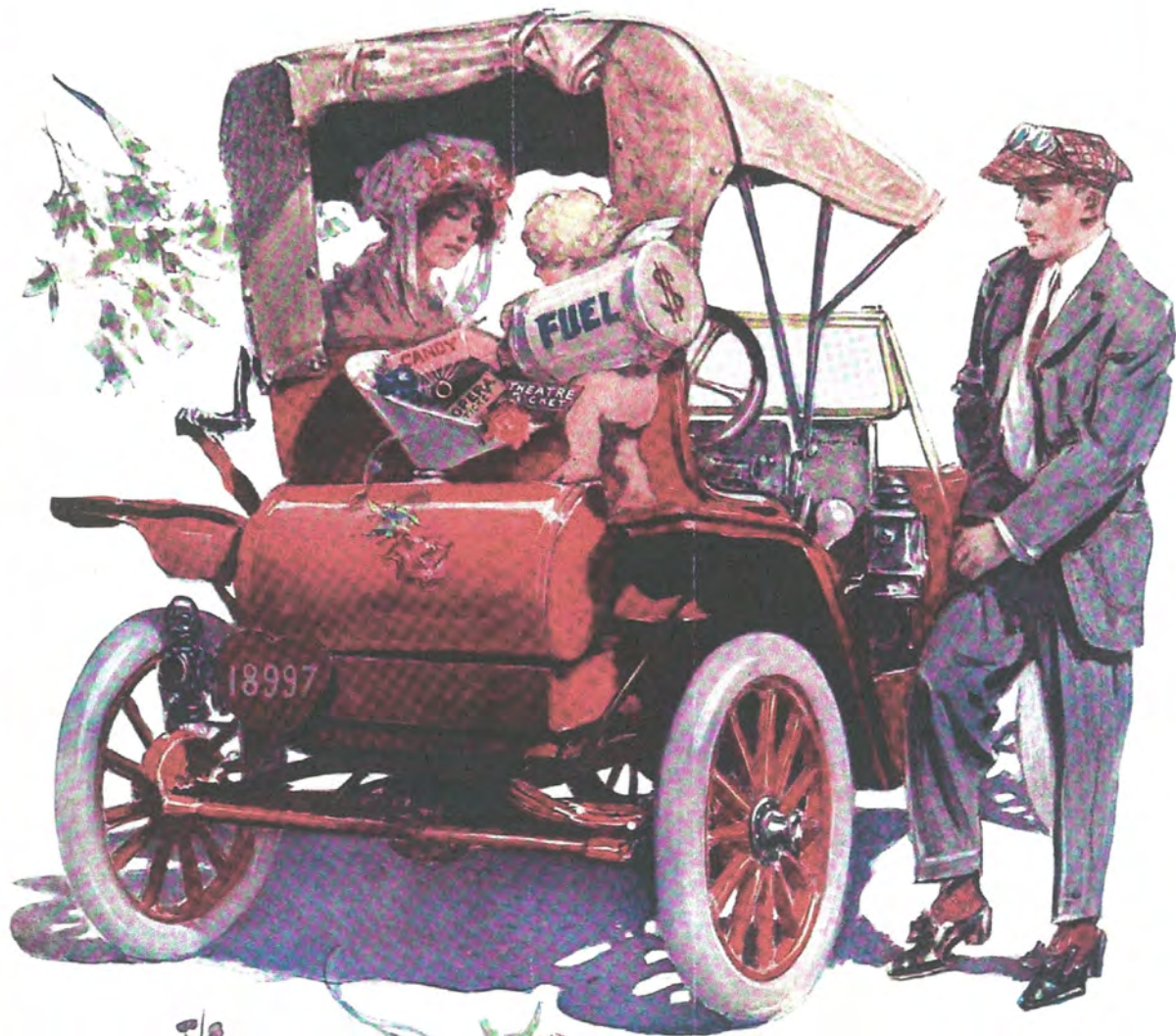


GASLIGHT GAZETTE

F E B R U A R Y 2 0 2 3



THE LOVEMOBILE.

"Ask the man who owns one."

BAY AREA HORSELESS CARRIAGE CLUB



GASLIGHT GAZETTE

A PUBLICATION OF THE

BAY AREA HORSELESS CARRIAGE CLUB



J A N U A R Y 2 0 2 3

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ALL SET FOR IT.
Fair Motorist—"Really, I didn't hit you intentionally."
Irate Victim—"What have you got that bumper on your car for if you aren't aiming to hit someone?"—*Williams Purple Cow.*

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



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Tours & Events	Gary Mills	510-656-9192	millsmechanical@comcast.net
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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; *JUDGE* © September 7, 1912
Artist; Frank L. Fithian (1865-1935)

It's Back!

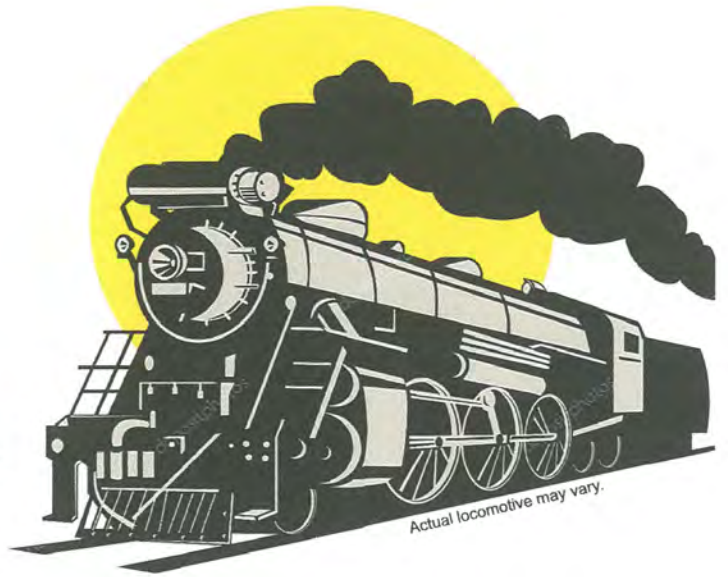
Train Trip

- to -

Old Sacramento



Saturday, February 4th



You're invited to join other Automobile Enthusiasts *"Ridin' the Rails"* to historic Old Sacramento, for a leisurely day of History, Good Food and Camaraderie.

Purchase tickets on your own, as this will allow you the greatest flexibility. Take Train #724, arriving in Old Sac @ 11:10 AM. Visit amtrak.com for tickets.

Train starts in San Jose and makes many stops. Choose a station that is most convenient for you.

We will meet in the third car back from the engine. Look for Club Badges. *(Please wear your Club Badge.)*

Most will meet at Joe's Crab Shack for lunch, 1210 Front Street, but there are many restaurants to choose from.

