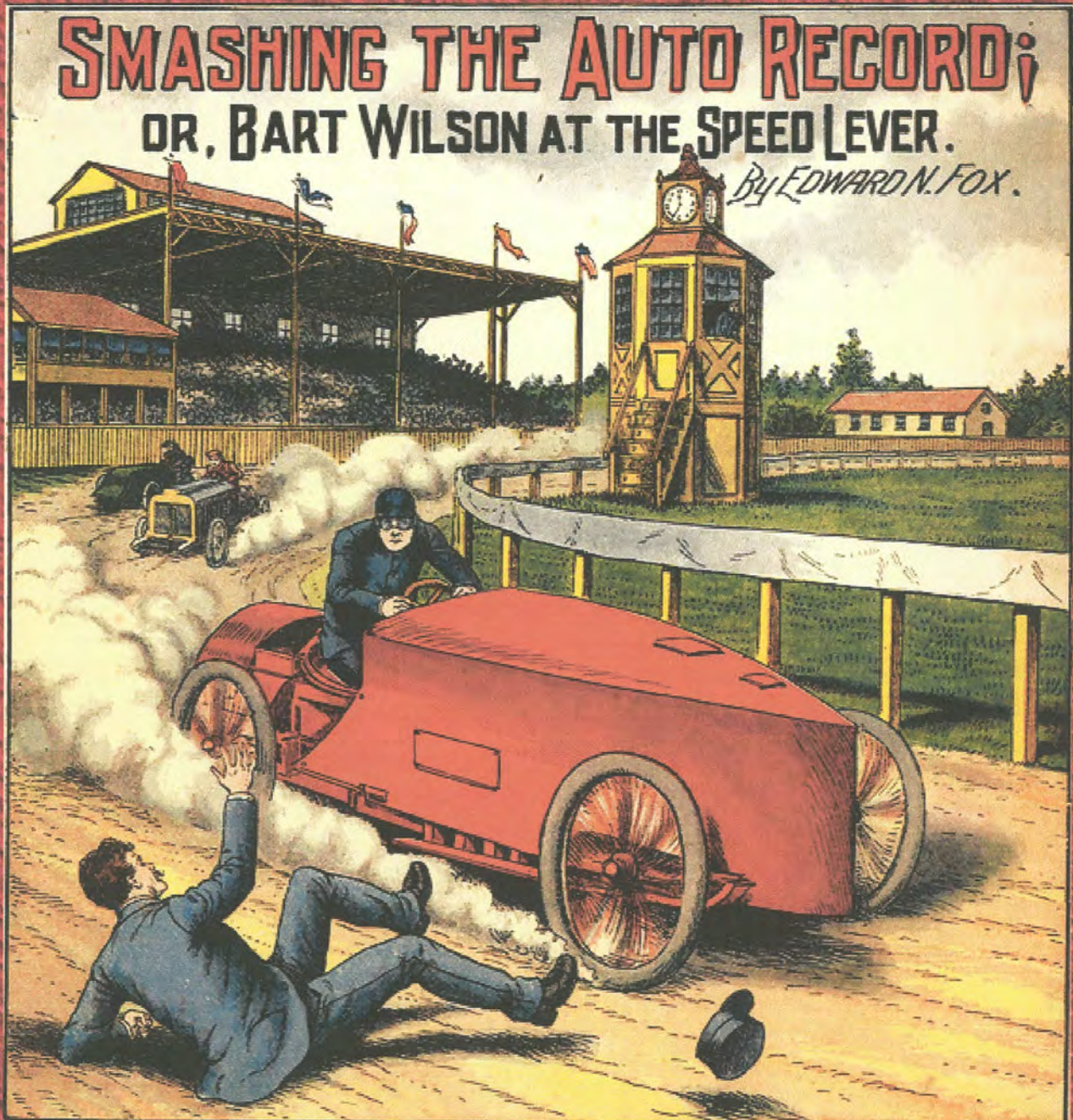


GASLIGHT GAZETTE

O C T O B E R 2 0 2 1



SMASHING THE AUTO RECORD; OR, BART WILSON AT THE SPEED LEVER.

By EDWARD N. FOX.

Whizz! Slam! The speed was terrific, nerve-racking, heart-tearing! A second dropped meant the race lost. Bart was numb to feeling, but his hot blood leaped through a brain that throbbed for winning. Dunham somersaulted backward for his life!

BAY AREA HORSELESS CARRIAGE CLUB



GASLIGHT GAZETTE

A PUBLICATION OF THE

BAY AREA HORSELESS CARRIAGE CLUB

O C T O B E R 2 0 2 1



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Nuts & Bolts	Eric Larson	707-974-4296	hpranch@interx.net

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



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; *WIDE AWAKE WEEKLY*© April 20, 1906
Artist; *unknown*

President's Message

October 2021

Fall is in the air. The last few mornings have been clear with just a hint of crispness. A good time of the year. Time to think about fall tours and year end events. Nothing kicks fall off better than a good pumpkin tour. We are looking for a volunteer to organize this ever-popular outing. And, of course, Adria and I are planning for another Pilgrim's Picnic in November. Mark your calendars for the day after Thanksgiving, when we will take our cars out for a leftover lunch in the great outdoors.

