



*Bay Area
Horseless Carriage Club*



BAY AREA HORSELESS CARRIAGE CLUB

2009 BAHCC BOARD OF DIRECTORS

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EDITORS NOTES:

The editor wishes to thank all the contributors to the June Gazette. It has been a fun issue to put together with lots of pictures and great touring articles. If you are touring please remember to take a few pictures and send them in with a memory or two so that we can share it with other members. Remember the deadline to submit is the 22nd of the month. There will be no July meeting and the next Gazette will be for August 2009. Happy Touring!

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

CALENDAR OF UPCOMING EVENTS:

- July 4 - Piedmont Parade and delicious BBQ at the Morrison's home.
- July 9-10 - Alice Ramsey Tour Event - check with Erika Kopman for details.
- Aug 9 - Ice Cream Social Tour - hosted by the Sernachs and Dureins.
- Aug 15 - Visit Gilroy Garden Railroads - donate food for charity - Holthouse.
- Aug 30 - BAHCC Swap Meet at Cal State East Bay (Hayward) - lots to sell.
- Sept 9-12 - Old Town Tour - see Sam Gurnee for details.
- Sept 13 - Antique Cars in Historic Kelly Park, San Jose
- Sept 26 Ironstone Tour
- October — we need a chairman for a ? Pumpkin Tour
- November - TBA - Field Meet / Reunion Event - pending.
- December - TBA Tour ?
- Dec 12 - BAHCC Holiday Party - Piedmont Community Center.

June 2009 - Presidents Message

By Don Johnson



The Golden Gate Wine Country National Tour is now history. From all reports the tour could not have been better. I want to thank all our club members who tirelessly put in many hours of work to make the event successful. That includes members of the Santa Clara and Santa Rosa Regional Groups who assisted our club as well.

The tour was varied; with drives through wine producing valleys, redwood forests, historic town of Sonoma, along the Russian River, and along the rugged cliffs of the Pacific Ocean. We had a day off to visit and tour San Francisco in Vintage 12 Passenger Tour Buses, with stops at Fisherman's Wharf and the Academy of Art's private car collection.

I also want to thank the trouble cars that kept a look out for our cars and assisted those folks that had trouble, including myself. I also want to thank those mechanics who worked under the light of flashlight to repair cars, make adjustments, and get the cars back on the road for the next day's tour.

Our next event will be July 4th in Piedmont, with the Morrison's in charge. We will parade down Highland Avenue with a short tour after the parade to a surprise location. We will return to the Morrison's home for a great barbeque. Sign up with John at our June business meeting.

Vice president Johnny Crowell will be leading the meeting for June as Pam and I will be traveling. See you in August.

Don Johnson

**NUTS AND BOLTS FOR JUNE WILL BE AT MARK CERRUTI'S
HOME IN DANVILLE.
(256 La Questa Drive)**

Mark will be sharing his cars with members at this June 6th get-together. Details will be announced at our June 3rd meeting or call Mark at 925-831-0883 for directions and time.



SNOOPY

by
Esther

The National tour is over and OH! what a tour it was. Nothing but praise for a well run tour. Good roads, wonderful tour packs, fabulous food, great beautiful coffee and lunch stops, and a wonderful day in San Francisco. Personalized tour books (your car on the cover) that were so well done even I could follow the directions. Only A couple of grumbles about a few hills. Come on folks, where can you go in California with out a few hills.

Eric L., with the help of his partner **Muriel**, ran a terrific day in the City. It was so well organized that I think Eric could tell you at any given minute where everyone was. The Academy of Arts was wonderful. What a beautiful auto collection. As Joe said, “give me 2 hours in here to pick out one car to take home with me and I wouldn’t be able to make a decision”. That is how beautifully restored and desirable they all were. What a treat to see.

Several people come to ride for a day or two in someone’s back seat. New members **Whitney & Diane H.** came for the last 2 days. Diane asked Joyce if she could help and the next thing you know she was up to her elbows arranging and setting out hors d’oeuvres. What an introduction to the club and to touring. Did I say hors d’oeuvres, it was more like a buffet, no one needed dinner after the great variety of food that **Don & Joyce A.** put out.

Don Carson & Wendy Allen from Rodeo had signed up for the tour and were going to ride with there cousins from Arizona. The cousins had to cancel out so “good ole” **John Morrison** asked them to ride with him. Guess who is now looking for a pre 15 model T in good running order? Hope they find one as they are truly a delightful couple and they will be good members.

I could go on and on with praise for the tour Committee. Of course, a lot of members pitched in to make it such a successful tour. Most comments heard were; great tour, wonderfully planned, everyone is so friendly &

helpful, fabulous, just like the old days. Now that says it all. Thanks to all who worked so many hours to make it that good and thanks to the **Santa Clara & Santa Rosa** groups for all there hard work. Big bouquets of flower to all.