Return home on Train #743 or #745, or at your discretion. *(See Schedule)*

THINGS TO DO:

- California State Railroad Museum
125 I Street - californiarailroad.museum
- California Automobile Museum
2200 Front Street - calautomuseum.org
- Stroll historic Old Sacramento & visit the many shops, bars & restaurants, *and much more...*

Questions? - Gerald Robinson
(510) 332-9588 / gefrobinson@yahoo.com



CAPITOL CORRIDOR
Daily Train Schedule
EFFECTIVE OCTOBER 3, 2022
WEEKEND

How To Get There:

EASTBOUND

San Jose-Oakland-Emeryville/SF-Sacramento-Auburn

CODE	STATION	Train:	720	724	728
SJC	San Jose 11	Depart		8:05a	10:05a
SCC	Santa Clara/University	Depart		8:11a	10:11a
GAC	Santa Clara/Great America	Depart		8:18a	10:18a
FMT	Fremont/Centerville	Depart		8:34a	10:34a
HAY	Hayward	Depart		8:49a	10:49a
OAC	Oakland Coliseum-BART 2	Depart		9:00a	11:00a
OKJ	Oakland Jack London	Arrive		9:11a	11:11a
		Depart	7:12a	9:12a	11:12a
EMY	Emeryville	Arrive	7:20a	9:20a	11:20a
		Depart	7:21a	9:21a	11:21a
BKY	Berkeley	Depart	7:25a	9:25a	11:25a
RIC	Richmond-BART 2	Depart	7:32a	9:32a	11:32a
MTZ	Martinez 11	Depart	7:58a	9:59a	11:58a
SUI	Suisun/Fairfield	Depart	8:17a	10:18a	12:17p
FFV	Fairfield/Vacaville	Depart	8:23a	10:25a	12:23p
DAV	Davis	Depart	8:46a	10:46a	12:43p
SAC	Sacramento 11	Arrive	9:10a	11:10a	1:14p
		Depart	10:00a		
RSV	Roseville	Depart	10:30a		
RLN	Rocklin	Depart	10:45a		
ARN	Auburn	Depart	11:10a		
COX	Colfax	Arrive	No Stop		

How To Get Home:

WESTBOUND

Auburn-Sacramento-Emeryville/SF-Oakland-San Jose

CODE	STATION	Train:	741	743	745	747
COX	Colfax	Depart				No Stop
ARN	Auburn	Depart				4:10p
RLN	Rocklin	Depart				4:25p
RSV	Roseville	Depart				4:40p
SAC	Sacramento 11	Arrive				5:35p
		Depart	12:55p	2:55p	4:55p	6:55p
DAV	Davis	Depart	1:10p	3:10p	5:10p	7:10p
FFV	Fairfield/Vacaville	Depart	1:30p	3:30p	5:30p	7:30p
SUI	Suisun/Fairfield	Depart	1:36p	3:36p	5:36p	7:36p
MTZ	Martinez 11	Depart	1:55p	3:55p	5:55p	7:55p
RIC	Richmond-BART 2	Depart	2:21p	4:21p	6:21p	8:21p
BKY	Berkeley	Depart	2:29p	4:29p	6:29p	8:29p
EMY	Emeryville	Arrive	2:33p	4:33p	6:34p	8:33p
		Depart	2:34p	4:34p	6:35p	8:34p
OKJ	Oakland Jack London	Arrive	2:43p	4:44p	6:52p	8:42p
		Depart	2:44p	4:45p		8:43p
OAC	Oakland Coliseum-BART 2	Depart	2:53p	4:54p		8:53p
HAY	Hayward	Depart	3:03p	5:04p		9:06p
FMT	Fremont/Centerville	Depart	3:19p	5:20p		9:21p
GAC	Santa Clara/Great America	Depart	3:37p	5:38p		9:39p
SCC	Santa Clara/University	Depart	3:45p	5:46p		9:47p
SJC	San Jose 11	Arrive	3:59p	6:03p		10:01p

Schedules shown above are partial. Visit capitolcorridor.org for complete Train & Bus Schedules

LAUGHS FROM THE AUTOMOBILE SHOW -

DANCES STAGED BY THE FORD MOTOR COMPANY



THINK WE CAN GET 'NOTHER YEAR OUTA THIS OL' BUS - (BY REQUEST)

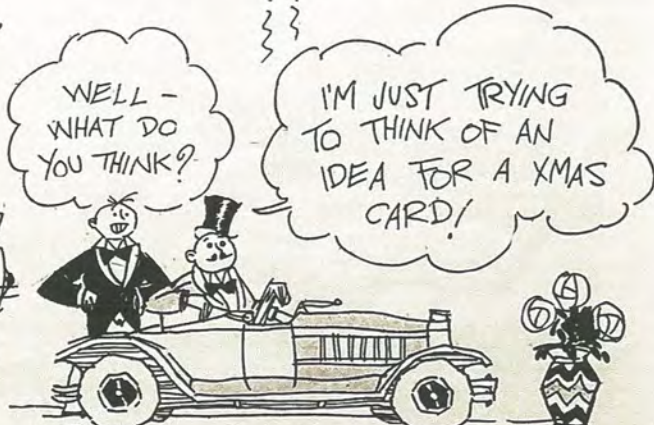
FIRST HAND INTRICASY OBSERVATION - OR 'SIX" APPEAL



WHIPPETS -!



THE PEDESTRIAN ATTENDS THE SHOW -



JEFFERSON MACHAFFEE - GRAND CENTRAL PALACE -

Explore California in Brass

2023 National Convention & Tour

April 16-19 in Beautiful Visalia, California



3 Days of Touring!

General Membership Meeting - Monday

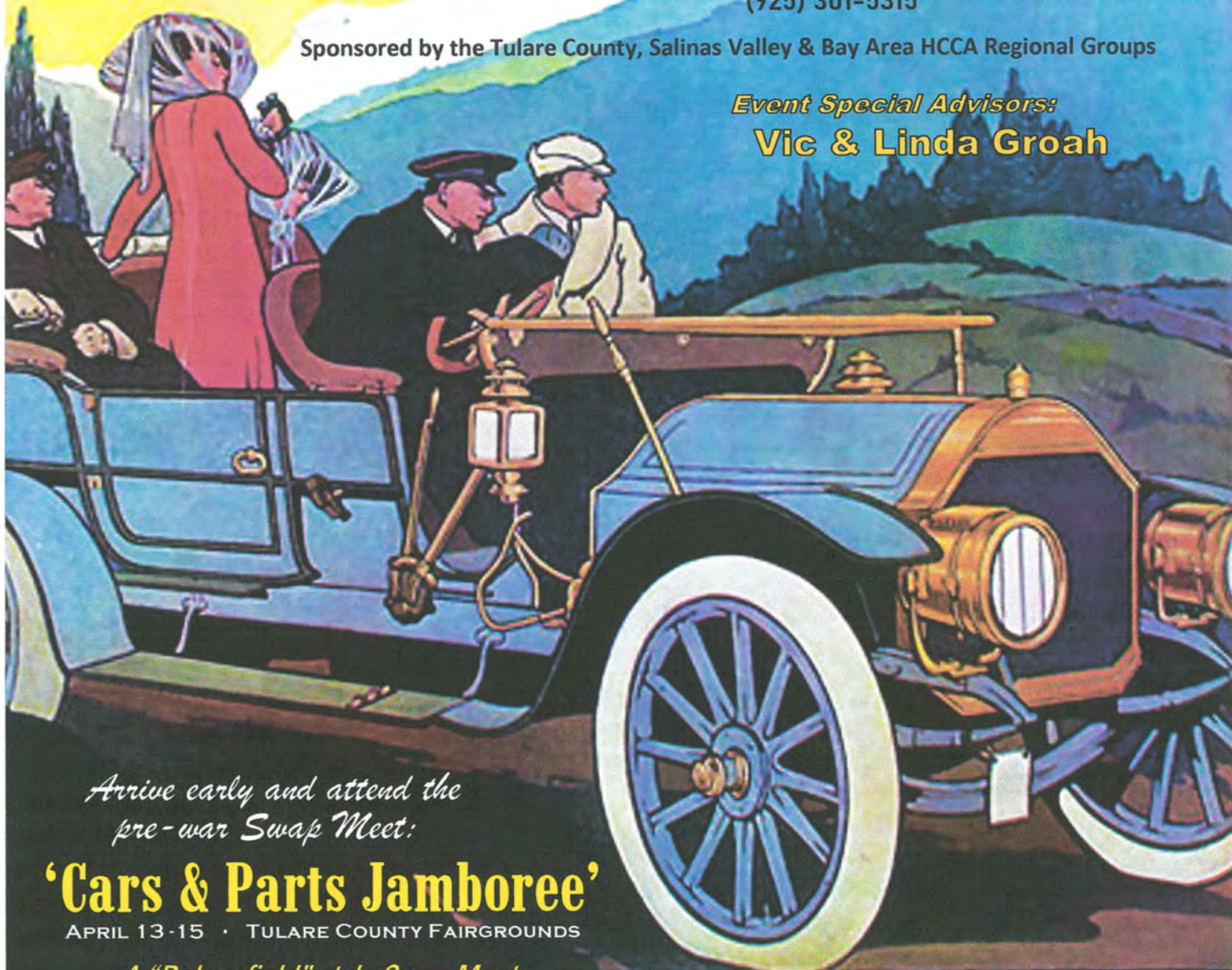
For more information and registration visit hcca.org or contact Don Azevedo:

