

GASLIGHT GAZETTE

S E P T E M B E R 2 0 2 3



BAY AREA HORSELESS CARRIAGE CLUB



GASLIGHT GAZETTE

A PUBLICATION OF THE

BAY AREA HORSELESS CARRIAGE CLUB

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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.

- 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

SOLD!



\$1,875,000.

**1954 Ferrari 500 Mondial Spider Series
by Pinin Farina**

RM Sotheby's - August 17th, 2023 - Monterey, CA

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; Brian Harlamoff navigating his 1913 Ford on scenic backroads during the August General Meeting & Tour. *Photo by Rob Guzzetta*

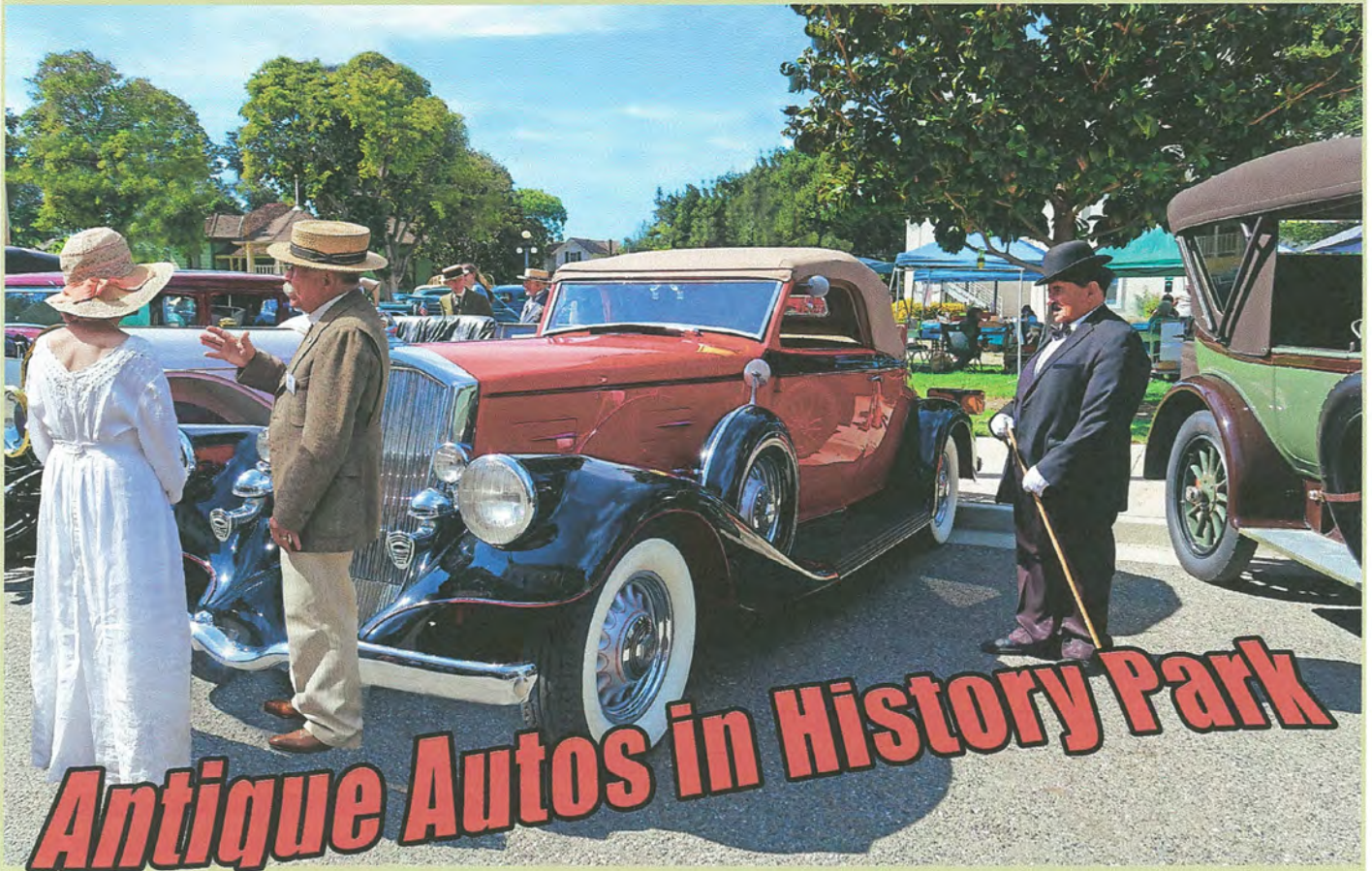
Join us for a
Car-B-Que
Cars/Bikes/BBQ



*405 + 406 Ward Street, Martinez
August 26th 10:30am to 3:30pm*

*RSVP to one of your hosts:
George Smith (510) 501-3607
John Rankin (925) 372-8112
Norman Schwartz (925) 822-5282*

23rd Annual
"The largest annual antique auto show in the West"
A Living History Day



Entrance Fees:

Adults: \$10

Seniors: \$8

Children (6 - 12) & HSJ Members: \$5

Participants & Children Under 6: Free

Adjacent City Parking: \$10

Saturday, September 9, 2023

11:00 AM to 4:00 PM

History Park, 693 Phelan Ave.

