

GASLIGHT GAZETTE

N O V E M B E R 2 0 2 1



BAY AREA HORSELESS CARRIAGE CLUB



GASLIGHT GAZETTE

A PUBLICATION OF THE

BAY AREA HORSELESS CARRIAGE CLUB

N O V E M B E R 2 0 2 1



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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; *Motor Life* © September, 1921
Artist; J. G. Stephenson

President's Message

November 2021

This last week, Adria and I participated in an Ohio Classic Car tour, with cars from the early 20's to the mid 30's. I am reminded of how much engineering progress and design refinement was taking place during this time. Our Brass era cars tend to be fairly rudimentary, by comparison. Typically, they are low horsepower, 4-cylinder, open cars, designed to navigate dirt roads and shorter distances. In 1914, during the horseless carriage age, there were 257,000 miles of paved roads across America, probably representing only about 10% of all roads. By contrast, that number had doubled to 522,000 miles by 1926 and was increasing at a rapid pace. Now people could travel faster and farther. Straight eight or V-12 engines, 4-wheel brakes, roll up windows and even electric lights were clear signs of advancement.

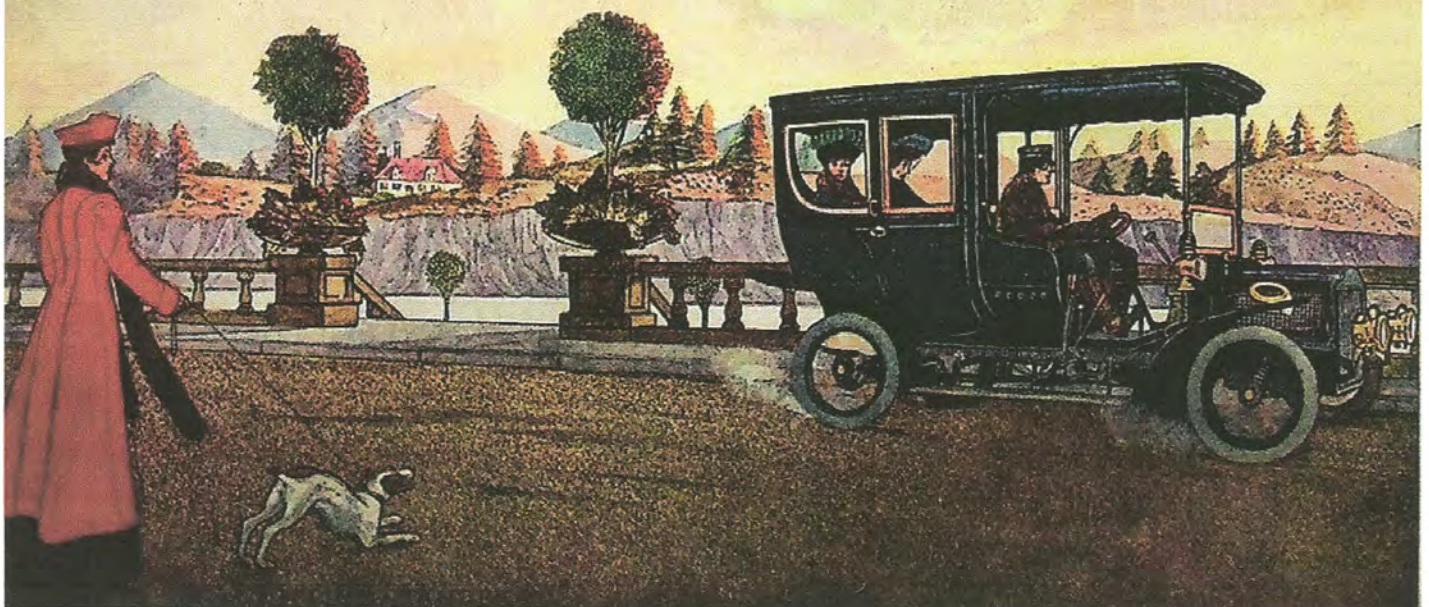
While progress was being made, my experience on this tour was that reliability still needed some work. Instead of a simple gravity feed fuel system, my Packard relies on a vacuum tank to draw gas from the tank to the engine. I, consequently, found myself on the side of the road several times, trying to coax the car back to life and continue our journey. It gives me a renewed appreciation for the practical engineering and simplicity of our early cars.

