

September 2007



Bay Area
Horseless Carriage Club



BAY AREA HORSELESS CARRIAGE CLUB

CLUB OFFICERS

President

Don Azevedo
3802 Briarcliff Drive
Pittsburg, CA 94565-5501
925-427-6624
Imnuts4fords@comcast.net



Vice President

Charles Ebers
470 Santander Drive
San Ramon, CA 94583-2141
925-830-4654



Secretary

John Morrison
1450 Grand Avenue
Piedmont, CA 94628
510-655-6128
johnmorrison@sbcglobal.net



Treasurer

David Pava
1104 Chiltern Drive
Walnut Creek, CA 94596-6444
925-932-2923
david@pava.com



Chairman of the Board

Doug Durein
3015 Gibbons Drive
Alameda, CA 94501-1773
510-523-4993



COMMITTEE CHAIRMAN

Tour Chairman - Don Azevedo 925-427-6624
Membership - Joe Sernach 925-846-8512
Authenticity - Bill Cassiday 510-451-4129
Hospitality - Joe/Esther Sernach 925-846-8512
Sunshine - Susan Durein 510-523-4993
Webmaster - Dave Pava 925-932-2923
Swap Meet - Dave Pava and
Norman Schwartz 925-932-3477

GAZETTE EDITOR - Muriel Lundquist
650-342-9988 FAX: 650-401-8711
muriel@documentprocessors.com

The **BAY AREA HORSELESS CARRIAGE CLUB**

“BAHCC” was founded in 1951 by and for the automobile antiquarians dedicated to the preservation of PRE - 1916 ancient motor vehicles. “BAHCC” is one of the numerous Regional Groups of the Horseless Carriage Club of America “HCCA” which has 4600 members nationwide. “HCCA” membership is required of all active touring Bay Area Horseless Carriage Club Members, but is not required for “Associate” members. New membership into our club is invited.

BAHCC TELEPHONE NUMBER FOR TOUR/ SWAP MEET INFORMATION: 510-835-6069

MEETINGS: First Wednesday @ 7:30 PM monthly (except July and December - no meeting) at Piedmont Community Hall, Piedmont, CA near Piedmont City Hall. (Public Phone at the hall: 510-547-9311) April and November are potluck dinners starting at 6:30 PM. Guests welcome. Special presentations at meetings.

BOARD MEETINGS: Third Wednesday (except July - no meeting) at various homes. Members welcome.

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

WEBSITE: www.BAHCC.org

EDITORS and OTHER NOTES:

The Gazette is published monthly unless otherwise noted. With touring season underway remember to bring your cameras and take pictures and submit them to the editor along with notes or articles. Tour Chairs please make sure that you have someone responsible for the write-ups and pictures for each tour. THANK YOU in advance for your contributions.

Please email, fax or send newsletter contributions to Muriel Lundquist by the 22nd of the month.

President's Message

The end of summer is approaching and this month we have three super activities. The first is the monthly club meeting on Wednesday, September 5 at 7:30. Meet with us at Silver Palace Restaurant at 6516 Mountain Blvd in Moraga at 6:30 for dinner if your schedule allows. Members always offer encouragement at club meetings to us that have restoration projects. I have asked a few couples to entertain the group at the September meeting by telling us how they met as a couple and what their first date was like. Be sure to attend and get to know fellow club members a little better.

The second event is History Days at Kelley Park in San Jose on Sunday, September 9. Numerous antique car clubs participate in this all-day event. The working blacksmith shop, early stationary engine displays and vintage buildings are a small part of the things to enjoy. You will want to attend with or without your horseless carriage vehicle. Final sign-ups will be at the meeting this Wednesday.

Saturday, September 15 is a joint tour with the Santa Clara Horseless Carriage Club. We will trailer or drive modern vehicles to Eric Anninger's home in Gilroy. Tom Holthaus has a 39 mile tour set up that will be enjoyable. We will return to Eric's to view his automobile collection and current projects and feast on a tri-tip lunch with all the trimmings. This is a good activity that you may want to car-pool with other members or guests. Maps and final details will be available at the September meeting. The Santa Clara club has also extended an invitation for our members to join them on a Honeymoon Tour in October. Details are in the following pages.

Last month I discussed the postage rate changes and revealed the Board needed to evaluate the increased costs and determine if an increase to the dues was necessary. I am pleased to announce the regional group dues will remain at \$25 and not be increased for 2008. We discovered the mailing costs can be reduced simply by folding the Gaslight Gazette in half. Additionally, many of us will be receiving the newsletter electronically which further saves postage and a little labor. Every little bit helps. Contact Muriel if you would like to try getting the newsletter by computer.

In August I discussed the recent IRS determination that the HCCA has been granted a 501(c)(3) tax status. There may be tax benefits to us in the regional groups. I have discussed the possibility with the local IRS office and the National Board is also investigating. I will present my findings at the September club meeting. See you Wednesday.

Don Azevedo



Ben and Erika will be showing pictures and telling stories (maybe even some video footage) of their wedding at the September meeting.