San José, CA

Presented by the Santa Clara Valley Model T Ford Club

&

History San José

Period-Correct Pre-1946 • Antique Autos • Antique Trucks • Antique Motorcycles

• Antique Bicycles • Antique Fire Equipment • Early Day Gas Engines

• Historic Buildings • Handcraft Demos • Antique Collectibles • Trolley Rides

• Dixieland Band • Dancers • Singers • Barbershop Quartet

• Vintage Clothing • Children's Activities

**Food is Available
& Ice Cream by O'Brien's Cafe**

Allan Greenberg



scvmtfc.org



historysanjose.org

Car Tour, Lunch & General Meeting

Saturday, August 5th 2023

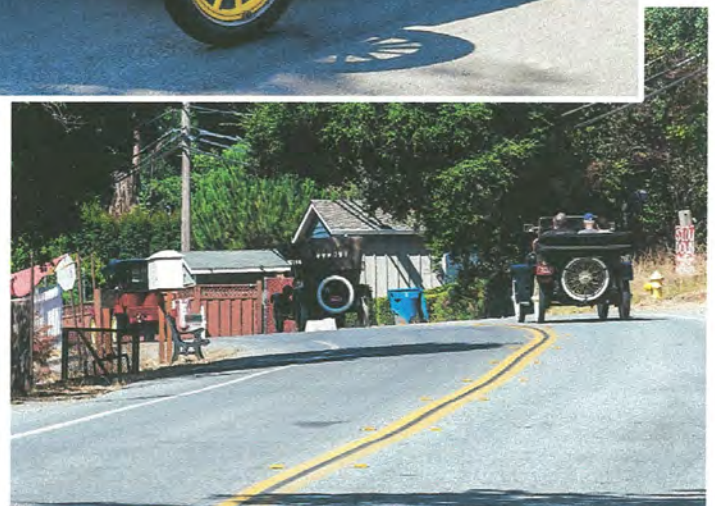
Boyden Residence - San Jose, CA



Photos by
Rob Guzzetta



Driver's Meeting



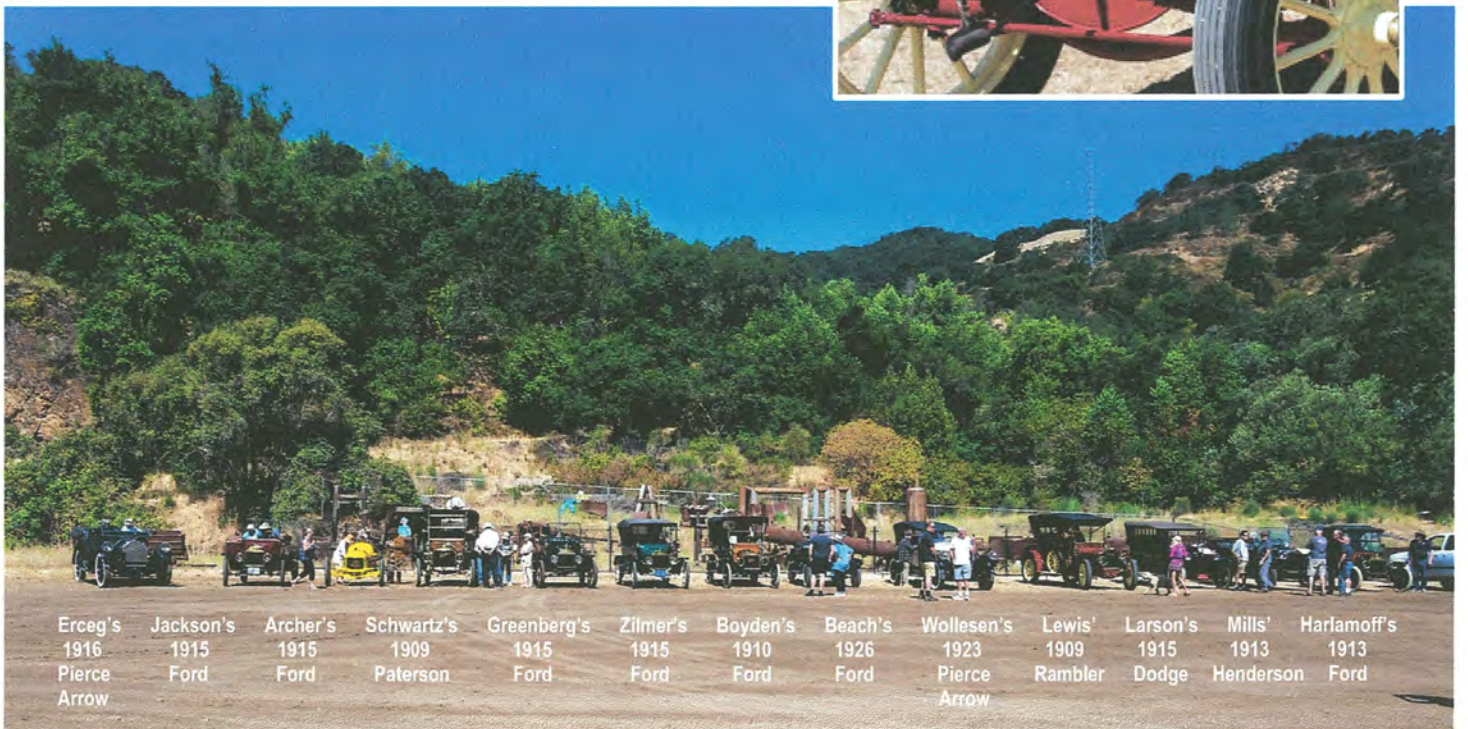
And we're off!



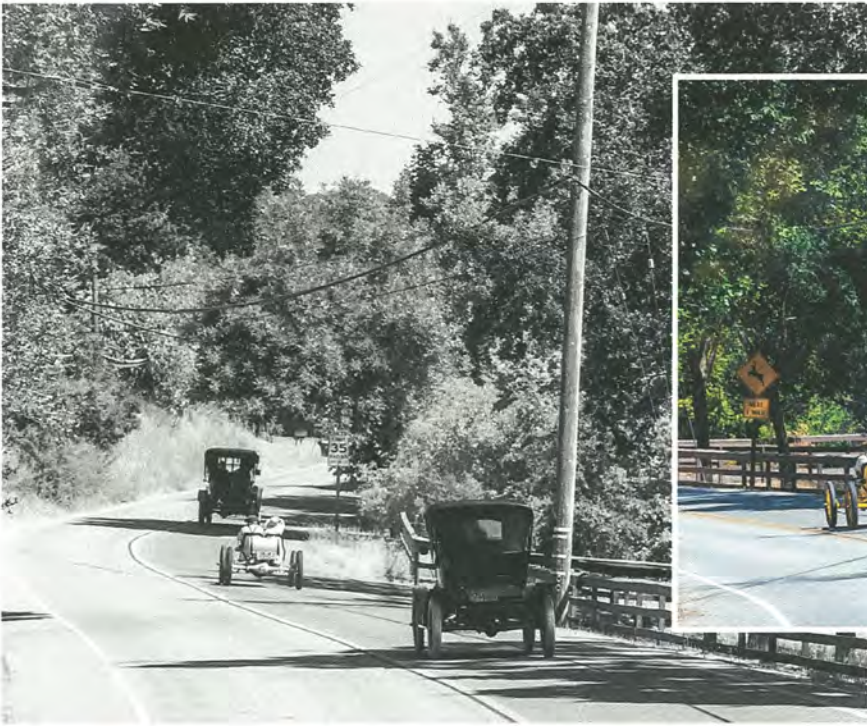
Cars at Almaden Quicksilver Mine Museum



Tourists enjoying private tour of old mining equipment



Erceg's 1916 Pierce Arrow	Jackson's 1915 Ford	Archer's 1915 Ford	Schwartz's 1909 Paterson	Greenberg's 1915 Ford	Zilmer's 1915 Ford	Boyden's 1910 Ford	Beach's 1926 Ford	Wollesen's 1923 Pierce Arrow	Lewis' 1909 Rambler	Larson's 1915 Dodge	Mills' 1913 Henderson	Harlamoff's 1913 Ford
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Heading back to Casa Boyden



Lunch under the "Old Oak Tree"

Le Pneu Metzeler pour Autos
I, Rue Villaret-de-Joyeuse, PARIS



Join us for the:

Danville **HOT SUMMER SUNDAY** Car Show, Countryside Tour & Collection Visit

SUNDAY, SEPTEMBER 10th 2023



Your car takes "center-stage" at this popular car show. \$45 Entry Fee is waived by show organizers, eager to present our extraordinary machines to the general public.

Explore quaint downtown Danville and enjoy lunch on your own while your car is on display from 11 AM to 1 PM.

Following the Car Show, we will embark on a short, but scenic Car Tour through Alamo & Danville's picturesque countryside.



Following the Car Tour, we will make a stop at the *Cerruti Sign Collection* in Danville.

Ice Cream & Refreshments will be served.

We'll head back to the *Park and Ride* around 2:30, getting you heading home by 3:00 PM.

Details . . .

Arrive at *Sycamore Park and Ride* between 10:00 & 10:30 AM for a 10:45 AM departure. *Park and Ride* is located at Hwy I-680 & Sycamore Valley Road in Danville.

Attend Car Show with your pre-1916 automobile. Later automobiles may be eligible...Contact Ed or Mark. You're more than welcome to attend without an antique car!

Car Tour is 10 – 15 miles with mild hills.

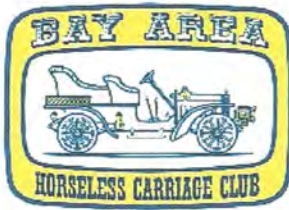
Please RSVP by September 5th to reserve your spot!

