

GASLIGHT GAZETTE

O C T O B E R 2 0 2 2



BAY AREA HORSELESS CARRIAGE CLUB



GASLIGHT GAZETTE

A PUBLICATION OF THE

BAY AREA HORSELESS CARRIAGE CLUB



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2022 BOARD OFFICERS & MEMBERS

Board Chair



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

Member



Eric Larson
300 Meadowlark Lane
Sonoma, CA 95476
hpranch@interx.net
707-974-4296

President



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

Member



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

Vice President



Gary Mills
37608 2nd Street
Fremont, CA 94536
millsmechanical@comcast.net
510-656-9192

Member



Walter Sowell
9285 S. Trouville Lane
Cottonwood Heights, UT 84093
wdsowell@prodigy.net
510-710-8804

Secretary



Jim Lukash
703 Addison Avenue
Palo Alto, CA 94301
retrorocketry@gmail.com
408-718-8387

Gazette Editor



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

Treasurer



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

“Anyone who stops learning is old, whether at twenty or eighty. Anyone who keeps learning stays young.”

— Henry Ford

2022 COMMITTEE CHAIRS

Tours & Events	Gary Mills	510-656-9192	millsmechanical@comcast.net
Membership	Ed Harley	925-997-7710	epharley@pacbell.net
Authenticity	Johnny Crowell	925-963-5835	jcrow22006@aol.com
Web Master	Mark Wheeler		mark@tonedeafdesign.com
Hospitality	Carolee Morrison Kaaren Brommer	510-655-6128 510-538-1795	caroleemorrison@sbcglobal.net kebrommer@aol.com
Sunshine	Kaaren Brommer	510-538-1795	kebrommer@aol.com
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

Auction News...

GREENVILLE, S.C. – An incredibly rare 48-inch double-sided porcelain Musgo Gasoline sign sold for \$1.5 million, setting a world record at Richmond Auctions on August 27. The previous record for an antique advertising sign was \$400,000.

Considered the "holy grail" of antique advertising signs by most collectors, the Musgo Gasoline sign was discovered in an attic in Michigan. It had never been seen by the public and was a fresh-to-market example.

Musgo, originally located in Muskegon, Michigan, was believed to have been active for less than six months during the mid-1920s. Following its closure, most of its signs were used as septic tank lids, which caused one side of the sign to decay from exposure to septic fumes. This record-breaking sign was new old stock, never used as a septic tank lid, and is the best-known example of this legendary sign.



"Richmond Auctions was thrilled to have the opportunity to sell this one-of-a-kind collectible," said Jordan Richmond, founder and CEO of Richmond Auctions. "This unique Musgo Gasoline sign was discovered without touchups, restoration or enhancements, something unheard of for a collectible of this nature. The \$1.5 million dollar price tag speaks to the great condition and uniqueness of this item."

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; DRESS © March, 1912
Artist; Ruth Eastman (1882-1976)

President's Message

Here come the holidays!

I think most of us would agree that the holidays are really a special time for BAHCC members.

The fall and the seasons mean some of our best events are just around the corner.

As we move into October, we will have a hybrid club meeting scheduled for Wednesday October 5th at 7:30 at the Piedmont Community Center or via Zoom link (please see an email with the zoom link).

October will have a Nuts & Bolts session hopefully (TBD) and then the Pumpkin Tour! Look for details coming up! Norman will run the Pumpkin Tour in Livermore on 10/16. More to come on this.

November means another club meeting, and we will also have a rescheduled Nuts & Bolts session at Mark Cerruti's Saturday, November 5th. Pilgrims Tour the day after Thanksgiving, Norman will host (Thank you Norman in advance) the Pilgrim's Picnic again on 11/25. Location TBD so standby for more on this soon! The board will be working on succession planning too and look forward to news of club leadership for this next year. Our annual joint board meeting event will be held at Casa Orinda for Wednesday, November 16th.

Finally, here comes December with our grand holiday party event to take place at the Piedmont Community Center on the 10th. We are hoping the same caterer shows again this year! Lots more details to come on this soon too!

I look forward to seeing everyone soon.

Gerald



FALLOWEEN PUMPKIN TOUR

Join us for a fall tour to Joan's pumpkin patch just South of Livermore. This tour will begin in San Ramon and wind its way out the country roads to Livermore. In Livermore we will stop at a city park for lunch and then on to the pumpkin patch. Joan's is more than just pumpkins. There are lots of activities for young and old.

When: Sunday, October 16th , 10:30 am

Where: Meet at the Sycamore Valley road park and ride in Danville
(plenty of trailer parking)

What to bring:

1. A picnic lunch
2. Your old car
3. Decorations, if you want to dress up your car
4. Any kids or grandkids

There are lots of picnic tables at the lunch stop for us to spread out. Come and have a good time - Please Let us know that you are coming.

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





California RENDEZVOUS

October 23 - 27

Four Horseless Carriage Regional Groups are teaming up to host this amazing adventure through the scenic California Central Coastal Region. Meander through picturesque wine country, visit delightful small towns and relish a leisurley drive to the majestic Pacific Ocean. Enjoy camaraderie and fine dining along the way.

Hub Tour based in Paso Robles with accommodations at the beautiful & historic Paso Robles Inn on the plaza. Tour is limited to 48 pre-1916 automobiles, with only 12 cars allocated per region.

SIGN UP TODAY!

Only \$100 per person. (Lodging not included)

Make your reservation today!

Group Rate: \$159/night + tax

Group Code:

"Horseless Carriage Club"

Paso Robles Inn

1103 Spring Street
Paso Robles, CA 93446

(805) 238-2660

Offsite trailer parking available

California Rendezvous Tour

Registration Form

Name _____ Phone _____

Address _____

Email _____ HCCA Member # _____

Passenger(s) _____

Vehicle Year _____ Make & Model _____

Insurance Carrier _____ Policy # _____

California Rendezvous t-shirt w/ pocket \$28 ea. w/o pocket \$23 ea. Quantity _____ Size(s) _____ S M L XL XXL

_____ person(s) x \$100

per person = \$ _____

+ _____ t-shirt(s) = \$ _____

Make check payable to
"Sheryl Hunter" and remit to:
— or —

Sheryl Hunter
1421 Carmelita Pl
Arcadia, CA 91006

Email form & Pay by **zelle** to: sheryl.hunter8@gmail.com

QUESTIONS?