Ice Cream Social Tour Tri-Tip BBQ Tour Joint Tour with Santa Clara HCC



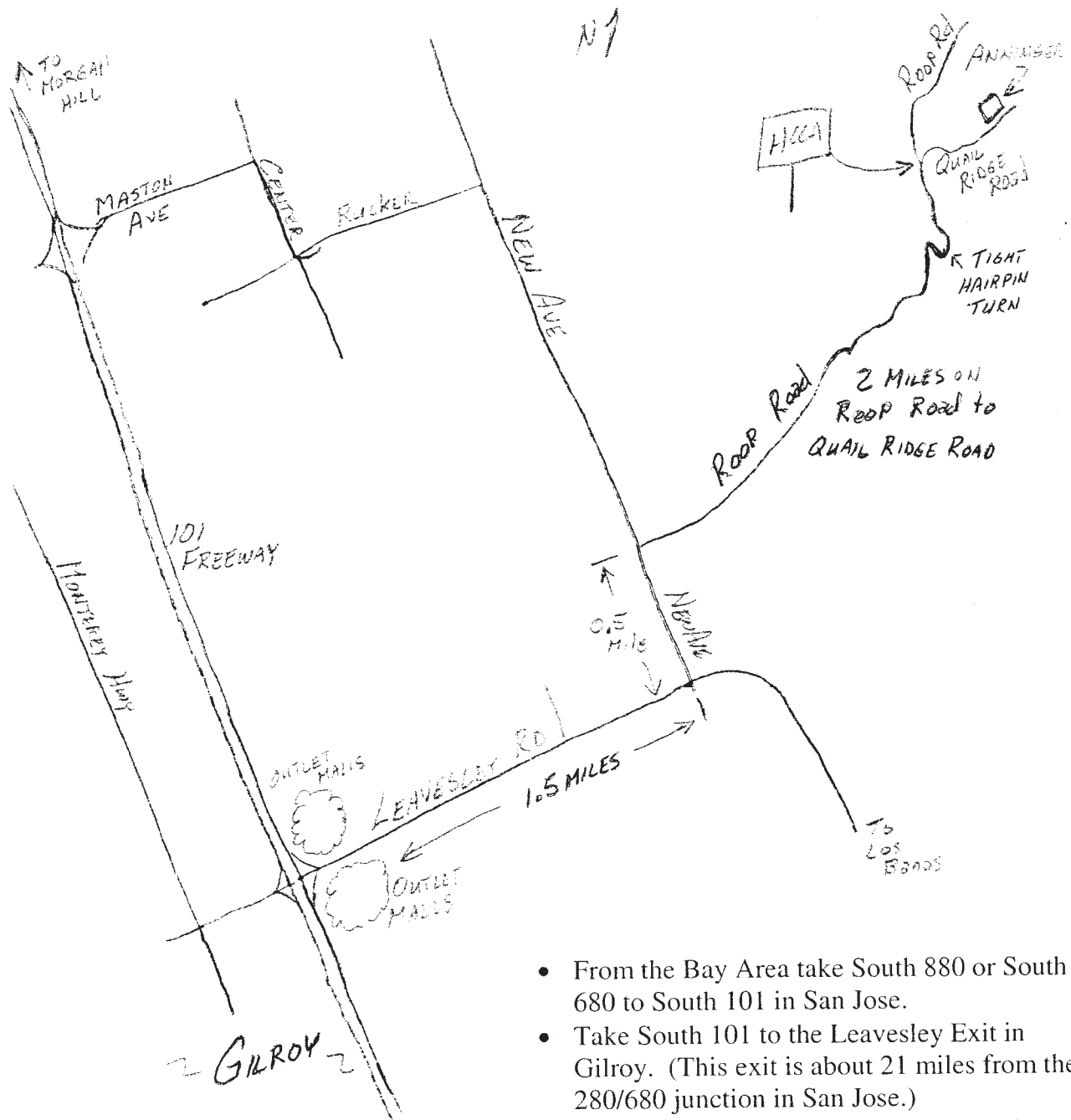
We are combining these 3 super tours into one!

Agenda:

Arrive at Eric and Ramona Anninger's home	9:00-9:30
Leave for 39 mile tour	10:00
Return for BBQ lunch	12:00
Enjoy company and museum	afternoon

The Santa Clara Valley Horseless Carriage Club has suggested we combine our Ice Cream Social and their Gilroy Tri-Tip BBQ Tour into one great event. We thought that was a super idea. We begin the day at the Anninger home in the east Gilroy foothills. The view of the valley from Eric's home worth the trip in itself! The tour leaves at 10:00 crisscrossing the Santa Clara Valley on back country roads and visiting various reservoirs in the area. The Tri-Tip BBQ with all the trimmings, prepared by Chef Dave Agaliotas, will be ready for us when we return to Eric's home. We will spend the afternoon drooling over the horseless carriage vehicles in the Anninger Museum and visiting his work shop. The museum has just about something for everyone from a fire truck to a funny car to a collection of unique antique and vintage vehicles. Bring your appetite as home-made ice cream will be served after lunch. Maps to Gilroy will be available at the September club meeting, or call Don Azevedo (925)427-6624. Tom Holthaus is organizing the tour with the Santa Clara Horseless Carriage Club. This promises to be a delightful day for young and old. Bring an antique or modern car or even car-pool with friends. Just come. A sign-up will be at the September club meeting, or call Don Azevedo.





***Ice Cream Social
and Joint Tour with
Santa Clara Valley HCC
September 15, 2007***

- From the Bay Area take South 880 or South 680 to South 101 in San Jose.
- Take South 101 to the Leavesley Exit in Gilroy. (This exit is about 21 miles from the 280/680 junction in San Jose.)
- Take Leavesley Road to the left (east) for 1.5 miles and turn left (north) on New Avenue. **Do not make the sweeping right turn on Leavesley Road.**
- Go one half mile on New Avenue and turn right (east) Roop Road.
- Take Roop Road up the foothills for 2 miles to a private road Quail Ridge Road on the right. There will be a HCCA sign to alert you. Follow the private road up the hill to Eric and Ramona Anninger's home. You will be directed where to park.

BAY AREA HORSELESS CARRIAGE CLUB 2007 SCHEDULE

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
SEPTEMBER	1	2 LABOR DAY	3	4 CLUB MEETING 7:30 PM PIEDMONT REC CENTER	5	6	7 ICE CREAM SOCIAL TOM HOLTHAUS GILROY CA
	8 ANTIQUE AUTOS IN HISTORY PARK SAN JOSE	9	10	11	12	13	14
	15	16	17	18 BOARD MEETING	19	20	21
	22	23	24	25	26	27	28
	29	30	1	2	3	4	5
OCTOBER	6	7	8	9	10	11	12
	13	14	15	16	17	18 HONEYMOON TOUR	19 JAMESTOWN
	20 JAMESTOWN	21	22	23	24	25	26
	27	28	29	30	31	1	2
	3	4	5	6 POLLOCK DINNERS MEETING	7	8	9
NOVEMBER	10	11	12	13	14	15	16
	17	18	19	20 BOARD MEETING	21	22	23
	24	25	26	27	28	29	30
	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
DECEMBER	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	31				