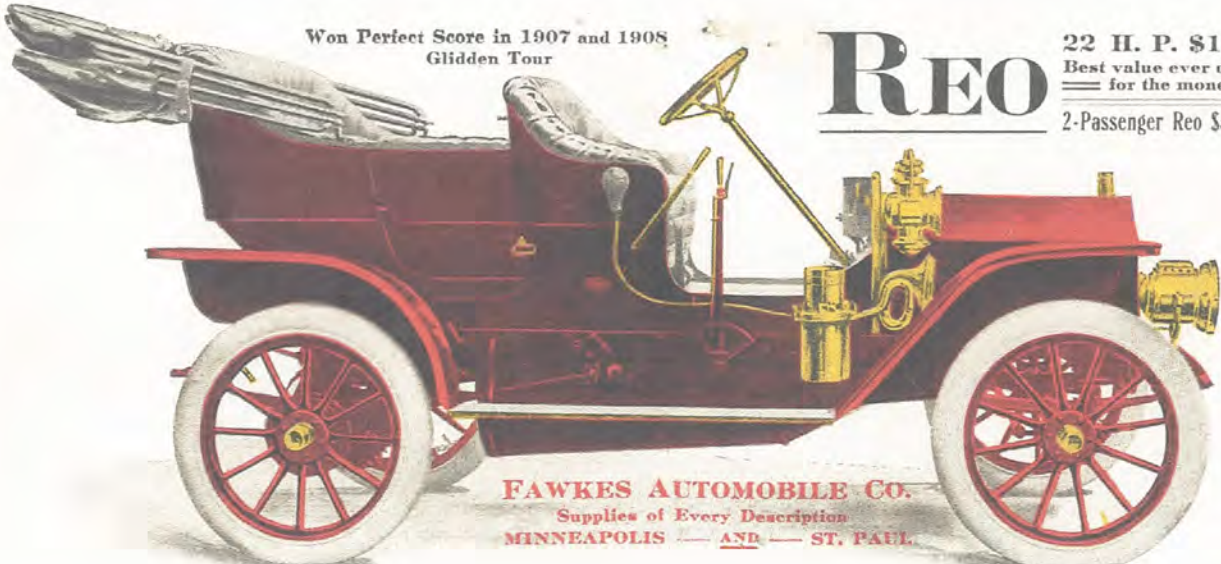
We also have a few indoor events scheduled for the fall, which present us with the usual pandemic challenges. At the last Board meeting, we decided that, out of abundance of caution and for the safety of our club members, it would be prudent to require proof of vaccination for all of those attending the planned November potluck and the December holiday party. I hope all of you understand that we are just trying to do all we can to keep our members safe.

The Board also spent some time discussing our website and the need to get it updated. We expect to recast it using a modern, user-friendly platform so that we can easily keep it up to date and make it a valuable promotional tool for the club. Once we get it updated, we need some help to keep it current with the latest tour and events. If anyone would like to help out here, your contribution would be most welcomed.

I had the opportunity to attend Autos in History Park, this last weekend. The Horseless Carriage Club was well represented and, in spite of the threat of rain, it turned out to be a perfect weather day. Thanks to all of you who brought your cars out for the event.

If you have not been able to participate in any of our great events this year, there are still a few good opportunities to join us. Come on out, the weather is fine.

Norman



Won Perfect Score in 1907 and 1908
Glidden Tour

REO 22 H. P. \$1,000
Best value ever offered
for the money
2-Passenger Reo \$500.00

FAWKES AUTOMOBILE CO.
Supplies of Every Description
MINNEAPOLIS — AND — ST. PAUL.

Antique Autos in History Park

September 19th — San Jose, California



Model T Row

Photo by Rob Guzzetta

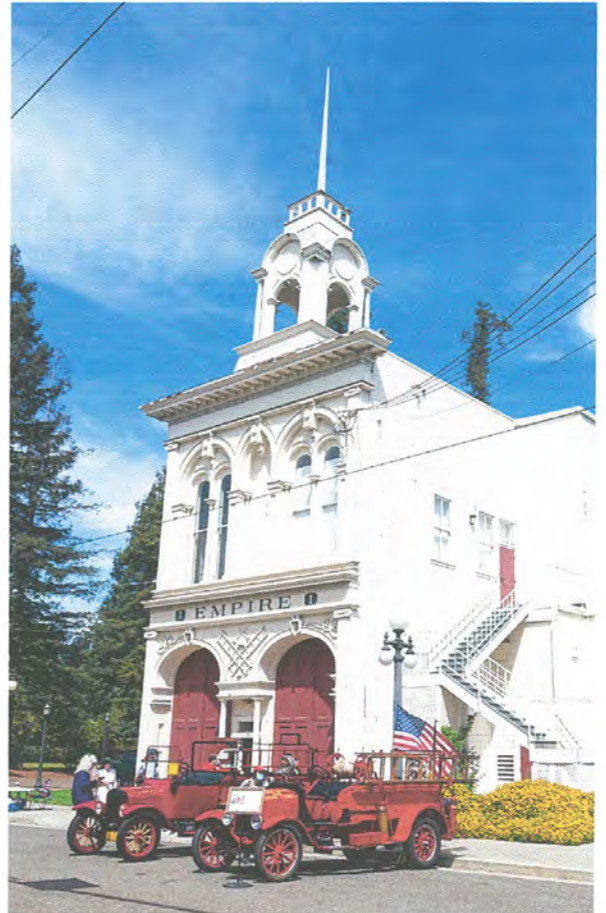


Photo by Rob Guzzetta

Ed & Karen Archer's 1917 Auburn

Photo by the Editor



A Plethora of Pierce Arrows

Photo by Rob Guzzetta



History / San Jose's Car Collection

Photo by Rob Guzzetta



Whitney Haist's 1915 Studebaker



Jim Lukash's 1913 Ford



Gary Mills' 1907 Cadillac Photo by Rob G.



Photo by Rob Guzzetta



Tony Wollesen's 1924 Pierce Arrow Photo by the Ed.