Tour Chair

Steven Chase: (323) 497-0601
NewNorthSouth@gmail.com



La Jolla
Regional Group

Bill Ottemann
(760) 695-7921



Gerald Robinson
(510) 332-9588



Jim Diener
(626) 398-1875



Jim Skillicorn
(831) 455-5105

Havin' Too Much Fun

By Ed Archer

There's just not enough hours in a day! I was asked to write a story on our latest trip, and I knew if I didn't write this for the club newsletter right away before I really establish myself "back home" it wouldn't happen. Not that our trip was a big deal but it's something to read, and a few pictures, (more pictures of old #4, as if you haven't seen it enough) just consider it a little update on #4's latest escapades.



Dan Erceg driving with riding mechanic John Kents in 1917 Ford #2 race car.

To start with, beginning on Sunday June 12th we completed another Santa Clara Valley Model T Ford Club speedster and race car endurance run, and the route was excellent, thanks to route planner Ivan Jorgensen. From the starting line in Niles, the route took us South on the back roads to Milpitas then San Jose, then East up....up....and up,,,, and over Sierra Rd. eventually heading North to Sunol, East to Livermore, and further to the outskirts of Tracy, yes Tracy! and return to the finish line in Niles arriving at there around 1:45 PM. Whew!!! After the award ceremonies we headed home and I loaded old #4 on the trailer and first thing Monday morning, we headed for Indiana.



The climb up Sierra Rd. seems unending. A real test for the cooling system.

If you own an antique race car, the 2.5 Mile oval, Indianapolis Speedway race track is the holy grail of all race tracks in the world, and if the opportunity arises to run your car there, you jump at the chance. So much racing history there, all the greats, Ralph DePalma, Barney Oldfield, Ralph Mulford, Tommy Milton, the list is endless. So when the SVRA historic motor racing organization invited us to race there on June 16 thru 19, without question, we jumped!



Line up of cars with the great backdrop, Thursday getting set up.

Departing Monday morning, three long days of driving found us at the Indy speedway in time for registration and paddock set up on Thursday June 16. The sky was mostly cloudy and the humidity was almost unbearable. Karen nearly passed out and I had to sit down a few times myself. Friday's weather was better, with sun and much less humidity.



Most of the rest of the starting "grid" ready for Friday's racing.

We had 12 cars in our group of early pre 1920 2-man Race cars. Names like Interstate, EMF, Abbott Detroit, Hudson, National, Packard, Sturtevant and of course our Ford. Most with 4 cyl. engines, the Hudson has a 6 and the Sturtevant an 8. For you that are unfamiliar with the Indianapolis Speedway, there's a 14 turn infield "closed circuit" track that uses part of the big oval straightaway. We ran two practice sessions on that track on Friday. Saturday we ran the infield track at noon and the big oval in the late afternoon. Most cars ran well including old #4, which reached 100 MPH heading down the front straightaway, (the wind was with me, blowing southerly). A couple of exciting things happened, sadly, coming down the backstretch, the 1916 Hudson (6 cyl.) threw #2 rod right through the side of the crankcase (see picture). Fortunately, somehow very little oil ended up on the track. Oil on a racetrack is obviously a big no-

no and really upsets the track VIP's who have the responsibility to see that it immediately gets thoroughly cleaned up. Sunday's schedule put us on the infield track at noon and right after we got the green flag, and on our first lap old #4 broke a left rear wheel hub doing about 45 MPH on turn 2, a 90 degree left turn.....and due to the momentum pushing the car to the right, on a left turn, the wheel departed from the axle and as the left rear of the car dropped to the ground and we were sliding and slowing down, our wheel began to pass us up on the left. I had



Moving Old #4 from the paddock space into the garage and the much needed shade.

to make a quick swerve to the right in order to avoid it colliding with the car. We were sliding on the external brake band and finally came to a stop. At first I thought I broke an axle and I was dreading the thought of pulling the rear end disassembling etc. but once we came to a stop, a quick look told me that part of the wheel hub was still on the intact axle, "We broke a hub!" (easier fix!) In less than 5 minutes the tow truck had the car up in the air, towing me back to the paddock, with me holding tight



2 piece hub. The flange breaks from the stem. The stem stays on the axle. The flange stays on the wheel.

to the steering wheel in an effort to keep the front wheels from getting "squirely" as they towed me backward at 25 - 35 MPH. As I was being towed back into the paddock my mind was going 90 MPH wondering where I was going to get another wheel hub as I had one more race that day on the oval, and Karen and I had five days of touring ahead in Wisconsin on the Model T Ford Club of America national tour. All of the sudden I thought I remembered seeing an old Model T wheel used as a decorative piece of "period art" in our paddock, and as we arrived and they were backing me into my paddock space, I saw it, and..... it had a rear hub! Within an hour and fifteen minutes thanks to the teamwork of all of our crew of enthusiastic drivers and mechanics, my brake band was straightened, left rear wheel was back on the car with the replacement hub, and I was ready for the 2 o'clock race on the big oval. Without my good friends, I'd be a disaster! But you all know that!



Chris Helling and Bill Bennett removing the brake band for straightening.