UPCOMING EVENTS FOR BAY AREA HORSELESS CARRIAGE CLUB

AUG 26
SEPT 9
SEPT 15
OCT. 19, 20, 11

SENIOR CITIZEN HOME TOUR BYRON PARK
ANTIQUA AUTOS IN HISTORY PARK - SAN JOSE
ICE CREAM SOCIAL - Tom Holthaus - Gilroy, CA
HONEYMOON TOUR - SCVHCC - JAMESTOWN

MORRISON

BIRTHDAYS

COSTA	Tony	9/1
FORBES	Frank	9/1
HOPKINS	Clyde	9/6
STANFIELD	Wayne	9/9
LUIS	Alice	9/11
BLACK	Alan	9/16
ORTMAN	Bill	9/18
GIBSON	Doris Kindberg	9/18
GULARTE	Lee	9/20
SILVERA	Sharon	9/20
BLACK	Anne	9/22
BOYDEN	Jean	9/25

ANNIVERSARIES

BANDUCCI	Art	Doris	Sept. 16, 1962
BUTLER	Layden	Jean	Sept. 20, 1986
AZEVEDO	Don	Joyce	9/21/74
AZEVEDO	George	Genelle	9/25/45

SCVRGHCCA

HONEYMOON TOUR

(back by popular demand)

October 19, 20, and 21, 2007

(modern car tour)

VICTORIAN GOLD "GETAWAY" PACKAGE

SIERRA DINNER TRAIN, B & B in Jamestown, CA

The weekend package for two includes ride on the Sierra Railroad Dinner Train from Oakdale (includes your choice of three or four course dinner on the train), lodging at B & B Victorian Palm Hotel in Jamestown for two nights, and of course, breakfasts.

* * *

Other planned activities include: Railtown 1897 State Historic Park, Columbia State Historic Park, California State Mineral and Mining Museum in Mariposa, and other historic venues in the Mother Lode....maybe some car collections in the area if anyone knows of any, and yet leave some time for relaxation....

* *

HOW TO MAKE RESERVATIONS FOR THE TOUR PACKAGE

Call Sierra Railroad at (800) 866-1690 for reservations, be sure and ask for the Oakdale/Jamestown weekend package, as Sierra RR also does the "Skunk" train tours in Mendocino. Ask for Sara, if available, as she seems most knowledgeable about the various options and prices related to our weekend reservations at the hotel for Friday night (10/19) and Saturday night (10/20). Train ride is 5:00 pm on Saturday. The price quoted for the "Silver" Dinner tour package is about \$419.00 for two for the train ride/dinner (3-course) including tax and tip, and two nights lodging at the B&B, including breakfasts. The "Gold" dinner is 4-course, including champagne and roses for an additional \$100.00 for two, with lodging accommodations the same as for the "Silver" Dinner package.

Then, let the tourmaster know you have signed up for this tour, so we can get a "headcount" and issue further tour instructions as needed.

* *

WE LOOK FORWARD TO AN INTERESTING WEEKEND

Any questions.....call the tourmaster
Jeremy Wire (408) 395-0386 after 8:00 pm
Or E-mail: jcwire@geo-consultants.com

VOYAGE THROUGH THE PANAMA CANAL – APRIL 2007

Surprisingly, the Panama Canal is not one of the “man made wonders of the world”, but if there were a category called “commercial wonders of the world” the Panama Canal would rank right at the top of the list.

The Panama Canal is not something that most people think about, but for some, it is on a “list of things to do” given the time, money and energy. In our case, friends asked us to accompany them on a cruise through the Panama Canal. Who could say no.

So on a mid April day in 2007, we set off to meet their ship in Aruba (a tiny island off the Coast of Venezuela. Christopher Columbus could never have even found Aruba unless he had GPS). Aruba is a way point, and like many islands, caters mostly to tourists.

Since the canal was a full days sailing from Aruba, there was plenty of time to listen to the on-board discussions of the history of the Panama Canal prior to arrival at the locks.



An average of 40 ships transverse the canal daily, mostly freighters. In our case, the passenger ships trans-position twice a year in April and October when they sail to and from Alaska. Passenger traffic through the canal is minimal.

At 4:30 AM our ship arrived off of Colon, Panama on the Gulf of Mexico, picked up our “canal pilot” and tugboats, and shortly thereafter positioned itself at the lower set of locks, to be in first in line for the passage at 6:00 AM.



The Gantun Locks on the Gulf of Mexico side consisted of three identical locks each 1000 feet long and 110 feet wide, capable of handling today’s large passenger ships, and 67% of today’s cargo ships. Ship sizes include the “Panamax” meaning they can “fit” into the Panama Canal locks. The

larger supertankers, VLCC and ULCC “very and ultra large crude carriers) don’t fit, nor do most of the United States navy fighting ships. By 2014 nearly all ships excepting the ULCC can traverse the Panama Canal.



The ship negotiates its own way into the first lock under its own power, but as the ship is moving very slowly, it looses weigh (e.g. can not steer for itself (nowadays ships use bow and midship thrusters to position themselves, but due to the

minimum clearance inside the lock, the are useless inside the canal). “Loosing weigh” is a nautical term to indicate the ship can’t steer by itself, and this is a common problem (which can sometimes lead to disaster) unless the ship has enough forward motion to be able to steer.



Anyway, to keep the ship from crashing into the dock walls, tugboats on both sides steadily push the bow, and with a “toot” “toot” to indicate to one another which way they are pushing, and how hard, and which direction the ship is going. At the last minute the tugs scoot out of the way to keep from getting crushed by the ship as it enters the narrow lock.

Eventually the ship is lined up for the canal entrance and is hooked up by two lifelines from the bow thrown to a rowboat and is then carried and thrown up to the waiting locomotives (“mules”) on each side of the ship. Several “mules” are used, depending



on the size and bulk of the ship, from looking at the side walls of the canal, it is evident that some of the ships literally scrape their way up and down the sides as the water is raising or lowering. Once secure, the double set of doors at the lock is closed.