Rob Guzzetta's 1928 Packard

Photo by the Editor



David Pava and his 1910 Ford

Photo courtesy of David



Rob Guzzetta and his 1932 Pontiac

Photo courtesy of Rob



Bruce Zillmer's 1911 Pierce Arrow 66

Photo by the Editor



Paul & Toni Chapot's 1912 Overland

Photo by Rob Guzzetta



Photo by Rob Guzzetta



Norman Schwartz & his 1903 Oldsmobile

Photo by David Pava



George Teebay's 1918 Pierce Arrow

Photo by Rob Guzzetta

In Remembrance



"Come Here Often ?"

He said to me * , with a smile, the first time we met at a Horseless Carriage meeting.

Now 55 years later Bill Brommer has quietly passed away. (On September 23, 2021 at age 85.)

Maybe his many Club friends remember him for his talents in the shop - always a teacher sharing his knowledge with others. Or, the 500 beautifully hand-crafted brass radiators that live on serving cars all over the world.

He began his restoration efforts at age 4 when he removed all the wheels off his toy cars and proceeded throughout his career "bringing back" antique cars, a California Dome Zephyr train car (to active service) and play acting in a Bronco Billy movie filmed in Niles, CA, with a spin in his spiffy 1908 Cadillac.

Bill always looked forward to going on a tour by loading up the trailer, getting the maps out, baking a few pies for his little red delivery wagon's display shelves --- "making memories", he'd say.

Now he is off on a new adventure -- down a road unexplored - we will miss him greatly.

(Kaaren Brommer)*



Nuts & Bolts

September 11th, Niles, Calif

By Jim Lukash

The alarm went out and we gathered at Gary Mills' Firehouse for another fun filled morning of Nuts & Bolts. Problem to fix was replacing a broken belt and replacing the timer, but as is usual we found and did more.

At various points in time we had Gary, Eric Larson, Whitney Haist, Rob Guzzetta, Tony Wollesen, Mark Cerruti plus some assorted neighbors of all shapes and sizes. They came when they could, left when they wanted, and had fun while they were there.

Gary had preordered parts and pulled off the crank and hood. Tony asked why, since you could wiggle the belt past crank and on to the fan pulley. Gary had doubts. Off came the radiator, and Whitney dissected the old timer like knife through butter. The roller was worn, but the cover still had a lot of life left. But of course the old roller was exactly upside down. So while Tony grinned, the crank went back on, and the engine turned to a better orientation. A quick disassembly and reassembly



Photo by Jim Lukash



Photo by Jim Lukash

followed, all the while important maintained steps were given. (Gary has spokes that are far too loose, move visibly which actually go klackity-clack when he drives - fix 'em Gary, before you regret it.)

Tony then demonstrated snaking a fan belt past the crank, to the amazement of several. Next came replacing the plugs, which was purely a cosmetic thing as all they really needed was cleaning. (Gary is such a slave to looking fashionable.)

Gary said "let's fire it up" so we did. Ran rough but ran. Back on went the radiator and hoses, then Gary asked all to take a spin around the block on the death spokes. Figuring my life insurance was paid up, and knowing all my wife would have to do is wear a sign at Turlock saying "Widow with Brass Car" and she'd be fine. I tossed caution to the wind and jumped in back. My friends waved farewell and turned to eat a donut in my honor and wager on my ride with the spokes of doom. After the quick run around the corner in Niles, Gary wisely slowed it down a lot to go back.

All hands worked to smooth that engine out, including swapping in donor coils from Gary's truck. In the end we admitted defeat, and advised he get his coils checked (a

future Nuts & Bolts on coil adjusting, perhaps?) Or was there another cause to "the rough rider?"

Then Eric pulled out a box of his own with a set of T bands he was looking to re-line with Kevlar bands. He brought the bands, old and new linings, rivets, tools and was looking for advice. Tony showed all how to install and rivet the new bands.

Nuts & Bolts is the true heart of the hobby, people gathering to work on cars, sharing their time and knowledge, passing along stories, tales and bald-faced lies all while eating doughnuts and coffee. If you haven't been to one you owe it to yourself to go, if you haven't been there in awhile, you owe yourself coming back.



Photo by Rob Guzzetta



Photo by Rob Guzzetta

As I said goodbye to our host, Gary asked "Did you have fun?" You bet! I had fun at every Nuts & Bolts I've attended. How about we hold one over at your place next? We can help fix your problems, and if you don't have any we'll be sure to give you one!

After I and the other Nuts had Bolted and left, Gary and Tony discovered the new roller sitting on the table in the old parts pile. He had accidentally reinstalled the old one! Might that be why she didn't run better like we'd hoped? Oh well Gary, at least you and a lot of other people know how to make that repair!



On the road again!

Photo by the Editor





Photo by Rob Guzzetta



BAHCC Club Meetings, Events and Tours Calendar

Meetings and Events Managed by: Gerald Robinson (510) 332-9588
Gary Mills (510) 656-9192

Month	Date & Day	Event	Description
Oct 2021	Wednesday October 6 th	General Meeting	NO Meeting at the Piedmont Community Center! Join the live zoom Meeting @ 7:30 pm  Contact Gerald Robinson if you did not receive ZOOM Invitation, or if you should need any assistance. Gerald: 510-332-9588 gefrobinson@yahoo.com
	October	Car Tour	Pumpkin Tour !?! - (none scheduled) - Volunteer to host this popular tour in your area. . . . <i>Call Norman or Gary today!</i>
	Wednesday October 20 th	BoD Meeting	zoom Meeting - 7:30 pm
Nov 2021	Wednesday November 3 rd	General Meeting & Potluck	Piedmont Community Center & Joint zoom Meeting - 6:30 pm 711 Highland Avenue, Piedmont, CA
	Monday November 15 th	BoD Dinner	"Italian Colors" restaurant - Montclair, CA - 7:30 pm
	Friday November 26 th	Car Tour	Pilgrim's Picnic <i>(full details in next Gazette)</i>
Dec 2021	Saturday December 11 th	Holiday Party	Piedmont Community Center - 6:30 pm 711 Highland Avenue, Piedmont, CA <i>Save the date! . . .</i> <i>More details coming soon. . .</i> 
Jan 2022	Wednesday January 5 th	General Meeting	Piedmont Community Center & Joint zoom Meeting - 7:30 pm 711 Highland Avenue, Piedmont, CA
	Wednesday January 19 th	BoD Meeting	zoom Meeting - 7:30 pm



PARRY

Eight Models for 1911—Ranging from \$900 to \$1850

PARRY AUTO CO., Indianapolis

The **Oliver** *Car*



We believe that we have produced a wagon capable of giving the one thing required of a commercial car-service. It is built with that idea uppermost.

