

GASLIGHT GAZETTE

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BAY AREA HORSELESS CARRIAGE CLUB



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A PUBLICATION OF THE

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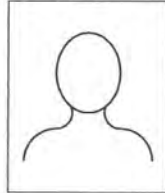
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A Ford owner never gets in bad with his wife when she finds hair-pins in his pockets—she imagines they are part of the engine.

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.

- We welcome new membership! -

GENERAL MEETINGS: First Wednesday of each month, (excluding July & December - No meeting), are a combination of in-person and via ZOOM. (See website Calendar for time, location and format.) April & November are Potluck dinners starting at 6:30 PM at the Piedmont Community Hall, 711 Highland Avenue, Piedmont, California. *Guests are always welcome!*

BOARD MEETINGS: Third Wednesday of each month, via ZOOM. All members welcome. Contact any Board member for ZOOM invitation.

ADDRESS: c/o President. **PHONE:** c/o President.

WEBSITE: www.bahcc.org

EDITOR'S NOTES:

If you attended *Antique Autos in History Park* this past September, you no doubt saw this interesting little car on display.



By request, owner and curator Nate Crosby, was gracious enough to write an exclusive article for our newsletter. **Thanks Nate!** (See page 12.)

As always, your stories, photos, cartoons, or anything else are always welcome and appreciated.

Mark Cerruti, Editor

The GASLIGHT GAZETTE is published 11 times per year, with one issue for the months of July and August. Permission to reproduce articles is granted provided credit is given to the original source.

On the Cover; *The AUTOMOBILE* © June 5, 1913
Artist; *unknown*

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- Just Another Year Under The Belt -

It seems the Christmas Party was enjoyed by all again this year! Although we had a few that took home more than they intended, by way of sniffles and coughs, I do believe most had a great time.

This signifies the passing of the gavel to a new group:

Myself, as President

Eric Larson, Vice President

Thank you to those who will remain in their positions.

I would like to send a special shout out to Norman Schwartz and Gerald Robinson for their willingness to continue set up of our monthly zoom meetings. I think we can all agree that it's rather nice not having to make that dreaded evening drive (over an hour for some!) to the Piedmont Hall. Also, a very special thanks to Whitney for his continued "nickel squeezing & penny pinching" to help keep the club above water. Mark Cerruti's colorful quest of entertainment by way of the Gaslight Gazette. Each month is appreciated by all and keeps everyone up to date with upcoming events and projects. Thanks to Vince, Tony, Ed#1, Ed#2 and a few others for helping keep our club alive for another year! In the coming year, I am hopeful to bring more social get togethers in the form of visits to the shops and garages of our members and maybe ever some new events.

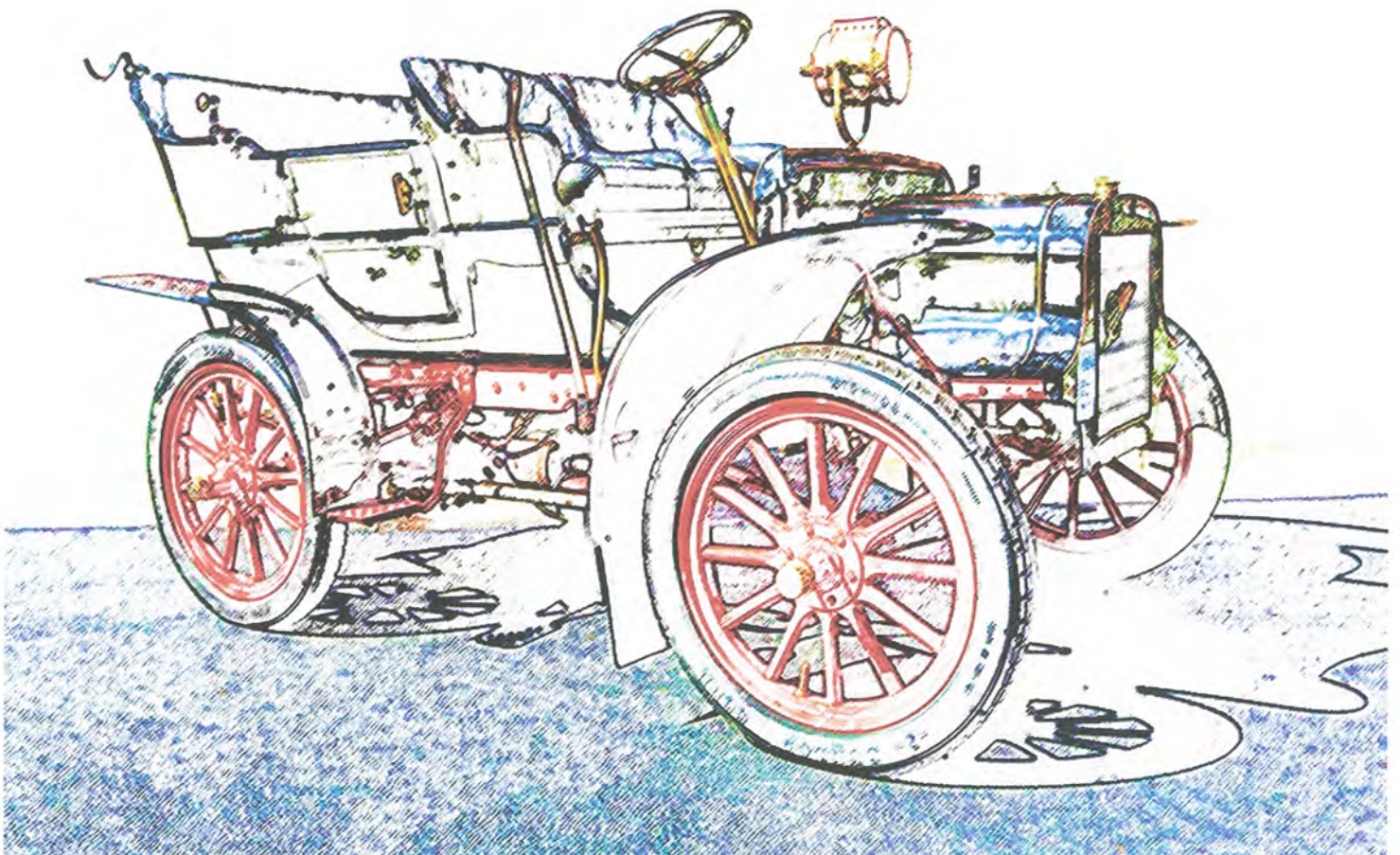
Please feel free to call or email me if you'd be willing to open your garage, so we can get you on the schedule.