The water level today raises the ships only 28 to 31 feet per lock or a total of 87 feet in the series of three locks. This raise is very small compared to the Yellow River locks at Three Gorges Dam in China which has just recently been completed.

Although the Panama Canal locks fill fast, maybe 8-12 minutes, it takes at least another 30 minutes to position the ship into the lock first, and secure it to the “mules” which run along side to position the ship in the lock but do not actually pull the ship through.

Once the ship is in position, the second set of lock doors are then opened, and the ship then moves under its own power into the next lock, assisted again by the same “mules” which

keep it from scraping the dock sides. The locomotives have a cog railroad, as they have to climb 28 to 31 feet on each lock. The “mule” can’t let go of the ship during their climb or else the ship would then scrape the side.

Our ship, the Zuiderdam (Holland American Line of Seattle) was 106 feet side and had only 2 feet of clearance on each side of the ship. Really tight, and no scraping. It was 980 feet long and barely fit into the 1000 foot lock. We didn’t touch the side of the canal once.

Out of the second lock, the same thing is repeated, and then onto the third identical lock. Oh, I forgot to mention that there are parallel locks, so that two ships can go into the locks at once, and generally two or more ships are in the locks at the same time, both heading the same direction. The West Coast traffic goes in the daylight time of the day, and the East Coast traffic goes at night.

At the conclusion of the first set of three locks, the ship enters the Gatun Lake, a lake formed by a 1 ½ mile earth dam built in 1914. Gatun Lake, (much larger than Lake Tahoe), is fresh water fed from mountain streams. Only fresh water is used in both sets of locks, and all the water exits either to the Pacific or Gulf of Mexico.

The transit in Gatun Lake is about 35 miles, (50 miles total from Gulf of Mexico to the Pacific Ocean), but during the entire transit, the ships proceed slowly as to not create any wake, to avoid destroying the shoreline which in some cases is very close, and fragile. Travel on Gatun Lake is circuitous, through numerous islands and “Cuts”,

The Gatun Lake terminates on the Pacific side at the Pedro Miguel lock which discharges into the Miraflores Lake. The Miraflores Lake then discharges to the two



Miraflores locks. All locks are identical in size, 1000 ft x 110 ft. Just prior to the Pedro Miguel lock, ships pass through the famous 7.8 mile long Gaillard (Culebra) Cut (which goes through the 85 foot Continental Divide). This was (in 1904) the single largest “engineering” earthmoving project undertaken.

The Gaillard Cut, the narrowest point of the journey, it is about the width of the Carquinez Bridge near Vallejo. Also, there is a sharp turn, hence only one ship at a time, with tugs on both sides so that it can make its “weigh”. This obstacle is the limiting factor for ship traffic, as the locks themselves could handle more traffic, but the “Cut” can’t. The “Cut” is being enlarged.

There are numerous islands, some waterfalls, and plenty of birds and wildlife along the route. The Panamanian

Government allows purchase and occupancy of the islands for private use, although access is only through private boat. It is scarcely populated, hot, humid, and not a natural paradise, so there is little population visible during the transit. In the winter it is not uncommon to rain 10 inches per week.

Once in the Miraflores locks, the scenery changes, as you are now at Panama City, with its white houses and red tile roofs. Everything from shipboard looks very tidy, modern, and productive. The entire city services the Canal, collects revenue, schedules shipping, etc. Nice homes on the hills and Panama City have been the site of movie sets in “Clear and Present Danger”. It is 10 miles inland from the Pacific Ocean.

Just about everyone on our ship was on deck to see Panama City. The weather was excellent, maybe 80F, a little humid, but a great breeze, and slightly overcast sky which kept down the heat.

The three Pacific side locks take about 3 hours to clear, at which point it, the next stop is the Pacific Ocean. Departing the Panama Canal, there are dozens of freighters tied up in the river awaiting their Eastward passage during the night.



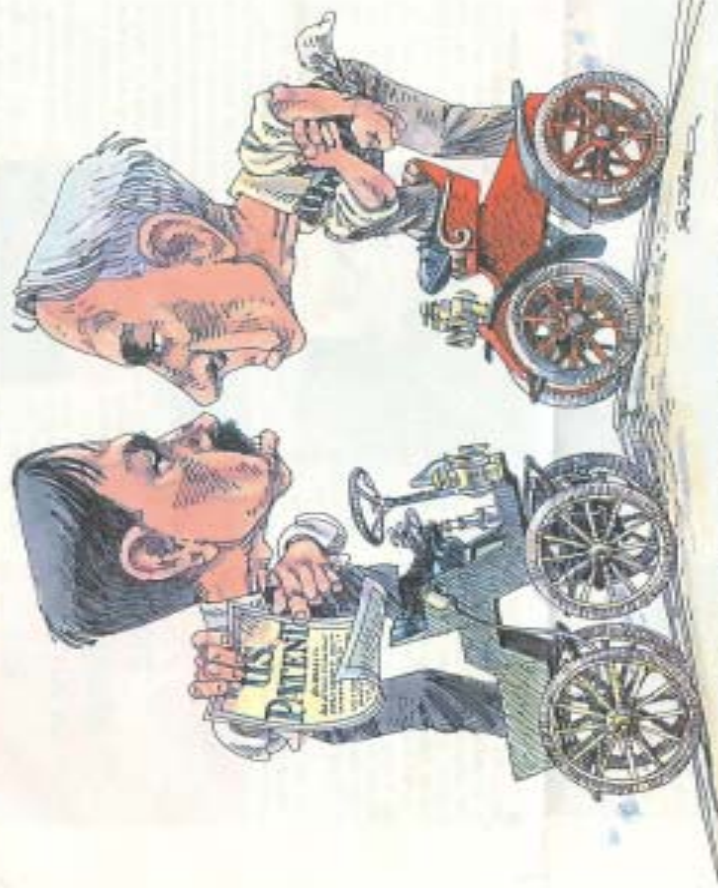
At several points nearing the Pedro Miguel lock and Miraflores locks, we saw large excavations, huge

steam shovels (old term, but you now what I mean), large haulpak trucks (Volvo), rock drills, each taking down the mountain so enlarge the passage for ships. Completion in 2014 will quadruple the capacity of the canal.