The Brommer’s worked right up to the last minute (late Saturday night) to get 60 wheel chocks cut, sanded, drilled tied, etc. for the tour bags and to get there T back to running condition. He had to make a new radiator and Bill said he almost forgot how to do it.

John M. has retired once again, this time from his temporary job, so now he has time to work on his cars. **John, Bill C, Bill A. & Tony W.** all worked feverishly putting his T back together in time for the tour. The first day, it sputtered along on 3 cylinders and being a new engine, John didn’t want to keep running it so he spent the next day trying to fix it. Had to let it sit for the rest of the tour. Back home, John, Dan Ersig and Tony W. went to work on it and found the problem . Three timers later and a different carburetor and they had it purring like a kitten, just a day late for the tour but now ready for the next one.

At the last meeting **Bernard M.** said **Anna** was at home making a dress for the banquet. She was using an antique pattern (yikes) and it was giving her fits. But she pursued and wore it to the banquet. You go girl!! You looked absolutely lovely.



Brommers T ran the tour like it was made for it but their tow taxi quit on them. After much fussing around they found that it was a short in the battery cables and had it fixed in time to tow home.

Fred & Nancy B. brought both model T's to the tour and son Marty drove one of them. I believe that over all, 8 different people showed up to ride in them.

The Crowell's also brought 2 cars on the tour, their Simplex and Locomobile. Chris's son, Mike, drove one and Johnny the other. They played musical cars, trading off seats. The couple from Rodeo rode with them.

Don J. had trouble with his speedster and he and Pam had to hitch rides in back seats.



Erick & Ben K. make a handsome couple and are always dressed to the nines. She fits in to her Mom's antiques and Ben fits into her Dad's. Mom & Dad live in Oregon and also tour but couldn't make it to this one.

Bob Hopkins doesn't drive anymore but he still tours. He and his daughter, Marianne, back seated on the tour and had a great time. Still as handsome as ever and going strong. Happy Birthday Bob!



Phyllis P. had to drop out of the tour as she had a kidney stone removed (ouch). She is doing just fine now.

Jim & Jean B. also had to cancel as Jean had back surgery and hadn't fully recovered in time to tour. Jim said she is doing well. We hope to see you up and touring soon.

We send condolences to **George & Fran S.** His brother and one time member of the BAHCC passed away. Lou was always a lot of fun and because he was so tall and big he got the nickname of "Hoss".

Doug D. finally convinced **Susan** it was time to sell there 22 Model T delivery wagon. They were the 3rd owners and it had always lived in Alameda. The T gets to stay in Alameda as **Don M.** is now the 4th owner . Doug and Susan are right now cruising the Mediterranean with the Banduccis.

As you can no doubt tell, I'm all jazzed up about our terrific tour. I could go on for pages, thanking everyone for a job well done. I'm just sorry that all of you couldn't attend.

Well, we are on our way with the Gulartes to the Tater tour in Idaho and then on to our grandsons wedding in Oregon. —More later—

SNOOPY

GOLDEN GATE WINE COUNTRY TOUR~2009

Tours come and tours go. While this tour is over, the memories will linger for quite some time. There were many comments about each of the details that were carefully attended to regarding everything from the tour books, personalized for each participant to the closing banquet.

Each morning began with a spectacular breakfast prepared by the Flamingo Resort in beautiful Santa Rosa. Fresh fruit, sweet rolls, bagels, hot coffee and juice-you name it, we had it. Each breakfast buffet was laid out in fine fashion and the wait staff of the Flamingo was gracious in going about their tasks.

Each tour began with a driver's meeting led by Don Azevedo and the individuals who worked on that day's tour. They gave us the color and flavor of the roads and points of interest that would be ours to experience on that day. Since three clubs joined efforts to prepare the tour routes and lunch stops there was plenty of variety to be had each and every day.

Sunday's tour to the Sturgeon's Mill Restoration project, led by David Pava, was a delight to those who love history. The mighty redwood trees that are processed into workable pieces of lumber reflect the rich history of the area where these giant trees grow tall and strong. Many saw the pieces of lumber for sale and started planning how they could use a large piece for a deck table or some other piece of furniture. The mill itself is fun by a non-profit organization and is one of the last steam powered saw mills. This mill has been in existence since 1914.



Sunday's dinner was an old-fashioned barbeque around the pool and we were serenaded by a barbershop quartet. What fun it was to partake of the great food, hear the music and reacquaint ourselves with old friends. Members of the Bay Area HCC prepared scrumptious appetizers prior to the banquet.