Ed Harley: (925) 997-7710 / epharley@pacbell.net

Mark Cerruti: (925) 639-9770 / cerrutidesign@comcast.net

AARP Special!

Leave your car in the trailer & bring it on out to Danville the next day!



Calendar

**BAHCC Events
are Highlighted**

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

Month	Date	Event	Location	Contact
AUG	sat 8/26	Car-B-Que <i>SEE FLYER</i>	Martinez, CA	Norman Schwartz nandaschwartz@comcast.net
SEPTEMBER	wed 9/6	General Meeting	zoom 7:30 PM	Contact any Board Member if you do not receive zoom invitation
	sat 9/9	Antique Autos in History Park	San Jose, CA <i>SEE FLYER</i>	Allan Greenberg allangreenb01@gmail.com
	sun 9/10	Danville Car Show & Tour	Danville, CA <i>SEE FLYER</i>	Ed Harley eparley@pacbell.net
	sun 9/10	Gatsby Summer Afternoon	Oakland, CA	gatsbysummerafternoon.com
	wed 9/20	Board Meeting	zoom 7:30 PM	Board Meetings are open to all Members Contact any Board Member to receive zoom invitation
	sat 9/23	Ironstone Concours d'Elegance	Murphys, CA	ironstoneconcours.org
OCTOBER	9/25 - 9/30	Nickel Era Tour	St George, UT	John Manifor Manifor@aol.com
	sun 10/1	Concours at Serrano	El Dorado Hills, CA	theconcours.net
	10/3 - 10/6	Hershey Swap Meet	Hershey, PA	hershey.aaca.com
	wed 10/4	General Meeting	zoom 7:30 PM	Contact any Board Member if you do not receive zoom invitation
	10/11- 10/15	Ryan Ramble	Cayucos, CA	Kathy Ryan (916) 296-6129
	sat or sun	Pumpkin Tour	<i>Volunteer NOW to host this Popular Tour in your area!</i>	
	wed 10/18	Board Meeting	zoom 7:30 PM	Board Meetings are open to all Members Contact any Board Member to receive zoom invitation
	sat 10/21	Nuts & Bolts	Orinda, CA <i>SEE FLYER</i>	Eric Larson hpranch@interx.net
10/22- 10/26	California Rendezvous <i>SEE FLYER</i>	Santa Maria, CA	Steven Chase newnorthsouth@gmail.com	
NOV	wed 11/1	Potluck & Board Election	Piedmont, CA	Piedmont Community Hall 711 Highland Ave, Piedmont, CA
	wed 11/15	Board Dinner	Orinda, CA	by invitation only
	fri 11/24	Pilgrim's Picnic	<i>Location TBD</i>	Norman Schwartz nandaschwartz@comcast.net
DEC	sat 12/9	Holiday Party	Piedmont, CA	Piedmont Community Hall 711 Highland Ave, Piedmont, CA
	sun 12/31	Holiday Motor Excursion	Arcadia, CA	socalhcca.com
JAN	wed 1/3	General Meeting	zoom 7:30 PM	Contact any Board Member if you do not receive zoom invitation
	wed 1/17	Board Meeting	zoom 7:30 PM	Board Meetings are open to all Members Contact any Board Member to receive zoom invitation
	1/27 - 1/28	Turlock Swap Meet	Turlock, CA	turlockswapmeet.com

"When everything seems to be going against you, remember that the airplane takes off against the wind, not with it"

— Henry Ford

Nuts and Bolts

or should I say Tires and Tubes; Topic for next meet Oct. 21st



Do you have a Rim that needs a tube and tire change? Not sure how to change your tire on and off the rim? We will be exploring different configurations used on our Horseless Carriages and change some of these different types with shear strength, special tools, and techniques. Have you heard of Demountable, Non Demountable, Clincher, Straight side, Lock Ring, Rolled edge, and several types of Split rims? Also there are Rim Strips, Liners, or Tube boots. When and why do we need these? Careful, you might learn something.

Bring yourself, projects, tools, techniques, or advice.

Whitney Haist will be hosting.

Coffee and Donuts will be provided

9 am, Oct. 21st, 2023

12 Sunrise Rd., Orinda

925-899-4912



2nd Annual California RENDEZVOUS

Santa Maria

2023

October 22 - 26

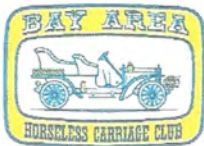
*Say Farewell ...
... to Summer*

*"California Rendezvous"
2022 in Paso Robles was
such a great success, that
we're going to do it again!*

*Join "Four California
Regional Groups" at the end
of Summer, and tour with us
in your Horseless Carriage,
through the beautiful Central
Coast region of California*



2022 People's Choice Award
1909 Pierce Arrow
Vaughn & Lynette Vartanian



Tour Highlights:

- Relish a leisurely drive to the majestic Pacific Ocean.
- Explore charming Solvang, "The Danish Capital of America."
- Visit a winery in the fabled Santa Ynez Valley.
- Tour a renowned Restoration Shop.
- *And more!*

Sign Up Today!

Tour Fee: \$150. per person (lodging not included)

Make your reservation today!

Radisson Santa Maria

3455 Skyway Drive
(805) 928-8000

Group Code: Horseless Carriage Club
Group Rate: \$105/night + tax

Abundant On-site Trailer Parking

For more information:

Steven Chase
(323) 497-0601

NewNorthSouth@gmail.com

Contact Steven to receive Registration Form

Registration deadline August 31, 2023

Driving Old #4 to the Model T Ford Club of America National Tour

Manhattan, Kansas

By Ed Archer

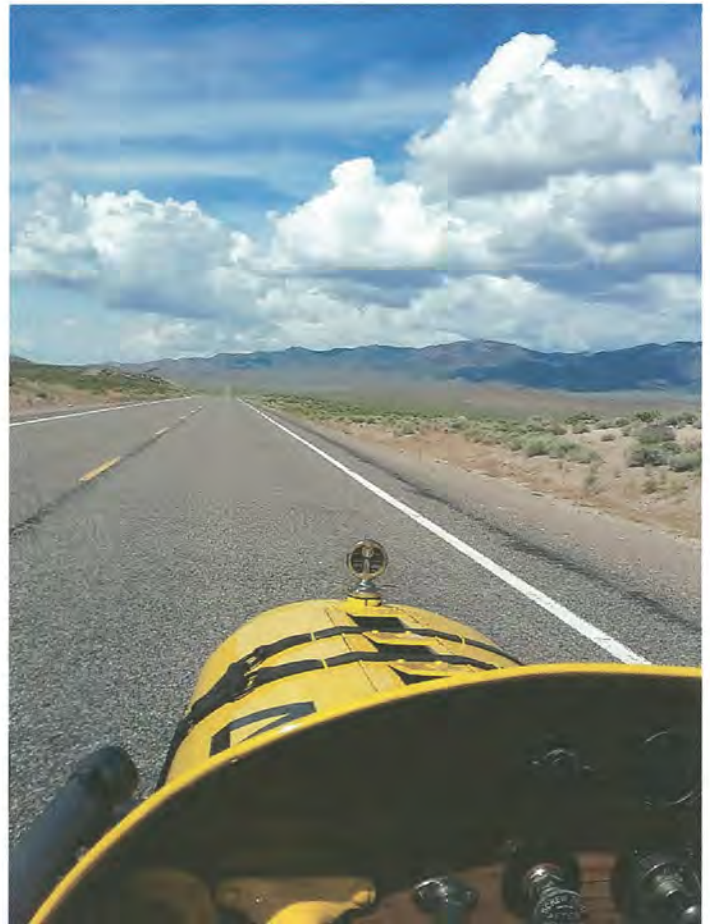
Probably most MTFCA (Model T Ford Club of America) members said the same thing we did when we heard that the MTFCA National Tour for 2023 was going to be in Manhattan, Kansas. "Where the heck is Manhattan? Never heard of it. What's there?" They must have something going on since the MTFCA sanctioned it. I went to Map Quest, kinda looked it up and Karen and I decided we would go. A few days later, I was at the computer one morning and Karen came in and said "Why don't we drive the race car to the tour, that would be a nice trip. I remember cruising through the mountains in Nevada, such a nice drive." Of course without hesitation I said yeah, I love the drive through the Rocky Mountains in Colorado, the Eagle river, and the trains paralleling the highway, great drive in an open car. Somehow we always forget about the boring, hundreds of miles of flat road in front of you, fading off in the far distance as far as the eye can see, and the hot sun beating down. But among the highlights is the fun of driving through all the small towns. And after you get out of California, seeing a lot of Americana. Front yards with the stars and stripes a wavin', banners reminding people that freedom don't come free, "REMEMBER OUR VETERANS," "WE LOVE OUR VETERANS," good appropriate stuff, stuff that we rarely see in California.