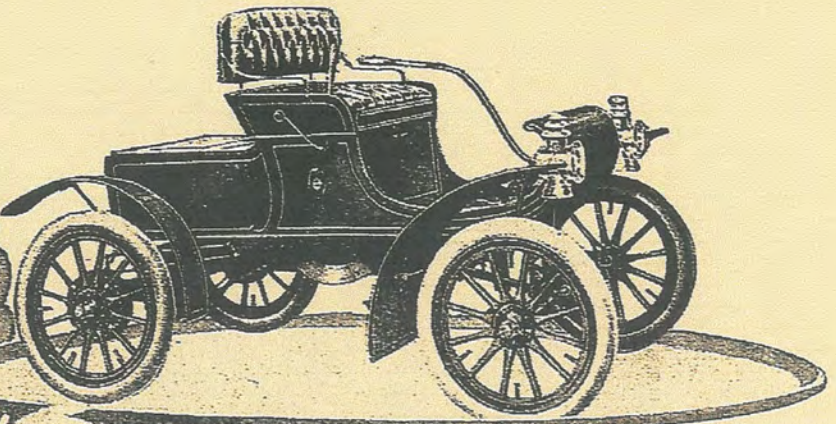
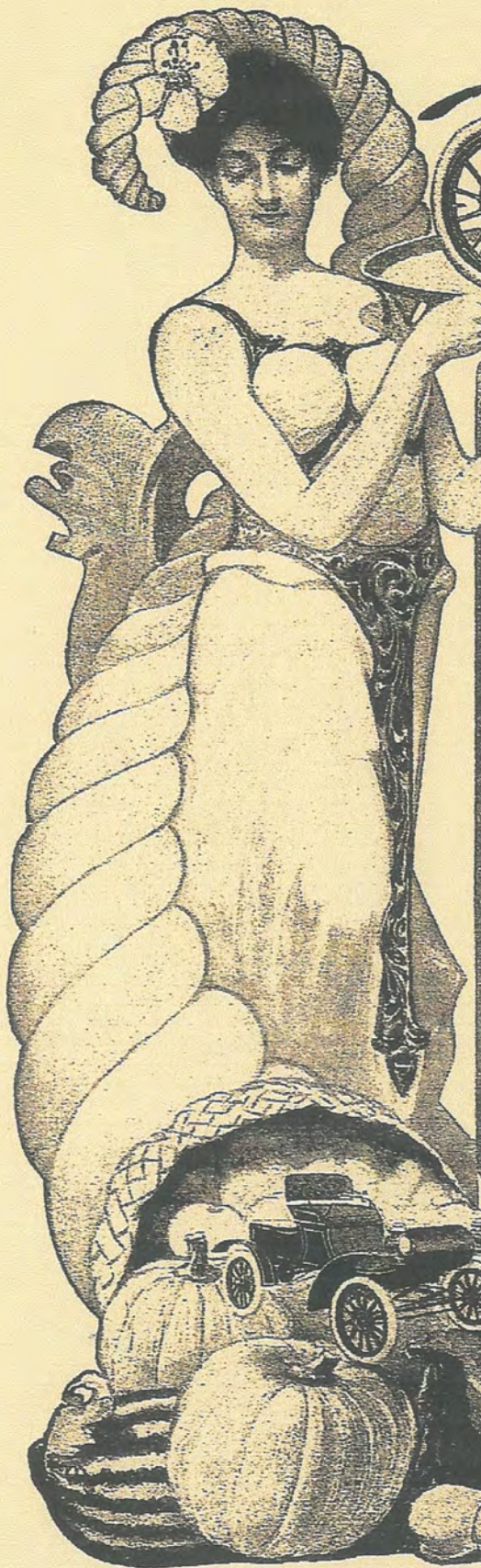
Our tour was centered in Wooster, Ohio, best known for its large Amish population. The Amish, as you may know, live a very simple life, free from most modern conveniences. Their transportation still consists of a horse and buggy, which are very common on the back roads we traversed on our tour. I am sure they also have their share of issues like keeping the horses fed or the wheels greased but, on balance, pretty reliable.

We were struck by the overall simplicity of their lifestyle, living off the grid and retaining a very strong family unit and close community. And so, ends this travelogue. I would just say that if you have the opportunity to tour in another part of the country, take it.

Speaking of horses and buggies reminds me that we will be soon handing over the reins to a new Board with an installation dinner in November so they can enter the new year in full stride. Stay tuned for further announcements.

Norman





POTLUCK DINNER

Wednesday, November 3rd
Set-up at 6:30 - Dining at 7:00

It's Potluck time again! Let's all come out for a delicious meal to share with other club members and friends.

FOOD INSTRUCTIONS:

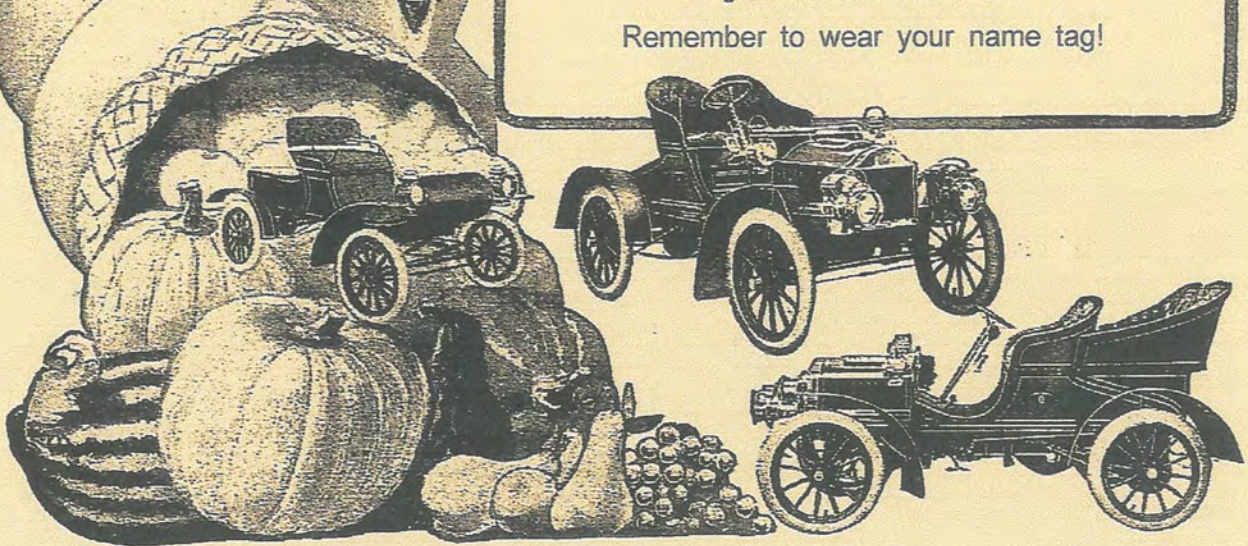
MAIN DISH. . . . P - Z
SALAD. A - G
DESSERT. . . . H - O