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

Cadillac Rehab

Members Gary Mills, Gerald Robinson & Tony Wollesen recently got together and attempted to get John Morrison's 1913 Cadillac back on the road.

"Yeah, cold wet day working in garage with no lights and stale gas. We got a few bangs out of her but had to give up and try another day."

Gerald Robinson



Cadillac
"Thirty"



GOLDEN GATE TOUR 5.0



Tour scenic Marin & Sonoma Counties, including a drive across the Golden Gate Bridge. Travel through the majestic redwoods, along the dramatic Pacific Ocean and to the Russian River. Enjoy good food & drink along the way, with old friends and some new ones.

Sunday, May 28th

Trailer to Mill Valley with optional arrival Sunday afternoon to check into the Mill Valley Travelodge. Special afternoon tour of the Disney Museum for those that wish to arrive early. Welcome "Meet & Greet" Social Hour.

Monday, May 29th

11:30 AM driver's meeting & lunch at the hotel. Afternoon tour of the Marin Headlands, including Golden Gate National Park, Golden Gate Bridge Overlook, Marin Headlands and Sausalito.

Tuesday, May 30th

Visit Muir Woods National Monument, Tamalpais ridgeline, Bolinas, and picnic lunch at Stinson Beach, returning along the Shoreline Highway.

Wednesday, May 31st

Tour to San Francisco with stops at the Sausalito Houseboats, and crossing the Golden Gate Bridge. Visit the Presidio National Park, Crissy Field, the Tall Ships at the Maritime National Park, and lunch on your own just outside Fisherman's Wharf. Return to Mill Valley via Fort Point under the Golden Gate Bridge and Fort Baker in Marin. Social Hour at the Trident Pier Restaurant in Sausalito on the way back.

Thursday, June 1st

Leave trucks & trailers at the Travelodge and drive the cars from Mill Valley, through Marin's inland grasslands, to Guerneville along the Russian River. Bring your own refreshments for social hour.

Friday, June 2nd

Day of touring through western Sonoma County, with lunch on your own, and dinner near the Creekside Inn.

Saturday, June 3rd

Full day of touring back to Mill Valley along the Russian River out to the Pacific coast, Tomales, Bodega Bay, Point Reyes Station, to our final lunch at Rancho Nicasio. Optional overnight again at the Travelodge or load up trailers for home.

Make your own reservations at the Mill Valley Travelodge, (415) 569-3948, 707 Redwood Hwy, Mill Valley, CA 94941. Follow the prompts to speak to the Front Desk. No group block, so call early! Arrive on Sunday May 28th or Monday morning May 29th. Check-out on Thursday, June 1st. Optional additional night in Mill Valley at end of tour on Saturday, June 3rd.

Make your own reservations at the Creekside Inn (707) 869-3623 16180 Neeley Rd, Guerneville, CA 95446. Arrive on Thursday June 1st. Check out on Saturday, June 3rd. We have blocked this entire property of 25 rooms. Prices vary with accommodation. Ask for Lynn.

Alternate accommodations at the Guerneville Lodge, 15905 River Rd, Guerneville, CA 95446, (707) 869-0102.

May 28 – June 3

Tour is reserved for pre-1916 Automobiles

Tour fee is \$150.00 per person. Included with this are: 2 Picnic Lunches, Final Banquet, National Park group permits, name badges and parking, some refreshments, supplies for Rusty Water, tips, route maps, etc.

Please mail your deposit of \$50 per person by check payable to:
Donna Diener
1608 N. Altadena Dr.
Pasadena, CA 91107

Golden Gate Tour 5.0 Reservation Form

Driver's Name: _____ Car: _____
Print name how you would like it to appear on badge.

Passenger(s) Name(s): _____
Print name how you would like it to appear on badge.

Address: _____

Email Address(es): _____

Driver Cell Phone: _____ Passenger Cell Phone: _____

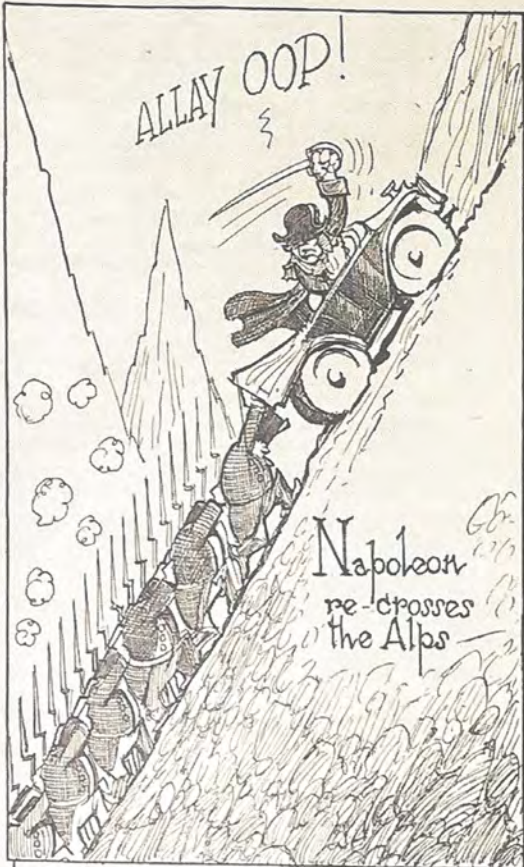
Club Affiliation: HCCA, MTFCA, Other _____

Insurance Co: _____ Policy #: _____ Exp: _____

Tour Deadline and Cancellation for Refund: April 30, 2023

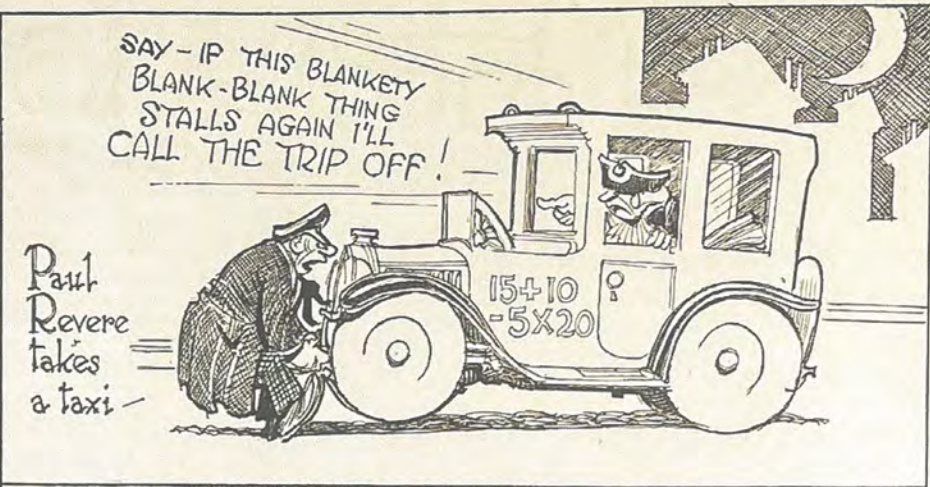
QUESTIONS?