Luggage securely packed

During the ensuing weeks we talked about some of the prep and I began mapping out the route. Meanwhile, I checked out the dates of the 2023 MTFCA Speedster Reunion and Hall of Fame induction ceremonies held in June each year in Lincoln Nebraska, and found that it was only a couple of hours away from Manhattan. If we left the Manhattan tour a day or two early, we could do both events while we're back there, so I signed up for it. One morning about 3 weeks before the Manhattan tour, I realized I'd filled out the paper work for Manhattan but failed to send it in. I immediately called tour headquarters, and fortunately they said they had room for us. After you finish reading this

story.....you might have second thoughts about "fortunately." So my prep meant changing a nearly bald left front tire on Old #4 and lubing everything, while Karen had to strategically pack all needed clothes as lightly and tightly as possible. Usually we know someone locally that's trailering their car to a big meet in another state and will gladly transport our luggage. That sure helps a lot. Or we ship it UPS, Greyhound, or the likes. This time no Northern California friends were going so we decided to squeeze everything into the cockpit, stashed on the floor area under our legs. It worked out kind of okay, but really, we should have taken more clothes and shipped them. Other than being thin on things to wear, the worst part was climbing in and getting out of the car, trying to feed your feet in and around all the stuff, and on top of that, for me, while were rambling down the road at what some might say is high speed, feeding my hand through our luggage in order to find the small handles on the 2 grease cups that come up through the floor boards that supply the U joint and front drive shaft bushing. I usually give them a turn or two a couple times a day enroute. Also, packing lightly meant that we had to include a couple of laundromat stops.



Open road as far as the eye can see, as seen by the driver at 65 MPH

I figured we'd probably make it to Kansas in 3 ½ to 4 days and as it turned out, I was pretty close, which is not bad considering the challenges we encountered. So, 3 days after the June 11th SCVMTFC (Santa Clara Valley Model T Ford Club) endurance run, on Wed. June 15th around 9 AM we departed. Headed up I-80 to Sacramento, then US-50 over the Sierras, into Lake Tahoe, Carson City and on through Austin, Eureka and finally Ely, Nevada for the night. 547 Miles. Ely (pronounced eelee) is a nice historic town with a great operating historic steam railroad, the Nevada Northern. Left over from the old mining days, a real

step back in time with mostly all original condition stuff maintained as needed through the years.

Next morning, 7 AM I did the morning lube on the car and found that we were about a quart and a half low on oil. Strange, Old #4 never consumes oil. Upon investigation an oil leak had developed. I found where it was leaking and decided not to attempt a fix. When I'm on the road like that, I'd rather not tamper with anything that's still functioning okay. Leave well enough alone rather than attempt a fix, and have something go wrong that puts you out of commission. So in this case, add some oil, continue on and keep a close watch on the oil level. The leak was coming from the right side of the transmission cover. An outside oil line that feeds the front of the engine. The elbow for that line is threaded into the lower side of the aluminum trans. cover and oil was slowly dripping from around the threads. So I tried to put that out of my mind and we headed East. About 10 miles out of Ely I noticed the Motometer (water temp) begin climbing and finally pulled over, lifted the hood and, surprise! The leather fan belt was gone, Yikes! I Quickly turned around and headed back about 8 miles and found it there in the middle of the road. No chance for it to be run over by another car because we were about the only ones out there on the "loneliest highway in America" The belt was a new one, so still in the stretching mode. It's the type with the crimped wires on each end with a pin going through to secure them together. If you're running a tight belt that "pin" stays in. Well, I normally run my fan belt as loose as possible so it's easy on the fan bushing. On top of that, with the normal stretching of a new belt, it got too loose, and it allowed the pin to fall out. So I dug in the tool kits and used the ultimate Model T fix for all things,..... a pair of pliers and bailing wire. Put the bailing wire through the crimped wire mesh and bent the ends over so it couldn't come out. And on we went heading for Utah, happy as if we had good sense. Stopped for lunch in the little town of Sugarville, Utah, and after lunch as we passed through Salina. The sky East was looking pretty bad, real dark grey and hazy skyline. Several miles later, the sky opened up on us. Bad timing. Heavy thunder storms throughout the rest of Utah and Colorado! Spent the night drying out in Fruita, CO. The next morning car lube, found the Muncie transmission low on gear oil. First time that has happened in years. Not sure where it went but after that I ended up adding some gear oil almost every morning after a long day's drive. Another item I'll have to deal with when we get home. Meanwhile, the oil leak has lessened to almost not there, so oil consumption was much less. Leaving Fruita, the day started out dry but before long the sky opened up again most all the way through the Rocky Mountains and on into Denver, CO. where we stopped for lunch. After we finished eating, we set in the restaurant for about an hour hoping that the rain would stop, and it finally did but the sky still looked ugly. So we got on board and headed East, but had decided that if it starts raining again let's just end the day and get a motel. Within 5 miles it was pouring again. This time the inside of my goggles began fogging up, so I had to raise the goggles, try to shield my eyes from the stinging rain drops with my hand. Around 40 miles later we came to the little town of Byers and our fork in the road where we would leave I-70 and head South on highway 36 into Kansas,.....and there was a motel. Hallelujah! Whew! What a drive. We lucked out for dinner. A good Mexican restaurant right next door to our motel.

Back to that day's drive. As if the rain wasn't bad enough, we're on I-70 with 2 lanes or more traveling in the same direction, our speed is limited due to the rain. Every time a car passes you, the

spray from their tires nearly blinds you. Or worse than that, a big semi truck! Then there's the people taking pictures, in the pouring down rain. And they cruise along side of you, then slowly pull in front of you so they can get a good front shot of the car. The spray is horrific. I keep slowing down, as I have to keep my distance due to not enough brakes, or really, traction, with my skinny tires, and they also slow down. "Gotta get that close up photo!" Quite an experience. Fortunately, our raccoon coats kept most of the clothes underneath dry.