In January when I made the decision to go to Indy, I thought "I wonder if there's anything else happening back in that area that we can participate in since we'll already be back there," and after a short search I found the MTFCA National tour, in Fond du Lac, Wisconsin, Sunday June 19 through Friday June 24, so we signed up for it. That meant that immediately after our last race on Sunday we had to load up and head the 340 Miles Northwest through Chicago on a late Sunday afternoon (yes a few major traffic jams) to Fond du Lac, Wisconsin, and we'd probably arrive there just in time to miss the tour "check in," where you receive all the latest details, tour routes etc. and I knew we'd also miss their early evening welcoming banquet. But most importantly, we'd be there in time to make the first days tour on Monday. Weather was hot!, and humid, compared

to California, but for that area, not too bad. As we drove in to the Radisson, host hotel parking lot we lucked out as the check in crew was just leaving, saw us, stopped and got us checked in so we were prepared to begin touring on Monday morning, departing at ugh! 8:30 AM. I was not in the mood for an 8:30 AM departure. Karen and I then attempted to go to dinner. After roaming around finding very little open after 9 PM on a Sunday night, nothing with inside seating, we finally settled for DQ topped off by a refreshing chocolate milk shake for desert.



Some infield action. 1912 Packard leading old #4

I guess the biggest thrill of all for Karen and me was on our drive out, second day, long one, finally stopped in York, Nebraska, around 9 PM and found a Motel. Applebee's was next door and we hadn't had dinner. Sky was overcast, and as we began our walk across the parking lot from the motel to the restaurant the breeze became a strong swirling wind, I heard a loud 'clunk' and Karen yelled out "a piece of ice just came down" I thought "what is she talking about" when immediately multiple "clunks" were heard and seen as we ran for cover, the entrance overhang, we got bombarded a couple of times. Fortunately for us they were glance hits, hurt but no injury. People at the entrance opened the door for us and said "are you okay?" Wow, I finally got to see a real hail storm! Hail stones almost the size of golf balls. Amazing!!! I always wanted to see big hail stones but never thought of what might happen to some poor suckers that might get caught out in one of those storms. And when those things hit the ground they don't break up, they're solid! Unfortunately I didn't think of shooting any pictures and as we were sitting waiting for our dinner it dawned on me, so I walked out to the entrance but it had already stopped. After dinner and it was all over, walking back to the motel I looked at the cars in the parking lot and the hoods and tops were loaded with dents. Fortunately our van with the short hood and maybe thicker? metal almost no visual dents. I didn't, and won't inspect the top. Nice to be back home again and kick back for awhile.



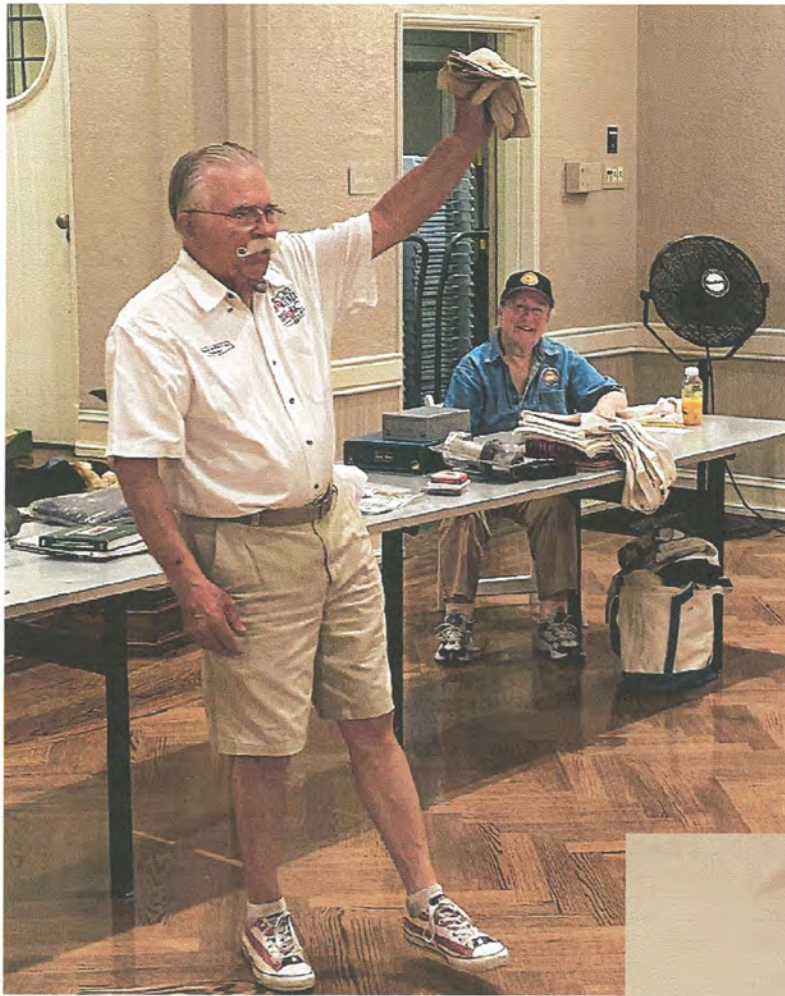
More infield track action. 1916 Hudson, 1916 Sturtevant, and Old #4.

This national tour was hosted by the Dairyland Chapter of the MTFCA and their organization and teamwork was impeccable. They really had their act together. Absolutely beautiful tour country, and I won't complain about the rough roads in California for awhile. Beautiful 2 lane road scenery back there but we hit some pretty rough bumps every day. What made it worse is #4 has real stiff suspension. Our local friends David and Becky Harrison were there with their coupe, and the only other Northern Ca. people that were there was John and Carole Padlo from Martinez in a tudor. Both Harrison's coupe Padlo's sedan and our old #4 ran splendidly. Approx. 125 Model Ts in total were there with the usual few daily tinkering repairs seen in the parking lot and on the road. The worst thing I saw was a roadster being hauled in on the trouble trailer without a right rear wire wheel. Never did hear what happened. Most daily tours were less than 100 miles. Went to Elkhart Lake where the original road races were held in the old days and Al Capone used to hang out. A couple of parade laps at Road America (current closed circuit race track), the outstanding enormous EAA airplane museum, traversed part of the original historic Yellowstone Trail automobile route, Wisconsin Automotive Museum, housing the words largest collection of Kissel automobiles, made from 1907-31 (our local friend Lynn Kissel has a couple of his cars there) and several smaller museums and historic places. And..... in order to keep the masses from rioting..... an adequate amount of ice cream and Gillies frozen custard stops. All in all just a fantastic tour and as usual a great bunch of people. Perfect weather during the five days of touring but as we pulled out Saturday morning to head home it was overcast with rain predicted, and after driving a few miles,..... rain! for the next couple of hours.



