley, Membership Chairman, noted that we received a new membership from George Smith. George has a shop across the street from Norman's garage which many of our members have visited.

Rob Guzzetta discussed the jackets and noted that we had orders for fourteen. However, the manufacturer we selected, Dickies, is out of them currently. Rob then went on Amazon and found Dickie jackets for less than what our vendor was going to charge. Unfortunately, Rob could not take them to

the vendor as he had been exposed to Covid 19 and was quarantining. He will get the jackets to the vendor next week.

Norman commented that during the Covid 19 stay-at-home order the Club newsletter, the Gaslight Gazette, is more important than ever. He thanked Editor Mark Cerruti and asked members to send articles to Mark.

It was noted that a swap meet in Turlock has been scheduled for May 2 and the show, Antique Autos in History Park, is September 19. Pierce Arrow is the featured marque at the latter.

Tony Wollesen reported that the HCCA national has been working diligently on the plan to have a brass era museum at the Gilmore Museum in Hickory Corners, Michigan. They have raised \$100,000 so far for preliminary work. There was a general discussion of the pros and cons of such an effort.

Rob Guzzetta requested that we do Zoom meetings even when we have in-person meetings again. He said it enabled people like him who live a good way from Piedmont to attend.

Johnny Crowell stated that his friends have started to do one-day Covid tours.

The meeting was adjourned.

The next Club Meeting is February 3 and the next Board Meeting is February 17.

Gerald Robinson then played a movie of cars from the 19 teens.

Vince O'Brien, Secretary





# Bay Area Horseless Carriage Club - Board of Director's Minutes - January 20, 2021

The meeting was held via Zoom.

## Attendees:

Tony Wollensen Ed Harley  
Gerald Robinson  
Vince O'Brien  
Eric Lundquist  
Mark Cerruti  
Whitney Haist

Ed Harley  
Johnny and Crowell  
Norman Schwartz  
Christine Crowell  
Gary Mills

President Norman Schwartz called the meeting to order and began a discussion of the need to have some tours on the calendar for this summer. He said we didn't need to worry about the traditional dates and could have a tour like the Green Brass Tour in July or later. The regular tours discussed were the Valentine's Day Tour, The Green Brass Tour, the Blackhawk/Danville Show and Tour, The Pumpkin Tour and the Pilgrim Tour. Gary Mills volunteered that he also organizes a Charlie Chaplin Tour in his area.

Johnny Crowell suggested we have ad hoc tours twice a month in addition to the regular tours. These would be announced shortly before the tour date and be very informal. Each member would volunteer to initiate one and submit a picture to Mark Cerruti for publication. It could simply be a trip to the local shopping center to show the cars and talk about them. Or they could be an invitation to meet somewhere and go driving. The goal would be to get people out and about in their cars. A side benefit is that they could be held all over the Bay Area.

Board members were supportive of this proposal. It was suggested that each board member volunteer to initiate one. It was also suggested that they be announced in advance and followed up with a last minute reminder.

Eric Lundquist reminded everyone that the tours would need to be Covid safe until all of the population has been vaccinated.

Norman volunteered to send a list of Brass Era Tours he has been on. He also suggested that we have a pre-1915 display at a major concours when they resume.

Vince O'Brien reported that the London to Brighton veteran Car Run substituted a virtual tour this year where participants

were encouraged to drive their car on the regular day for the LBVCCR. Pictures were then posted on the Club's website.

Norman discussed the importance of the Gazette at this time and asked for suggestions on articles. One was to have a member's car featured in each edition. Another was to create a local resource page. Yet another was to have members write about what they are doing with their car currently.

The Club Website was also discussed. Gerald reported that he had gotten all of the passwords from John Eugenio who had been working on it previously. Mark Wheeler currently makes the changes. The Website uses the older command and control methodology and requires special programming knowledge to update it. There is newer software that is much easier to use but that would require rebuilding the website from scratch.

Norman proposed that the Club obtain its own Zoom account. A subscription is \$150 per year for up to 150 participants. Norman made the motion to do this. Johnny seconded it. The motion passed unanimously.

Treasurer Whitney Haist reported that 86 members had already paid their dues for 2021 which is ahead of prior years. He then announced that he would like to resign as treasurer. Volunteers please contact Whitney or Norman for details on the position.

Norman asked for suggestions on speakers for the Club meetings.

Ed Harley stated that he was going to put out a new directory sometime in March.

There being no new business, the meeting was adjourned.