“Live” ship traffic can be watched on the website pancanal.com. It’s neat.

I hope that this little journey through the Panama Canal has satisfied your wish for passage in case you don’t have the chance to travel the Canal yourselves.

Respectfully submitted,
Eric and Muriel Lundquist
For Bay Area Horseless Carriage Club



A TANGLED TALE OF THE WRIGHT BROS., ATTORNEY SELDEN AND MR. FORD

It was George B. Selden vs. the automakers, the Wright Bros. vs. Glenn Curtiss—and Henry Ford was in the thick of both

BY DENNIS SIMAMANTS • ILLUSTRATIONS BY JOE DANLSTROM

anon—took a broad view of the Selden patent and overruled the Buffalo motion.

Alexander Winton also lost the court battle, but won the war. He and other automakers forced an agreement with EVC that created an organization called the Association of Licensed Automobile Manufacturers.

A CLEVER A.L.A.M.

A.L.A.M. members agreed to pay a royalty of 1.25 percent of the catalog price of each car they built. (EVC had originally demanded) 5 percent; the automakers eventually shaved it down to 0.8 percent.) Of this money, three-fifths went to EVC, one-third of which was assigned to Selden. The remaining two-fifths stayed with the A.L.A.M. for expenses of litigation as well as service to the industry in general.

Thus, not only did automaker numbers get cash, they also got a say in A.L.A.M. operation. An executive committee decided who should—or should not—be awarded a license. What's more, the committee also decided what sells were to be fought.

By 1904, some 30 automakers were A.L.A.M. members. These included the likes of Winton, Packard, Olds, Locomobile, Preston and Cadillac. But not Henry Ford.

A CLEVER MR. FORD

Some say Ford had approached the A.L.A.M. in the summer of 1903, only to be rejected for a mere assembler of automobiles. In any case, he opted out—and other suit ads opposite those of A.L.A.M. read out ad prominently, "Mr. Ford, driving his

THE CONCEPT OF INTELLECTUAL PROPERTY—copyrights, patents, trademarks—is much in the news these days. Big Kazoo and Grokster have nothing on the likes of the Wright Bros., Glenn Curtiss, George B. Selden and Henry Ford.

This month, we're celebrating the 100th anniversary of the Wright Bros. epic flight. Earlier this year, Ford celebrated his 100th anniversary as well. It's a perfect time to look back on the real knock-down-drag-out, bare-knuckle fight that evolved from the seemingly dry-vo-dust concept of intellectual property.

It was an era of rubber hurns, of trust busters. And, contrary to prophecies of futurists, it was an era of immensely more technical advance than we're living through today. Take the years 1895-1914, which, indeed, are key to our story. The technology of 1895 wasn't markedly different from that of 1865. But by 1914, cities had electric lights, the Ford Model T had already been on sale for six years; the St. Petersburg-Tampa Airboat Line was already carrying passengers in regularly scheduled service.

And two of the country's biggest patent fights had already flared up and been quelled, one of them not completely settled to this day:

AN INVENTIVE LITIGATOR

By vocation, George B. Selden was a patent attorney. By association, he was an inventor. And, like many others in the late 1800s, he dreamed of horseless carriages. But he did more than dream. In 1879, Selden filed an all-inclusive patent for a hydrocarbon-fueled "road engine." What's more, being a patent attorney, he knew the value of designing the document's language until it had commercial value (thus exploiting the 15-year patent life then in force).

His patent was finally issued in November 1903, and before long a gossily number of fledgling auto manufacturers were active here and abroad. Selden didn't start suing everyone; on the other hand, he never actually built a road engine of his own, either.

Instead, in November 1899, in exchange for a royalty of \$15/vehicle and a guaranteed annual minimum of \$5000, Selden assigned exclusive license of his patent to the Electric Vehicle Co. This syndicate planned to monopolize New York City's tax, bus, area with electric cabs. And if electric vehicles didn't work out, EVC bets would be covered by Selden's gasoline-car patent.

Their first suits, in 1900, were against the Winton Motor Carriage Co., at the time the country's largest maker of gasoline automobiles, and the Buffalo Glavoiron Motor Co., selected as a component supplier. Both companies tried to get the cases dismissed. Federal Judge John R. Hazel—remember his name; he'll reoccur

own machine, beat Mr. Winton at Gristle Point back in 1901."

In October 1903, EVC and Selden filed suit against Ford and his New York City agent. "Don't buy a lawsuit with your car," read an A.L.A.M. ad.

Confronted a Ford ad, "We will protect you against any prosecution for adapted infringement of the patents."

There were tit-for-tat suits against Packard, Lenoir and others as well. In all, the court actions ran from 1903 until 1911. The complex Selden case record contains more than 14,000 pages. One of its milestones (obscured) occurred when Judge C.M. Lough interrupted the claimant's attorney with a request: "Someone will have to explain to me what the liquid hydrocarbon gas engine is."

A PATENT ENHANCEMENT

At another point, Selden prepared high two cars along the lines of the patent description, a high-wheeled carriage with a primitive 18-horsepower engine front-mounted driving the front wheels. Both vehicles ran after a fashion, the better one pulling from a number of features not part of the original patent, practical among these, a water-jacketed engine. (Keep this nugget about patent enhancement for later in our job.)

Resolution finally arrived in the person of W. Benton Crosby, a talented attorney added to Ford's legal staff (and yet another person who recedes in our story). On January 9, 1911, note that seven years after the original suit was filed, a U.S. Circuit



66 days' end, though, one of the Wrights' flights covered 852 ft. and lasted 59 seconds. Mankind had entered the age of aviation

Court of Appeals reversed an earlier verdict and ruled in favor of Ford, though in a circuitous way: It upheld Selden's patent, but only for vehicles powered by Brayton 2-cycle engines, not the almost universally adopted Otto 4-stroke variety. And, as Ford's engines were all the latter, there was no infringement.