Potluck & Auction

Wednesday, September 7th



Auctioneer Ed Archer sells another great artifact at "No Reserve," while Kaaren Brommer tracked the sales. The hammer fell on dozens of amazing items, raising over \$800. for the Club!

Don't miss next year's Auction on April 5th.



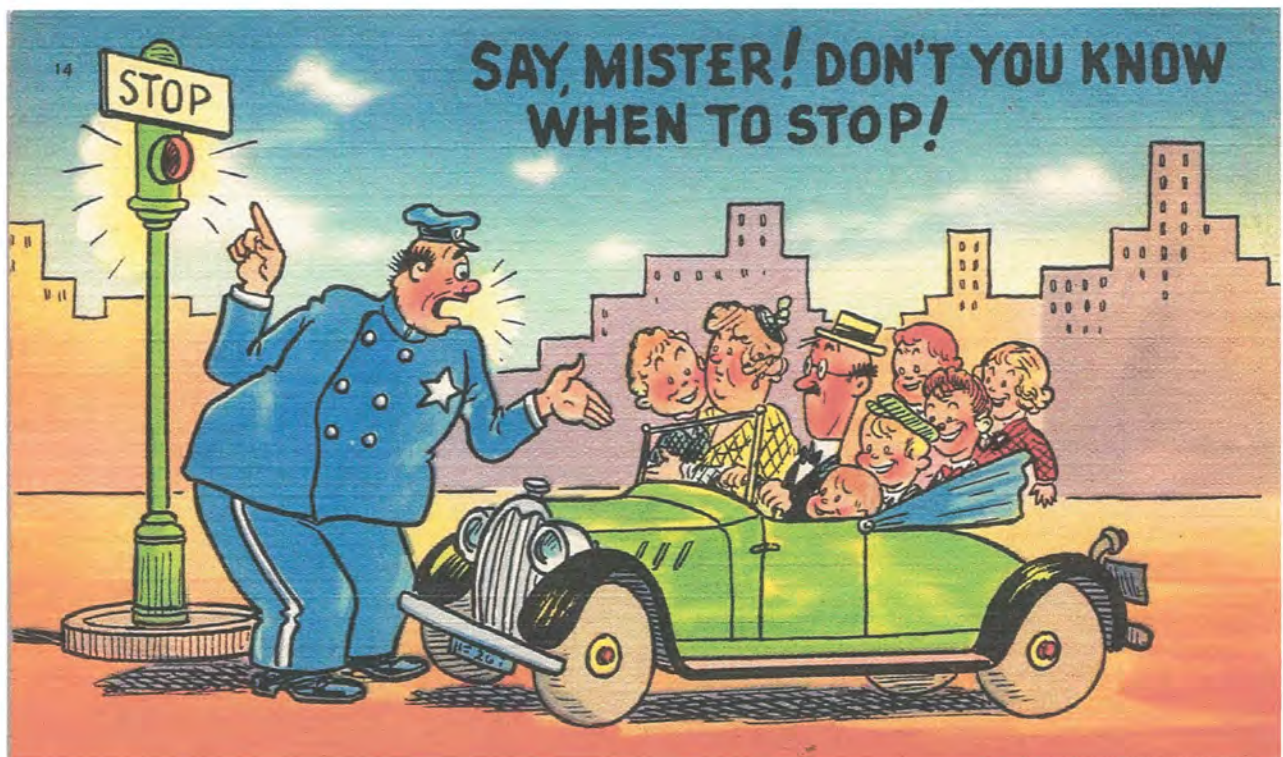
TOP SELLER was a matched pair of 1919 Calif. license plates donated by Gary Mills.



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 2022	Wednesday October 5 th	General Meeting	Piedmont Community Center / zoom - 7:30 pm 711 Highland Avenue, Piedmont, CA
	Sunday October 16 th	Car Tour	Pumpkin Tour - Livermore - Norman Schwartz - <i>See Flyer</i>
	Wednesday October 19 th	BoD Meeting	zoom Meeting - 7:30 pm
	Sunday the 23 rd thru Thursday the 27 th	Car Tour	California Rendezvous Tour in beautiful Paso Robles - Steven Chase Sign Up Now! . . . <i>See Flyer</i>
Nov 2022	Wednesday November 2 nd	General Meeting	Piedmont Community Center / zoom - 7:30 pm 711 Highland Avenue, Piedmont, CA
	Saturday November 5 th	Nuts & Bolts	Model T Band Replacement - Cerruti Garage, Danville (<i>rescheduled</i>)
	Wednesday November 16 th	BoD Dinner	Board Dinner - Cocktails 6:00 pm, followed by Dinner Casa Orinda - 20 Bryant Way, Orinda
	Friday November 25 th	Car Tour	Pilgrim's Picnic - Norman Schwartz Location TBD
Dec 2022	Saturday December 10 th	Holiday Party	Piedmont Community Center - 6:30 pm 711 Highland Avenue, Piedmont, CA <i>Save the date!</i>





Non - BAHCC events that may be of interest

October 1	East Bay Swap Meet	Alameda, CA	Mark: 510-432-1532 stroh32@hotmail.com
October 2	Concours at Serrano	Eldorado Hills, CA	theconcours.net
October 4 - 7	Hershey Swap Meet	Hershey, PA	hershey.aaca.com
October 15 & 16	Pre-War Swap Meet & Car Show	Maricopa, AZ	Rich Huggins (520) 827-0295 southwestmodellt@gmail.com
December 31	Holiday Motor Excursion	Arcadia, CA	socalhcca.com
January 28 & 29	Turlock Swap Meet	Turlock, CA	turlockswapmeet.com
April 13 - 15	Tulare (formerly Bakersfield) Swap Meet	Tulare, CA	Bill Bennett (559) 967-0112 tmechanic@att.net
April 16 - 19	HCCA National Convention	Visalia, CA	(see Flyer)