Dealers of standing and responsibility who are ready to devote their undivided energies and time to the Oliver, are wanted.

Oliver Motor Car Co., 703 Grand River Ave. DETROIT, MICHIGAN

Nuts & Bolts



We just had a very successful in-person Nuts & Bolts get together. (See story in this issue) I'd like to schedule another at your garage, so please contact me if you are interested. Meanwhile I'll keep writing about things I am doing.

This last month I got into rust removal. In the old car hobby, it's common to need to do some rust removal for restoration of parts as a first step before refinishing. There are several ways to remove rust such as sanding, bead blast, sand blast, chemical removal with muriatic acid, or an acid based rust conversion chemical. I have a bead blast cabinet which I often use, but if the part is too big like a fender, I use alternatives. I recently got a pair of fenders that had never been painted, but had not been stored safely so they had various levels of surface rust. For these, I chose Muriatic acid which you have to be very careful with to avoid

contact and inhalation. After dwell time needs to be rinsed with a baking soda solution to neutralize and help prevent flash rust on the cleaned surface. If the rust is not completely removed it can be treated with a rust converter such as Evapo Rust, or Rust Mort. These products can be purchased from companies like Eastwood or others you can find on the internet and some paint stores may carry. With the fenders, the Muriatic acid did a pretty good job and I was able to get a coat of primer on them after removing the rust. See my before and after the acid treatment picture.

The size of the part and level of rust will determine what method you should use to remove the rust.

If you have anything to add to any of my topics, please reach out to me so we can share ideas with the rest of the club.

Eric Larson



HISTORY OF THE CAR RADIO

Seems like cars have always had radios, but they didn't.



Here's the story:

One evening, in 1929, two young men named William Lear and Elmer Wavering drove their girlfriends to a lookout point high above the Mississippi River town of Quincy, Illinois, to watch the sunset.

It was a romantic night to be sure, but one of the women observed that it would be even nicer if they could listen to music in the car. Lear and Wavering liked the idea. Both men had tinkered with radios (Lear served as a radio operator in the U.S. Navy during World War I) and it wasn't long before they were taking apart a home radio and trying to get it to work in a car.

But it wasn't easy: automobiles have ignition switches, generators, spark plugs, and other electrical equipment that generate noisy static interference, making it nearly impossible to listen to the radio when the engine was running.

One by one, Lear and Wavering identified and eliminated each source of electrical interference. When they finally got their radio to work, they took it to a radio convention in Chicago.

There they met **Paul Galvin**, owner of **Galvin Manufacturing Corporation**. He made a product called a "battery eliminator," a device that allowed battery-powered radios to run on household AC current.

But as more homes were wired for electricity, more radio manufacturers made AC-powered radios. **Galvin** needed a new product to manufacture. When he met Lear and Wavering at the radio convention, he

found it. He believed that mass-produced, affordable car radios had the potential to become a huge business. Lear and Wavering set up shop in **Galvin's** factory, and when they perfected their first radio, they installed it in his Studebaker.

Then **Galvin** went to a local banker to apply for a loan. Thinking it might sweeten the deal, he had his men install a radio in the banker's Packard.

Good idea, but it didn't work – Half an hour after the installation, the banker's Packard caught on fire. (They didn't get the loan.)

Galvin didn't give up. He drove his Studebaker nearly 800 miles to Atlantic City to show off the radio at the 1930 Radio Manufacturers Association convention.

Too broke to afford a booth, he parked the car outside the convention hall and cranked up the radio so that passing conventioners could hear it. That idea worked – He got enough orders to put the radio into production.

WHAT'S IN A NAME

That first production model was called the 5T71.

Galvin decided he needed to come up with something a little catchier. In those days many companies in the phonograph and radio businesses used the suffix "ola" for their names - *Radiola*, *Columbiola*, and *Victrola* were three of the biggest.

Galvin decided to do the same thing, and since his radio was intended for use in a motor vehicle, he decided to call it the *Motorola*.

But even with the name change, the radio still had problems: When Motorola went on sale in 1930, it cost about \$110 uninstalled, at a time when you could buy a brand-new car for \$650, and the country was sliding into the Great Depression. (By that measure, a radio for a new car would cost about \$3,000 today.)

In 1930, it took two men several days to put in a car radio -- The dashboard had to be taken apart so that the receiver and a single speaker could be installed, and the ceiling had to be cut open to install the antenna.

These early radios ran on their own batteries, not on the car battery, so holes had to be cut into the floorboard to accommodate them.

The installation manual had eight complete diagrams and 28 pages of instructions. Selling complicated car

radios that cost 20 percent of the price of a brand-new car wouldn't have been easy in the best of times, let alone during the Great Depression –

Galvin lost money in 1930 and struggled for a couple of years after that. But things picked up in 1933 when Ford began offering Motorola's pre-installed at the factory.

In 1934 they got another boost when **Galvin** struck a deal with B.F. Goodrich tire company to sell and install them in its chain of tire stores.