The chassis before cleaning in Manhattan

Next morning we left Byers all dried out, even our raccoon coats. The sky was blue, clear, and wonderful. Of course, Old #4's yellow chassis was really a sight for sore eyes with grease and oil splattered all over, and rust stains coming from every piece of bare metal, especially the spring leaves. But mechanically running well, and the transmission cover oil leak has stopped completely. We arrived in Manhattan under a bright blue sky Saturday night around 7:30 PM, wonderful scenic days drive. Love cruising through those little towns. Sunday morning I began the uncomfortable task of buying cleaning supplies and cleaning the car. The National Tour welcoming banquet didn't begin until 4 PM, and so by then the car was somewhat presentable. And thanks to Karen and the laundromat, we looked half way decent. The banquet was held at a large car collection a few miles from the hotel and on the way over Karen said, "Do you hear that noise?" I answered "No." (with my hearing I'm lucky to hear the engine running!) And then, a little more focused, I began hearing a tap, tap, tap that increased with the rpms of the engine. I pulled over and lifted the hood and the noise had quieted down to more of a tic, tic, tic. Never heard that kind of noise from a Model T before. It wasn't valves or rods, more of an external noise. Who knows, so we continued on to the dinner. As we got rolling the noise seemed to go away. It returned a little, off and on through the ensuing days tours and I figured sooner or later we'll find out what it is.....or not. The National Tour event's went well, as you can imagine with great rural roads some nice hills,..... yes, hills in Kansas! A little too hot each day but to be expected. Everything well organized, except that the written route directions were way too complicated. The writer of those instructions was way too educated. They were too detailed, with an instruction, then "refer to page 3, section A and follow there till the next turn, then" etc. Hard to describe, harder to follow. Better to just follow the car in front of you, hope that he's a local, or maybe you get lost together. At least you won't be lonely. We had planned to leave the National Tour a day or so early to head to the Speedster Reunion. We stayed till the Wednesday morning

seminars, and afternoon car games (field meet to you old timers) and really enjoyed the fun competition in the different challenging car events. Rolling a 30X3½ tire from a standing start by hand immediately releasing it trying to get it to go in a straight line for about 20 ft., I failed! Then 2 tall posts about 20 ft. apart with a nail sticking out of the side at the top of each one. The first post has a small ring hanging on the nail. Your passenger has a long wooden rod with a hook on the end. The object is, hook the small ring with the rods hook, then drive to the next post and hook it back on the that post. Timed event, not as easy as it sounds. And as I recall, at least one more game, antique car tires laying on the ground spread out, and as you drive along your passenger tries to throw a bean bag in each tire. All good fun. But attendance was light as it was another very hot day!



Rob Heyen's Historic 1911 Frank Kulick car. Frank was Henry Ford's race car driver

We finally got on our way around 4:30 PM heading to Lincoln, and 10 miles or so out of Manhattan, I noticed the old Motometer starting to go up, so pulled over and lifted the hood. The fan belt was off, and worse, the lower crank pulley was just laying in the front "belly" of the pan, which not only meant no fan and water pump but with no crank pin, you can't hand crank the engine. And we have no starter! That was the tapping noise! Quick decision time. "Should I continue on and hope that someone at the Speedster Reunion will have a pin, or head back into town and try and catch Bill Devine (Birdhaven Model T Parts supply) before he heads up to Lincoln?" We had talked on the tour so I knew that he was also leaving the tour early to be at the reunion. I turned around. A good thing too, as Bill hadn't left yet and just couldn't wait to dive in and get us back on the road. He had a crank pin but rather than have to pull the radiator to install it, suggested a roll pin. I agreed, and so he had the tools, the knowledge and a variety of the roll pins. Unfortunately, even the best one didn't fit real tight. So once he got it in, he ran a piece of bailing wire through it and wrapped it around the pulley body, twisted it tight and we were on our way, trying to reach Lincoln before dark (No headlights!). Bill followed us all the way in his modern iron and we arrived way before dark. I lost track of time. All kinds of speedsters were in attendance at the reunion, at least 45 or so. A few that were really equipped period correct, (modifications from the Model T era) the rest were all over the board. We had a great time and were treated like royalty. 2 days of tours, the hill climb, a diagnostic day, and at the final banquet, the Model T Ford Speedster Race Car Hall of Fame induction

ceremony. After 18 years, thanks to Dan Erceg's nomination, the one and only, Henry Ford was inducted. Duhh! It's about time. Funny, nobody thought of it before. Without Henry there would have been nothing to build from!

So the next morning, time to head home. In Manhattan, a few people had commented about our nearly bald rear tires. And I kept saying "yeah I noticed, but I think they'll make it home alright." Everyone was polite, with their comments, even at the Reunion. Most, probably saying to themselves "He must know what he's doing, but I sure wouldn't run on those." Okay, by the time the reunion was over the almost bald area was of course worse. Two thirds of the tire had some tread but the other third was 99% bald. I guess when I looked at them at home before we left the good part was up, visually they looked okay. I didn't take into consideration that my wheels are not in perfect alignment and therefore the tires wear more in one area. So, now it's time to head home. Normally when I hit the sack at night within a couple of minutes, I'm out! We got in bed late that night before we were to leave for home and I couldn't sleep! The "what if's" kept passing through what's left of my mind. "What if I finally see threads on one of those tires as we're heading through Utah? Then what do I do? What if.....etc." I finally made a decision to call Bill first thing in the morning because I knew that he had new 30X3 ½ tires with him. And then call Mike Vaughn, last years MTFCA Rosenthal Award recipient. He lives locally on the outskirts of Lincoln, was at the event, and I'm sure that he has room and the tools to do the tire change, and be glad to help. Well, there goes my early morning departure time. So much for that. Me and my dumb last minute decisions. And so with that decision finalized, I finally got to sleep.



One of the bald tires at the Reunion

At around 7:30 AM, I called Bill. I hated to call that early, but needed to get moving. Fortunately, Bill was up and said he had the tires, so then I mentioned wanting to call Mike but I didn't have his number. He said "I've got it, I'll give him a call and have him call you." About 20 minutes later Mike called. "C'mon out to my place, and you don't need to bother Bill. I've got some new Firestones still in the wrappers." It was a challenge getting those old Riversides off, but we finally left Mikes around 11:30 AM with 2 new rear tires and a comfortable mind. As we got on I-80 heading West it was warm but a bit windy. Three or so hours later, the North wind kept increasing and was not only giving us a bit of a headwind but kept trying to blow the car into the left lane. I had to continually pull on the right side of the steering wheel. Boy, it was strong. Stayed with us until 6 PM or so and

by the time we reached our evening stop, Ft Morgan, CO. the weather was really hot and only a slight breeze.

Next morning car lube, included adding gear oil to the Muncie, and thank God, the oil leak is still non-existent. Oh, of course there are others, after all Old #4 is based on a Model T Ford chassis. Need I say more? As a side note; Each time I purchase gear oil or any other car related supplies, what ever I don't use gets thrown away or given back to the counter guy at the auto supply to give to someone in need, because I have no room in the cockpit to carry anything extra.