Selden's patent expired in less than two years. He returned to relative obscurity and to inventing things (including a rotary engine, which never quite worked). And, as in 1922 at the age of 75.

Seemingly everyone else celebrated the end of litigation. Even the A.L.A.M. honored Mr. Ford at its 1911 auto-show banquet. Before long, the A.L.A.M. disappeared, its standards-promulgating Mechanical Branch having already been taken over by the Society of Automobile Engineers, today's SAE International.

MEANWHILE, IN THE AIR

Early aviation was no less tangled. There are fascinating parallels as well as contrasts with the Selden case—and, tantalizingly, several of the same personalities reappear in important roles.

By 1903, Orville and Wilbur Wright had made crucial discoveries in control and stability of their gliders, all tested on the windy sand dunes of North Carolina. They patented these ideas, principal among which were the concepts of wing-warping for roll control and coordinated rudder action for stability in this lateral maneuvering.

The brothers were very close to achieving pilot-controllable powered heavier-than-air flight. (And, noted, these three adjectival terms are necessary in recognizing the immense importance of the Wrights' achievements. Gliders and powered balloons already existed; others may have flown, sort of, but not very far and with only a modicum of control.)

Samuel Pierpont Langley, for instance, was an eminent scientist, secretary of the Smithsonian Institution and early investigator into flight. His model "aerodromes" flew, but trials of a larger manned craft ended up capsizing his pilot into the Potomac River. Langley's second (and last) attempt came on December 8, 1903, nine days before the Wrights' epic flights near Kitty Hawk, North Carolina. (Langley's craft returns to complicate our tale.)

A familiar photograph documents one of the most famous moments in the history of technology. This first flight on December 17, 1903, had a duration of only 12 seconds and went about 120 ft. By day's end, though, one of the Wrights' flights covered 852 ft. and lasted 59 seconds. Mankind had entered the age of aviation.

UP IN THE AIR, LEGALLY SPEAKING

The Wrights continued development of

their Flyer at Huffman Prairie, a large field near their Dayton, Ohio, home. Within a couple of years, flights were lasting 38 minutes and covering more than 24 miles. It's said local farmers didn't even bother looking up anymore.

Seemingly, nobody else cared either. In 1905, the Wrights offered their Flyer to the U.S. War Department, then to the British, each time negotiations bogging down. Their patent on aeronautical control was issued in 1906.

A year later, Alexander Graham Bell, of telephone fame, formed the Aerial Experiment Association. Among those he gathered together was Glenn Curtiss. Like the Wrights, Curtiss was a bicycle specialist who had already made a name for himself in an engine fabrication.

By mid-1908, Curtiss and his Auxe Bug were awarded the Scientific American Trophy for the first straight-line flight of one kilometer in the presence of designated witnesses. (The magazine had approached the Wrights earlier, but they demurred.) The win prompted Orville Wright to offer a licensing agreement to Curtiss. However, he, Bell and the A.E.A. felt there was no patent infringement, as their lateral control depended on ailerons (French: wingtips), not wing-warping. The pot was simmering. At that time, Wilbur was exhibiting the Flyer in France, the first time Europeans had witnessed such capability in a flying machine. These flights took place at Les Hamaudières, just off what today is the Mulsanne Straight of Le Mans. A monument there commemorates the occasion.

If the pot simmered in 1908, it came to full boil a year later. Curtiss won the Scientific American Trophy a second time with his Goddard Flyer. Then later, he trounced Wright proponents—and everyone else—at the world's first air meet, held near Rheims, France (destined to become a motorsports venue as well). For his Rheims antics, Curtiss earned some \$76,000 (a bit more than \$400,000 in today's currency).

The Wrights promptly filed suit against Curtiss and others flying his machines.

Early in 1910, a preliminary injunction was granted, ruling that "the claims in controversy are entitled to a broad and liberal construction." The jurist in the case? Judge John R. Hazel.

TROUBLES IN DOMINGUEZ, CALIFORNIA

This ruling had a chilling effect on America's first air meet, held less than a week later, January 10-20, 1910, on the Dominguez property, south of Los Angeles, not far from today's international airport. Louis Pavaian and other French aviators were served with one injunction on their New York arrival and another as they journeyed west to Los Angeles. When these were adjourned by consent until after

the meet, the Wrights filed another suit demanding Pavaian's profits from the event plus threefold damages. Pavaian and his team flew—at least part of the time with their machines' wing-warping disconnected! Before his U.S. tour was completed, Pavaian's plans were impounded.

Curtiss participated in the Dominguez Air Meet and other exhibitions as well. Part of the time, he flew with rudder control locked, to distance his own machine's control system from the Wrights' patented one.

The suit dragged on, each new development prompting other continuances and yet more testimony.

A SIO, ACRONOMOUS TURN

In May of 1912, Wilbur Wright, age 45, succumbed to typhoid fever. Orville blamed the draw-out court proceedings—and especially Glenn Curtiss—for his brother's death.

Then, in the winter of 1913, came a final verdict from Judge Hazel. Once more, he adopted a broad view of the patent and ruled that even Curtiss ailerons constituted infringement. A later Circuit Court of Appeals affirmed this decision in January 1914.

Orville now demanded a royalty of 20 percent on any aileron-controlled aircraft from any manufacturer, retroactive to the first craft built. He stated he would adopt

“a policy of royalty”—for all but Curtiss. This appears to be when Henry Ford got involved. It's not clear when he and Glenn Curtiss first met. But, in time, Curtiss had the legal advice of (you guessed it) W. Benton Czap. And, before long, there was yet another day of the verdict.

Orville Wright was not amused. The original *Kitty Hawk*, as it was now known, would be displayed at various venues, but not in the Smithsonian. In fact, all remaining years later, Wright announced in 1923 that he was sending the *Kitty Hawk* out of the country. From 1928 to 1948, this historic craft resided in the Science Museum, London.