By then the price of the radio, with installation included, had dropped to \$55. The Motorola car radio was off and running. (The name of the company would be officially changed from **Galvin** Manufacturing to "Motorola" in 1947.)



The best part of your ride



ALL-IN-ONE ECONOMY UNIT
Compact, low-cost, maintenance-free, beautiful entertainment speaker. Model 311, \$49.95*



FAMOUS "GARDEN VOICE" FOUNDATION 311
Deluxe model, powerful speaker system, built-in radio and extra-long-range reception. Model 311, \$69.95*

Take NEWS—MUSIC and LAUGHTER wherever you drive!

Nothing is more relaxing when you have a Motorola radio in your car. No more time for the radio may take you. It's easy to use to reach with things ... and enjoy your ride. Motorola's instant, built-in speaker in the front seat is ever heard. Powerful, too, you'll get station sharp and clear when you're speeding along highways across the continent.



ADDED POWER to pull in distant stations
Motorola's new battery has dependable power that pulls in far-away stations clearly, sharply ... without loading the generator. Rugged, maintenance-free and shock-resistant tubes assure long life, dependable performance.



CONSTANT VOLUME — perfect tone
Motorola's new volume has an automatic constant volume control that keeps the tone consistently strong and full. Patented filter cuts out annoying drone music and keeps the reception clear and richly perfect.



QUICKLY INSTALLED — easily transferred
Motorola auto radios are designed for quick and easy installation in most all cars and trucks. Your dealer will install yours in a hurry — or even show while you wait. Ask him for a demonstration today.

FOR 22 YEARS—MILLIONS OF MOTORISTS HAVE MADE MOTOROLA THE FAVORITE

Motorola auto radio

- World's largest independent manufacturer of auto radios
- World's largest manufacturer of mobile (heavy duty) communication equipment
- One of the world's largest manufacturers of television and development laboratories.

SEE the A-STAR 88VUE every week on NBC-TV

In the meantime, **Galvin** continued to develop new uses for car radios. In 1936, the same year that it introduced push-button tuning, it also introduced the Motorola Police Cruiser, a standard car radio that was factory preset to a single frequency to pick up police broadcasts.

In 1940 he developed the first handheld two-way radio -- The Handy-Talkie -- for the U. S. Army. A lot of the communications technologies that we take for granted

today were born in Motorola labs in the years that followed World War II. In 1947 they came out with the first television for under \$200.

In 1956 the company introduced the world's first pager; in 1969 came the radio and television equipment that was used to televise Neil Armstrong's first steps on the Moon.

In 1973 it invented the world's first handheld cellular phone.

Today Motorola is one of the largest cell phone manufacturers in the world.

And it all started with the car radio.

WHATEVER HAPPENED TO:

The two men who installed the first radio in Paul Galvin's car?

Elmer Wavering and William Lear, ended up taking very different paths in life.

Wavering stayed with Motorola. In the 1950's he helped change the automobile experience again when he developed the first automotive alternator, replacing inefficient and unreliable generators. The invention lead to such luxuries as power windows, power seats, and, eventually, air-conditioning.

Lear also continued inventing. He holds more than 150 patents. Remember eight-track tape players? Lear invented that.

But what he's really famous for are his contributions to the field of aviation. He invented radio direction finders for planes, aided in the invention of the autopilot, designed the first fully automatic aircraft landing system, and in 1963 introduced his most famous invention of all, the Lear Jet, the world's first mass-produced, affordable business jet. (Not bad for a guy who dropped out of school after the eighth grade.)

Sometimes it is fun to find out how some of the many things that we take for granted actually came into being!

Courtesy of Larry Sedlacek





Non - BAHCC events that may be of interest

October 3	Concours at Serrano	Eldorado Hills, CA	theconcours.net
October 6 - 9	Hershey Swap Meet	Hershey, PA	hershey.aaca.com
October 16	East Bay Swap Meet	Alameda, CA	Mark: 510-432-1532 stroh32@hotmail.com
December 26	Holiday Motor Excursion	Arcadia, CA	socalhcca.com
January 29 & 30	Turlock Swap Meet	Turlock, CA	turlockswapmeet.com
February 20 - 25	HCCA National Convention	Howey-in-the-Hills, FL	hcca.org
March 18 - 19	Chickasha Pre-war Swap Meet	Chickasha, OK	Mike or Susie Erslund 405-224-9090
June 6 - 10	Nickel Era Tour	Moscow, ID	John Manifor Manifor@aol.com

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



"CHAMPAGNE MERCIER EPERNAY"

POUR UTILISER CETTE CARTE POSTALE LA DÉTACHER SUIVANT SON POINTILLÉ

This is how people took selfies in 1920

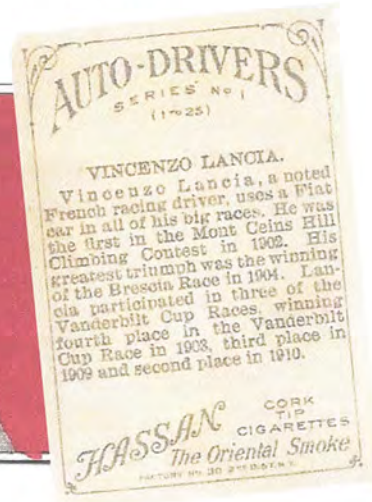


Courtesy of Norman Schwartz



Happy Birthday!

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



Happy Anniversary!