The Club supplies coffee/tea, soft drinks & Ham.

(Secret Chefs prepare the Ham!)

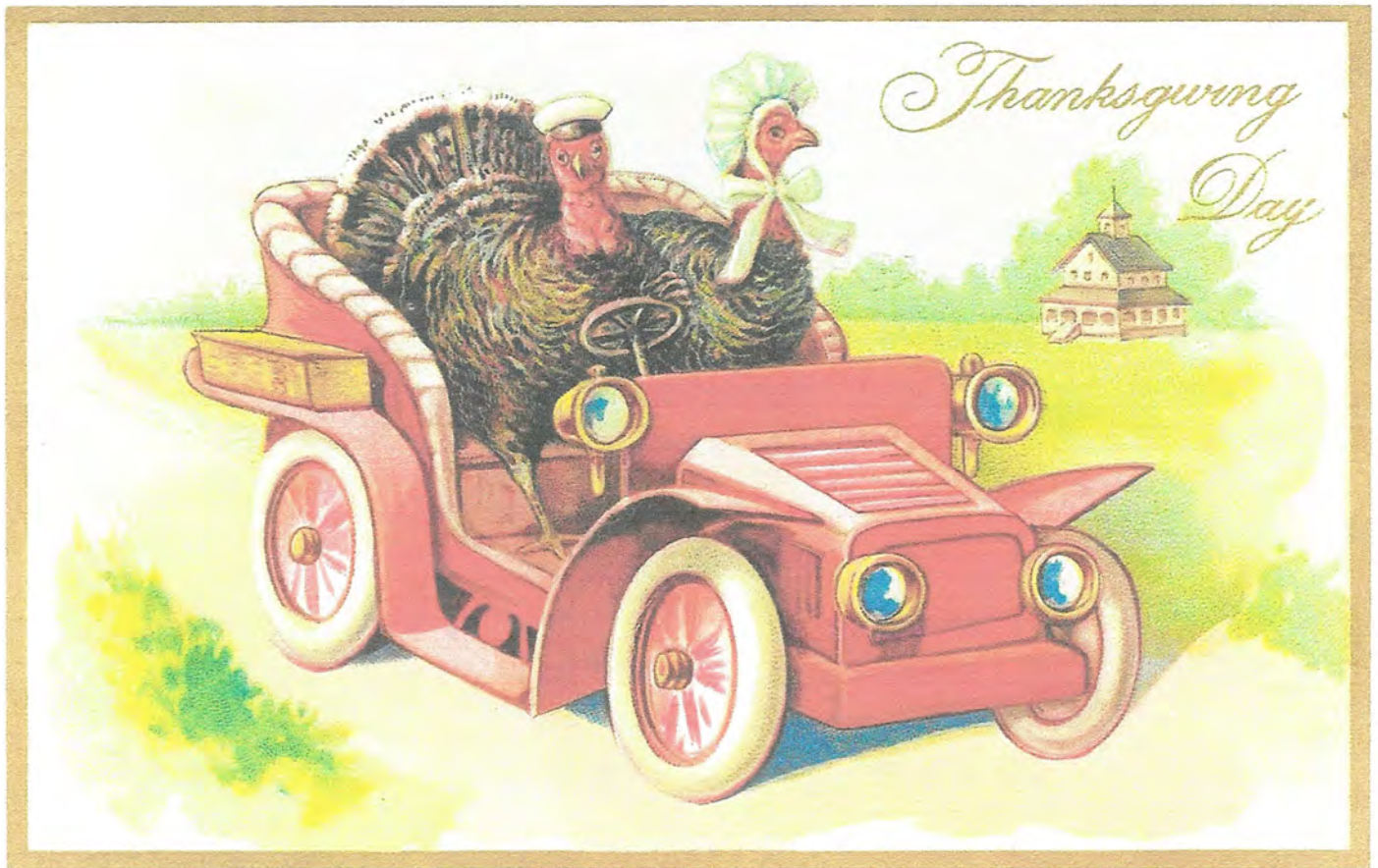
Please bring your own dishes, table service, glassware & decorations.

Remember to wear your name tag!