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



ALAY OOP!

Napoleon
re-crosses
the Alps

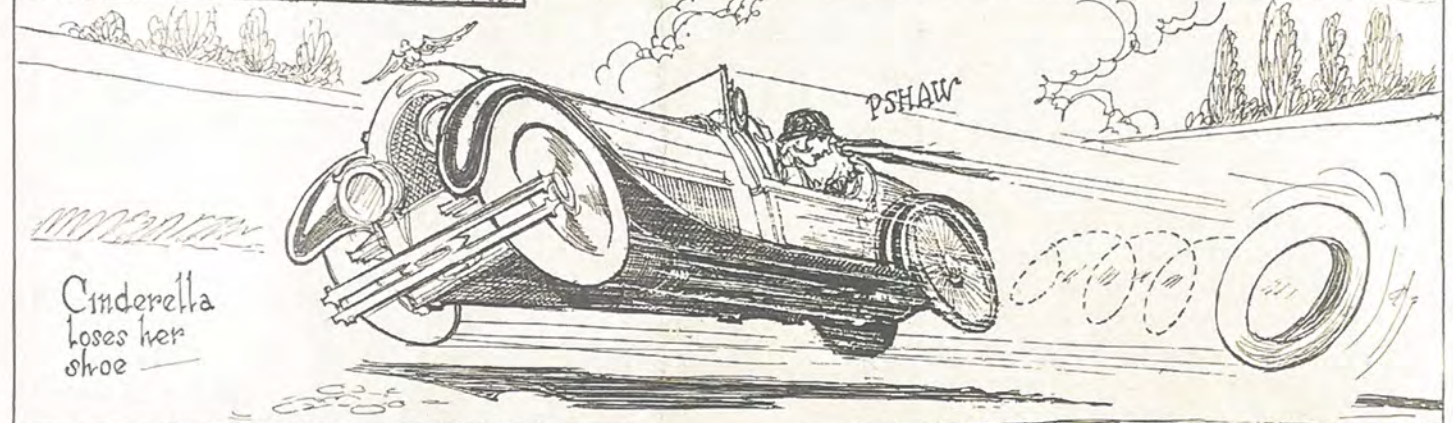


SAY - IF THIS BLANKETY
BLANK-BLANK THING
STALLS AGAIN I'LL
CALL THE TRIP OFF!

Paul
Revere
takes
a taxi -

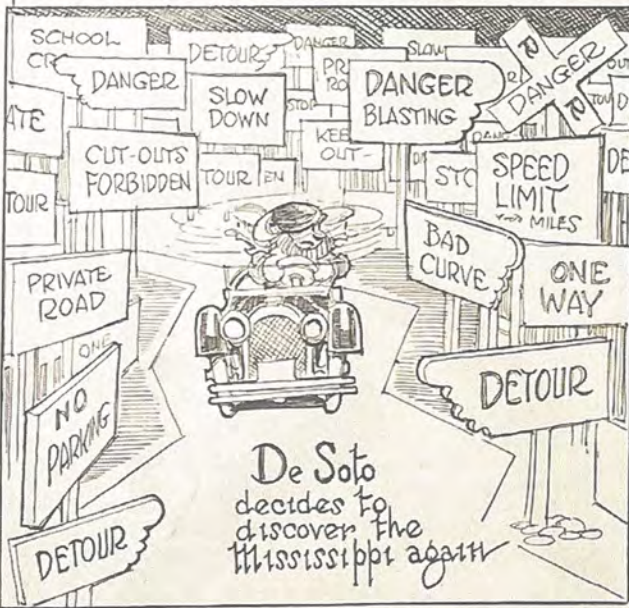


CAPT. KIDD'S
SERVICE
STATION.
LET US SELL YOU A
SECOND HAND CAR.

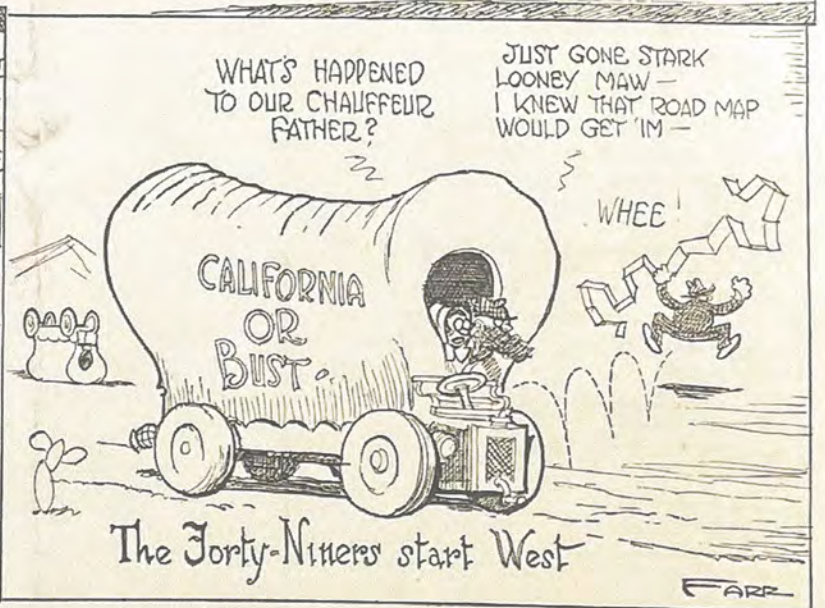


PSHAW

Cinderella
loses her
shoe



De Soto
decides to
discover the
Mississippi again



WHAT'S HAPPENED
TO OUR CHAUFFEUR
FATHER?

JUST GONE STARK
LOONEY MAW -
I KNEW THAT ROAD MAP
WOULD GET 'IM -

CALIFORNIA
OR
BUST

WHEE!

The Forty-Niners start West

IF THEY DID IT AGAIN TO-DAY-BY MOTOR



HCCSC-MTFCSC 2023 Winter Renegade Tour

**Sunday morning, February 12 —
Tuesday afternoon, February 14.**

Day One:

Beverly Hills

Trailer to, and unload at, the Hollywood Heritage Museum 9:AM. Visit museum (early opening just for us), tour Mulholland Dr and Franklin Canyon (The Andy Griffith Show), tour the elegant Robinson Estate (open Just for us), lunch at Mel's Diner on the Sunset Strip, then trailer to La Quinta Inn Newbury Park for a 5 o'clock social by the pool.