A HUGE THANKS TO ALL

Sincerely,

Gary Mills

President, BAHCC



A Pilgrim's Tour

November 25th 2022

It could not have been a better day for a picnic. While other parts of the country are buried in snow, we had a perfect fall day with temperatures in the mid-sixties. Altogether, there were 20 of us pilgrims and Vince's four-legged traveling companion, Lucy, out for a day of adventure.

Starting in Martinez, we made our way out through the pastoral back roads of the Alhambra valley, winding our way through the hills and valleys to Briones. We even saw an Emu along the way. We assembled for a picnic lunch and conversation under the sprawling oak trees. In keeping with tradition, after our feast of leftovers from Thanksgiving we ventured out one of the trails for a brisk walk. At a fork in the road, we took the trail signposted "archery range." Over the hill and through the woods.... we never did find the archery range before turning back!

On the return journey, we were invited to stop for a visit at Bob and Carol Schultz's garage/workshop/fantasyland (hard to describe, you just had to be there) Here we had the opportunity to view a sampling of Bob's creative artistic talent in a unique environment.

Thanks to everyone for your participation.



Norman



All photos this page by Norman Schwartz



Photo by Gerald Robinson



Photo by Gerald Robinson



Photo by Norman Schwartz



Photo by Gerald Robinson

'Twas the dawn after Thanksgiving

*'Twas the dawn after Thanksgiving, but I just couldn't sleep,
I tried counting backwards, I tried counting sheep.
The leftovers beckoned - the dark meat and white,
But I fought off the temptation with all of my might.*

*I tossed and I turned with sweet anticipation,
As the thought of a repeat became infatuation.
So I raced to the kitchen, flung open the door
And gazed at the fridge, full of goodies galore.*

*I packed up turkey and buttered potatoes,
Pickles and carrots, beans and tomatoes.
I ran to the barn and cranked up old Bessie
It was off to the woods to feast with my Besties.*

*I felt myself swelling so plump and so round,
'Til all of a sudden, I rose off the ground.*

*I crashed through the trees, floating into the sky
With a mouthful of pudding and a handful of pie.
But I managed to yell as I soared with glee...
Happy eating to all! Pass the cranberries, please!
so...*

*May your stuffing be tasty, may your turkey be plump,
May your potatoes & gravy have nary a lump,
May your yams be delicious, may your pies take the prize,
May your Thanksgiving dinner stay off of your thighs.*



Photo By Rich Green

The Growing Popularity of Electrics

From a Paper Read by H. H. Rice at the Recent Convention of Electric Vehicle Makers in Boston.

THE encouraging feature of the growth of sentiment in favor of electrics is not limited to those who derive profit from them. The public itself acknowledges the desirable features of the electric car in ever-increasing numbers. There are thousands of owners of automobiles, who, if they were to make their automobile investment over, would find in their stable a place for an electric. They will do this eventually, as is shown by the large number of gas cars which are traded in for electrics and many more which are offered in trade.

Another indication of the growing popularity of the electric is that manufacturers and dealers in gasoline cars have changed their attitude of outright contempt or good-natured tolerance to recognition that the electric, both in the passenger and truck vehicle, is a car which in its own field is unequaled by the gas car.

Only a few years ago, the manufacturer of a gasoline car looked upon the electric as a toy or a car for the woman or the man who did not dare, but today they have been forced by figures of cost and maintenance to acknowledge that the electric cannot be ignored for service and that in spite of self-starters and all the other improvements the electric is par excellence the car of convenience for city use.

Electrics Really Necessary

It hardly seems in place to argue for the growing popularity of electric vehicles to those who are entirely familiar with the fact, but sometimes we do not see best the things that are nearest to us and when we hear of the tremendously large scale of gasoline vehicles we wonder if the electric is really growing as fast as its friends and well wishers would have us think. But it is really becoming an important numerical factor.

According to THE AUTOMOBILE there were in October, 1912, some 33,842 electric pleasure cars registered in the United States, while the new registration for the year was 5,550, showing a growth of 20 per cent. These figures show that there are half as many electric vehicles in use in this country as there are automobiles of all types in France or any other of the leading countries of Europe.

At present there is no accurate way of obtaining a definite report on the actual number manufactured except by very tedious inspection of the registration records and from these, owing to the different laws of the various states, it is difficult to obtain satisfactory information.