PILGRIM'S PICNIC & BACKROADS TOUR

FRIDAY, NOVEMBER 26, 2021



Calling all Pilgrims... with leftovers:

Join us for this Schwartz Family Event, the Pilgrim's Picnic. Pack your picnic basket with the remains of the previous day's feast and meet us under the Martinez trestle staging area at the intersection of Alhambra Avenue and Highway 4 at 11am. We will follow the "turkey path" through scenic pastoral roads, to a yet to be determined picnic venue, for our pilgrim-style lunch in nature.

You may bring dessert to share, if you like.

Planning to join us?

Please let us know:

Norman and Adria Schwartz
nandaschwartz@comcast.net
(925) 932-3477



History San Jose's 1911 REO Power Wagon

It was in the early 2000s that the 1911 REO was acquired by History San Jose (HSJ) thanks to Frank Dorr, who was a volunteer at that time. As I recall, the REO was located in New Almaden (California). It was moved to HSJ and placed in storage along with other antique vehicles. It wasn't until May 2020 that I learned that HSJ was in the process of moving to a smaller warehouse and had placed this vehicle in a group of items to dispose of. I convinced the curator to keep it and to eventually allow the restoration shop guys restore it. The curator agreed as long as it was understood that HSJ could not provide any funds for the restoration.



1911 REO Power Wagon in HSJ Warehouse

Prior to moving the REO to the restoration shop, effort started to determine what the final vehicle should be restored to. A decision was made by staff and volunteers to restore it back to what it looked like coming from the factory in 1911. The 1911 REO Power Wagon was originally a light truck or what we call today a pickup. It was traced back by the number painted on the radiator to the owner and his son in Cupertino, CA who owned a vineyard and a winery. The REO may have therefore been used to haul necessary tools and supplies to the vineyard or product to merchants or the train station. An estimate was created to be submitted for a possible grant to restore the vehicle. A grant was received on December, 2020.

Early on we discovered that the engine was frozen. A little mystery oil was introduced into the cylinder via the spark plug opening to let stand while still in storage. Investigation began on the wheels to determine what to do for the restoration. Early on it was determined that putting the wheels back to the original hard rubber tires would not be feasible or possible with the lack of funding. The front wheels were already converted to

Model T demountable wheels, so it was decided to do the same to the back wheels. This was not a happy decision, but the only one available at the time.

On September 25, 2020 the REO was moved to the History San Jose's restoration shop at 635 Phelan Ave, San Jose, CA.



1911 REO Power Wagon in Restoration Shop

An abundance of photos were taken prior to disassembling the REO. Next was stripping the body down to get access to the frame and engine. This only took two hours to accomplish. Here are the results.



As you can see from the photo above, in addition to the top and the body, the wheels were removed. The front wheels will go to paint prep and painting. The back wheels will go to volunteers to convert to Model T demountable wheels. This rear wheel conversion will take some careful measurements and precise wood working.

With the body removed, easy access was obtained to the flywheel. With a little force, we found that we were able to turn the flywheel. Was the mystery oil

responsible for penetrating the piston/cylinder wall to free the piston?

With the home-built body removed, two efforts were started in parallel. One effort concentrated on cleaning the chassis and engine compartment to prepare for painting. And a color scheme of red undercarriage and wheels with a green body was selected.

The second effort was to begin to determine the dimensions necessary to build the "express body". Because we did not have an "express body" to copy, we used the scaling technique to calculate various body and seat parts using photos of existing 1911 REOs found on the Internet. The dimensions obtained were added to printouts of the photos. The first build was the frame of the base of the seat.

The frame was moved outdoors to begin the power washing effort. First, Gunk Engine Degreaser was used to loosen all the baked-on grease. Then a 2400 PSI power washer completed the removal of all grease and dirt. Next came a rust-colored primer.

A local engine restorer offered to grind and seat the valves and check the piston and connecting rod. This required the removal of the exhaust pipe, water outlet, carburetor and 4 large nuts. With these accomplished, the head was removed. Next was the removal of the piston. To do this, we experienced a connecting end cap that we had not previously seen. The end cap is a hinged device. To open the hinged end cap required loosening the locking screw at the end of the end cap bolt. Once loose, the end cap hinge bolt can be removed. Opening the end cap hinge, we removed a number of shims that were saved for reinstallation of the piston. The number of shims used when the piston rod is reinstalled will depend on the connecting rod to crank shaft clearance.



Locking mechanism on end cap bolt

With the undercarriage primed and painted, work began on the body. We were fortunate to be put in touch with Jim Kraut from Missouri who restored a 1912 Model H from an original REO. Having an original Model H in reasonably good shape allowed him to copy the wood

parts to the exact dimensions of the original. Jim was extremely helpful with providing dimensions and photos that allowed us to duplicate the original body, of which we did not have one to copy.

At this point, we made a very difficult decision as to what to do for wheels. The REO came to History San Jose about 25 years ago with the front wheels converted to Model T demountable rims and tires. Although we would have preferred to restore the front wheels back to the large hard-rubber wheels, we did not have the budget to build the two front wheels and put hard rubber on all the wheels. So, the only other choice we felt we had was to convert the back wheels to Model T rims and tires. So, effort was begun on two possible schemes to cut the spokes to fit Model T felloes. One fixture used the band saw and the other used a jigsaw. Below is the fixture settled upon to cut the rear wheel spokes.