On Monday, the braking system on our automobiles was tested as we encountered a 1.9 mile steep downhill stretch on Spring Mountain Road. Although the downhill ride was tense for some, the beautiful scenery was worth the effort and we soon found ourselves on level ground in the midst of many vineyards. The tourists passed the world famous Culinary Institute of America in St. Helena. This majestic building, once the home of Christian Brother's Winery, houses this not-for-profit academic institution

which offers an associate degree program in culinary arts and baking and pastry arts. One can attend a seminar aptly named the "Worlds of Flavor International Conference & Festival" held each year at this location. After a mid-morning pastry and coffee stop at the Silverado Brewing Co. we jumped back in the cars and headed down the Silverado Trail and through the little town of Calistoga, famous for mud baths and spa treatment facilities. We were not able to stop there as we were expected at Safari West for lunch, but some folks who have had the spa treatment in Calistoga say it is well worth the time and money to be pampered for a few hours.



Speaking of Safari West, you have to go there! This wildlife preserve is nestled on 400 acres in the heart of California's wine country and is home of over 400 exotic mammals and birds. Not a zoo or a drive through park-it is a wonderful way to experience the African Serengeti without leaving California. If someone wants to get a true safari experience they can stay all night in one of the many canvas-sided tent cabins or in a cottage on the grounds. Their moonlight madness special seems like a great attraction for me. Visit their website at <http://safariwest.com/specials> to see a full range of services and opportunities at the park.



Somewhere along the way Bill Gularte had a flat tire on his 1913 Oldsmobile 53 Touring. He had several on-lookers offering advice, but it was Bill himself who changed the tire.

We finished the day's tour with a drive through the bountiful Alexander Valley then enjoyed heavy hors d'oeuvres back at the hotel, had a great mini-swap meet indoors and learned a great lesson about wine from "Professor Vine." I didn't know there were 630 grapes in a bottle of wine but I do now. (As a matter of fact, I have never seen a grape in a wine bottle, much less 630.) Professor Vine ended his talk with a quiz, complete with door prizes for those who listened and could remember the answers. The grand door prize was won by the



Bakich family. know San Francisco, I strongly knowledge by taking Mr. the Bay. The guides on the

If you think you suggest you test your Toad's Tour in the City by

Toad Tour (driving vintage vehicles with 2009 brakes) were outstanding in their descriptions of the San Francisco area. Each passenger mentioned they felt like *they* got the best tour guide because they were treated to a great, informative tour. (Did you know Cow Hollow has no cows? Did you know that North Beach is not near the beach?) The tour took us through Chinatown, The Financial District, through the Presidio, to Nob Hill (aka Snob Hill) and Fort Point, among other places. If you have not done this tour be sure to put it on your "Things to do List" the next time you are in San Francisco. The Lundquist family has environmentally friendly tours which "Hop Around the City."



Wednesday was a crisp, clear day which was very nice considering the tour was going to Highway 1 and touring along the Pacific Coast. We drove through the Redwood Forest and along the Russian River on our way to the ocean and we truly enjoyed the beauty of both. En-route we stopped at the beautiful Korbel Winery for our morning coffee stop. Soon we were getting a whiff of that refreshing ocean air as the Pacific came into view. Several drivers took their cars down the steep roads to the beaches or stopped off at any one of the dozen or so state beaches we passed. After



passing through Bodega (home of the school scene from Alfred Hitchcock's "The Birds") we started a steep climb up "Joy Road" which was only a joy if you didn't miss the turn.

Our lunch was a delightful family style Italian meal served at the Union Hotel in the quaint town of Occidental on the Bohemian Highway. The food was fabulous and we were treated to a mini concert by a wonderful pianist, our own tourist, Myrna Traversi of Santa Rosa. She played piece after piece as we devoured salad, soup, pasta, dinner rolls and spumoni ice cream. What a gal! What talent!

Back on the road, we went through the town of Graton on our way to Sebastopol to see the hidden place called "Georgetown." George Smith, a WWII veteran had worked in the film industry in the 1930s prior to going off to serve his country. When he returned from the war he bought the land at this site and added many antique cars, movie sets and artifacts from his days in the movie industry. His son, Guy, guided us around the grounds and told us stories of the autos and their history. In George Town one can see the carriage used by Clark Gable in "Gone with the Wind" and also see the Rolls Royce once owned by MGM producer Clarence Brown. Our thanks to Guy Smith for the guided tour. Once we returned to the motel we ate (once again) then retired to the Flamingo Room for some jazz music. Many couples danced the night away in this venue.