By Vince O'Brien, Secretary



# Woods Mobilette Company

*EVERYBODY'S  
ECONOMICAL  
EASY RUNNING  
EQUIPAGE*

America's First Cyclecar

Office of the Secretary  
Suite 1001-189 W. Madison St.,  
Chicago

*SIMPLE,  
SILENT,  
SPEEDY,  
SAFE!*

# Dale Walksler, Antique Motorcycle Collector, Historian. RIP

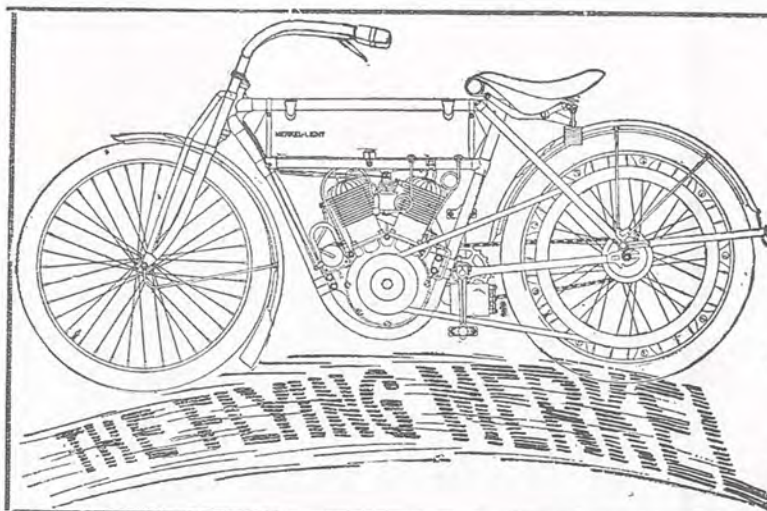
I have never had much interest in the two wheel variety of motorized transportation machines, that is until I was introduced to a television series 'What's In The Barn' on the Velocity Channel (now Motor Trend TV) in 2013. Hosted by a man named Dale Walksler. Dale was a passionate collector of stories and motorcycle history, as well as antique machines. In the series, he would search out "barn find" antique motorcycles as well as automobiles. It was here that I became appreciative of the two wheel relatives of the automobiles we love.

Walksler founded Dale's Wheels Through Time, a museum housed inside his dealership where he displayed his collection of vintage American motorcycles. Customers came from far and wide to seek out Dale, his full-service dealership, and view his growing collection of antique machines. Dale's theory was to use the museum to connect the next generation of motorcyclists with the rich history and traditions of Harley Davidson. It was the first of its kind. Known as 'The Museum That Runs,' all the motorcycles in the museum start and operate, a testament to Dale's incredible skills, craftsmanship and expertise as well as the dedication of his staff.

Dale Walksler, former Harley Davidson Motorcycle Dealer, and member of the American Motorcycle Association and Sturgis Motorcycle Hall of Fame, who devoted his life to the advancement of antique motorcycles and their history, died in Maggie Valley, North Carolina on Feb. 3, 2021, at 68 years of age.

Watch this: <https://youtu.be/QZhGl2lj6XQ> (or YouTube; search "Dale Walksler Tribute")

Reported by Whitney Haist



## The Flying Merkel 1911 Models

Have many new features worthy of your attention.

LOCAL AGENTS WANTED for unoccupied Georgia territory.

We carry a full line of Motorcycle and Bicycle Supplies and accessories.

Special attention given to mail orders. Write for catalog

**Motorcycle & Supply Co.**

42 Walton St.

R. H. COLBURN, Mgr.

ATLANTA, GA.

Opposite Postoffice

# Bay Area Horseless Carriage Club

## Board of Director's Minutes

### February 17, 2021

The meeting was held via Zoom.

#### Attendees:

Tony Wollensen  
Gerald Robinson  
Vince O'Brien  
Eric Larson  
Mark Cerruti

Whitney Haist  
Johnny Crowell  
Norman Schwartz  
Gary Mills

President Norman Schwartz called the meeting to order and complimented Mark Cerruti on publishing another good Gazette. He also stated that the February 6 Tour was a great success with a good turnout.

Next was a discussion of the Green Brass Tour scheduled for March 14. Members should arrive at 9 a.m. with departure at 10 a.m. We will meet at Gary Mill's Fire Station Shop in Niles. Tony Wollesen announced that he had invited members of the Salinas HCCA and six cars are coming.

Norman then asked for ideas for an April tour. He said he and his wife were planning a "Movie Night" at his shop in Martinez on the third Saturday of March. He asked for more tour ideas but none were forthcoming.

Whitney Haist talked about attending a small auction for four collector cars from a private estate. He was out bid. Later he saw them on the website for The Collector's Museum in San Rafael [https://www.facebook.com/pg/Muntzindian/about/?ref=page\\_internal](https://www.facebook.com/pg/Muntzindian/about/?ref=page_internal). This is Sheldon Donig's museum and it is excellent. He lives in San Anselmo and Hollywood. He will open the museum for car clubs. After a discussion, it was decided that Vince O'Brien will put together a tour of the San Rafael area that will include the museum.

Norman announced that he has been talking with the organizers of Antique Autos at History Park about having a section for our cars. He also suggested that we have a display at one of the Concours events in our area.

Gary Mills replied that he runs the Hot August Niles event in Niles. He has been trying to get a permit but Niles won't issue any because of the pandemic. If he does get a permit, we would be welcome to show our cars.

Gerald Robinson volunteered to have more brochures printed so we could hand them out at these events.

Norman then asked of anyone has come up with speakers for the monthly meeting. Vince will call Wayne Simoni who repairs and makes antique auto brass if he would give a talk. Someone suggested that his could also be a Nuts & Bolts session.