Day-two heading West towards home from Lincoln, we're struggling with an unreal Southwest head wind. Not quite as strong side wind as yesterday, but this time I have to hang tight to the left side of the steering wheel as the wind is trying to blow us off the road. The head wind was much worse, keeping the speed down to 50-55 mph. We ended the day in Salina, Utah. 609 Miles. Next day, getting ready for another early morning start, around 7:30 AM during lube time, I lifted the hood to oil the rockers and found the crank pulley had thrown the pin again and the pulley was just laying there in the front of the pan. "Now what am I going to do?" I can probably make it home without a fan and water pump but we'd have to push start the car whenever we stop. On occasion admirers can come in handy. Fortunately (this time) a gentleman on a golf cart stopped to look and finally asked "What's the problem?" I explained, and he said "There's a guy about 200 yards away over in that blue house next to the barn that can help. He's good and he's a lot cheaper than a shop." I asked "At this time of the morning?" He responded "He's probably up." He was, and he was my kinda guy. I laid out the problem to him and the word "No" was not in his vocabulary. "Yeah we'll find a way to fix it" And he did! We were out of there by probably 9 AM. He was able to put a bolt and nut where the pin normally goes through the pulley. Lock tight on the nut. "I'm so glad to be a part of this memorable fix, glad I could help, how about \$100.00?" I gave him \$120.00, happy to be back on the road. Then in a few miles, another glitch. The pulley was so loose/wobbly on the crankshaft that the fan belt came off, and just wouldn't stay on. My only concern was, we're heading into the heart of Nevada, late June, extreme hot weather, no fan or water pump. Well, more weird summer weather. As we entered Nevada, dark clouds were on the horizon and before long.....rain! Not very much. Actually extremely light, off and on but at least no worry about Old #4 overheating. That day we made it all the way to Fallon and another great Mexican restaurant on a little side street, for dinner. Tomorrow, Carson City and over the hill to South Stateline. Hopefully we'll be in Tahoe just in time to stop at Izzy's, our favorite hamburger shack for lunch. Good timing, we got there about 11:30 AM..... They were closed!!! HOW RUDE! So we postponed lunch, deciding to stop at another favorite, Ikeda's, near Auburn. Well, I forgot, we were on Hwy 50 and Ikeda's is on I-80. So when we got to Placerville I took a right turn on Hwy 49 and headed North over to I-80, only to find that when we got there, Ikeda's was 20 miles or so East up the hill. What a fiasco! Well I'm headin' West for home, thinking "We'll get lunch in West Sacramento." Not my day. I took the wrong exit in West Sac, turned the wrong way at the cross street and it took me right back onto I-80. Missed another favorite lunch place. I guess lunch is just not meant to be!

..

Just before Davis, 3 lanes our direction, I approached a slower car in our lane, decelerated and swung to the right to go around him and as I pushed down on the foot throttle, I got no reaction. At

first I thought maybe my foot throttle linkage broke so I tried the hand throttle, and still nothing. The engine was dead. We coasted to a stop. Fortunately, big wide shoulder. Of course my gears were turning as to what it might be. "Has to be ignition" I lifted the hood searching, and found that the fiber magneto coupler was gone. Must have shattered. The coupler is a fiber slotted ring that connects/couples the external mounted Bosch magneto to the drive unit mounted on the front of the engine, that is gear driven by the timing gears in the engine. (aftermarket racing stuff) The coupler is made of hard fiber so that if something goes wrong with the magneto and it should seize/lock up, the coupler will shatter rather than cause any major engine or magneto damage. Last time I lost a coupler was about 40 years ago so they're pretty dependable. So this problem happened around 3:30 PM. I had a spare coupler in my tool kits, and began removing the Magneto for installation. Problem is removing the third and final bolt holding the magneto to its mount. It's right above the lower radiator water inlet pipe that goes to the side of the engine, and unless you remove that pipe, that bolt is real challenging. A lot of work removing that pipe on this car, plus you lose all the water! With the pipe in place you can just barely see that third bolt or get an open end wrench on it. And when you get the open end wrench on it (by feel) you can only turn it about 1/3rd turn, then turn the wrench over and try to get the wrench back on it for another 1/3rd turn. Finally got it out, re-timed the magneto and then tried to install the replacement coupler and it was a little too thick. Meanwhile, one of those Highway Service Patrol helper guys in their white pick ups stopped and offered to help get me off the highway shoulder. Very nice guy, offering to have a tow truck, free tow to the next exit. I convinced him that I'd get this thing going. Famous last words! About an hour and a half or so later and I'm still struggling, the Highway Patrol stopped and kind of insisted that we'd be better off at the next exit, and a few minutes later a tow truck arrived and flat bedded Old #4 to the Mace Blvd. exit and right into the enormous paved back area of a Chevron Station. Once the truck left we immediately walked over to MacDonald's as Karen needed food and I needed liquid, it was really hot and working with no shade, I was really dry and moving rather slowly. While at MacDonald's I called our Son in Law John in Hayward to let him know to be on the alert that we might need someone to pick us up and take us home (about 80 miles) for the night, if I didn't get Old #4 running within the next hour. "Then I'll just come back tomorrow a little better equipped and get that coupler in, and drive it home. "No don't bring the trailer. Old #4 needs to complete this trip, but at this point I don't think I can finish it and get us home before dark" He said "Where are you at? I'll leave right now." So I went back to work and the next thing I knew John, Grandson Chris and Mark Edwards were there. And I was still struggling with that bolt. Sometimes I have way too much patience.

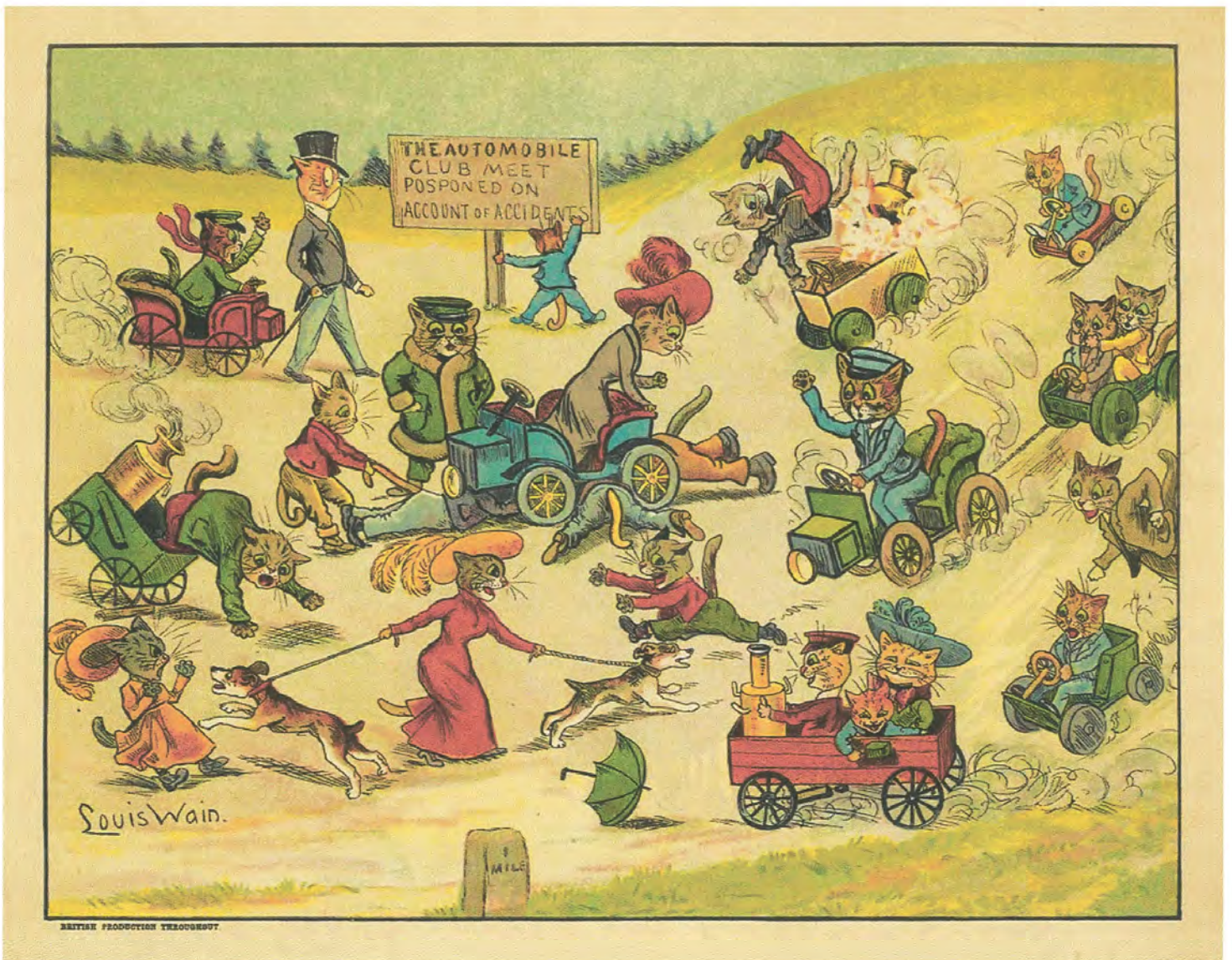
Two things were hanging me up from getting it back together. First, the coupler was a little too thick. So before they moved us, from the shoulder, I had scrounged around and found a large piece of old highway blacktop about 10 inches square and it was so flat that I was able to use it like a big piece of emery cloth and I started grinding away on each side of that coupler. Believe it or not it was working! Strenuous and slow, in that hot sun, but working. After a while I could get the two outer bolts started on the magneto but not that third one above the pipe. Maybe the coupler was still just a tad too thick. It kept feeling like it was starting to screw in, then the tow truck showed up, they moved us to the exit and the bolt was still just turning, going nowhere. It was a teaser. It didn't turn easy as there was some tension on it due to rubbing