Day Two:

Malibu

Tour over the Santa Monica Mountains to Malibu, lunch on the sand at the Paradise Beach Cafe, tour the historic Adamson House (if possible), 5 o'clock poolside social back at the La Quinta Inn.

Day Three:

South Ventura County (route TBA), Final Banquet luncheon at the Spanish Hills Country Club in Camarillo, then, you can either trailer home that evening or stay an additional night at the La Quinta Inn.

Tour fee: \$35.00 per-person plus "pay as you go" at each destination.

HCCSC - MTFCSC Tour Leaders:

Jim Diener: (626) 788-6334 jtdiener@yahoo.com

Debbie Francis: dd1276@yahoo.com

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

Blocked Rooms under the name; "HORSELESS CARRIAGE CLUB"

La Quinta Inn, Newbury Park: \$89.00/night.

We each need to individually call the La Quinta Inn and commander one of these blocked rooms and secure it with our own credit card.

(805) 499-5910 (EXT: #5)...Friendly Manager; Taylor





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
Feb 2023	Wednesday February 1 st	General Meeting	zoom Meeting - 7:30 pm <i>NO Meeting at the Piedmont Community Hall</i>
	Saturday February 4 th	Train Trip	Annual Train Trip to Old Sacramento - All Aboard! - See Flyer
	Wednesday February 15 th	BoD Meeting	zoom Meeting - 7:30 pm Board Meetings are open to all Members. Contact any Board Member to receive zoom invitation.
Mar 2023	Saturday March 4 th	General Meeting	In-Person General Meeting -and- Nuts & Bolts Morrison Residence, Piedmont, CA - More information next Newsletter
	Sunday March 12 th	Car Tour	Green Brass Tour - Niles, CA - Gary Mills & Tony Wollesen <i>Full details in the next Gaslight Gazette</i>
	Wednesday March 15 th	BoD Meeting	zoom Meeting - 7:30 pm Board Meetings are open to all Members. Contact any Board Member to receive zoom invitation.
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 Board Meetings are open to all Members. Contact any Board Member to receive zoom invitation.
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 - see Flyer



THE EVOLUTION OF THE AUTO ENTHUSIAST.

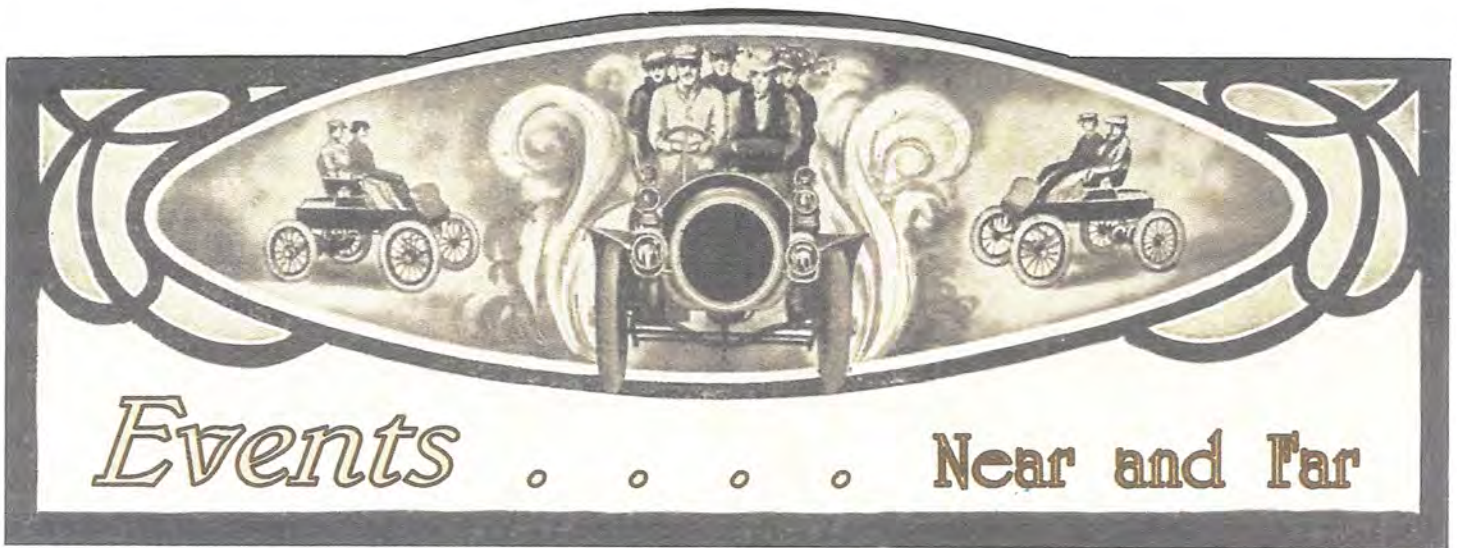


OPEN HOUSE

Norman Schwartz will be hosting the Imperial Car Club at Ward Street on Saturday, February 25th

BAHCC Members are invited to stop by and check out the cars

10:00 AM – noon 406 Ward Street, Martinez, California
Norman: (510) 932-3477 - nandaschwartz@comcast.net



Non - BAHCC events that may be of interest

January 28 & 29	Turlock Swap Meet	Turlock, CA	turlockswapmeet.com
February 12 - 14	Renegade Tour	Beverly Hills, CA	(see Flyer)
February 18	ALPCA License Plate Meet	Fremont, CA	(see Flyer)
February 25	Imperial Meet	Martinez, CA	Norman Schwartz (925) 932-3477
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 - 9	Franklin Westrek	Prosser, WA	franklinwestrek.weebly.com
June 10 - 11	Endurance Run & Lowland Tour	Niles, CA	scvmffc.org
June 25	Hillsborough Concours d'Elegance	Hillsborough, CA	hillsboroughconcours.org
June 25 - 30	Packard Club National Meet	Rohnert Park, CA	packardclub.org
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 9	Antique Autos in History Park	San Jose, CA	Allan Greenberg allangreenb01@gmail.com
September 23	Ironstone Concours	Murphys, CA	ironstoneconcours.org
September 25 - 30	Nickel Era Tour	St George, UT	John Manifor Manifor@aol.com
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

1900-1930:

THE YEARS OF DRIVING DANGEROUSLY

Bill Loomis © 2015 - *The Detroit News*



The very first gasoline-powered vehicle driven on the streets of Detroit was built by engineer Charles Brady King in 1896. It went as fast as 20 miles per hour, which was described in the newspaper as "tearing along the street at a lively rate, dodging people and teams."

The transition from the horse age to the motorized age would prove to be very dangerous. At first speeding vehicles were not a big problem, with only a few of them on Detroit streets, but the situation grew serious quickly.

As early as 1908, auto accidents in Detroit were recognized as a menacing problem: In two months that summer, 31 people were killed in car crashes and so many were injured it went unrecorded.

Soon thousands of cars jammed Detroit streets, driven by inexperienced drivers. The city would lead the nation in managing this chaotic, enormous problem:

- Detroit was the first city to use stop signs, lane markings, one-way streets and traffic signals.
- Detroit was among the first to have a police squad dedicated to traffic control, and second to New York City in creating a judicial court for traffic violations.
- The city drew national attention for using a tennis court line painting device to mark pedestrian crossing areas, safety zones and parking spaces.