However, one only needs to look about and to count the large number of new firms manufacturing vehicles to know that at least from that source there are a great many electrics being placed on the market. Then, by noting the number of new vehicles of the older manufacturers which are seen on the streets, further proof is added of the increase. One has but to look about him in any city of the country, except the East, perhaps, to realize to what extent electric vehicles are used, and even in the East itself people are beginning to take up the electric pleasure vehicle.

For a number of years, indeed, certain sections of the East have shown a larger use of the electric commercial vehicle than anywhere else in the country.

It is generally considered in the automobile trade that the gasoline car and the electric occupy different fields and there should be no active competition between them. It is a fact, however, as we all recognize, that many owners of gasoline touring cars have become so accustomed to the use of their machines that they employ them without considering the cost in daily service, to and from business and in their pleasure rides in and about the cities in which they live.

The general use of high-priced touring cars for both city and country service is one of the most expensive and uneconomical fads of the day. It is much the same as if the carriage owner of 50 or 100 years ago had insisted on driving a stage coach on city streets because it was necessary to use such a vehicle for long-distance work on country roads.

The electric pleasure car as it is built in this country fills the place of the fashionable pleasure vehicle as it was used before

the introduction of the motor vehicle. It has all the speed allowed, or mileage necessary, within the city limits.

It is built with greater luxury than the most fashionable carriages of the last generation and it has every advantage over the gasoline car for daily service. It is simpler in construction, free from all the mechanical troubles that beset the gas car and far more economical to maintain than any gas car.

The man who has \$4,500 to invest in automobiles will do well to consider whether he can find a better investment than a \$3,000 electric for city use plus a \$1,500 gas car for touring purposes.

It is now 21 years since the first electric vehicle was seen on the streets of Chicago, but it was 5 or 6 years after that that they began to be manufactured. If it were not for the phenomenal growth of the gasoline during these later years, the increase in the use of the electric vehicle would itself be considered phenomenal.

The growth of the business has never taken on boom proportions and hence has not been subject to the fluctuations that have affected the gasoline car industry. The increase in the demand for electrics has been sufficiently moderate to be a normal and healthy growth and it has never been stimulated by an extraordinary amount of free publicity.

Yet the electric has done a very, very large amount of straight advertising in proportion to its business and the advertising done by the manufacturers has always been in advance of the volume of business. They spend a larger percentage of their gross business on advertising account than almost any gas car company.

It is accordingly not surprising this year to find the manufacturers of electrics working at full capacity and in some cases increasing their product over last year's business, a result that can be largely attributed to the increased advertising.

Today there is no manufacturing industry in the United States that is more firmly established, more safely within the bounds of its legitimate field than the electric automobile business.

As for the car itself, it may well be claimed that while many improvements, small and great, may be looked for within the next few years, as in the past, it is at this moment a highly developed, well-balanced piece of mechanism which runs with comparatively little attention.

What I have said about the general attitude of the public, the central station men and the gas car manufacturers as to the growth of the electric, applies both to pleasure and commercial vehicles, but I cannot help referring particularly to the steady growth of the electric truck and delivery wagon business, and the increasing importance of that side of the industry. The field of the electric pleasure carriage, as now built, is already pretty well defined and its future growth may be predicted with some degree of certainty. The field of the electric commercial wagon has hardly been explored as yet. There is an immense opportunity for the use and distribution of electric motor wagons which remains to be opened and exploited. It is the undiscovered country of the future and the growth of that branch of industry is likely to be one of the phenomenal developments of the next few years.

Commercial Vehicle Growth

This growth of the electric commercial vehicle is all the more remarkable because the comparatively few manufacturers have had to make headway in face of the competition of a hundred manufacturers of gasoline trucks. Nearly every manufacturer of gasoline pleasure vehicles puts a commercial body on his chassis and thus has an outlet for his surplus stock or obsolete styles. He can make a demonstration on pneumatic tires, which will, of course, be excellent in speed and in performance, but day in and day out and year in and year out the electric invariably shows the lower cost per package.

Let us continue persistently to claim for the electric the advantages which it so surely possesses, be careful not to claim superiority in fields where it is not as yet superior, and show by our deeds as well as our words that we believe everything we claim.

Holiday Party

December 10th, 2022

Piedmont, California



Photo by Steven Chase



Photo by Ed Harley



Santa's Helper & Kaaren Brommer

Photo by Ed Harley



Carol & Vince O'Brien

Photo by Ed Harley



Tony Wollesen, Carolee Morrison, Joyce Azevedo & Bill Hund

Photo by Steven Chase



Ed & Karen Archer

Photo by Ed Harley



Santa and his Helper

Photo by Ed Harley



The Kerr boys

Photo by Steven Chase



Photo by Steven Chase



Cerruti Family; George, Veronica, Samantha & Mark

Photo by Ed Harley



Executive Chef Daniel Moreno hard at work serving up another fabulous meal. **Thanks Dan!**



Kingston and Erika Kopman & Donna Jones

Photo by Ed Harley



Incoming Pres. Gary Mills & outgoing Pres. Gerald Robinson
Photo by Ed Harley



Cheers!
Photo by Diane Haist



Your New 2023 Board! l to r: Eric Larson, Jim Lukash, Gary Mills, Gerald Robinson, Mark Cerruti, Whitney Haist & Vince O'Brien. Not pictured: Rob Guzzetta & Norman Schwartz
Photo by Ed Harley