Spoke cutting fixture

When the spokes were cut to the proper size, a fixture was constructed to support the spokes as the felloes were hammered in place.



Spoke Support Fixture

When the rear wheels were converted to Model T felloes, the Model T rims with tires installed were assembled to the front and rear axles.



Wheels Mounted on REO

Due to the difficulty in hand cranking by the senior members of the restoration crew, a decision was made to add a starter. Jim Kraut provided us with a description of the parts needed and photos showing how he mounted the starter. The starter, which is actually a motor/generator for a gas-powered golf cart, was used because it will turn at a fairly high speed when the engine is running. Mounting the starter turned out to be a challenge. But, thanks to one of the shop volunteers, the challenge was met as can be seen in the photo below.



Starter & Fixture

Getting the serpentine belt around the flywheel was a challenge. With the effort, and assistance from most of the volunteers, we were able to lower the crank bearing and transmission parts to slip the belt past these to gain access to the flywheel. Next came testing.

With the starter mechanism well on the way, focus continued on the REO bed along with some smaller

items such as the seatback and some of the associated hardware. One of the volunteers, who has a woodworking shop on his property, provided the bed below.



Beginning of the REO bed

The seat is made up of a base and a backrest. Two iron bars held the backrest in place along with iron rod arm rests. A plywood seat base and the backrest were taken to a local upholstery shop.



Seat & Seatback Ready for Upholstery

With the mechanical portion of the restoration nearly completed, focus has turned to completing the body and the canopy top. The truck bed has been completed and with a great deal of help from Scott Rosenthal of Ohio, fabrication of the canopy top has begun.





Bed with One Side-Board

With the help of two blacksmiths, the iron brackets are mostly completed. Effort has now turned to the canopy top. The wood frame and bows were made from red oak and the lattice molding was made from pine. All visible surfaces were painted with Rust-Oleum oil based paint. Pine lattice molding 1-1/4 in. x 1/4 in. x 122" was used for the slats. Nineteen slats were glued and stapled to the cross pieces to complete the canopy top.



Canopy Top Built

With the canopy top built, the next step was to acquire the covering material and cut it and sew it to fit the wooden structure. This was done with a professional upholsterer. But stretching the material and stapling it in place was left up to us. On a very warm sunny day in San Jose, CA, the canopy was moved out of the shop and into the sun. Leaving it there for an hour allowed us to stretch the material a little to fit very close and tight to the structure.



Stretching and Stapling Canopy Vinyl

The final steps on the canopy top included adding the Hidem over the staples, folding and stapling the vinyl under the canopy top perimeter and adding Hidem over these staples.

After marking the location of the holes in the 45 degree sideboards, a 1 1/8" hole saw was used in the four locations where the pipes are used to support the canopy top. The base of the canopy top is 51" from the bed floor. With the canopy top pipes installed, the canopy top was hoisted in place.

Using pre-drilled holes in the pipe support brackets, the pipes were drilled and screws installed to hold them in place. Next was the forming of the conduit for the front support poles and securing them in place.



1911 REO Completed



Restoration of History San Jose's 1911 REO took approximately one year, minus two to three months during which we were not able to come to the shop due to Covid-19. The end result is a beautiful 1911 REO to add to History San Jose's collection.

— Allan J. Greenberg

MOTOR

January, 1906

AUTOMOBILE BARGAINS

We are the LARGEST dealers of new and second-hand automobiles in the United States. Complete bargain sheets sent upon request. We name below a few of our bargains. No matter what YOU are looking for, YOU are sure to find it at our place. If YOU are coming to New York to the Automobile Show, do not forget WE are the people.

- No. 1811 GROUT steam delivery wagon, \$250.00. A rare bargain.
- No. 2000—Model "F" CADILLAC, almost new, \$575.00.
- No. 2001—2 cylinder AUTOCAR, direct drive, engine under the hood, all late improvements, \$450.00.
- No. 2002—Brand new 1905 2 cylinder AUTOCAR, \$950.00.
- No. 2004—2 cylinder engine under the hood, KENSINGTON tonneau, one of the most powerful machines built. A rare bargain, \$500.00. Nothing better made for its list price, \$1600.00.
- No. 2005—1904 CADILLAC, tires like new, in the finest of condition, \$375.00.
- No. 2006—Model "A" CADILLAC in good running order, \$300.00.
- No. 2007—1904 model "D" LOCOMOBILE in absolutely perfect condition, 1550.00.
- No. 2009—1905 2 cylinder POPE-HARTFORD with top, full equipment of lamps. Side entrance machine, \$850.00.
- No. 2010—Model "B" CADILLAC, paint good, machine in fine running order, \$450.00.
- No. 2013—1904 OLDSMOBILE touring car, been thoroughly overhauled, in fine running order, \$450.00.
- No. 2014—1905 model "C" WINTON, never been run more than 500 miles, with a folding top, Rushmore lamps, everything up to date, like new, price \$1100.00
- No. 2015—1904 CLEVELAND, will seat 5, fine Cape Cart Top, not run 150 miles for demonstrating purposes, cost \$900.00. Our price \$500.00.
- No. 2016—1904 POPE-TOLEDO, thoroughly overhauled at the factory, in fine condition, \$1400.00. 24-30 h. p.
- No. 2020—1904 WINTON touring car with canopy top and glass front, guaranteed in first-class condition, \$800.00.
- No. 2021—1903 WINTON in perfect running order, 20 h. p., will seat 5 or 7. More for the money than any other machine. \$500.00.
- No. 2022—DE DION motorette, will seat 4, imported machine. A bargain at \$175.00.
- No. 2023—KNOX runabout with fine folding leather top, no better machine for a doctor. In absolutely perfect condition, cost \$1450.00. Our price \$500.00.
- No. 2025—4 cylinder FRANKLIN runabout, guaranteed in fine condition, price \$500.00. We will sell you a tonneau to fit this machine for \$50.00 extra.
- No. 2026—1904 WHITE steamer, been thoroughly overhauled by the makers, guaranteed in fine running order, \$800.00.