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

The Stearns-Knight Car

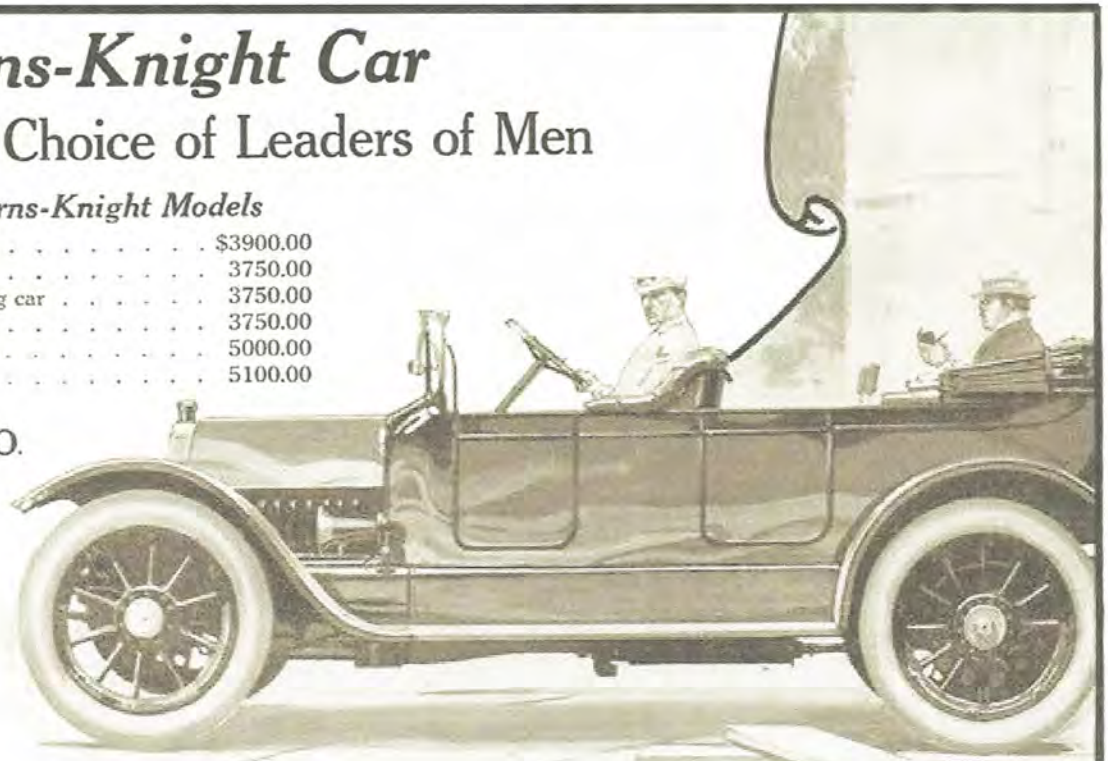
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Landaulet	5100.00

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Tour Tools

On a recent tour, one of the cars got a flat tire on non-demountable wheels. The tour participants were able to repair the flat due to the combined tools and supplies available between all the cars, which should remind us all to pack important tools and supplies, not only for your own sake, but for the sake of others on tours.

However, our cars have limited space and can not possibly carry everything, a problem faced by early motorists as well. A thriving market emerged in the horseless carriage era for motoring tools to supply this need, and these vintage tools can serve the same purpose in our tour kits today.

Shown is a tool I found a few years ago; a combination small hammer with a tire iron in the handle. At some point it was stamped FORD, but I doubt it is an original Ford tool (Others tools of the era were labelled "For Fords" or similar). Having one tool able to serve multiple purposes saves space and weight in your touring tool kit.



During our tour tire change we had need of tire irons and a small hammer, luckily both were found in the tour group. But the incident has convinced me to take this tool off my shelf of old tool oddities and pack this "tire iron handled hammer" in my tour kit.

When was the last time you inventoried your touring tool kit? It's something you can do during the winter season so next spring you are ready for what can happen to you or your fellow motorists. Remember, the car you save may be your own!

Jim Lukash



Driving a Vintage Car is good for your health, scientists say.



Courtesy of "The Spark Plug"