In many ways, Detroit was the first city to transform the streets and the minds of people from the age of horses to the new, fast-paced age of motor vehicles, but it was a battle that took decades to win.

Is the car inherently evil?

In the first decade of the 20th century there were no stop signs, warning signs, traffic lights, traffic cops, driver's education, lane lines, street lighting, brake lights, driver's licenses or posted speed limits. Our current method of making a left turn was not known, and drinking-and-driving was not considered a serious crime.

There was little understanding of speed. A driver training bulletin called "Sportsmanlike Driving" had to explain velocity and centrifugal force and why when drivers took corners at high speed their cars skidded or sometimes "turned turtle" (flipped over).



"Car Turns Turtle, Injuring 3" read the headline after this 1922 accident. Drivers often didn't understand that taking corners at high speed would have dire consequences. Library of Congress

Early vehicles were terrifyingly loud for horses and their owners, compounding the problem as their numbers grew quickly. Statistics kept by the nascent Automobile Club of America recorded that in 1909 there were 200,000 motorized vehicles in the United States. Just seven years later, in 1916, there were 2.25 million.

Politicians, police and judges debated how to control them: What was the law of the road, and who was guilty or innocent in cases of lawsuit and litigation?

"The Law of the Automobile," a book first published in 1906 by lawyer Xenophone P. Huddy, discussed the legal ramifications of new concepts such as "speeding," the purpose and function of the street, and the rights of pedestrians and unprotected children who played in the street (there were no such things as children's playgrounds at that time).

Serious debate was held in courtrooms and in editorials over whether the automobile was inherently evil. The state of Georgia's Court of Appeals wrote: "*Automobiles are to be classed with ferocious animals and ... the law relating to the duty of owners of such animals is to be applied However, they are not to be classed with bad dogs, vicious bulls, evil disposed mules, and the like.*"

Autos everywhere in Detroit

In 1917, Detroit and its suburbs had 65,000 cars on the road, resulting in 7,171 accidents and 168 fatalities. Three-fourths of the victims were pedestrians.

Detroit differed from New York City and the east coast, where most automobiles were driven by uniformed chauffeurs hired by the wealthy. In Detroit everyone from nearly all incomes was driving.

One family was driven around Detroit by their 11-year-old son. It was common for light truck delivery wagons to be driven by 14-year-old boys who were constantly badgered to get deliveries done by driving faster.

One young woman was detained by a policeman after driving on a Detroit sidewalk and killing several people. It had been her 26th arrest for reckless driving. She said she suffered from blackouts.

Streetcars, which ran up the center of the streets, were becoming the most dangerous place in the city for pedestrians. Disembarking streetcar riders had to run a gauntlet of racing cars, trucks, motorcycles and horse-drawn buggies to cross the street safely. Pedestrians often could not judge how close a fast-approaching car was to them and scrambled like squirrels to get out of the way.



Library of Congress

A streetcar safety demonstration on Woodward Avenue, circa 1925, shows the wrong way to disembark. Streetcars ran in the middle of the streets, making it hazardous for pedestrians to get on and off.

times in front of their own homes. In the 1920s, 60 percent of automobile fatalities nationwide were children under age 9. One gruesome Detroit article described an Italian family whose 18-month-old son was hit and wedged in the wheel well of a car. As the hysterical father and police pried out the child's dead body, the mother went into the house and committed suicide.

"Five children, ranging in age from 2 to 9 years, were injured when a red touring car crashed into the group of little folks ... while they were playing in the street on Saturday afternoon. ... When [the driver] crashed into the group of children he apparently stalled his machine, but he leaped out, cranked it and sped away east on Monroe leaving the injured children in the street." – Detroit Free Press, June 22, 1919

Speed demons and the law

The main cause of motor vehicle accidents was seen as excessive speeding. Until 1909 there was no regulation of street traffic in Detroit. The courts and police decided to address the problem with a simple approach: Set the speed limit to match the pace of horse-drawn wagons, such as 5 miles per hour. Make the streets as slow and safe as they were before cars.

After all, the automobile in the 1910s was not yet considered an essential mode of transportation, and it was their speeding that confused pedestrians, frightened horses and tore up the roadways. But the "normal" speed from the horse age was so slow that automobile owners had difficulty keeping their cars from stalling out.

(An extreme solution was enacted in England, where in small towns the law required the automobilist to notify a village constable, who would walk in front of the car waving two red warning flags while the driver followed slowly behind.)

If drivers broke the law, the punishment was severe, with heavy fines, jail sentences, and charges of manslaughter and murder when pedestrians were hit and killed. In one afternoon in 1911 police hauled in 450 people before Recorder's Court Judge John Connolly on speeding charges.

However, the weakness of this strategy became clear as traffic got "thicker and thicker" as it was described, and the police struggled to keep even major streets safe and slow. The initial police effort was called the Broadway Squad, copying a program started in New York City. Nine older policemen were assigned to help people, typically elderly, cross the now-treacherous downtown intersections.

This was abolished and replaced with the Traffic Squad — one sergeant and 12 officers who rotated in four-man shifts at Woodward and State Street. They devised a signaling method to unravel traffic "tangles" and "blockades," both terms from the horse and buggy days.

As Detroit Traffic Superintendent William Rutledge described in an annual report, "The upraised hand is the signal to stop, and the swinging hand across the body the signal to start."

The signaling officers drew crowds of pedestrian onlookers.

"The drivers who happened to notice the signals of the officers did not seem to understand what was wanted and drove by, making it necessary for the traffic officer to run after them and explain the meaning of the signal. The

officers had to show considerable patience." — from "Story of the Detroit Police Department, 1916-17," published by the City of Detroit

By 1916, one-fourth of the entire Detroit police force — 250 officers — was now used for managing traffic. On May 25, 1920, Detroit was second in the nation after New York to start a traffic court. It was announced the same day that the 17th person had been killed in the first 24 days of May. Zeana Coatley, 4, was struck in front of a post office — the eighth child killed that month.

Soon the police admitted publicly they could not keep up with traffic and could not afford to add more men to street safety. The city was losing the war against reckless driving.



Lafayette at Third Street, an intersection in desperate need of a traffic light in 1928. Detroit News Archives

Tolling bells and safety parades

After World War I, as accidents continued to soar, drivers were being labeled in newspapers as "remorseless murderers," their danger to public safety likened to an epidemic disease. In Detroit and other cities angry mobs were dragging reckless drivers out of cars.

One notable example in Detroit was John Harrigan, a wealthy 26-year-old from Grosse Pointe who, while driving drunk, hit and killed a city street worker. He was convicted of manslaughter and paraded in handcuffs by police in the Safety Parade of 1922.

The Detroit Safety Council in 1919 had bells on fire stations, churches, schools and City Hall ring twice a day in memory of the street auto fatalities. Teachers and sometimes police officers would read to school classes the names of children killed and how they died. Other cities printed "murder maps" showing locations of automobile deaths. Maudlin posters for "No Accident Week" showed young mothers covered in their child's blood and beckoning to heaven.

Safety parades, started in the 1920s, became an emotional relief valve for public loss. The busiest downtown Detroit intersections were labeled with giant "A," "B" or "C" cards to remind people to "Always Be Careful." Thousands watched as hulking wrecks of cars were towed down Woodward with placards that read "He tried to make 90!" or "Follow this one to the cemetery."