On Thursday, our final day, the pace slowed down a bit so that people could visit the wineries or shops of their choice in the "Valley of the Moon." The Valley of the Moon refers to the Sonoma Valley where there were plenty of sites to see including the home of General Vallejo, the quaint town square of Sonoma and the Sonoma Mission, the last Mission built in the mission system of the 1700s and 1800s. Many shopkeepers participated in a raffle game devised by Christine and Johnny Crowell. (More about that later.) After ample time shopping in this town, we toured to the Buena Vista Winery for a wonderful lunch. As always, the winery itself provided a wonderful backdrop and the opportunity for many photos by one and all.



One thing we didn't lack on this tour was food. National Board member Frank Hurley was heard to say "We are an eating club with a driving disorder." That pretty much describes our habits of the week. Thursday night was no exception as participants gathered at the Flamingo for the final banquet. Men and women alike dressed in their finest outfits, old and new. After dinner Christine Crowell had a raffle for some generous door prizes provided by Restoration Supply and others. We took the time to thank all our sponsors including Restoration Supply and AAA of California for providing funds for parking spot reservation signs, banners and dash plaques.

“Events like this are put together with volunteer labor” the tour book says. This particular event started out in the minds of several people who knew that the tour could be a great success if all these volunteers pooled their collective talents to make each and every detail work for a group that included over 50 Horseless Carriages, 120 people and five days of touring in one form or another. Our thanks to Mr. Toad’s Tours, Tour Chairmen Johnny Crowell, Eric Lundquist and David Pava. Thanks to Don Azevedo for making the “spot saver” signs and for working to secure donations from our sponsors. Joe & Esther Sernach for the goodie bags *packed* with wonderful, useful gifts. We also thank Erika Kopman for her expertise with graphics for designing and creating the logo and putting together a fantastic, personalized tour book for each family. There are so many more people to whom we owe thanks, too many to mention here but we truly appreciate the effort of each and every person.



All decked out for the dinner



Happy 78th Birthday SAM



Ann and Bernard waiting for a tow



Mike (Christine Crowell son) drove the Locomobile



Bill and Kaaren working to change out a tire



1907 StevensDuryea, 1911 Hudson



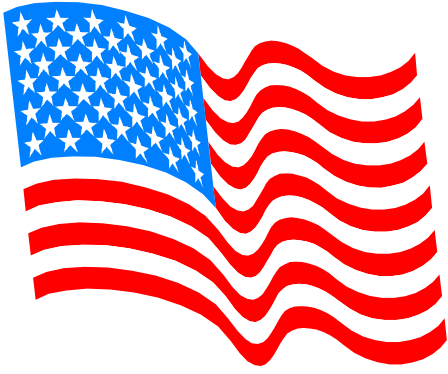
Fran Hurley's 1913 Overland



Red 1914 Buick won John Bakich People's Choice Award



Erika and Ben dressed for touring talk to Kay Caldeira



UNCLE SAM WANTS YOU!

EVENT: July 4 Piedmont Parade, local tour and barbecue at the Morrisons'.

DATE: Not July 3rd and not July 5th, but Saturday, July 4! (Someone always asks.)

TIME: Arrive by 9:00 AM at the first block of Highland Avenue off Moraga Avenue.

TRAILER PARKING: You can park on Grand Ave. down from the Morrisons' house.
(The Morrisons' address is 1450 Grand Avenue, Piedmont.)

HOW TO SIGN UP: Please tell or call John with car details for signs (510-407-0708).

ABOUT SIGNS: Please pick up your signs when you first arrive and tie onto cars.

PASSENGERS: If you would enjoy being a passenger, please let John know.
BAHCC passengers are welcome!

OUR DAY IN SAN FRANCISCO -



Mr Toad's Tours



Museum of Art San Francisco



A happy group at the Museum Mechanique at Fisherman's Wharf playing with the FOOTSIE WOOTSIE one of many historical items on display from the old Playland at the Beach.



NUTS, BOLTS AND GEARHEADS AT THE CANDY STORE May 9, 2009

Bill Waterman and Erv Kessler, Bills' Daly City fireman friend, Wesley and Diane Haist, and Mark Cerrutti and myself met at 9:00 AM at the Candy Store in Burlingame to look at the 40 cars on display at this "private" collection. The prettiest and most expensive (\$3m) was the 1936 Dusenbergs Straight 8 owned by Dick Vento. I have never seen it on the road, and maybe it never goes on the road, but it is simply a piece of automotive artwork.