against the pipe and so as you moved the wrench that short distance, it felt like it was starting to thread into the hole in the bottom of the magneto, so frustrating! Getting dark we finally pushed the car out to the street which was a dead end with posted signs saying "No Parking Any Time" and left it there for the night. The manager of the station wouldn't let us leave it on their property. I was really exhausted! Did I say it was HOT? We all went to dinner in Vacaville at Nations.

6 AM came early as I gathered a few items to take with me to maybe make the job easier. A pair of coveralls, pan to drain the water into and a big sheet of coarse emery cloth. I wanted to get there early before they had the chance to tow my car away. John, Chris and Mark picked me up. The car was still there, we rolled it back onto the Chevron property. I drained the water, began rubbing the coupler on the emery cloth, removed the water pipe assy. installed the coupler and the third bolt went right in. Reassembly went fairly quick and with two pulls of the crank and it fired right up. We all went to breakfast at Nations. I drove Old #4 HOME! WHEW!!! What a trip!



Home! Time to relax and refresh



Artwork by Louis Wain (1860 - 1939)

Courtesy of Bill Austen

BAHCC Board Meeting

June 21, 2023

A Board Meeting of the Bay Area Horseless Carriage Club was called to order at 7:33 pm. Gary Mills, Jim Lukash, Rob Guzzetta, Eric Larson, Mark Cerruti, Norman Schwartz and Tony Wollesen were present. The first item of discussion centered around ideas to better promote the club. Tony reported on a successful event done recently by the Salinas region where rides were offered, resulting in applications for 10 new members. Other venues, including History Park and Hot August Niles were mentioned as good opportunities we should consider.

Upcoming tours and events were discussed. It was reported that the 1&2 cylinder registry was planning to hold a tour early November in El Centro, California.

Several board members are developing a phone tree to better inform members of upcoming events and to increase participation.

The August 5th Club Meeting will be held at Jim Boyden's home and will include a tour.

Finally, the Board decided to hold the next Board Meeting on July 19th.

Norman Schwartz
Acting secretary

Welcome!
New Member

Barbara Beach
Saratoga, CA

Happy Birthday!

Jim Snook	Sept 2
Sheldon Donig	Sept 4
Gary Mills	Sept 8
Ellen Feichtmeir	Sept 9
Phil Nicholson	Sept 16
Gerald Robinson	Sept 16
Karen Schmidt	Sept 16
Lee Gularte	Sept 20
Donna Jones	Sept 23
Jean Boyden	Sept 25
Sherry Nicholson	Sept 28

Happy Anniversary!

Mark & Veronica Cerruti	Sept 6th, 2003
Layden & Jean Butler	Sept 20th, 1986
Don & Joyce Azevedo	Sept 21st, 1974
Whitney & Diane Haist	Sept 27th, 1969

BAHCC Board Meeting

July 19, 2023

A meeting of the Board of the Bay Area Horseless Carriage Club was held virtually on July 19, 2023. Board Members Lukash, Larsen, Mills, Cerruti, Guzzetta, O'Brien, Haist and Schwartz were present. The meeting was convened at 7:32 pm with Gary Mills presiding as President. Whitney Haist, Treasurer reported that there was one disbursement to Carolee Morrison for 4th of July expenses.

Jim Boyden joined the meeting to talk about the upcoming General Meeting and Tour to be held August 5th in San Jose. It was decided to send out an email reminder to all club members to promote this event. Following this was a general discussion of upcoming tours and events. Next was a discussion of a recent phishing incident involving Board Members. It was decided to remove Board Member emails from the newsletter.

It was mentioned that a member had inquired about help from the club to dispose of vintage clothes.

There being no further business, the meeting was adjourned at 8:47 pm.

Norman Schwartz, acting Secretary.

BAHCC General Meeting

August 5, 2023

A meeting of the Bay Area Horseless Carriage Club was held at the Boyden Residence in San Jose.

Club members convened at 10 am for a tour to New Almaden.

Approximately 25 members were present and 13 cars took part in the tour. Returning from the tour, lunch was served.

The formal meeting was convened about 1 pm and President Gary Mills presided.

The group talked about the success of the tour and activities of the Board to stimulate participation.

It was thought that contacting members in advance of future key events would be productive.

Gary then talked about upcoming tours, encouraging members to join in.

Kaaren Brommer announced that she was selling some cars and to contact her, if interested.

The meeting was adjourned around 2 pm.

A special thanks to Jim and Jean Boyden for hosting the event.

Norman Schwartz, acting Secretary



BAHCC August 16th 2023 Board Meeting

1. One calendar format versus two calendars? The Board agrees that this should be tried going forward.
2. Eric L - Mark mentioned getting a new software tool for the newsletter and maybe there is a calendar tool.
3. Eric L goes through the calendar:
 - a. Mark is looking for Sept 10th for the Danville event and tour.
 - b. Eric L thinks we can call the members. Effort to see if we can get more members. Norm S - do we want to do this for every event or do it selectively? Eric L would like to get organized so Board Members can easily call around to get members to show. Norm S likes the idea of calling members for the Xmas party.
4. Eric L - should we have our next meeting in person at someone's house?
5. Eric L - should we change the October club meeting to a zoom? Board agrees that this should be done via zoom.
6. Oct 15th Pumpkin Tour and Norm S is not sure what the route should be. Eric L - pin down the pumpkin tour and Norm S says there needs to be a good venue that people will want to attend. Eric L - suggests keeping the date open.
7. November 1st is potluck and board vote. Eric L doesn't like children and the Pumpkin Patch event just like WC Fields.
8. Board members for 2024.
9. Aug 26th Ward Street Open House - Norm S asks if there will be a Gazette? Mark will send out the newsletter and will use the flyer that was already developed.
10. The 22nd to the 26th - for the Rendezvous Tour. The attendance is lower this year than last.
11. In person potluck on November first. Eric L - how to prepare? Norm S - just follow the system that is setup. Norm S recommends calling and Jim L recommends we not call too much and we could combine things.
 - a. The Morrisons will reserve the hall and bring the ham.
12. Board Dinner November 15th. Whitney will reserve the place in Orinda.
13. Nov 24th - Pilgrim's Picnic.
14. December 9th - Holiday Party.
15. Proposed BAHCC Board:
 - a. President - Eric L.
 - b. Vice President - Rob G.
 - c. Board Chair - Gary M.
 - d. Treasurer - Whitney H.
 - e. Newsletter - Mark C.
 - f. Board member at large - Gerald R.
 - g. Board member at large - Jim L.
 - h. Board member at large - Norm S.
 - i. Board member at large - Vince O.
16. Nuts and Bolts Session "How to be retired" - October 21st Whitney Haist.
 - a. Tire changing each of the common styles.
 - b. Whitney has a larger machine for spreading the tire on the split rim systems.
 - c. Also the small egg beater splitters and beat breaker tool.
17. Nuts and Bolts for November - probably should hold off.
18. Eric L asking about identifying the new board for 2024.
19. Eric L is asking about the dues and how people pay for them.
20. Rob G read the bylaws - and cannot be on a board and there are several rules we are not following.
 - a. Can we build more members?
21. Jim L - recommends that everyone should read the bylaws.
22. Whitney H - Confirms that the board dinner will be November 15th at 6:30pm.
23. Jim L - talks about whether or not we will have in-person or zoom-based meetings for next year.
 - a. Norm S suggests that it is a good agenda item for next time.