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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
Jan 2023	Wednesday January 4 th	General Meeting	zoom Meeting - 7:30 pm <i>NO Meeting at the Piedmont Community Hall</i>
	Wednesday January 18 th	BoD Meeting	zoom Meeting - 7:30 pm
Feb 2023	Wednesday February 1 st	General Meeting	zoom Meeting - 7:30 pm <i>NO Meeting at the Piedmont Community Hall</i>
	Sunday February 12 th	Car Tour & Lunch	Valentine's Day Tour & Luncheon - Hosted by " <i>your name here</i> " Contact Gary Mills to host this popular event
	Wednesday February 15 th	BoD Meeting	zoom Meeting - 7:30 pm
Mar 2023	Saturday March 4 th	General Meeting	NEW & IMPROVED! Saturday In-Person Meeting - Time & Location to be determined
	Saturday or Sunday	Car Tour	Green Brass Tour - Hosted by " <i>your name here</i> " Contact Gary Mills to host this popular event
	Wednesday March 15 th	BoD Meeting	zoom Meeting - 7:30 pm
Apr 2023	Wednesday April 5 th	General Meeting	Potluck & Auction - 6:30 pm Piedmont Community Hall - 711 Highland Avenue, Piedmont, CA
	Wednesday April 19 th	BoD Meeting	zoom Meeting - 7:30 pm
May 2023	May 28 th thru June 3 rd	Car Tour	Golden Gate Tour - Steven Chase (323) 497-0601 Scenic Tour of Marin & Sonoma Counties

Our 6 Day "2023 Golden Gate Tour" will start on Sunday evening, May 28, 2023 at the Mill Valley Travelodge for 4 nights. Call (415) 569-3948 for reservations (no group block).

Then, we progress to the Creekside Inn - Russian River, on Thursday, June 1 for two more nights. Call 707-869-3623 for reservations. We have blocked this entire property.

Then, we tour the Sonoma Coast back to the Mill Valley Travelodge for one night on Saturday, June 3 to retrieve our trucks & trailers and to sleep before trailering home on Sunday morning June 4th. So, you will need to make a second reservation here if you intend to spend the night at the end of the tour.

The 6 Day 2023 the Golden Gate Tour will be hosted by the Bay Area Horseless Carriage Club and is restricted to pre-1916 automobiles.

The Creekside Inn, can only accommodate 25 couples in their

creative compliment of rooms. The Mill Valley Travelodge cannot accommodate much more than that (and they will NOT block rooms for us). So, if you procrastinate you will have to find alternative places to stay both in Mill Valley and up in Sonoma Wine Country. Tour fee: \$150.00 per person. Mail your \$50 p/p deposit (payable to Donna Diener) to Donna Diener, 1608 N. Altadena Dr., Pasadena CA. 91107

Special tour of the Disney Family Museum Sunday afternoon in the Presidio National Park for those who wish to arrive early.

I hope you all will attend and please pass this information on to anybody you think might like to join us up north next May.

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



Non - BAHCC events

that may be of interest

December 31	Holiday Motor Excursion	Arcadia, CA	socalhcca.com
January 28 & 29	Turlock Swap Meet	Turlock, CA	turlockswapmeet.com
February 18	ALPCA License Plate Meet	Fremont, CA	Gary Mills (510) 656-9192
March 17 - 18	Chickasha Pre-war Swap Meet	Chickasha, OK	Mike or Susie Ersland (405) 224-9090
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)
June 4	Mother Lode Swap Meet	Auburn, CA	motherlodemodelt.com
June 4 - 8	Franklin Westrek	Prosser, WA	franklinwestrek.weebly.com
July 13 - 18	3rd Annual "Museum of the Horseless Carriage" Celebration of Brass	Hickory Corners, MI	museumofthehorselesscarriage.org
August 17	Pebble Beach Tour d'Elegance	Pebble Beach, CA	pebblebeachconcours.net
August 20	Pebble Beach Concours d'Elegance	Pebble Beach, CA	pebblebeachconcours.net
September 23	Ironstone Concours	Murphys, CA	ironstoneconcours.org
October 2 - 6	Hershey Swap Meet	Hershey, PA	hershey.aaca.com
October 11 - 15	Ryan Ramble	Cayucos, CA	Kathy Ryan (916) 296-6129

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



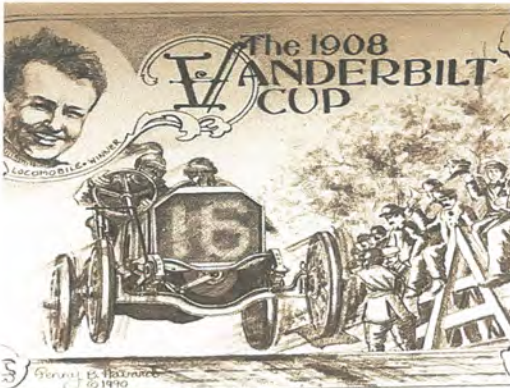
Riker Cart

Debut at San Jose History Park 2022

By Nate Crosby

I participated in the San Jose History Park event in Sept 2022 expecting limited interest. Figuring I was just showing people a weird, old homebuilt cart. I was blown away by great conversations with club members and attendees all day. I have never had so many people know who and what I was talking about when I have used the words - Locomobile, Riker Electric, and Andrew Lawrence Riker.