Wichita Regional Group

CAR SAFETY FOR CHILDREN



Firestone

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



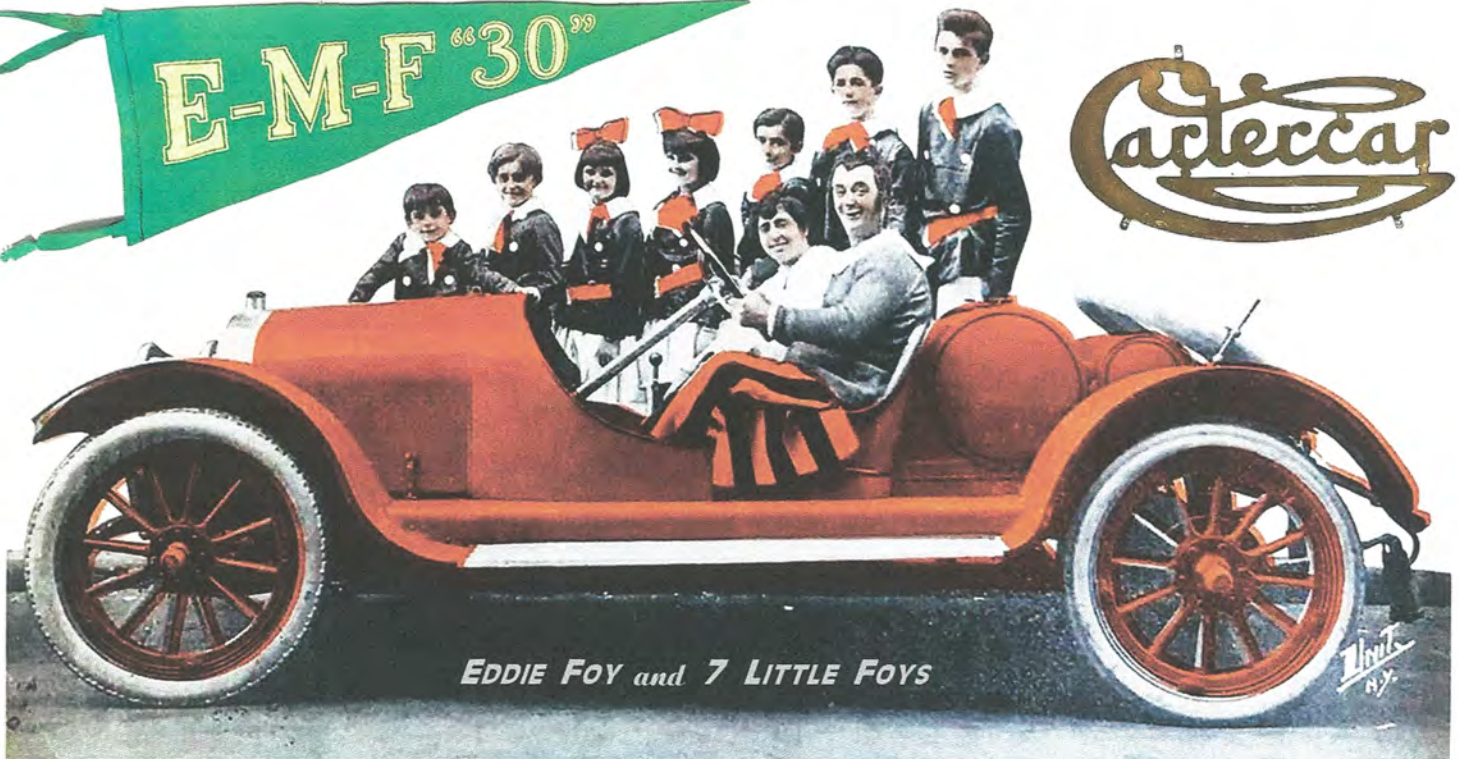
FowlLanguageComics.com



©Brian Gordon

Happy Anniversary!

Bill & Kay Kay Lewis	Oct 3rd, 1964
Rob & Cheryl Guzzetta	Oct 13th,
Anthony & Dormain Drewitz	Oct 16th, 2010
Colin & Ellen Feichtmeir	Oct 27th, 2007



EDDIE FOY and 7 LITTLE FOYS

Walt
N.Y.

BAHCC Board Minutes

Meeting of September 21, 2022

The meeting was held virtually and was called to order at 7:30 pm.

Board members Mills, O'Brien, Larsen, Cerruti, Haist and Schwartz were present.

The first item of business was discussion of the requested donation to the Museum of the Horseless Carriage. It was decided to table any decision until we received further information from a recent member survey and additional information from the Museum.

Next, the Board discussed upcoming club events including an October Pumpkin Tour, the November Pilgrim's Picnic and the Holiday Party. It was also decided to hold the annual Board Dinner on November 16th, in Orinda.

The meeting adjourned at 8:30 pm.

Norman Schwartz, acting Secretary

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HCCA NATIONAL NEWS



Re: **Marian Welch Award; Hershey Tent Help Needed!!! Indexing Update; Calendar Update:**
Issue: **2022-08-01 #09**

- **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 the 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, 2022, recommendations of candidate(s) to be considered by the Board of Directors. The Qualifications are:
HCCA 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 the HCCA can give to a 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: office@hcca.org Subject Line: c/o Andy Wallace, Awards Committee Chair.
See the September - October 2022 Gazette, page 23, for complete details.
- **Hershey Tent Help Needed!** – Ever wonder who sets up that Great Big Beautiful Tent at

Hershey every year? Up until this year, it was Bob Ladd and his HCCA volunteer crew. Bob is busy with the Museum of The Horseless Carriage, and the Club needs a volunteer to take on Bob's Hershey Tent role. The Hershey Tent is very important to the Club. This is our presence at this most important Swap Meet, that attracts International attention, and houses many HCCA and other activities during the week. Volunteers please contact Bob Ladd directly at: jbobladd@ptd.net or call 717 269-5508.

- **Indexing Update** – From member Peter Findlay, the indexing of past issues of the HCCA Gazette is nearing completion, by the end of August. This is an amazing accomplishment, and it was completed by Club Volunteers in just ONE Year! Thank You to all the Indexing volunteers who made this possible. Now the Best part. Once the indexing work is completed, the final tuning of the Index Database will take place. Once that is completed, the Gazette Index will be available for HCCA Member download and research. Stay tuned.
- **Calendar Update** – The latest from the HCCA Gazette and Website:
 - **Red Flag Motor Tour**, September 21 – 24, 2022. Mount Pleasant, IA. Contact: George Chapman Email: gachap@gmail.com Website: www.redflagmotortour.com
 - **Hershey Hangover XI**, October 8 - 10, 2022. Morgantown, PA. Sponsors: Susquehanna Valley Regional Group and Snapper's Brass and Gas Region AACA. Hosts: John McAnlis and Jeff Leshner - 610-639-1977 Email: hersheyhangover@gmail.com

Doug Tomb / Douglas.tomb@verizon.net

Board Member – HCCA NN Editor ...

Brendan Riley's Solano Chronicles:

Vallejo's Alley History



Brendan Riley ©2019

A century ago, city officials chose names of cars, in alphabetical order, for 23 Vallejo alleys. There have been many articles about the names over the years, but writers ran into some dead ends in explaining the details. Here's another attempt to get the facts straight — especially about Indian Alley, between Georgia and Virginia streets.