The Candy Store collection includes pre WW II cars, including a 1926 Hispano Suisa (made in France, but has a Spanish name), a 1929 LaSalle (a baby Cadillac that was an attempt to market a "smaller" Cadillac in the 1920's and 1930's), a Twin Six Packard (1924 I think) which was one of the most stately touring cars of the time. Packard came out with the "twin six" motor in 1915 for its 1916 model. It was two six cylinder Packard engines Siamesed together. Also on display was Ed Archers 1906 Locomobile, the 1911 Lundquist Cadillac Model 30, some neat Ferrari's, Bentley's, Jaguars, etc., Spent about an hour and a half talking and looking at these cars, drinking coffee and donuts.

Following the Candy Store, we visited United Transmissions on California Drive in Burlingame. The owner Tino explained how long it took to do the transmissions, and the fact that now they don't have "exchange" transmissions like the olden days as there were too many of them, and too expensive to build them up just to "sit there". Tino had a 2004 Cadillac Sedan DeVille (rear wheel drive) transmission on the bench, its owner had cracked the pan, and toasted the transmission at 40,000 miles. Wow, there looked like there were 500 parts in this transmission. Tino said: 8 hours to get it out of the car and about 150 bolts; 4 hours to

rebuild it including teardown, 8 hours to get it back in. \$3200 job.

Tino's "new" parts room had 1000 different parts, their "old" parts room - another 1000 parts, and their "old" transmission room - 300 complete transmissions, cases, etc., Tino and brother George have operated this shop for 29 years, and can rebuild anything. They have been doing all of our work for the past 20 years. Their shop has a very low "comeback rate", and would certainly be recommended by us for any transmission work.

Our third stop was to visit "Toad Hollow Garage" on Rollins in Burlingame where MR TOADS TOURS maintains their cars. There the group inspected a 1916 Overland, 1910 Ford "T" Firetruck, 1911 Ford "T" Touring, 1914 Ford "C" Cab, and 1923 Ford "T" Speedster, plus the two Checker Aerolimos. The group was especially interested in MR TOADS mannequins whose jaws move. One looks like Willy Nelson, who can be made to "sing" with a remote wireless microphone. Neat to surprise guests with a talking mannequin.

This was over and done in three hours. Everyone left knowing something they didn't before, especially the transmission rebuilding. Whitney commented to Diane, what have I got myself into in rebuilding his 1911 Cadillac. Nothing but what can't be cured with a lot of money, Whitney.

Eric Lundquist

June NUTS AND BOLTS will take place at Mark Cerruti's. See announcement on page 3 under the Presidents message.

Finally...on June 14, Bay Area Horseless

Carriage members that have competed for many years with their early speedster or race car, in the 200 Mile Cross Country Endurance Run out of San Jose will have a cheering section this year from fellow members of their own club, as the BAHCC sanctioned tour for June is the Lowland Tour. The Lowland Tour is the companion tour of the Santa Clara Valley Model T Ford Club 200 mile Endurance Run held annually in San Jose. Several individual BAHCC members have won awards over the years and the BAHCC has won the club participation award several times for having the most endurance run participants. Sign up now not only for the enjoyment & excitement of the Lowland Tour which takes place on June 14th in San Jose, but also for the fun of cheering on your fellow members to a win!



There will not be an organized BAHCC tour from the Oakland area to San Jose where the Lowland Tour starts, so you're on your own getting there, but once you're there, what a treat!. You'll be a part of the exciting and memorable Lowland Tour, this year celebrating the big 40th annual running of the grueling 200 Mile Cross Country Endurance Run for 1927 and older speedsters and race cars. The Lowland Tour is a companion tour to the speedster/racecar 200 mile Endurance Run, and is comprised of stock antique automobiles 1940 and older. (last year the oldest car was 1910 so you'll be right at home) As a Lowland Tour Participant you will be a vital part of the thrilling action that takes place in the Endurance Run throughout the day. The Lowland Tour action begins early Sunday morning, gathering at the starting line in downtown San Jose before the speedsters and racecars arrive so that you can experience the excitement as 40 or 50 of them in full force, roar in as a group polled side by side, ready to challenge man and machine against nature in a 200 mile cross country endurance run. Next comes the roster announcement of speedcar entries, followed by the ceremonial moving National Anthem, then "Gentlemen Start Your Engines" and finally the roar of the engines as the green flag drops, capping off this unforgettable experience. Lowland Tour participants are there to enjoy the experience and cheer on the speedsters and racecars at every possible vantage point throughout the day as you have the rare opportunity to see and hear the speedsters and racecars in action and watch the frenzied drivers and riding mechanics perform their necessary duties. All of this action begins in downtown San Jose on June 14, 2009. The Lowland tour gathers at Second and Santa Clara Sts. from 7:00 to 7:45 AM and after the green flag drops for the speedcars at 8:00 AM the Lowland Tour departs, driving an easier "lowland" shorter route in order to be at the Half Way Line festivities as the speedcars arrive, cheering them on as they take the wave of the half checkered flag, and then joining them for lunch. After the last speedcar leaves for the grueling second half, the Lowland Tour departs (again on an easier route) for the finish line and the awards ceremonies which begins around 3:00 PM at The Bertolotti Garage on Laurelwood Rd.(off De La Cruz Blvd) at the corner of Woodward Ave. in Santa Clara, CA. You are welcome to sign up for the whole day's event or attend any part of the day's festivities. As a Lowland Tour participant you'll find yourself playing a major role in the fun filled action of the day and have the time of your life! **Sign up now!**