Some wrecks featured mannequin drivers dressed as Satan and bloody corpses as passengers. Children crippled from accidents rode in the back of open cars waving to other children watching from sidewalks. Washington, D.C., and New York City held parades including 10,000 children dressed as

ghosts, representing each a death that year. They were followed by grieving young mothers who wore white or gold stars to indicate they'd lost a child.

Detroit's better ideas

In addition to the dangers drivers were creating, nuisance issues of parking and blocked streets were also a concern in Detroit. Multi-storied commercial buildings had no parking spaces and there were no laws or even rules of etiquette for parking; people simply stopped their cars in front of a building and left them for hours.

In residential neighborhoods homes had no garages or even driveways, so streets were blocked with cars as well. Derogatory names emerged; inconsiderate drivers were dubbed "flivverboobs" by the American Automobile Association. Other new terms were born, such as "hit and run" drivers. "Joyriders" stole open cars and took off at reckless speeds, typically abandoning the vehicle or destroying it in an accident. "Road hogs," "speed maniacs" and "Sunday drivers" began appearing in the newspapers. "Juggernauts" were cars out of control that plowed through crowds of people waiting for a street car:

"Screaming pedestrians were scattered like ninepins ... some were bowled over or tossed against store fronts. [The driver's companion], evidently frightened by the cries of the crowd, leapt from his seat and running swiftly disappeared into the darkness." — Detroit Free Press, Jan. 20, 1919

By 1915 the automobile had become an essential method of transportation in Detroit, so it was now impractical to tell people to drive at 5 mph. The city also was staking a claim as the center of the motor vehicle industry; therefore, something had to be done about the gruesome daily publicity and the public's fear and anger at the automobile.

In some cities the courts had begun to consider implementing engine-mounted governors to limit a vehicle's speed — a *bete noir* to the auto industry, since the strongest sales appeal of autos was their speed. And as long as pedestrian deaths were attributed solely to drivers, the automobile industry had a huge public relations problem. In Detroit, one of their own stepped up to find solutions: former Ford Motor Co. executive James Couzens.

Couzens was a short, cigar-chomping Canadian who was considered one of the most pugnacious executives in the auto industry: He quit his job as Ford's vice president of finance after years of friction and a final shouting match with Henry Ford. He resigned in 1913 with stock worth \$38 million, and became Detroit's commissioner of street railways, and later its police commissioner, mayor and, eventually, U.S. Senator.

Couzens attacked the problem of poor driving and increasing numbers of vehicles in two ways. First, he insisted that at least adult pedestrians were just as guilty as drivers of causing accidents through careless street crossing and jaywalking. He insisted that pedestrians cross at designated corners. This caused pushback from people who hated the cars. City Council Alderman Sherman Littlefield fought Couzens, remarking, "They dog the people enough as it is. I'm not in favor of trying to herd people into certain places to cross streets."

The second approach Couzens and others began to develop was a way to manage the streets without direct police

C A L Niles Canyon Antique License Plate Swap Meet

Saturday, February 18th - 8:00 AM - 2:00 PM

Sponsored by Automobile License Plate
Collectors Association - Gold Rush Region

145 H Street - Fremont, CA 94536
Organizer: Gary (510) 656-9192



1914

BAHCC General Meeting Minutes

January 4th, 2023

The first meeting of the year was held virtually on January 4th and called to order at 7:30pm.

Our new President, Gary Mills, presided.

Gary started by recognizing January birthdays and anniversaries.

Next, minutes of the December meeting were approved.

The Treasurer reported that 56 members had renewed and that we had also received \$1,005 in donations as part of the renewal process.

There was a review of recent tours, followed by a lengthy discussion of upcoming events including planned Nuts & Bolts sessions, Tours, a train trip to Sacramento and a license plate swap meet. See the Events and Tours Calendar for dates and times.

The meeting was adjourned at approximately 8:30 pm.

Acting Secretary, Norman Schwartz

COMET IS A NEW STAR

California-Made Car Captures the Majority of Events at the Track Meet at Santa Rosa

San Francisco, Cal., Aug. 25—A 2-day race meet held on Saturday and Sunday at Santa Rosa under the auspices of the Sonoma County Automobile Club proved to be one of the most successful affairs in California during the present year. A number of fast cars were entered and a remarkably good time was made. The Santa Rosa oval has the reputation of

being the fastest horse track in the state, although it is reported to be a little short of 1 mile.

The races developed a peculiar situation never before met here. Seven of the ten motor races were captured by a little California-made car, the Comet. From two of the other races the Comet was barred. Only in one race, the 25-mile free-for-all, did the Comet fail, and then its trouble was due to the bursting of a tire, which put it out of the running for several minutes. When it resumed it reeled off many miles close to the minute mark, and two that were caught at :58, breaking the Pacific coast record. It passed all the other cars, even the powerful Stearns, at will. In the races where it had only small competitors it merely played with them. One lap it would allow the other cars to pass it, and in the next it would shoot by them in front of the grandstand.

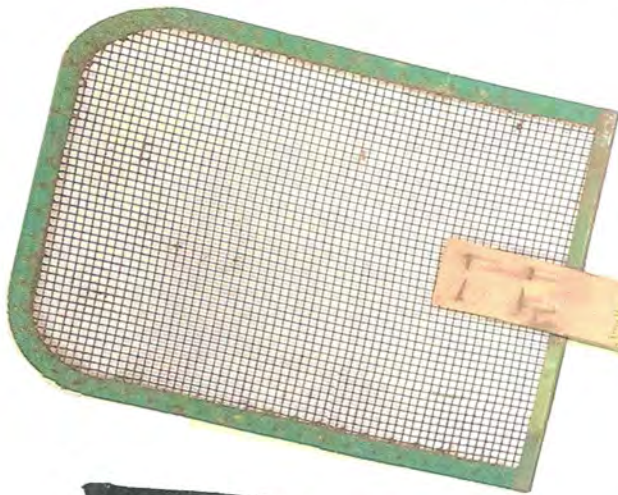
The interesting question now is as to the proper classification of the Comet. So far as known there is but the one car in existence. The motor is one designed by Al Hall, who was one of the drivers of Fernando Nelson's Columbia car when that machine made its record run between San Francisco and Los Angeles 2 years ago. He also is known as a clever motor designer. The motor has been put into a body that is a mere miniature, a veritable toy.

Victor Motor Car Co.
 NEW ENGLAND AGENTS
 75 HAVERHILL STREET
 BOSTON, MASS.



Happy Birthday!