Gerald Robinson, acting Secretary

HCCA NATIONAL NEWS



Re: **Marian Welch Award; Hershey Tent Help Needed!!** What's on the Calendar
Issue: 2023-08-01 #08

- **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, 2023, 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 to:
Awards Committee Chair, Andy Wallace,
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 2023 Gazette for further details.

- **Hershey Tent Help Needed!** – Ever wonder who sets up that Great Big Beautiful Tent at Hershey every year? This year it will be Andy Wallace and his HCCA volunteer crew.

Curious about what it takes to get it all set up? Easy, and you can find out this Fall! All you have to do is **Volunteer to Help!**

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 Andy at: andyauto@hotmail.com **Do it Today!**

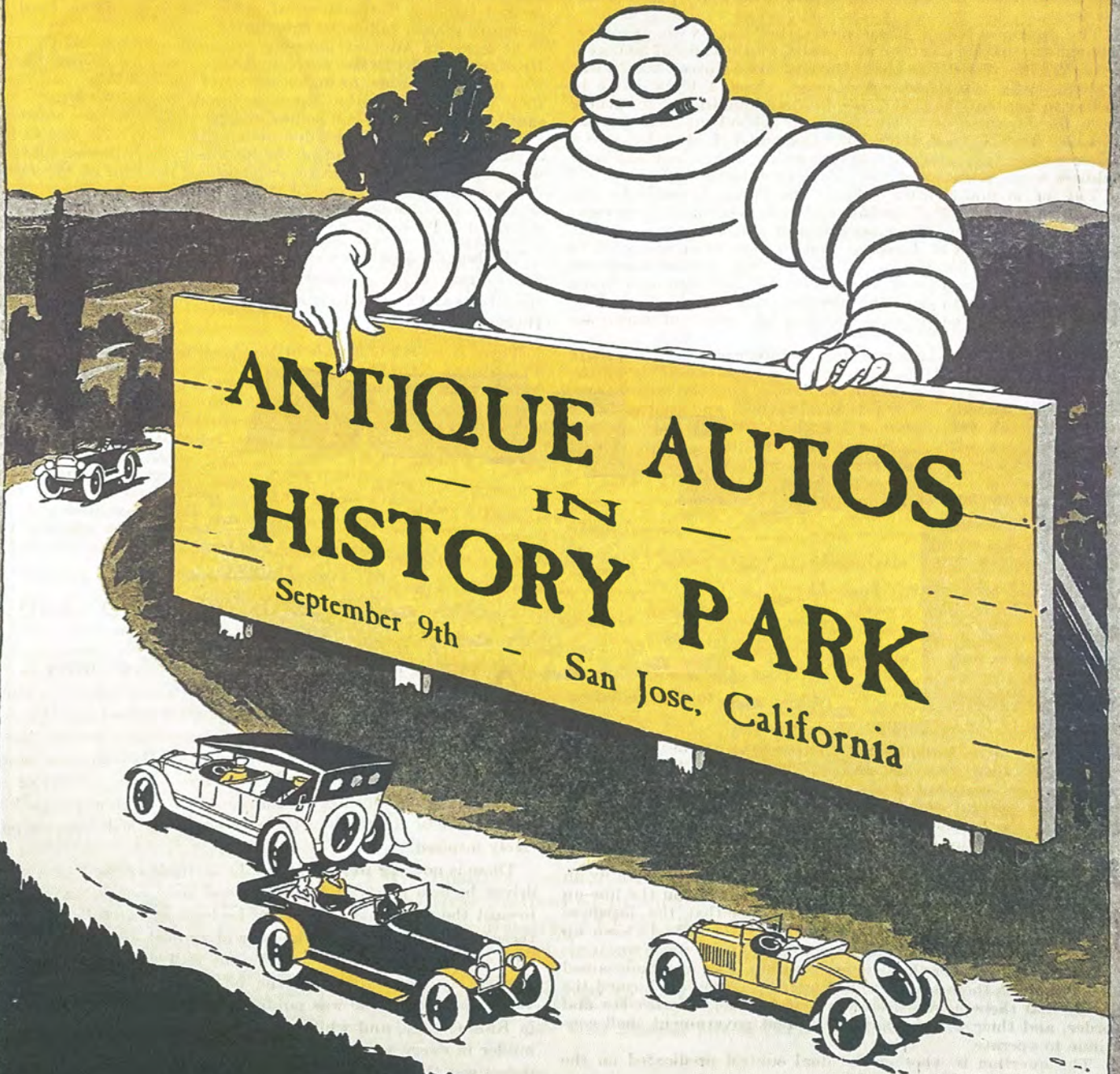
- **What's on the Calendar** – The Latest from the HCCA Gazette and Website:
 - Cars, Cows, and Combines, One and Two Cylinder Tour, Lancaster County, PA. Sept 17-22, 2023. Sponsor: Old Time Touring Club RG. Contact: Keith Billet, cowscombinescars@gmail.com
 - Midwest Brass and Gas Regional Group Fall Tour, Traverse City, MI. Sept 18-21, 2023. Contact: Tim, Pat and Andy Ainslie, 248-505-4922.
 - UTNET Tour, St. George, UT. Sept 25-30, 2023. Sponsor: Nickel Era Touring Registry. Hosts: Bryce and Diana Taylor, 435-773-3126.
 - Red Flag Motor Tour, Mount Pleasant, IA. Sept 27-30, 2023. Contact: George Chapman, gachap@gmail.com
 - AACA National Fall Meet, Hershey, PA. Oct 3-6, 2023. HCCA Tent, Red Field RWO 30, Barbecue Thursday at Noon!
 - Hershey Hangover XII, Morgantown, PA. Oct 6-9, 2023. Hosts: Jeff Leshar & John McAnlis, 610-639-1977 (Jeff). hersheyhangover@gmail.com
 - See the Gazette and Website for updates.

Doug Tomb / Douglas.tomb@verizon.net

Board Member – HCCA NN Editor ...

MICHELIN

UNIVERSAL CORD



Michelin Tire Co., Milltown, New Jersey

Other factories: Clermont-Ferrand, France; London, England; Turin, Italy
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