Bill & K. Kay Lewis	Oct 3rd, 1964
Rob & Cheryl Guzzetta	Oct 13th,
Anthony & Dormain Drewitz	Oct 16th, 2010
Colin & Ellen Feichtmeir	Oct 27th, 2007
Marvin & Joy Scott	Oct 29th, 1961



DYKE'S BOOK—FREE

interesting, instructive—tells you how to learn **AUTO TRADE**; how to become a chauffeur and repairman.—Send for it—**Today—Now!**

A. L. DYKE

13 Roe Bldg. St. Louis, Mo.



AMISH STOP SIGN

Courtesy of Norman Schwartz

Bay Area Horseless Carriage Club

General Meeting Minutes

September 1, 2021

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

President Norman Schwartz called the meeting to order and said that he hopes to resume in-person meetings in November. Also, the Club is looking for new Board members.

The minutes of the August meeting were approved.

The Treasurer, Whitney Haist, was absent so no report was given.

Ed Harley, membership chairman, reported that he had nothing new to report.

John Morrison reported that the July 4th tour of the Piedmont Hills was fun and the party at his house was a success. Gary Mills, tour chairman, reported the train and transit bus tour was also a success. The group got to tour the train shops where there were five steam engines in various stages of restoration. They also toured Harry Truman's private train car and then went to the bus museum. Ed Archer reported that Hot August Niles had a lot of cars – maybe 500. He also said that everything about the show was just perfect.

Norman said that the next event was to be a movie night at his garage but it's postponed due to the increase in Covid cases.

Eric Larson reported that the next Nuts & Bolts session will be on 9/11 at 9:00 at Gary Mills place to sort out his Model T and to see what his TT truck needs.

Norman reminded the group that the San Jose History Park show is Sunday, Sept 19 and said that we needed more cars. John Morrison said he will bring a tent and chairs for the group. Several members said they would bring a car.

Norman said that the Pumpkin Tour in October needs a sponsor. He and his wife will host their annual Pilgrims picnic and tour the day after Thanksgiving again this year.

Ed Harley noted that Danville is having its delayed 4th of July parade on September 4.

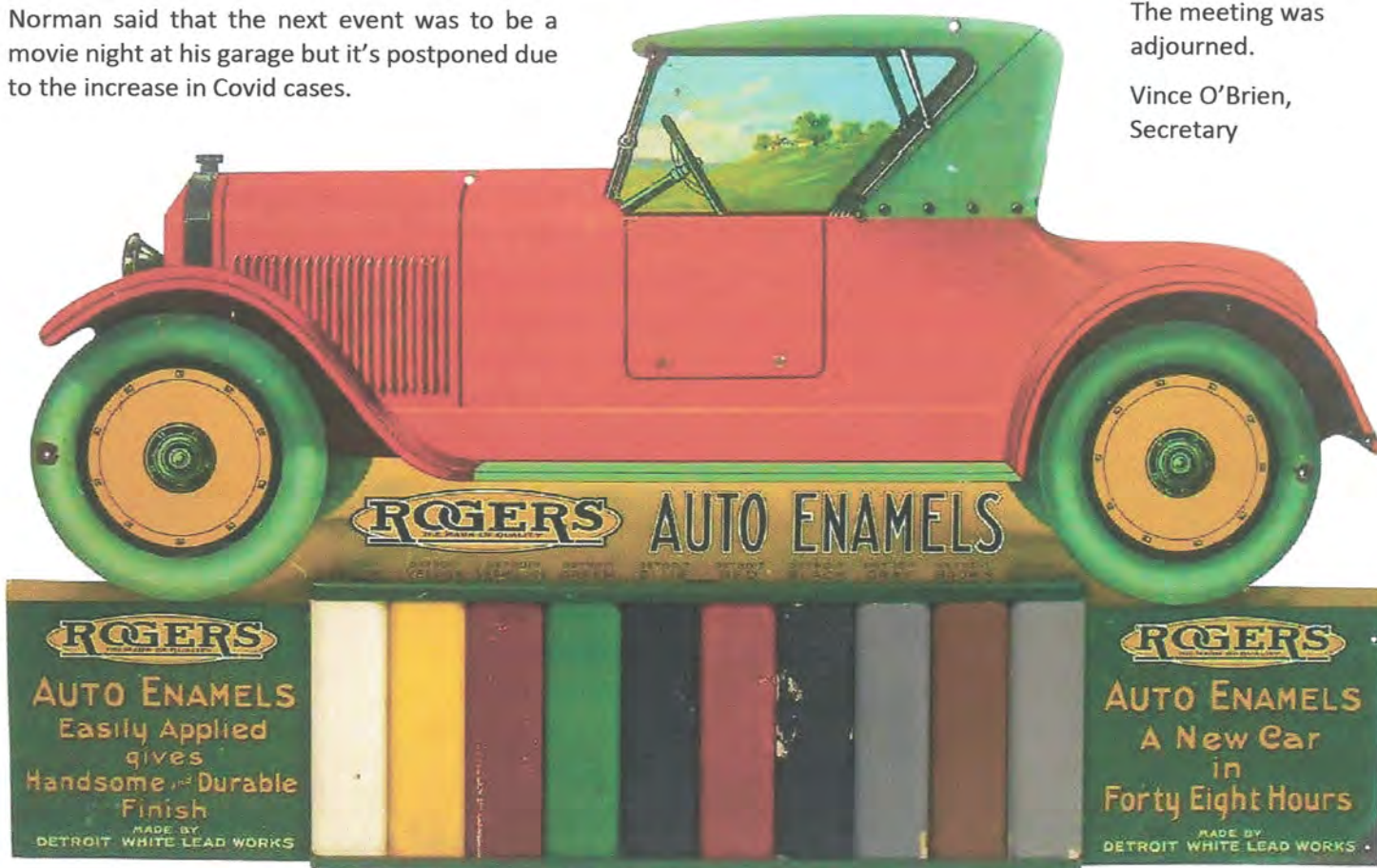
Tony Wollensen talked about his recent experience in showing his car at Pebble Beach. He and numerous friends worked many hours to get ready. He was pleased and surprised to receive an award as the competition was very tough.