The alley names came from Thomas Kilkenny, city engineer and superintendent of streets, in 1916. In a 1952 interview, he told Times-Herald reporter Herb Levy that he was directed to identify the alleys and “so I sat down and gave them names. I gave them names that were familiar to the people of Vallejo, which happened to be names of automobiles.” That seems clear enough — he had cars in mind when he picked the Indian Alley name. But years later, after Kilkenny had passed away, difficulty in finding information on Indian cars apparently led to the idea that he was thinking of well-known Indian motorcycles. However, records in the National Automobile Museum in

Reno show there were Indian cars, mostly experimental, produced by the Hendee Manufacturing Co. in Springfield, Mass. But George Hendee wanted to steer his company away from cars and focus on motorcycles. By the 1920s the firm had become the Indian Motorcycle Co..

Jackie Frady, the museum's executive director, cites the Standard Catalog of American Cars, 1805-1942 — the exhaustive, 1,612-page bible for anyone looking into the history of U.S.-made vehicles. The catalog of more than 5,000 car companies, first published in 1985, shows that Hendee's first four-wheelers were built shortly after the company was founded in 1905 and the last — including three that still exist — were produced in the late 1920s.

Other confusing aspects include the fact that today, despite the alphabetical layout, you can't find an alley starting with the letters A, B or C. The city's alley signs start with Dodge, a one-block lane between Curtola Parkway and Jersey Street. But the original designations in 1916 started with Abbott, followed by Buick and Cadillac alleys. When Kilkenny came up with his list of names, the city was in the middle of a major dredge-and-fill project that eventually turned a large tidal area south of Curtola Parkway (formerly Maryland Street) into usable land. He was getting street and alley names in place ahead of time, while the watery area was being filled with Napa River mud. Due to industrial development in recent years, the A, B and C alleys disappeared.

Most of the named alleys run in an east-west direction, parallel to city streets that are named after states. But there are a couple of north-south exceptions, Winton and Young alleys, short stretches, mostly dirt, between Amador and Contra Costa streets next to Children's

Wonderland. Rambler Alley, another short, north-south lane, was added to the city's list after the 1916 alley designations. It runs along the east side of Interstate 80 between Georgia Street and Benicia Road. The original R alley is Reo, between Tennessee and Indiana streets. Other alleys, not named, are near Rambler Alley, including one that starts at Jennings Avenue, crosses Laurel Street and ends at Russell Street.

Due to overgrown vegetation, it's almost impossible to spot unmarked Holly Alley, which on old maps runs between C and D streets in Bay Terrace, near the Mira Theatre. Longtime Bay Terrace residents say the alley, another addition that followed the 1916 list, may have once been wide enough for cars but for decades has only been a footpath. And it's not the only such alley in that neighborhood — there are a few more that don't have names.

Other no-name alleys around town include two just north of Vallejo High School, on either side of Nevada Street. Also, a block east of Tuolumne Street, an alley runs between Valle Vista and Greenfield avenues.

There's no chance of using the original 1916 list to find Thomas Alley, between Arkansas and Illinois streets. In 1931 it was changed to Templar Alley to clear up any confusion with Thomas Avenue, which runs between Benicia Road and Curtola Parkway.

Here's a current list, in case you want to take a walking or driving tour of our alleys with car names, starting on the south side of town and heading north: Dodge, Everett, Ford, Garford,

Hudson, Indian, Jeffrey, Kissell, Lozier, Maxwell, National, Overland, Packard, Quincy, Rambler, Reo, Stutz and Templar. Then head over to the south side of Children's Wonderland to find what's left of unmarked Winton and Young alleys. Velie Alley runs for one block between Sacramento Street and Yolo Avenue, just south of Nebraska Street.

There's a Pollack Alley that runs off Azuar Avenue on Mare Island, near Touro University California. The alley gets its name from a submarine, the USS Pollack — that was named after a fish resembling a cod, not a car. Also, vehicles can get through some narrow paved strips between industrial buildings on Mare Island, although those lanes aren't marked as alleys.

No doubt there are other alleys not listed here. If you know about them, let me know. This is a topic that's always good for an update — maybe a wide-ranging account of what went on in the alleys. There was plenty of illicit activity in Hudson and Indian alleys, on either side of Lower Georgia Street with its many bars, bordellos and gambling houses that flourished during World War II. Other stories involve dads working on the family car, and kids riding bikes and coasters down steep alleys or tossing basketballs into hoops mounted on garages — the expected fabric of just about any neighborhood. Then there's the unexpected — like a 1935 FBI report about gangster George "Baby Face" Nelson counting out stacks of money in his car parked in Quincy Alley, behind the old Vallejo General Hospital run by his friend Tobe Williams. But all those tales will have to be column material for another day.

— Vallejo and other Solano County communities are treasure troves of early-day California history. The "Solano Chronicles" column, running every other Sunday, highlights various aspects of that history. My source references are available upon request. If you have local stories or photos to share, email me at genoans@hotmail.com. You can also send any material care of the Times-Herald, 420 Virginia St.; or the Vallejo Naval and Historical Museum, 734 Marin St., Vallejo 94590.