There being no more business, the meeting was adjourned.

By Vince O'Brien  
Secretary

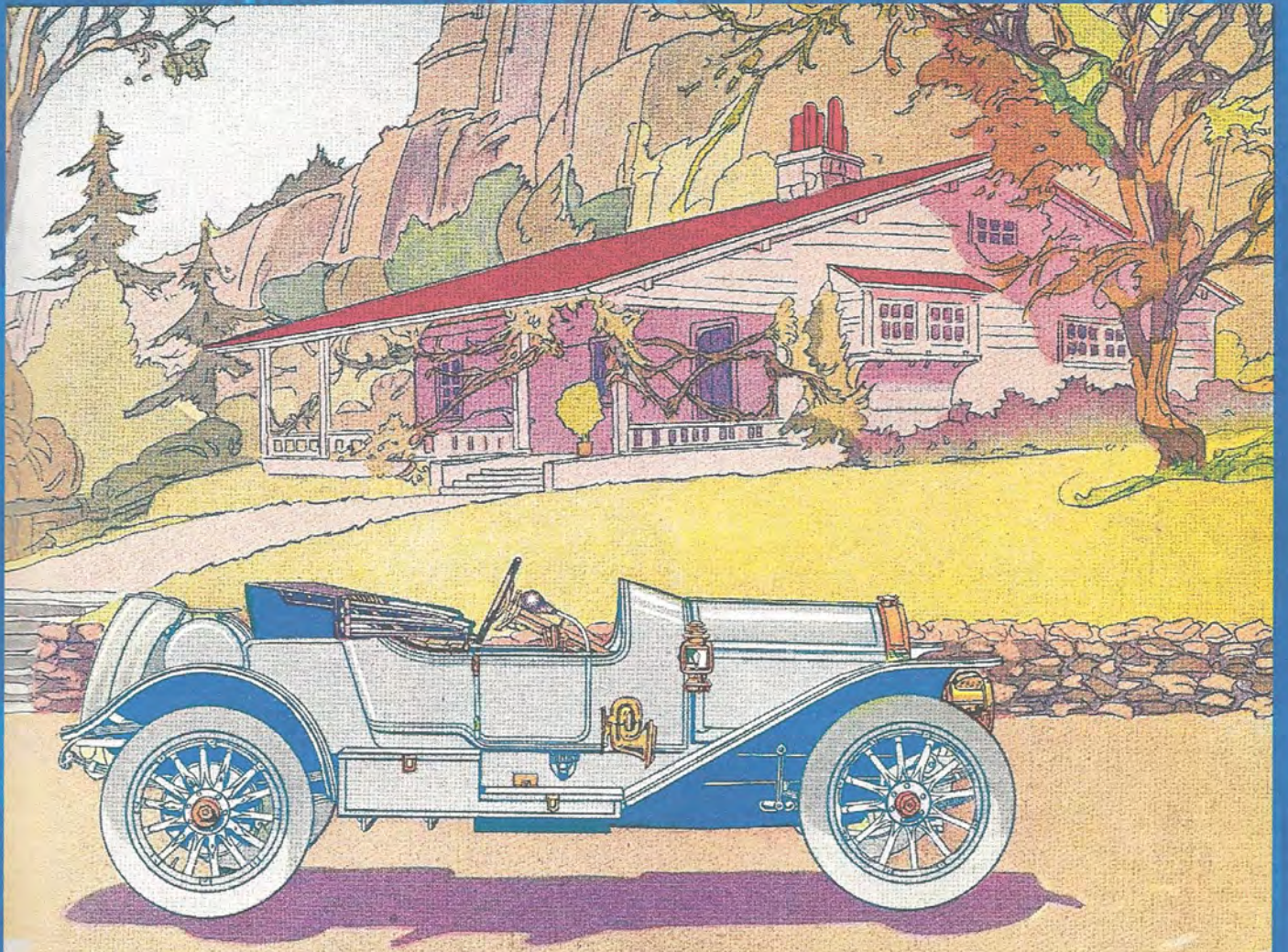


The  
**DRAGON**  
TOURING CAR

\$2000

THE DRAGON, 24-26 H. P., FOUR-CYLINDER, FIVE-PASSENGER TOURING CAR WEIGHS BUT 1800 POUNDS

The advertisement features a detailed illustration of a dragon's head with its mouth open, showing its tongue and teeth. Below the dragon's head is a vintage touring car with a dark body and spoked wheels. The text is arranged around the dragon and car, with the car's price and specifications listed below it.



# Stoddard-Dayton Saybrook

None can go further, none faster—none ride with greater ease and comfort—and none have ever given better service. No finer car for two people was ever designed than this Compartment Roadster. Pull forward the back of the seats and there are your two suit cases, and their contents unsoiled by water or dust. Extra room in body means more than comfort. This style of body is mounted on three chasses; the "Silent Knight," \$4900; the "Saybrook," \$2700 and the "Savoy," \$1350.

*Write for Complete Catalog.*



**DAYTON MOTOR CAR CO.**

Division of **UNITED STATES MOTOR COMPANY**

17 West 61st Street

New York