My family (Mom's side) has a history that extends to the beginning of the horseless



A postcard my grandmother had sent me a long time ago, showing "Old 16" in action

carriage age. And includes the beginning of electric vehicles, internal combustion engines, Vanderbilt races, and the founding of the Society of Automotive Engineers (SAE).



Me next to my uncle's Riker Electric

found mechanical parts. Apparently, the family chauffeur (pre-self-driving Tesla) drove him around town until they found a small motor, wheels/tires and other parts. My assumption is that everything was selected at random and was probably easy pickings in the center of all the innovation that Connecticut and New York had at that time.

While my great-grandfather, Andrew Lawrence Riker, created and grew in mechanical and electrical ingenuity. My grandfather, Andrew Lawrence Riker Jr., was born into this exciting time, in the middle of 1899.

The story that I was told as a kid is that my grandfather, at the age of 12 in 1912, decided to build his own car from

My grandmother told me the history about the cart several times and my uncle believes this to be the case about my grandfather. That he wanted to impress his dad by building a small motorized cart that looked similar to the 1908 Locomobile "Old 16." I don't know if he attained the desired attention, but, he picked a cool design and great selection of parts.



The Riker Cart at the September 17, 2022 event at San Jose History Park

During his build, he probably got help from Locomobile engineers or at least access to the factory machine shop so he could modify things like the rack and pinion steering, belt pulleys, and the engine.

Since it has been in my care, I have spent much time staring at it and trying to find out more about this vehicle via the interwebs.



MRS. ANDREW LAWRENCE RIKER JR. SITS IN A ONE-CYLINDER CAR built by her husband at age 12. A similar photo is in Yankee



wasn't sure at the time, what type of motor it was or the magazine author was misinformed about its specs. The misinformation made it harder for me to figure the facts.

More recently, I went on the social media site groups and people immediately identified the motor as a 1901-1904 Holley Auto-Bike motor. The Holley brothers started around 1902 building motorized bicycles before they switched to their future kingdom of gas-breathing carburetors. A pretty cool choice of motors, being that Holley has a pretty well known history now.

Earlier this year, I decided I should try to find out more and show it to other enthusiasts, leading me to the San Jose History Park event in September. While wiping the dust off it before the event, I found lettering on the tire side walls "Firestone The American 1904." This thing never stops uncovering cool history.

Thank you to all who stopped by to talk with me and discuss the history tied to this little cart. The best part was to see others appreciation and smiles.

For a long time I thought the motor was a DeDion, Harley, Indian, or other brand. However, its size, cylinder fin and case design didn't match any of the internet photos. And none seemed to have the bike frame integrated into the case. My grandfather was an avid car person so I was able to sift through several related articles from his local magazine, The Bulb Horn. However, I think even he

Maybe I will find more ways to show this cart and share its history.

You can call or email me if you want to talk about any of this stuff. My info is:

Nate Crosby, 408-417-5137, natecrosbyfour@gmail.com
Youtube channel is "Fried Tire Films" [@friedtirefilms7081](https://www.youtube.com/channel/UCFriedTireFilms7081)



Motor after I removed it for inspection



*Photo from Holley museum website of the Holley Auto-Bike
https://www.holley.com/blog/post/did_you_know_that_holley_started_out_making_automobiles_and_motorcycles/*

Here are some additional photos of the cart, and pictures related to Riker Electric and Locomobile.



Engine crankshaft and integrated bike frame



Engine/bike frame and original oiling connection



Back end of cart



Spark, points



Engine view in cart



Engine bottom and brass plug

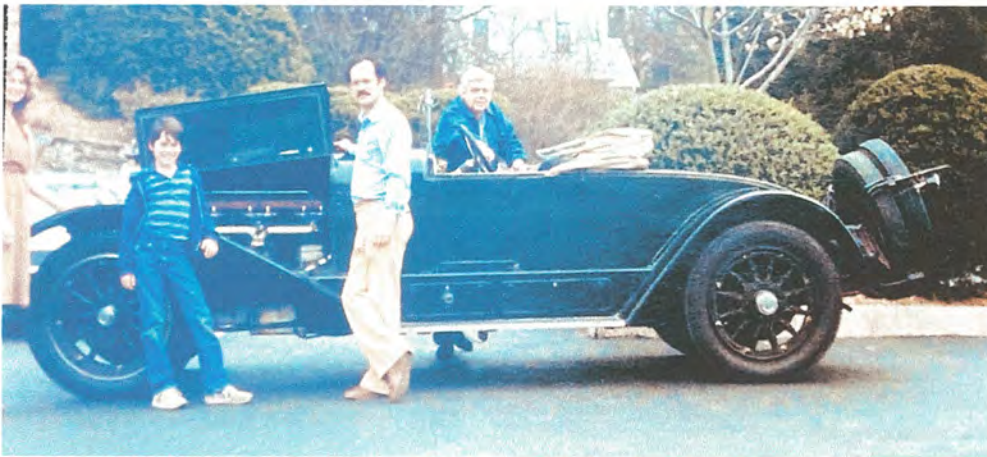
Ride
in a
Riker



My uncle, Rick- on right in bowler hat, allowed me the privilege to drive this 1896 Riker Electric during the closing of the 2019 Pebble Beach Concours event



Firestone tire label



My uncle Andy, right side of picture, owned this Locomobile for a long time. This was previously owned by his dad, Andrew Lawrence Riker Jr. I am the younger one in the picture, that dates mid-1980s



My grandmother was restoring this Riker Electric back in the 1980s and I go to sit in it

THE JAM THAT MOTHER MADE!