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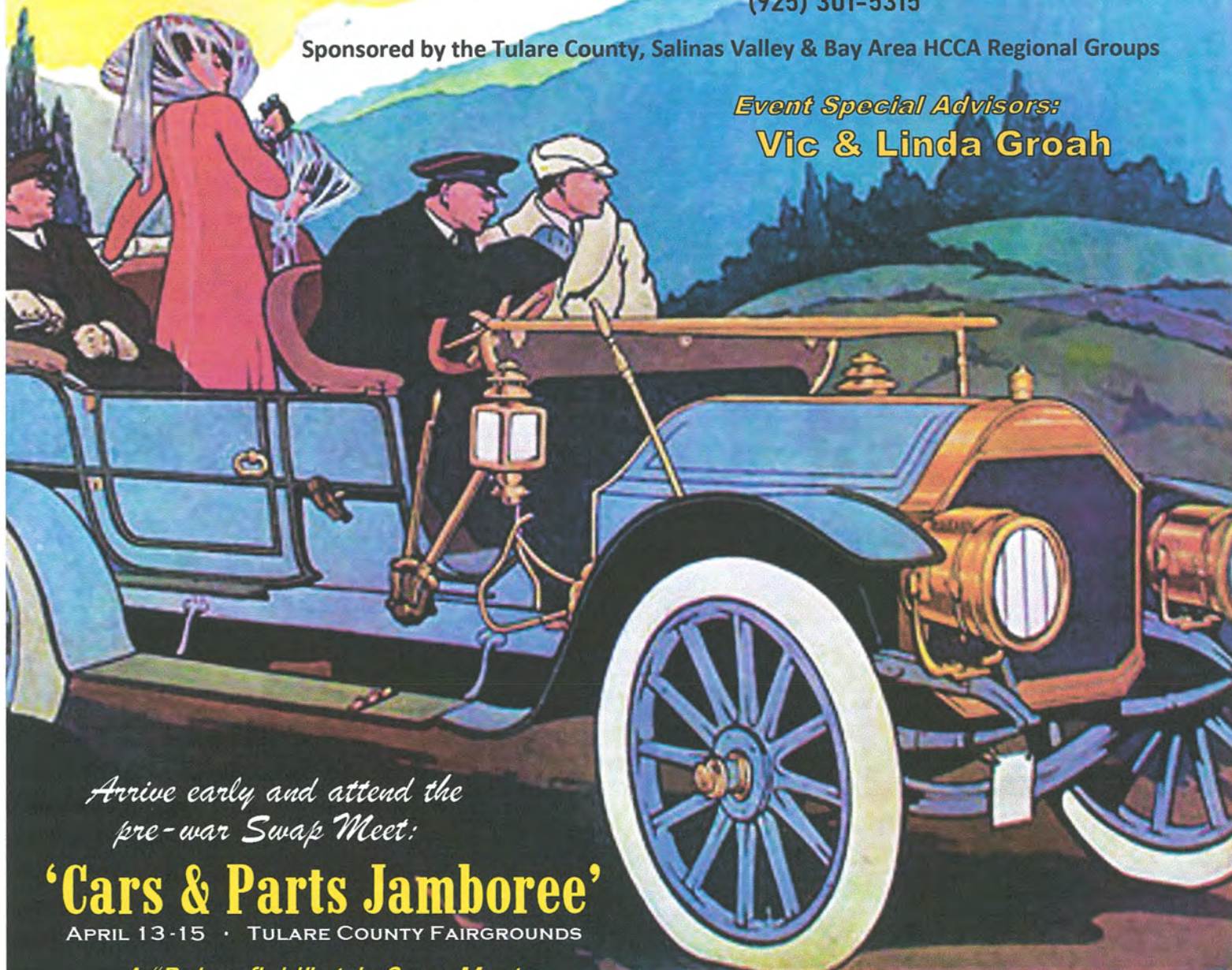
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HCCA NATIONAL NEWS



Re: 8th International Tour; Museum of the Horseless Carriage; Calendar; Century Plaque;

Issue: 2022-08-31 #10

Happy Labor Day!

- **“Down Under” 2024 Tour** – Come and join the fun “Down Under”. Centered around the Tweed River, with the relaxed life style of Tweed Heads, this promises to be a fantastic seven days of touring (Google: Tweed Heads, Australia.)

Bring a car? Borrow a car? Hitch a ride? Enjoy the hospitality of “Down Under”.

Where: Tweed Valley on the border of New South Wales & Queensland, Australia.

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Contact Russell Holden or Michael Holding, with an expression of interest (EOI).

Email: info@hccasea.org Phone: 61 422 219 911 or US cell: 757-434-0056.

Better Yet, Please use the following EOI link: <https://docs.google.com/forms/d/e/1FAIpQLSe4YgJokJqAk-IUVfJPRf7Aa7JoIT7VaBmBDc4oR22Q346y0w/viewform?vc=0&c=0&w=1&flr=0>

Interested? Don't Delay, Respond Today!

- **Museum of the Horseless Carriage** – From Bob Ladd:
“Dear Celebration of Brass Participants,
It is about three weeks since we all left the Celebration of Brass II. We hope you had a great time and will join us next year for Celebration of Brass III, July 13-18, 2023. We are already in the planning stages for this event.
I am most grateful for all that worked so hard to make this a great event.

Among those was Daniel Ernst who provided a wonderful set of photos. Below is the link. Feel free to download them for your own personal use. There should be no charge. This is the link to the album:

<https://www.flickr.com/photos/danielernst/albums/72177720300770616>

Blessings, Bob Ladd”

- **Calendar Update** – The latest from the HCCA Gazette and Website:
 - AACA National Fall Meet (Hershey), October 4 - 7, 2022. Hershey, PA. HCCA Booth – Red Field RWO 30. The HCCA Barbecue is at Noon on Thursday. NOTE: AACA announced that the National Fall Meet is *Monday thru Friday in 2022*.
 - Hershey Hangover XI, October 8 - 10, 2022. Morgantown, PA. Sponsors: Susquehanna Valley Regional Group and Snapper's Brass and Gas Region AACA. Hosts: John McAnlis and Jeff Leshner - 610-639-1977 Email: hersheyhangover@gmail.com
 - California Rendezvous Tour: October 23 – 26, 2022. Paso Robles, CA. Four Horseless Carriage Regional Groups are teaming up to host this Central Coast Region scenic tour. Hub Tour based in Paso Robles. Contact: Steven Chase, Tour Chair. 323-497-0601. Email: NewNorthSouth@gmail.com.
- **HCCA Century Old Vehicle Program** – The HCCA Century Old Vehicle plaques program is to honor vehicles that have achieved the age of One Century. Does your car have a Century Plaque? Contact: Carl Pate. Email: anpcop@aol.com.

Doug Tomb / Douglas.tomb@verizon.net

Board Member – HCCA NN Editor ...

LE PETIT POUCKET MONTAIT UNE PEUGEOT



PIERRE SIMMAR

AGENCE AUTOMOBILE VERGER 21, Boulevard de la Chapelle, PARIS

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