- No. 2028—1905 AUTOCAR runabout in perfect condition, looks like new, price \$600.00.
 - No. 2029—1905 MAX WELLS runabout, newly painted, new tires, good as new, price \$500.00.
 - No. 2030—Model "A" WINTON, 1905, with fine folding leather top, Hartford suspensions, Nevroust gas lamps, Presto gas tank, Cape Cart Top, Peterson oil feed. Machine cannot be told from new. All new tread tires. Machine cost \$4500.00. Guaranteed a mile a minute. Price \$2000.00. One of the biggest bargains today on the market.
 - No. 2031—1905 FRANKLIN, been thoroughly overhauled, newly painted, like new. New tread tires, side entrance machine. Price \$850.00.
- These are only a FEW of our NUMEROUS bargains. We have over 200 others on our floors ready for demonstrating. Every Machine demonstrated without any obligation to yourself. If you find anything specified above that is interesting to you, we would advise that you telegraph us the particular number, and we will hold it awaiting further communication from you, or your remittance. You must take into consideration that second-hand automobiles are not like other merchandise, for what we have to-day may be gone to-morrow.

Times Square Automobile Co.
 164 West 46th Street
 2 doors East of Broadway
 New York City.



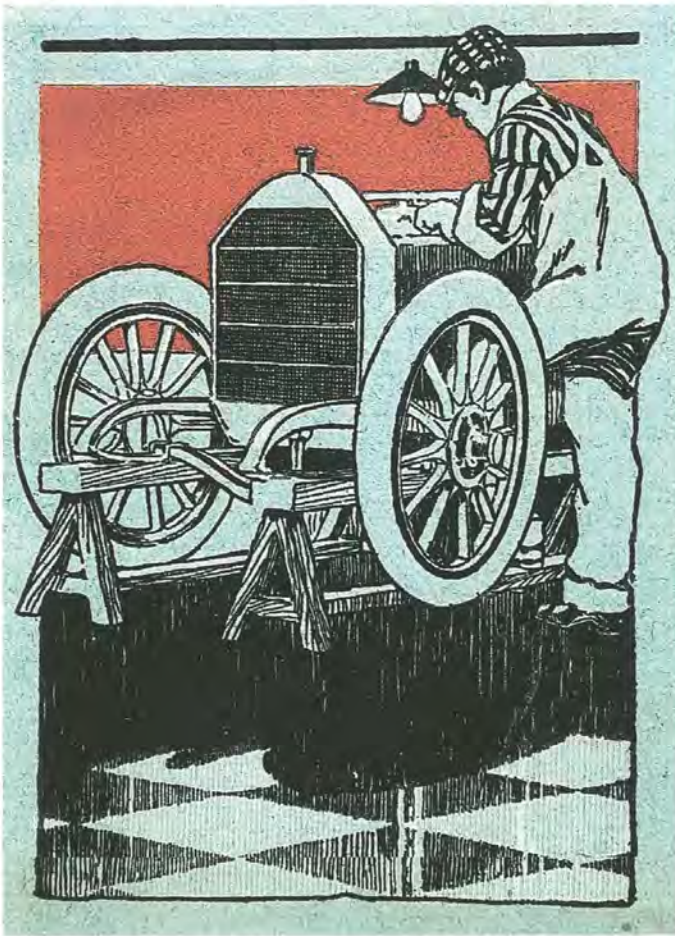
BAHCC Club Meetings, Events and Tours Calendar

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

Month	Date & Day	Event	Description
Nov 2021	Wednesday November 3 rd	General Meeting and Potluck	Potluck Dinner (see Flyer) BAHCC 2022 Board Nominations & Membership Vote Piedmont Community Center - 6:30 pm 711 Highland Avenue, Piedmont, CA
	Monday November 15 th	BoD Dinner	"Italian Colors" restaurant - Montclair, CA - 7:00 pm
	Friday November 26 th	Car Tour	Pilgrim's Picnic - Martinez, CA - 11 am (see Flyer)
Dec 2021	Saturday December 11 th	Holiday Party	Piedmont Community Center - 6:30 pm 711 Highland Avenue, Piedmont, CA <i>Save the date! . . . More details next issue</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
Feb 2022	Wednesday February 2 nd	General Meeting	Piedmont Community Center & Joint zoom Meeting - 7:30 pm 711 Highland Avenue, Piedmont, CA
	Wednesday February 16 th	BoD Meeting	zoom Meeting - 7:30 pm



Nuts & Bolts



It's already November, shorter, cooler days, and maybe even wet. These are not the ideal conditions to enjoy our Horseless Carriages, so they will sit more in our garage without any attention. You should do a few things to help preserve them over the dormant months such as keeping the battery charged, possibly drain fuel out of the carburetor, keep the tires properly inflated, and make some notes on things to check in the spring or the next time you run it. Time slips away and you may forget how it ran last time you had it out, and if you didn't check or fix a few things that you had noticed then, this would be a good reminder and date to see just how long it had been. This is especially helpful if you have more than one antique car.