ENTRY FORM IS ON THE REVERSE SIDE OF THIS PAGE

REGISTRATION FORM
SANTA CLARA VALLEY MODEL T FORD CLUB
LOWLAND TOUR - Sunday, June 14, 2009
Pre 1940 Cars

Driver's Name _____ Phone number (____) _____
Address _____
City _____ State _____ Zip _____

Passenger names _____

Auto: Make _____ Model _____ Year _____
License # _____ State: _____
Insurance Carrier _____ Policy # _____
Car club affiliations _____

FEES:

Registration \$20.00 per car \$ _____
(Registration fee includes coffee stop, dash plaque, program &
finish line refreshments)

Sunday lunches \$10.00 each # _____ x \$10.00 \$ _____
Or bring a picnic lunch

Optional:

Saturday afternoon BBQ at the Bertolotti's Car Collection \$18 each \$ _____

NOTE: (Reservations for the BBQ must be in by May 15)

TOTAL _____ **ENCLOSED** \$ _____

Important: fill out for awards

Miles driven to event _____ OR Miles trailered to event _____
First Lowland tour entered _____ Total Lowland tours entered _____
Occupants in era clothing YES/NO Car decorated YES/NO

This registration releases the Santa Clara Valley Model T Ford Club and all people involved in this event from any and all liability connected with this event.

Driver Signature _____ Date _____

Registration deadline: June 1st

Complete and mail this form with check payable to SCVMTFC for total amount to:

Pat Meneely 26044 Duval Way
Los Altos Hills, CA 94022

Phone: 650-948-9301 email: pmnly@yahoo.com

Note: Maps of the tour will be handed out on Sunday morning.

HOTEL KEY CARDS

This is pretty good info. Never even thought about key cards containing anything other than an access code for the room!

Ever wonder what is on your magnetic key card?

Answer:

- a. Customer's name
- B. Customer's partial home address
- c. Hotel room number
- d. Check-in date and out dates
- e. Customer's credit card number and expiration date!

When you turn them in to the front desk your personal information is there for any employee to access by simply scanning the card in the hotel scanner. An employee can take a hand full of cards home and using a scanning device, access the information onto a laptop computer and go shopping at your expense. Simply put, hotels do not erase the information on these cards until an employee reissues the card to the next hotel guest. At that time, the new guest's information is electronically 'overwritten' on the card and the previous guest's information is erased in the overwriting process. But until the card is rewritten for the next guest, it usually is kept in a drawer at the front desk with YOUR INFORMATION ON IT! The bottom line is: Keep the cards, take them home with you, or destroy them. NEVER leave them behind in the room or room wastebasket, and NEVER turn them into the front desk when you check out of a room. They will not charge you for the card (it's illegal) and you'll be sure you are not leaving a lot of valuable personal information on it that could be easily lifted off with any simple scanning device card reader. For the same reason, if you arrive at the airport and discover you still have the card key in your pocket, do not toss it in an airport trash basket. Take it home and destroy it by cutting it up, especially through the electronic information strip! If you have a small magnet, pass it across the magnetic strip several times. Then try it in the door, it will not work. It erases everything on the card. Information courtesy of: Metropolitan Police Service.

Submitted by our very own Snoopy, Esther Sernach.



JUNE ANNIVERSARIES

SILVEIRA	J W	Barbara	June 1, 1952
MCEACHERN	Dan	Mary	June 6, 1987
MORRIS	Mike	Judy	June 12, 1976
GULARTE	Bill	Lee	June 13, 1954
SWENSON	Frank	Dailyn	June 15, 2006
BYL	Fred	Nancy	June 20
SHERMAN	George	Fran	June 26, 1946
CALDEIRA	Chet	Kay	June 28, 1980
CRUZ/ZYLSTRA	Harold	Marge	June 29, 2002

JUNE BIRTHDAYS

HAIST	Diane	6/2
FORBES	Tanya	6/3
CROWELL	Johnny	6/6
HENNINGSEN	Scott	6/7
PRATT	Fred	6/14
DUREIN	Doug	6/19
MCCRUMB	George	6/27
HOLTHAUS	Terri	6/29

Western Gaslight 1 and 2 Cylinder Tour

Forty-nine families converged on San Juan Bautista April 22 – 25 and greatly enjoyed this year's annual Western Gaslight 1 and 2 Cylinder Tour put on by Ken and Mary Ann Ryan, tour chairs par excellence.