Rob Guzzetta shared an HCCA Gazette from November-December 1978. Several of the current members are shown in the cover photo.

Ed Archer described his experiences at the historic races at Laguna Seca during the Pebble Beach Concours. Eighteen pre-1921 cars participated. They did a three abreast start. It was much fun.

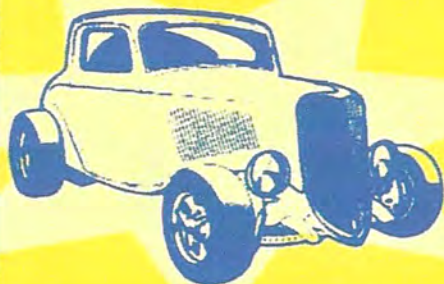
The meeting was adjourned.

Vince O'Brien,
Secretary



FREE CAR SHOW. BRING YOUR CAR!

East Bay Swap Meet Collector Cars & Parts



**Saturday, Oct 16, 2021
6:00 am to 3:00 pm**

Early vendor check-in and set-up Friday, Oct 15 at 3:00pm

THIS EVENT IS HOSTED BY:

**2151 Ferry Point #77
Alameda, CA 94501**

For more information or vendors
email: stroh32@hotmail.com
Call: Mark 510-432-1532



WHAT A DEAL!
20' x 20' stalls
are \$40.
Car for sale stall
\$30 each.

FREE ADMISSION & PARKING

TO REGISTER: Send name, phone, email, and check to Alameda Naval Air Museum
2151 Ferry Point #77, Alameda, CA 94501 • Day of meet phone ANAM 510-522-4262

East Bay Swap Meet Registration Form

MASKS, GLOVES, SANITIZER ARE REQUIRED

Print: Name _____

Address _____ City _____ State _____ Zip _____

Phone Number (____) _____ Email _____

Signature _____

Number of Spaces for swap sale _____ x \$40 = \$ _____ **Day of Swap Meet –**

Number of Spaces for car sale _____ x \$30 = \$ _____ **Cash Only**

TOTAL _____

Make check payable to: Alameda Naval Air Museum, 2151 Ferry Point #77, Alameda, CA 94501

Deadline for reservations is September 30, 2021

I hereby release the Golden Gate Regional Group #1 of the Early Ford V-8 Club of America, Alameda Naval Air Museum, and City of Alameda, their officers, members, directors, agents, representatives, its employees or anyone else connected with the management or presentation of this event of any form of known or unknown damages, injuries, losses, judgment and/or claims from any cause whatsoever that may be suffered by an entrant to his or her person or property and all employees from any and all liability of personal or public property damage resulting from my participation in the event known as East Bay Swap Meet. I am over the age of 18. If not, a parent or legal guardian signature is required.

Bay Area Horseless Carriage Club

Board of Director's Minutes

September 9, 2021

The meeting was held via Zoom.

Tony Wollesen
Vince O'Brien
Eric Larson
Mark Cerruti
Jim Lukash

President Norman Schwartz called the meeting to order. He reminded the group that the Antique Autos in History Park event in San Jose was this coming Sunday. As to tours, he noted that the Pumpkin Tour needs an organizer. He and Adria will host the Pilgrim's Tour after Thanksgiving. Also, he has talked to a docent at Alcatraz who offered an exclusive guided tour for our Club and asked for feedback from the members.

Norman noted that the Club's website is hopelessly out of date. Gerald Robinson has gotten quotes for a new one but they are all over the map. Norman talked to our current webmaster, Mark Wheeler. There was a discussion of why that relationship hasn't worked out. Mark Cerruti reported that Mark has been posting the latest issue of the Gazette.

Johnny Crowell stated that we need to define what we want the website to be before discussing ways to make it happen. It was informally agreed that the website needs to attract new members, post new events, have pictures of past events and contain a resources section and perhaps a roster. Also, the website should have a way for members to communicate with each other.

It was felt that the first items could easily be in a new website but that adding the member-to-member communication feature was likely difficult. It was suggested that the use of a list-serve such as Google Groups would be an easier way for members to communicate. Vince O'Brien volunteered to supervise any web development and to investigate the setting up of a list-serve for the Club.

Attendees:

Norman Schwartz
Johnny Crowell
Whitney Haist
Ed Harley

The discussion then turned to having live meetings with a Zoom option. Tony Wollesen noted that Gerald Robinson and he are to assemble the necessary equipment and test it out. The discussion then turned to whether we were ready for live meetings. The consensus was not yet at least for indoor meetings.

After more discussion, it was unanimously voted that when live indoor meetings resume, attendees will be required to be vaccinated or show a negative Covid test result less than three days old.

Tony reported that he has found a candidate for one of the vacated board seats and has a plan for the last one. The Committee will nominate a slate at the November meeting. Attendees can also nominate candidates. Then the group will vote.