The latest car project I have been working on is replacing the body wood in my '29 Ford AA Truck Cab. When the vinyl roof covering wears thin and

starts to leak, then all the wood structure starts to rot away, and rust starts on the sheet metal. So this process is not just replace wood and vinyl covering. I've gotten into rust removal and painting before I can install the wood. When pre fitting the wood, I discovered the cab was not sitting right which led to finding some of the wood blocks between the body and frame have deteriorated. So as usual one thing leads to another and will be replacing those blocks, leveling up the cab and then back to the fitting of the wood. I will pre fit the wood, then remove and seal with black paint, then install for good. Once that is done, then the roof pad and vinyl can be installed and that should keep the weather out, which I hope to have done by the end of the year.

I would like to hear about other member's projects to share, so if you are working on something please take a few minutes and write up an article to be shared in the newsletter. Also if you have something you need help with, please let me know so we can plan an in person Nuts and Bolts session. Whatever it is, I'm sure we can find a member or two that has had similar challenges and can help you through it.

I hope Covid will continue to decline and we can have many get togethers in 2022 like it used to be. Be safe and enjoy the Thanksgiving Holiday. If the weather is good, there will probably be a post-Thanksgiving drive, so keep your eyes and schedule open for that.

— Eric Larson

MAKE YOUR ENGINE PUMP

Ye Olden Way and the *New*

USE THE P. T. C. POWER TIRE PUMP
Save time and trouble and increase the life of your tires
by keeping them properly pumped up.

The Pacific Tucking and Mfg. Co.
471-473 18th Street, Brooklyn, N. Y.

Welcome!

New Members

**Allan & Lucy
Greenberg**
San Jose, CA



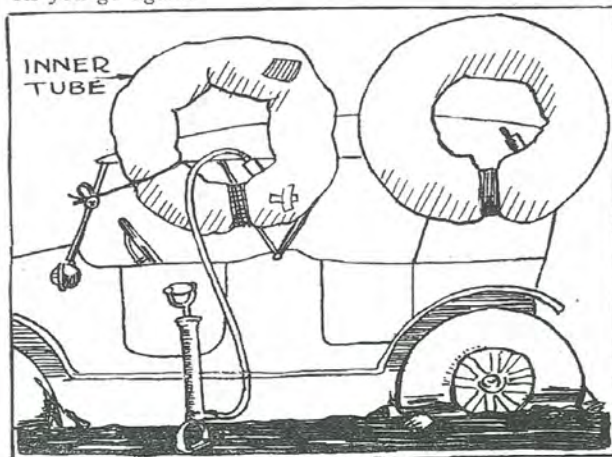
Happy Birthday!

Pam Johnson	Nov 7
Darlene Coelho	Nov 10
Linda Pearson	Nov 11
Nancy Byl	Nov 12
John Vitale	Nov 15
Tony Wollesen	Nov 15
Chet Caldeira	Nov 17
Cheryl Guzzetta	Nov 19
Newell Booth	Nov 23
Lucy Greenberg	Nov 26