American involvement in World War I put the Wright/Curtiss fight on hold. In fact, W. Benton Czap was instrumental in getting up cross-licensing agreements. After WWI, matters never were renewed, nor resolved. And, on June 26, 1929, the two companies merged to form Curtiss-Wright Corp.

On July 23, 1930, while recovering from appendicitis, Glenn Curtiss, age 52, died of a pulmonary embolism.

After prolonged negotiations during WWI, the *Kitty Hawk* returned to the United States in late 1948 and got its honored place in the Smithsonian. On January 31 of that year, Orville Wright, age 76, had died, also of a heart attack.

Among aviatophile enthusiasts, the Selden case faded away into obscurity. But, to this day, aviation enthusiasts are still known to align themselves on one side or the other of this second aeronautic affair. ■

THE FLIGHT OF THE LANGLEY

Perhaps also part of attorney Czap's strategy was one of the more bizarre wins in all this. In 1914, the Smithsonian Institution offered the original Langley model to Glenn Curtiss, thus giving him opportunity to assess its viability as prior art to the Wright 1903 Flyer. Curtiss was also given \$20,000 toward its rebuilding and testing, though opinions differ as to its source, the Smithsonian itself or out-of-pocket funds of Smithsonian officials.

This final narrative goes even more complex. Most definitively (as shown in contemporary photographs), Curtiss got the Langley aerodromes to fly. However—certainly paralleled to the enhanced-patent Selden car—the Langley machine was flown in two forms: both essentially original and also with 1914 enhancements.

Proclamations on the matter from the Smithsonian didn't help. The Langley aerodrome was returned to Washington, D.C., meticulously restored and put on display. Its placard read, "Original Langley

BAHCC General Meeting Minutes of Wednesday, August 1, 2007

President Don Azevedo opened the meeting promptly at 7:30 P.M. and thanked Charles Ebers for acting as the stand-in President and conducting the July 2007 meeting.

The secretary was asked to dispense with the reading of the July monthly meeting minutes and the membership voted to approve them as printed in the Gazette.

Dave Pava gave the Club's financial report (a copy is filed in the secretarial binder for reference) indicating that all bills are currently paid and that the budget is balanced.

No guests were in attendance, but the new Mrs. Erika Kopman passed a few wedding pictures around. She and Ben will bring everyone up to date at the next meeting when all of the family photos will be available. Erika said the 1914 Model T is now garaged in Berkeley and will soon be ready for touring.

In absence from the meeting, but still in our hearts - Don asked that we observe a moment of silence for our "passed" friends - Ernie Forbes, Max Pottle and Ed Hector.

Communiques: The BAHCC received a donation check from Bill & Roberta Augusto of Stockton, CA, in memory of Max Pottle. Additionally, there was a letter from the Automotive Research Library of the Horseless Carriage Foundation, Inc., acknowledging the memorial contributions in the memories of Helen "Ernie" Forbes and Max Pottle by the BAHCC.

Another notation about the HCC Executive Secretary's move from Oakdale to Bakersfield. Paul Anthony outlined a few current topics of interest - some by-law changes, the requirement for members "comprehensive" insurance coverage, rules re: trouble truck owners insurance and the current 501-C (National) non-profit status. Applications are now available for joining and touring with the nickel era cars (see Don).

Birthday wishes were offered to: Bill Cassidy, Don Johnson, Mary Lou King and Bill Brommer. And Doug and Susan Durein and Roger and Anna MacCallen celebrated their wedding anniversaries.

Bill Cassidy sent the Club Project Binder around for the member's review and update.

Susan Durein has sent a sympathy card to Rose Hector on behalf of our BAHCC.

Bill Cassidy reported there was nothing new regarding authenticity business.

Membership: Please welcome new members Wes and Henrietta Crowell who own a 1911 Cadillac.

Muriel Lundquist took a minute to discuss the status of our Gazette business. She described the options available to help offset the rising cost of postal rates. Members should write Muriel and confirm their choice = to get a hard copy sent via regular postal mail or get their copy on their computer email. Also, we'll probably need to increase the website file size to archive the old newsletters. If you'd like to see copies from "other club" newsletters - please let Muriel know- as they are easily available.

Past Tours: Joe Sernach briefly reported on the Lodi Hillbilly Flatland Tour. It included some beautiful countryside roads and the "dream estate" of Mr. Padilla's lake, waterfall and 1 / 5 scale train with two miles of track. A very enjoyable one and two cylinder car tour.

Norm Schwartz described the Endurance Race from San Jose to the coast at Half Moon Bay which included lunch and challenging hill runs involving 50 Model T speedsters ! Fast was the order of the day.

Dave Pava gave an overview of the Steamin' Saturday Tour hosted by Fred & Nancy Byl in Oakland and Bill & Kaaren Brommer in Castro Valley.

The Byl's started the a.m. with a delicious brunch and then on to see the compressed air / steam train in the garage and Fred's collection of chronometers- wonderful boating timekeepers. Tilden Park was the next stop and a chance for everyone to ride on the real thing - a steam train followed by a round house visit. Then a great road drive through the hills, lunch at the Brommer's with a wrap up seminar "all about" steam bending. There was a live demo and a take home fact sheet for reference. A good turn out of members and an enjoyable day for all. Frank told everyone about the big Piedmont Centennial Celebration Parade - as usual lots of folks out to march, play music, share their antique cars and generally have a great fourth of July. After the "drive", Club members headed down to Oakland to see Bob Rosen's garage collection. Then the cars and passengers returned to John and Carolee's home for an extravagant picnic BBQ luncheon. And as a special handmade treat there were Don's snow cones. Thanks to John and Carolee for offering such a beautiful setting, nice company and tasty food. Doug Durein regaled us with his Dyke's encounter with the local stagecoach horse, and alas, it's ending with some new glass for the front headlight. Guess he (the horse) didn't take kindly to being replaced by a car !

Future Tours: Reno - Hot August Nights; Byron Park retirement group/lunch; Ice Cream Social in Gilroy; San Jose History Park in September; Halloween -TBA.