The BAHCC was present in force, including the Aninos (1908 REO), Azevedos (1906 REO), the Caldeiras (1907 Maxwell), the Cesaris (1909 Buick), Tony Costa (passenger), the Dureins (1908 REO), the Francies (1906 Maxwell), the Gurnees (1909 Brush), Jim Lagorio and Barbara Tognoli (1909 REO), the Morrisons (passengers), the Nicolauses (1909 Buick), the Ritcheys (1911 Maxwell), the Sernachs (1909 REO), and Tony Wollesen (1909 Buick).

As you can imagine, REO, Buick and Maxwell were by far the best represented marques. Others present besides the Brush were a 1902 and a 1904 Curved Dash Olds, a beautiful and impressive big 1903 Winton (Con Fletcher and Eva Morrison of Colorado), Jon Gurnee's equally impressive and extremely original, big 1906 White Steamer, two 1913 IHCs, and a very strong 1906 Tourist manufactured in Los Angeles, CA. There would have been Bill Ortman's old 1904 Ford there, now owned by Fred Enstrom of San Marcos, CA, but at the last minute he couldn't make the tour. The car was, however, at Bakersfield only a week or two before this tour, and Fred was running it around the Fairgrounds in fine form. And as a special treat, the Henningsen brothers brought out their totally original, approximately 1904 Knox and displayed it in the parking lot for all to inspect. It looks exactly like what an honest to goodness barn find, the kind we all dream of, would be, and they even started it and ran it around the parking lot.



The 1904 KNOX drew a lot of interest



Doug and Susan Durein with their 1908 REO



Chet and Kay Caldeira with their 1907 Maxwell



Stan and Carole Nicolaus with their 1909 Buick

San Juan Bautista has lots of history! It began in 1797 when a small settlement of nine adobe buildings was erected, one being a chapel. With conversions and baptisms, more adobe buildings were constructed and the settlement grew. By 1811 there was a cemetery and by 1812 the mission had been built. By 1832 there were 925 Indians living in the settlement, and by 1850 California had become a state.

On the first day of the tour there was a short “shake-down run” to St. Francis Retreat, a beautiful, unspoiled area with vast views, a place well worth seeing. Then on day two we toured to the Salinas Valley and had a full length touring day, including a lunch served at the Monterey County Sheriff’s Posse Grounds. (A full length touring day for the 1 and 2 cylinder cars is often under 50 miles, but sometimes as much as up into the 60s.)

Day three was another full day of touring and was to the San Juan and the Santa Inez Valleys and Cienega. The morning coffee stop included the treat of visiting the Horleys’ car barn, which is a very nice, private set-up owned by friends of Ken’s, then over more beautiful roads and a stop at Marich Confectioners (a candy factory with a gift shop and lots of samples). Next was a fancy, catered lunch stop at a beautiful, immense old ranch with a Victorian farm house that we also got to tour. This ranch, Rancho Cienega de los Paicines, has been a working ranch since the mid-1800s and is virtually unchanged and unspoiled.

After lunch we experienced more beautiful roads, the absolute highlight for me being a long run through private land arranged by Ken. This was on a part of something called the San Juan Bautista de Anza National Historic Trail. This basically unpaved, mountainous, ancient road dates all the way back to the 1700s as an overland missionary route from Sonora, Mexico to what became the various missionary settlements of Northern California. Several of the photos in this article were shot on our travels up, down and along the plateaus of this trail.



Cars driving on the old stage road

Day four, our final day, featured a breakfast for all at the Cutting Horse Steak House, then a relatively short tour to the quaint little towns of Aromas, Royal Oaks and portions of Prunedale and more amazing touring roads and interesting things to see along the way, including a working quarry operation. Upon our return to San Juan Bautista we had lunch on our own, we had the time to explore the town itself and its many antique shops. Then that evening, as the grand finale of the tour, we enjoyed a wonderful banquet at the VFW Hall in San Juan Bautista.

I am aware that the Ryans experienced a lot of unexpected changes during the planning of this tour and that there were many challenges in making it all happen, but you would never have noticed it. They seemed cool, calm and collected and the tour went very smoothly.

It just doesn’t get any better than this tour was!