Christine Crowell	February 9
Linda Snook	February 20
Charles Ebers	February 21
Veronica Cerruti	February 22
Scheryn Pratt	February 22
Susan Durein	February 27



THE SELF-TALKER

REAR SEAT DEVICE DESIGNED FOR LONELY BACHELORS



BAHCC Board Meeting Minutes

January 18th, 2023

1. Meeting starts with Gary, Jim L, Whitney, Mark, Eric, Rob & Gerald - Norm absent.
2. Website Completion:
 - a. Need to finish the member's section of the website.
 - i. Get members uploaded.
 - ii. Get passwords issued so members can access.
 - b. Need to update the calendar.
3. Sacramento Trip February 4th:
 - a. Badges - need to print new badges for the club.
 - b. Include Santa Clara Model T-ers and others.
4. License Plate Trading - Feb 18th – Saturday.
5. Open House with Imperial Car Club - February 25th at 10:00 am + tour.
6. Rob thinks we don't have that many BAHCC-sponsored events for Feb.
7. The valentines tour is potentially a washout from the rain.
8. Nuts and Bolts/Combo Meeting.
 - a. March 4th Steve Chase's or another car at John Morrison's.
 - i. Steve Chase is out of town until the 22nd or 23rd.
9. March in-person meeting could be at Morrison's.
10. Green Brass Tour - March + Railroad Ride however RR will start March 12.
11. April 5th Potluck and auction at Piedmont Community Center.
12. Membership:
 - a. Whitney stated that only about 10-12 members are late in paying dues.
 - b. Board talked about ways to get more members.
 - c. Rob will be thinking of promoting the club to other car enthusiasts.
 - i. Rob wants to have a south bay tour for the wine route.
 - ii. Jim thinks this would be a nice tour but need stronger cars.
 - d. Eric has a tour in mind for the north bay.
 - i. Can tour and picnic in the park.
13. May Tours:
 - a. Jim wants to do a pancake breakfast and then tour around the nice streets around Atherton and Palo Alto and Stanford.
 - i. Avoid Mother's Day and May 22nd which is his daughter's b-day.

Gerald Robinson – Acting Secretary



Will they all fit in the Maxwell? Maybe not the dog. . .

Courtesy of Bill Cassidy

HCCA NATIONAL NEWS



Re: Elected Directors; Free HCCA Ads; Website Forum; HCCA 2023 Calendar Update;

Issue: 2023-01-01 #01

HAPPY NEW YEAR!

- **HCCA 2023 Elected Directors** – On January 1st, 2023, the results of the Fall HCCA Board of Directors elections were announced, and the following members were newly elected, or re-elected:

- **Rusty Berg, MI**
- **Danny Case, FL**
- **Jeff Chattin, GA**
- **Jon Rising, FL**
- **Jim Skillicorn, CA**

Congratulations to the newly elected directors, and we look forward to another year of touring adventures and Club activities. It is the participation, and leadership, of these members and others, that make this a great club.

- **Where is your Free Ad?** – Per Webmaster Brad: “Free Text Only Ad” - “HCCA invites everyone to submit a FREE, limited, text-only ad. Logged-In HCCA members can include 375 characters of text. Non-Logged in visitors can include 300 characters of text.” I tried it myself, and I found a Drip Adjuster for the Hill Shooting Oiler for my 1909 Buick. Talk about finding a Hen’s Tooth! I had several legitimate responses to my ad, from members, and non-members alike. This is a great way to get parts out to others, or find them for your own projects. Go to: <https://hcca.org> Click on “Classified Ads” on the Menu bar. Try it, you’ll like it!
- **HCCA Technical Articles** – Have you looked at the Technical Articles on the Club Website? If not, just click on [Resources & Publications](#), then on [Technical Articles](#). Check out the articles from Harold Sharon’s book: “Understanding Your Brass Car”. If you have an article you want to share with other HCCA members, all the better! Just

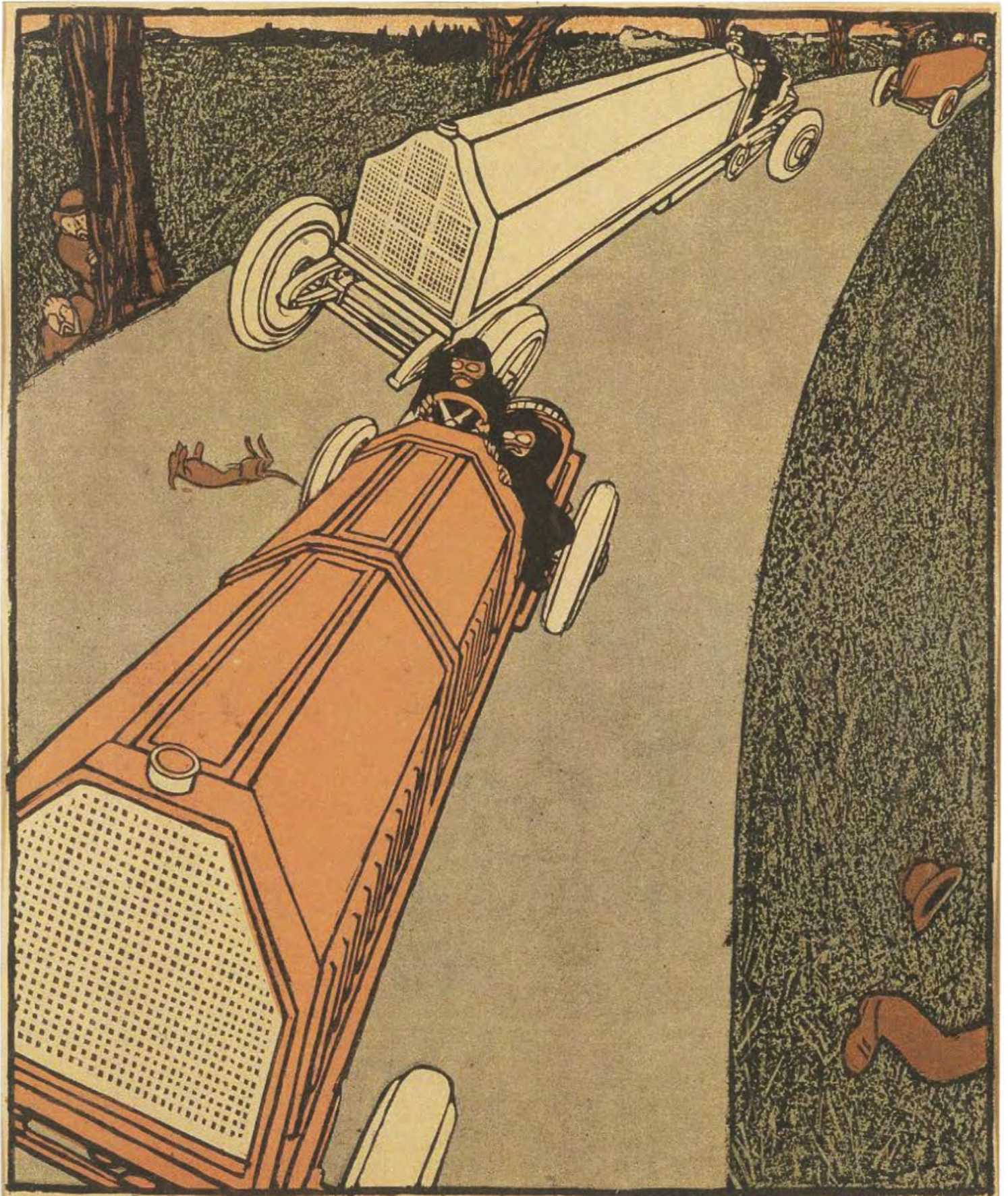
send it to HCCA Webmaster Brad Balduff, at brad@hcca.org

We will add your name at the bottom, so you can help with any member’s follow up questions. Technical tips are a club benefit!

- **What’s on the Calendar** – The latest from the HCCA Gazette and Website:
 - **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: johnsmith@rogers.com

Doug Tomb / Douglas.tomb@verizon.net

Board Member – HCCA NN Editor ...



A probably French framed automobile race (grand prix) poster, circa 1910-1920. Colour lithograph on paper, the reverse of the frame with a handwritten dedication to Karl. 17½in x 14¼in ; 44 x 36 cm. Sotheby's © Karl Lagerfeld Estate Auction, 6 May 2022, Sale price: €15,120.