Congratulations to John Morrison on his prestigious Lifetime Achievement Award. We're very lucky to have such an accomplished member as our touring friend. Read all about John's activities in the Piedmont Post article in the August 2007 Gazette.

Old Iron Projects: Bill & Kaaren Brommer have officially started their ground-up restoration project on their 1911 T Touring. Family members have long been waiting to "get a ride" with Grandpa in this one.

Dave Pava announced that he will be selling his Cadillac and has a serious list of potential new buys to replace it. See Dave for purchasing info.

See Don Azevedo for info about the Tech Shop classes in Menlo Park, CA. A great chance to learn and use some specialized equipment too. For Sale: 1939 Standard Convertible, in Sacramento, English right hand drive, basket case. \$500.

Notes: Norm Schwartz mentioned that there will be a Garage Sale next Saturday in Martinez - lots of old stuff. (see Norm for details). And his surprise French auto magazine find of a picture of Don Azevedo & car ! Wow, our President really gets around.

Adria Schwartz reminded everyone that there is a new museum in Martinez - a good place to visit.

Doug King asked, "Did you see that there is a \$10 fee for the national tour" ?

And Doug Durein said there would be an Antique Street Fair this Saturday. Ask him for details.

Hospitality for the evening's meeting furnished by Bill & Kaaren Brommer. Including speciality snow cones - handmade by Joyce and Don Azevedo. Mmm good.

Entertainment: Tables of Interest -members have brought along some of their favorite hobby items to share.

Car accessories, clothing, art work, books and antiques too. Ask questions and learn something new.

The meeting was adjourned at 8:45 P.M.

Minutes submitted by Kaaren Brommer,
General Meeting Secretary 8/26/07

BAHCC BOARD MEETING MINUTES FOR 6/20/07

President Don Azevedo called the meeting to order at 7:31 PM at the Sernachs' home in Pleasanton.

The 5/16/07 board meeting minutes were approved as printed.

Treasurer Dave Pava passed out a financial statement as of 6/20/07. He noted not much has changed from the last meeting and that we are still running in line with the budget.

Communications—Joe Sernach shared that he received lots of junk mail from scammers claiming to want to buy cylinders he put on-line as for sale as part of his Paterson jugs project. He also said he still has not heard back from outgoing National Secretary Todd Miller's office about the status of two memberships being considered (Metais and Ogden), and that he has received another membership request from Wes and Henrietta Crowell (Johnny Crowell's brother and sister-in-law). Dave Pava moved, John Morrison seconded, and the motion carried unanimously to approve Wes and Henrietta's membership request.

Authenticity Chairman Bill Cassiday provided correct information on the appropriate lights and equipment for a 1911 EMF.

Hospitality Chair Joe Sernach said there was nothing new at present.

Past Tours and Events—Doug Durein reported the Calistoga Tour took in more funds than were spent. This was because sign-ups were higher than expected and because there were some unexpected areas of saving. There are a few small bills still to pay and so there was no final statement yet. There was a discussion of the large amount of money spent by the Santa Clara Club for the first night's spread of hors d'oeuvres. It was suggested that we rebate them \$500 for part of the amount they spent as we had many more participants on the tour than they did, and that we also let them know we'd like to scale down the hors d'oeuvres starting next year on the Blossom Tour. We also discussed giving a rebate to all registrations of \$60 per registrant driver.

John Morrison moved we reimburse the Santa Clara Club \$500 and each registrant driver \$60 as per the above discussion. The motion was seconded by Joe Sernach and passed unanimously.

Don reported on the Burlingame Parade, the Lodi Flat Land Hillbilly 1 and 2 Cylinder Tour, and the Model T Endurance Run (Santa Clara Valley), all successful events.

Future Tours and Events—Don mentioned the Steam Bending Tour (Brommers and Byls), "Ernie's Mass", "Max's Tour", the Piedmont 4th of July Parade and Barbecue at the Morrisons', the Ice Cream Social, the Kelly Park event, the Byron Park Tour, the Pumpkin Tour, and the Silver State Tour.

Old Business—None

New Business—It was moved the BAHCC make donations to the Horseless Carriage Library Foundation in memory of Ernie Forbes and Max Pottle. The motion was seconded and passed unanimously.

Dave Pava reported that we anticipate postage costs to mail will go up by about \$1,000/year. The suggestion to ask computer literate members to receive the Gazette electronically was made.

Dave also said rent is higher, donations are up, and most costs are on the rise.. Based on these factors there was a discussion that a dues increase may become inevitable. The board felt it would be important to begin to discuss this at general meetings as well as having discussions of possible areas for cost savings to help offset the current trend.

The meeting was adjourned at 9:00 PM to delicious treats by Esther.

Respectfully submitted,

John Morrison, Board Secretary

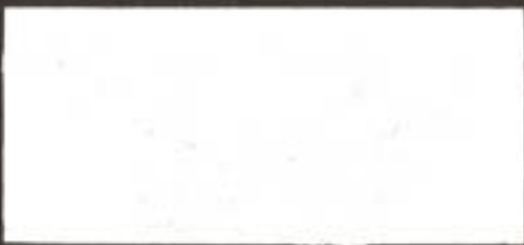


**Like Old
Cars?
Ask Me About
Bay Area Horseless
Carriage
Club**

Joyce and I recently attended Reno's Hot August Nights with my folks and found a few treasures at the swap meet and antique shops. I walked around the swap meet two days and had a 3-inch button on my shirt that said "***Like Old Cars? Ask Me About Bay Area Horseless Carriage Club***". I was impressed with the number of vendors that responded to the question. Most really didn't know about the HCCA. I did tell them about the Nickel Era Registry and was surprised with the interest that this new group generated. Vehicles in the teens and twenties really don't have a group with which they can really tour. I will have more of these buttons at the September meeting for those that would like one. Wearing these buttons is an easy way to generate conversation with strangers and just maybe new members for our club!

FIRST CLASS MAIL

OFFICIAL PUBLICATION OF THE
BAY AREA
HORSELESS CARRIAGE CLUB
c/o 250 Roblar Avenue
Hillsborough, CA. 94010



CALIFORNIA
BAY AREA