John Morrison

(see more pictures next page)



At the Winery



Cars parked at lunch



Jim Lagorio with Barbara Tognoli 1909 Reo // Sam and AnneGurnee 1909 BRUSH (note wooden front axel)



Joe and Rae Anino on part of the DeAnze Trail and Don A // Joe Sernach 1908 Reo and LeRoy and Joyce Francies 1906 Maxwell



Don and George Azevedo in a ONE Cylinder Reo



Breakfast in San Juan Bautista

BAHCC General Meeting Minutes of Wednesday, May 6, 2009

President Don Johnson opened the meeting by introducing the representatives from the California State Auto Association (AAA) - Jeanine Jones, Cheryl and Grace - who had come to give a brief presentation about the benefits of belonging to and using AAA services. It was noted that AAA has donated funds to pay for the upcoming National Tour's participants car banners and plaques. Jeanine extended a group membership fee waiver and a bonus for current members who upgrade their coverage to premier class. We want to thank AAA for their generosity and support of our National Tour event.

Guest Neal Hildebrand was introduced. And the birthday song was sung to Eric Lundquist, Doug King and Neal Hildebrand. Bernard and Anne Metais celebrated their wedding anniversary - our best wishes to them.

The membership was asked if they had read the General Meeting Minutes of April? And were there any corrections and/or additions - response = no. Therefore, President Don suggested that we vote to accept them as printed in the Gazette - all agreed.

Treasurer Dave Pava reviewed the current financial report items, noting that the recent auction had brought in \$545.00. He E- filed the Club's tax info and has received confirmation that the forms were accepted.

Correspondence: Received a copy of the "Defender" which reported pending legislation regarding old cars. Don Azevedo announced the new "sales" section in the Club Project Binder.

Esther Sernach added to the Sunshine announcements - by offering our condolences to George Sherman whose brother, Lou, recently passed away. Phyllis P. has kidney stones.

Don Azevedo guaranteed everyone was authentic! And the cars were OK, too.

Bill Brommer commented that the "name" badges have arrived for our newest members.

And also reminded members about the next "Nuts and Bolts" gathering at the Candy Store hosted by Eric Lundquist with a possible bonus of a special shop visit and demo.

Gazette Editor, Muriel Lundquist, requested news items or pictures be submitted as early as possible this month. She has also been posting affiliated clubs' newsletters via email.

Webmistress, Erika Kopman has diligently updated our website and generously offered to assist a Tampa Florida HCC webmaster upgrade his club's site.

Tour Chairman, John Morrison, listed the Club tour agenda:

Everyone enjoyed the Green Brass Tour in Walnut Creek. And some joined the 1 & 2 Cylinder group in San Juan Bautista. Lots of roads driven in California this year.

Next up: the National HCC Golden Gate Wine Country Tour, May 17-22, 2009, in the Santa Rosa area. Current enrollees: 56. A first class event not to be missed!

Ed Archer gave an overview of the June 14 Santa Clara Endurance/Low Land Tour. If you plan to enter a speedster - get the tech sheet for the rules. It's a unique opportunity to see the racers at the starting lineup - just like the old days — hoorah! And then leisurely drive the low land tour to see who's running ahead at the half way point - and cheering home the contestants at the finish flag line. Real excitement and fun.

July 4 - Piedmont Parade and delicious BBQ at the Morrison's home.

July 9-10 - Alice Ramsey Tour Event - check with Erika Kopman for details.

Aug 9 - Ice Cream Social Tour - hosted by the Sernachs and Dureins.

Aug 15 - Visit Gilroy Garden Railroads - donate food for charity - Holthouse.

Aug 30 - BAHCC Swap Meet at Cal State East Bay (Hayward) - lots to sell.

Sept 9-12 - Old Town Tour - see Sam Gurnee for details.

Sept 13 - Antique Cars in Historic Kelly Park, San Jose

Sept 26 Ironstone Tour

October — we need a chairman for a ? Pumpkin Tour

November - TBA - Field Meet / Reunion Event - pending.

December - TBA Tour ?

Dec12 - BAHCC Holiday Party - Piedmont Community Center.

Doug Durein reported that he has sold his delivery truck which has a long history of being in Alameda with many careers. Luckily, this time, the new owner also lives in Alameda.

Hospitality: Our thanks to Walter and Ruth Sowell who baked up two delicious cakes for our end of the meeting treats. We'll have to get Walter's recipe tips.

The BAHCC Board Meeting scheduled for Wednesday, May 13 has been cancelled. The National Tour Committee will meet after the general meeting. Don Johnson, reflected that if there were no further agenda items or announcements - the meeting was adjourned at 8:25 P.M.

Meeting minutes by Kaaren Brommer
Secretary 5/15/09

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