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FOR SALE—1911 MODEL MITCHELL runabout, new tires, fully equipped, fine condition, only \$350.00. Joseph Libal, 3145-53 North Halsted Street, Chicago, Ill.

FOR SALE—LOCOMOBILE, 1910 MODEL L equipped with top, Mica windshield, Klaxon horn, toy tonneau body. Car in elegant condition. This is a beautiful little car and a snap for somebody for \$1150. Address Box 273, care The Automobile.

FOR SALE—WHITE STEAM CARS; various models, in excellent condition; also parts for steamers, engines and generators. I specialize in steamers. Jos. Libal, 3145-53 N. Halsted St., Chicago, Ill.

FOR SALE—ONE 1913 SEVEN PASSENGER Big Six Lozier, used as demonstrator, run less than 5000 miles; factory overhauled and repainted; looks as good as new; two spare tires, four spare rims, for \$4000.00.

One 1912 4-44 Pullman; run less than 500 miles; factory overhauled, new top, repainted, electric lights, self starter, spare tire, \$1500.00.

One 1911 Firestone Columbus in excellent shape, five passenger, \$300.00. All cars f. o. b. Louisville.

Louisville Lozier Company,
405 West Broadway, Louisville, Ky.

FOR SALE—ALL KINDS OF AUTOS, NEW and used. Worth the money. Write us. The Reliable Brokerage Co., Windsor, Mo.

HARLY MOTOR CYCLE, OVERLAND Auto, One Auto Car—Bargains—Same as new. Write D. L. Magee, Boonville, Ind.

HIGH CLASS CARS
Buick 1912 35 Runabout
Packard 1911 30 Touring
National 1911 40 Touring
Renault 1909 14-20 Collapsible Landaulet.
E. Augustus Willard, 1876 Bway., N. Y.

HIGH-CLASS USED CARS—STEARNS 7-pass.; fore-door; E.M.F. 1912 touring; Fords, all models; Overland 1911 and 1912 tourings, Buicks, Maxwells and other real bargains. Bradhurst Auto Co., 653 St. Nicholas Ave., New York.

MERCER RACEABOUT 1912 FOR SALE, perfect condition guaranteed, run 3000 miles. Equipped with Warner 100-mile speedometer, two spare tires, with inner tubes, on demountable rims, varnished this spring. Inquire A. J. Major, Vaudreuil Station, Que., Canada (duty paid in U. S.).

NEW CARS, 50% OFF. NEW FOREDOOR BODIES, 65% OFF. New Tops, all sizes, \$10 up. 20th Century Co., 1700 Broadway, New York.

PACKARD 1911 30 TOURING
Packard 1909 30 Touring
Peerless 1912 6/48 Touring
Alco 1911 40 5-passenger
GEORGE LAMBERTY,
1531 BROADWAY, NEW YORK.

PEERLESS RENEWED CARS

When buying a used car, quality should be considered even more than in a new machine. Unless an automobile has "quality" in every part it will not give satisfaction when it is sold as a used car.

Standard Factory Guarantee.

A Renewed Peerless will give you greater service than any other new car at the same price. Write for renewed car catalogue. Peerless Motor Car Co., of New York. 1760 Broadway, Newark Branch, 37 William Street.

POPE-HARTFORD.

A few real bargains in rebuilt cars—all types of bodies.

Pope Motor Car Co., 1694 Bway., N. Y.

REBUILT PIERCE-ARROWS

Mechanically new, completely refinished, guaranteed. The best possible motor car investment outside of a new Pierce Arrow.

Some of the most desirable cars we have ever offered are ready now. Prices begin at \$1,000 for a fine 40-H.P. six-cylinder, seven-passenger touring car.

Ellis Motor Car Co.
416 Central Ave. Newark, N. J.
NEW JERSEY DEALERS IN PIERCE-ARROW CARS.

STANLEY STEAM CAR

Will sell at a sacrifice Stanley runabout; no reasonable offer refused.
E. R. Tlemeyer,
1784 Bway., N. Y., Room 1210.

TRUCKS FOR SALE, TO REDUCE equipment; two 1½ ton and two 5 ton WHITES; also one KNOX-MARTIN TRACTOR with 7 ton wagon attached. Burr Bros., Inc., Coal Merchants, Brookland, D. C.

WE WANT A LIVE WIRE IN EVERY CITY OF OVER 15,000 POPULATION

To represent the MILLER-BRISBEN CO. (INC.) as Agent on our profit sharing agency plan. To qualify as agent we require a \$1000 investment in the capital stock of the Miller-Brisben Co., which pays dividends to the Agent, making him a partner in the firm. The only other requirement is ENERGY. Write for full particulars.

We Buy and Sell Used Cars for Cash. We also handle owners' cars on a 5% commission basis. We sell only perfect, guaranteed cars, for about one-fourth of their original value.

Every Model of Every Make is Our Field. We are not confined to any one style or manufacture of car. We supply any and all wants, no matter how peculiar or exacting. We rebuild and reconstruct to the customer's order.

Satisfied Customers Are Our Advertisements. Our cars sell themselves at the prices which we quote. Our talking points are few, covered by

Satisfaction and Low Prices
MILLER-BRISBEN CO.

STORAGE MART.
Largest Used-Car Export House in America.
30-32-34 W. 63d St., New York City.

10 TAXICABS IN RUNNING CONDITION at \$300 each. Splendid opportunity for someone wishing to start in this money making business, requiring but a small investment. The White Co., 2635 Wabash Ave., Chicago, Ill.