Briscoe

For Mud Stalled Cars

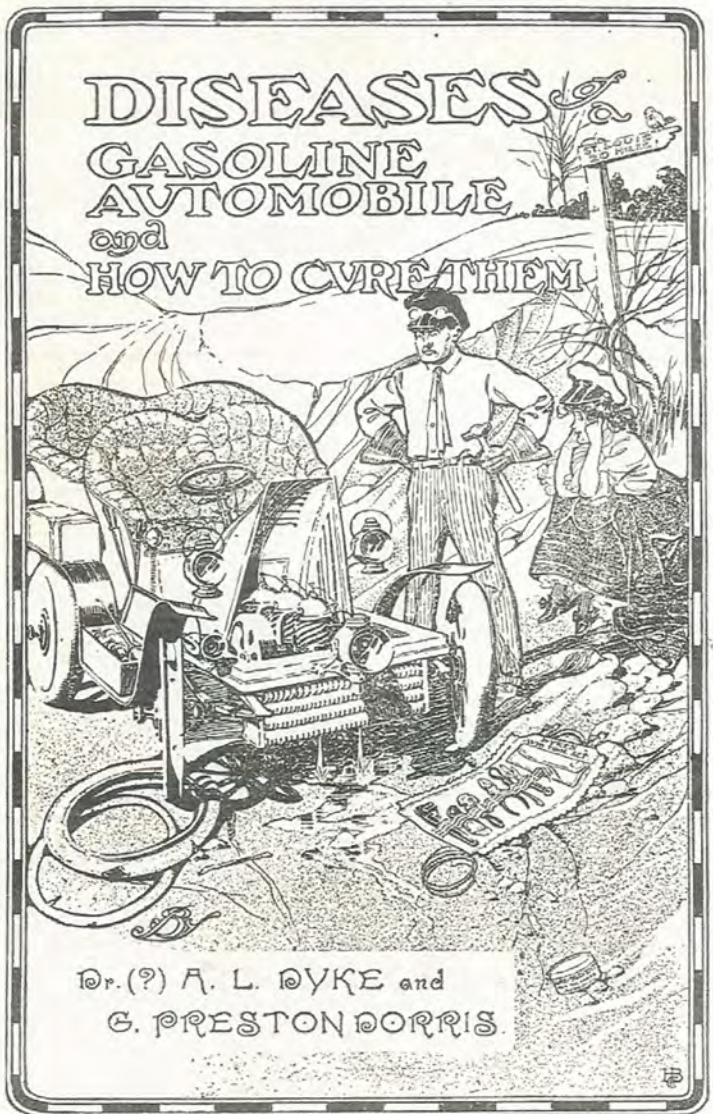
Occasionally the tourist has the misfortune to become stuck in the mud. This in the past has been a source of inconvenience, but with the contrivance herein illustrated everything of a like nature may be avoided in the future. The process is as follows: Remove all tools and superfluous clothing, and take out the inner-tubes as per usual. Now fasten the tubes in any convenient manner to the top of the car and inflate them with the pump. When there is sufficient air in them the car will automatically rise from its awkward position. Guide the car thus suspended in air gently to firm ground, and release some of the air. The car will now return to "terra firma", and after you have replaced the tubes, off you go again.



For Mud Stalled Cars.

Happy Anniversary!

Knute & MaryJoan Kleinen	Nov 4th, 1961
Johnny & Christine Crowell	Nov 18th, 1995
Robert & Kelly Stone	Nov 19th, 1995
John & Carolee Morrison	Nov 27th, 1982





Non - BAHCC events that may be of interest

December 26	Holiday Motor Excursion	Arcadia, CA	socialhcca.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 Ersland 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



HCCA NATIONAL NEWS



Re: Hershey Fall Meet; Marian Welch Award; Publication Awards; HCCA 2022 Convention;
Issue: 2021-10-01 #11

- **AACA Hershey Eastern Fall Meet** – From the AACA Speedster: “The Hershey Region AACA invites you to make the pilgrimage to antique car Mecca this October. Come join the over 250,000 visitors who come each year to experience Hershey. The Hershey show is considered the largest true antique car show in the world and includes a flea market with over 9,000 vendor spaces, a car corral with about 1,000 antique cars for sale and culminates in a great car show with 1,200+ vintage cars on display.” Stop by the HCCA tent in the Red Field, have a seat, grab a soda, and meet other HCCA members in person.

- **Marian Welch Award Nominations** – The Marian Welch Service Award is the Horseless Carriage Club’s most prestigious Honor, awarded to members whose dedication and service to HCCA has had a huge impact on our club and the hobby.

Members are now asked to submit to the HCCA office, on or before October 31, 2021, recommendations of candidate(s) to be considered by the Board of Directors.

The Qualifications are:

Member for minimum of 10 years;

Active involvement at the local and National levels;

Different **Leadership Positions** held;

Demonstrated **Outstanding Service**;

Dedication and, Consistent and Continuing Service shown.

Since this is the highest honor that can be given to an HCCA member, nominations should include the following information: Membership length; Leadership positions held; Activities performed; Types of Service at the local and National levels; Efforts to promote Club values; and the Helping and Mentoring of others.

Please send member nominations and information to:

Awards Committee Chairperson

c/o HCCA Office

3109 Fish Canyon Road

Duarte, CA 91010-1506

The Marian Welch Award nominations can be submitted by email as well. The nomination and supporting documents should be in a document attached to the email. Please send the email to: andyauto@hotmail.com

c/o Andy Wallace, Awards Committee Chair.

See the September-October 2021 Gazette, page 52, for complete details.

- **Publication Awards** – Alex Huppe will be judging the HCCA Publication Awards for 2021. He has asked that presidents of all Regional Groups and Affiliated Registers submit examples of their publications to his email address at: alexhuppe@aol.com
The deadline for submissions is December 15, 2021.

- **HCCA 2022 National Convention & Tour** – Howey-in-the-Hills, FL. Planning to attend? Information and registration forms can be accessed from the hcca.org website. Please reserve Now! <https://hcca.org/calendar/>
If you have questions, contact Andy Wallace for further details, at his email above.

- **Gazette Back Issues Online** – Need to look at a back issue of the Horseless Carriage Gazette? Can’t find that old copy of Gazette issue #4 from 1966? No problem.

All of the Gazette issues, from 1938 up through 1973 have been scanned, and can be accessed on the web. Go to: <https://archive.org>

This is the Internet Archive. From their site: “The Internet Archive, a 501(c)(3) non-profit, is building a digital library of Internet sites and other cultural artifacts in digital form. Like a paper library, we provide free access to researchers, historians, scholars, the print disabled, and the general public.” Search on “Horseless Carriage Gazette”. Happy reading!

Doug Tomb / Douglas.tomb@verizon.net

Board Member – HCCA NN Editor ...

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