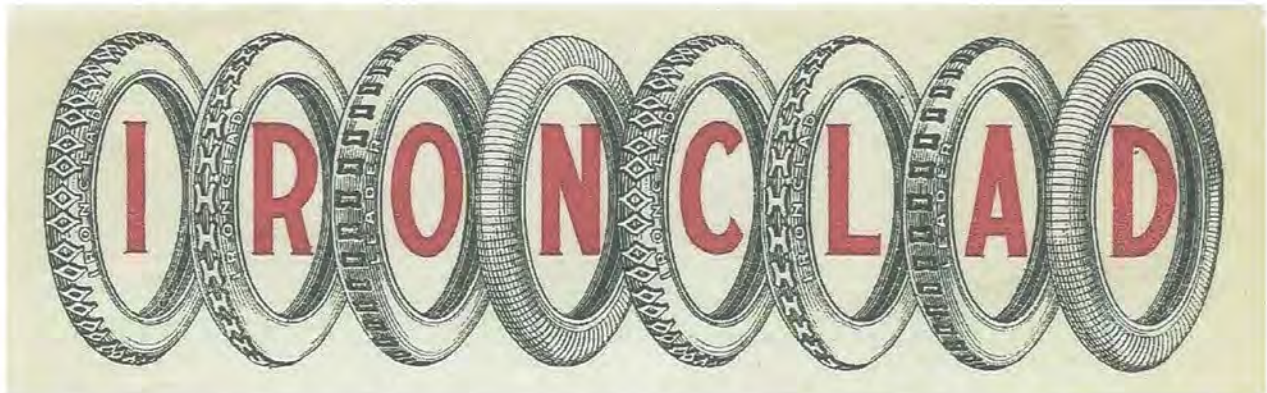
Treasurer Whitney Haist said that a jacket was sold and the money deposited in the Club's bank account.

The New Board/Old Board joint dinner meeting will be held on Monday, November 15 at Italian Colors in Montclair at 7:30.

Eric Larson reported that the first Nuts & Bolts session since Covid was held with seven attendees at Gary Mills' shop. The group replaced the Model T timer and got it running. Tony noted that afterwards, Gary realized he had replaced the old timer with itself rather than the new timer. Nonetheless, the car ran and could be driven to its storage location.

There being no more business, the meeting was adjourned.

By Vince O'Brien, Secretary



HCCA NATIONAL NEWS



Re: HCCA Website Forums; Automotive Research Library; Hershey is Coming!; Mail Delay!
Issue: 2021-09-01 #10 C

Happy Labor Day!

- **HCCA Website Forums** – At the August 19th meeting of the HCCA Website Committee, approval was given to move the Website Forums into production! WAHOO! That said, as you all know, it may be sooner, or later, before the Forums are up on the site. There are still some technical hurdles to overcome, but we hope the conversion goes smoothly. Get those Forum questions, answers, technical articles, etc, ready so we can share our knowledge. Stay Tuned!
- **Automotive Research Library** – “The Automotive Research Library in La Mesa, CA is closed to the public for the next weeks due to COVID-19 safety precautions. Mac will allow one person in at a time, with an appointment. He will answer phones and take care of urgent business, but the doors are staying locked. If you need anything from the library, call during regular business hours Tuesday through Friday, 9-4 (Pacific Time). Leave a message if he is unable to answer, he’ll get back to you ASAP.” Email: research@hcfi.org; Web: www.hcfi.org;
- **2021 Eastern Fall Meet** – “The Hershey Region AACA, host of the 2021 Eastern Fall Meet, welcomes you to “We’ll keep runnin in 2021.” We encourage all members to register their vehicles for judging. A show plaque will be given to each registered vehicle when entering the judging field.”
”This year’s “Hershey” is going to be highly anticipated by so many of us. A year without our beloved event is nothing we ever want to experience again, so welcome back everyone!” . .
“This year, one of the anticipated treats for the fall show is the ability to visit the new national headquarters and library. Headquarters will be open Monday-Friday from 8:00 am to 4:00 pm. We will naturally have to limit the number of people in the building at one time. Parking is available onsite on Monday and Tuesday, but may not be for the rest of the week.” Read more at: www.aaca.org/Meets/aaca_calendar.html;
- **What else is going on?** – The latest from the HCCA Gazette and Website:
 - 61st Air Capital Tour, Junction City, KS, September 3 - 6, 2021.
 - Lansing to Dearborn Run, Dearborn, MI, September 9 - 10, 2021.
 - Old Car Festival at The Henry Ford, Dearborn, MI, September 11 - 12, 2021.
 - 75th Revival AAA Glidden Tour, Saratoga Springs, NY, September 12 - 17, 2021.
 - 21st Annual Antique Autos in History Park, San Jose, CA, September 19, 2021.
 - CoastNET 2021 Nickel Era Tour, Santa Maria, CA, September 19 - 23, 2021.
 - 1- and 2- Cylinder Tour, Lancaster, PA, September 19 - 24, 2021.
 - 2021 Red Flag Horseless Carriage Tour, Mount Pleasant, IA, Sept 22 - 25, 2021.
 - AACA National Fall Meet, Hershey, PA, October 6th – 9th, 2021.
 - Hershey Hangover X, Denver, PA, October 9 – 12, 2021.
 - 2022 HCCA National Convention and Tour, Howey-in-the-Hills, FL, February 20 – 25, 2022.
 - 32nd Annual Chickasha Pre-War Swap Meet, Chickasha, OK, March 18-19, 2020.
- **HCCA Gazette Delay!** – For our foreign members, our *Gazette* printer made a warehousing error that resulted in the July-August Gazettes not being sent to the printer's foreign mail distribution center. Thus, they were not mailed out! This is being corrected. Foreign members will likely receive their September-October mailed issue before they receive their missing July-August mailed issue. On a positive note, The July-August Gazette is already posted on the HCCA Website, in the Members Only section, so you can read it there, while awaiting your own paper copy. Happy reading!

Doug Tomb / Douglas.tomb@verizon.net

Board Member – HCCA NN Editor ...

AUTOMOBILE CLUB SHOW

OLD DEER PARK
RICHMOND
LONDON



MOTOR RACES.
COMPETITIONS
AND
RIDES
ON
THE
TRACK.

EXHIBITION
OF
BRITISH &
FOREIGN
MOTORS.

17th TO 24th
JUNE

Admission 1/-

EXCEPT:-

{ 17th. June, before 3 - 2/6
21st. 2/6
24th. . . after 5 - 6^d