1912-13 LOCOMOBILE LITTLE SIX \$2850. Run 2000 miles for demonstrating purposes only. Model R. Lists \$4400. Completely equipped offering at \$2850. Taylor's Garage, Albany, N. Y.

BAHCC General Meeting Minutes

December 7th, 1922

Meeting called to order at 7:31 pm.

Ed H raised objections to the position of secretary being made "Joint." Fortunately Jim L reminded him that California has legalized Joints, and besides it might help make meetings more mellow to boot.

Unanimous consent to the Slate of nominees for next year's Board.

Small talk over the holiday dinner Saturday.

Motion to amend the Board membership number from 9 to "between 6 and 9" by Norm. Motion passes for the second time, and is now firmly enshrined as sacred law in the Club Charter.

Discussion of future ideas and better days ahead...so many ideas for the future.

The "short" meeting adjourned at 8:00 PM.

With this report the outgoing Secretary, having been summarily fired from the job and replaced by a "joint," lays down his humorous pen before he is sent to the state pen. May your Autos be Mobile, minutes be minute, and your Board never Bored.

- Jim Lukash

Explore California in Brass

2023 National Convention & Tour

April 16-19 in Beautiful Visalia, California



3 Days of Touring!

General Membership Meeting - Monday

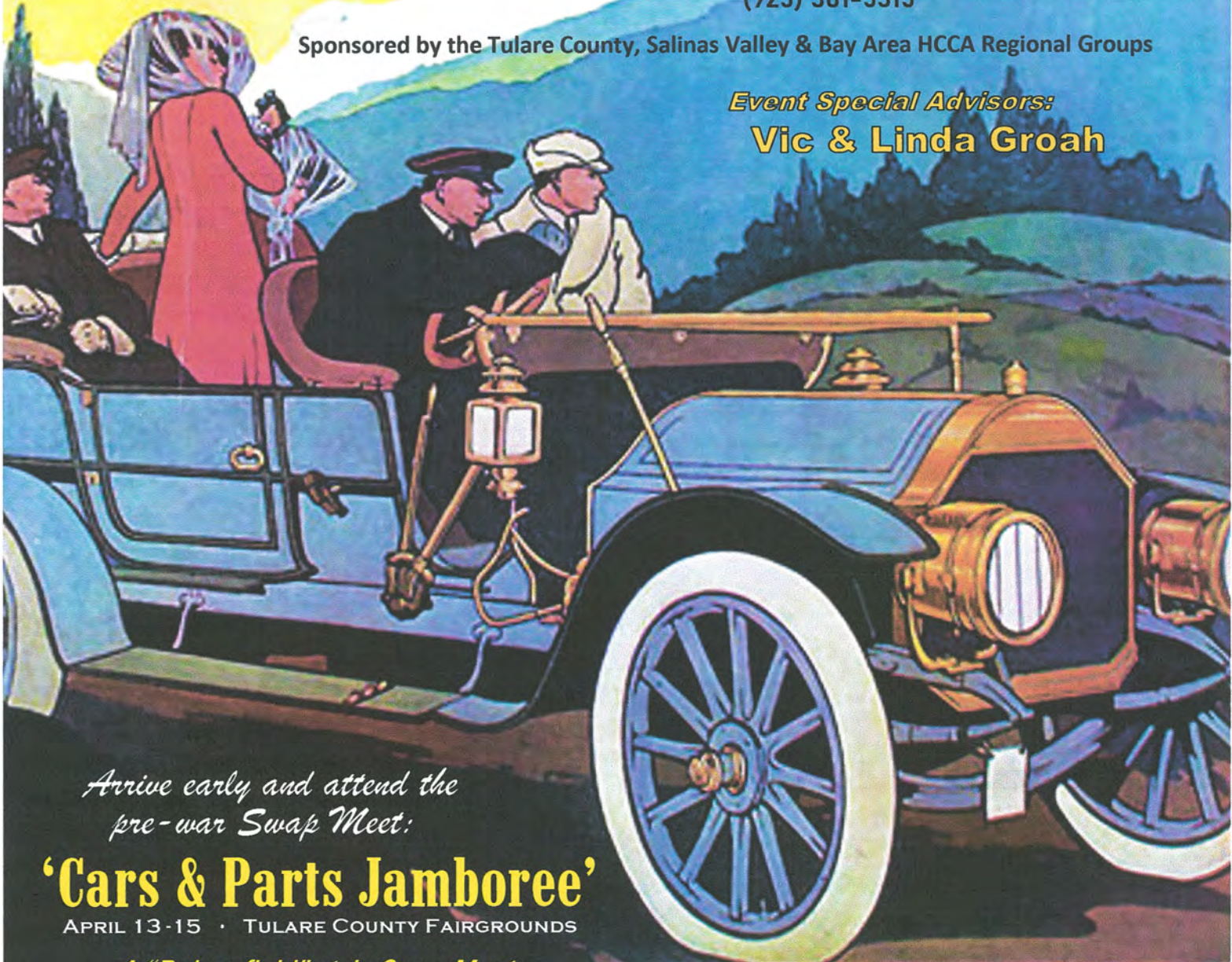
For more information and registration visit hcca.org or contact Don Azevedo:

2023hccanationaltour@gmail.com
(925) 301-5315

Sponsored by the Tulare County, Salinas Valley & Bay Area HCCA Regional Groups

Event Special Advisors:

Vic & Linda Groah



Arrive early and attend the
pre-war Swap Meet:

'Cars & Parts Jamboree'

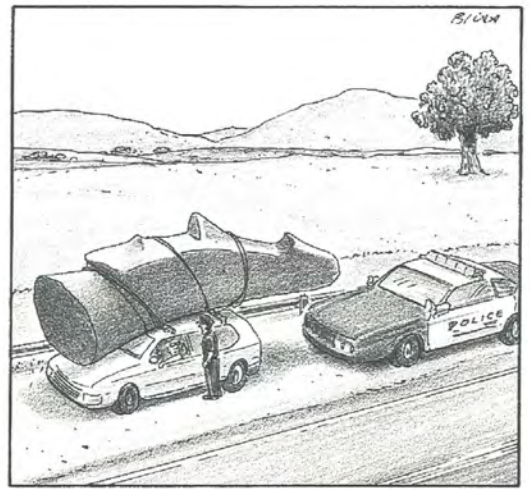
APRIL 13-15 • TULARE COUNTY FAIRGROUNDS

A "Bakersfield" style Swap Meet
with fun for the whole family!

For Swap Meet info & registration contact
Bill Bennett: (559) 967-0112



**NO PARKING
OF AUTOS HERE
POLICE**



"Do you know why I pulled you over?"



Happy Anniversary!

John & Kathleen Vitale	January 16th, 1982
Jim & Jean Boyden	January 25th
Ed & Karen Archer	January 31st, 1959

Happy Birthday!

Carolee Morrison	January 1
Doug Marin	January 2
Matt Ryan	January 2
Anne Metais	January 3
Colin Feichtmeir	January 9
Jim Pappakostas	January 12
Mark Forbes	January 13
Kaaren Brommer	January 20
Bill Gularte	January 27
Karen Archer	January 31



Welcome!

New Members

**Robert & Pamela
Caldeira**

Santa Cruz, CA

Oakland



HCCA NATIONAL NEWS



Re: Publication Awards; Gazette Indexing in January; Calendar For 2023; Happy Holidays! ...
Issue: 2022-12-01 #13

Merry Christmas and A Happy New Year!

- **Publication Awards Nominations** – Alex Huppe will be judging the HCCA Publication Awards again for 2022. He has asked that presidents of all Regional Groups and Affiliated Registers submit examples of their publications to his address at:
Alex Huppe
750 N Tamiami Drive, # 1508
Sarasota, FL 35236.
Or, via Email to: alexhuppe@aol.com
The deadline for submissions is January 27, 2023. Don't let the holidays get in the way. Send in your submission Now!
 - **Gazette Indexing Coming January 2023** – Peter Findlay announced that the indexing of past issues of the HCCA Gazette is Complete! WAHOOOO!!! This is an amazing accomplishment, and it was completed by Club Volunteers in just ONE Year! A HUGE Thank You to all the Indexing volunteers who made this possible. Now the Good News. The final tuning of the Index Database is taking place NOW. That will be completed in December, and the Beta testing will start in early January. After that, the Gazette Index will be available for HCCA Member's download and research. Get your home PC ready! Thank You again to the following HCCA member volunteers who made this possible: Rosebud Badour, Mike Barnes, Tony Bowker, Ken Findlay, Peter Findlay, John Gebhard, Sharon Gooding, Ian Hayhurst, Derek Hennecke, Wesley Ranard, and the Indexing Admin. Please thank them the next time you see them.
 - **What's on the Calendar** – The latest from the HCCA Gazette and Website:
 - Model T Ford Winter Clinic, McPherson, KS, January 21, 2023. Sponsor – Flatland T's of Kansas MTFCA.
- Contact: Chris Paulsen, 316-648-7887
Email: cp7254@hotmail.com
- 33rd Annual Chickasha Pre-War Swap Meet. Chickasha, OK, March 17 - 18, 2023. Host: Mike or Susie Ersland. 405-224-9090
 - **HCCA National Convention and Tour**, Visalia, CA, April 16 – 20, 2023. Contact: Don Azevedo 925-301-5315
Email: imnuts4fords@comcast.net
Alt Contact: Mike Reid 780-464-6146
Email: mreid@wdcoauto.com
 - BBC Tour and Swap Meet, Gettysburg, PA, May 14 – 18, 2023. Swap Meet on May 14. Tour days May 15 – 18. Sponsor: Susquehanna Valley Regional Group. Hosts: Pat and Marcy Gamble, 717-383-0360 or: bbcinfo@mail.com
 - New England Brass and Gas Tour, Ludlow, VT, June 19 – 23, 2023. Sponsor: Autoneers. Contacts: Karen Tomko, 203-247-7906 or Jan Kendrick, 207-381-7938. Email: kmtomko13@gmail.com - (Karen)
janfkendrick@gmail.com - (Jan)
 - HCCA Southern Ontario One and Two Tour, Orillia, ONT, Canada, June 22 – 25, 2023. Contact: John Smith, 705-325-7107. Email: johngsmith@rogers.com
 - Please check the HCCA Website www.hcca.org for calendar updates and Registration Forms.

Doug Tomb / Douglas.tomb@verizon.net

Board Member – HCCA NN Editor ...

ALPHA B.R.C



VOIT
L'OBSTACLE

1^{er} PRIX AUX CONCOURS
LYON TOURS BERLIN

THE PHILIPPS-CHARLOTTE 12, R. MADISON, PARIS