



*Bay Area
Horseless Carriage Club*



BAY AREA HORSELESS CARRIAGE CLUB

2009 BAHCC BOARD OF DIRECTORS

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EDITORS NOTES:

The editor hopes everyone is enjoying a lovely summer and doing lots of touring. Our 4th of July Parade and BBQ at John Morrisons was a great event and on July 9th the Alice Ramsey car arrived into San Francisco with some of our club members there to greet and welcome them at Crissy Field. Many of you have participated in other tours and I hope you will send us pictures and articles to share. See you on the 5th and remember to join us for dinner before at the Silver Palace Restaurant. 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:

Aug 5 General Meeting Piedmont
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 2 General Meeting Piedmont
Sept 9-12 - Old California Tour - see Sam Gurnee for details.
Sept 13 - Antique Cars in Historic Kelly Park, San Jose
Sept 26 Ironstone Tour
Oct 7 General Meeting Piedmont
Oct 7-10 - Hershey
October — we need a chairman for a ? Pumpkin Tour
November 4 POTLUCK DINNER General Meeting Piedmont
November - TBA - Field Meet / Reunion Event - pending.
December - TBA Tour ?
Dec 12 - BAHCC Holiday Party - Piedmont Community Center.



August 2009 - Presidents Message

By Don Johnson

I have had a busy two months since the Golden Gate Wine Country National Tour. My wife and I have been traveling. However, between travels I have been able to participate in a couple of Horseless Carriage activities.

On the Forth of July the Club participated in the Piedmont parade. After the parade we had a short tour into Oakland to visit the very interesting old Stanford Mansion on Lake Merritt.

After the tour we were hosted by John Morrison at his home to a great barbeque. We had a good turn out of members and guests.

On July ninth, some club members joined together to host a barbecue at Crissy Field in San Francisco to welcome the Alice Ramsey Group as they completed their cross country tour in a 1909 Maxwell. Ed and Karen Archer brought out their 1906 Locomobile to join with the group in San Rafael and follow them across the Golden Gate Bridge.

August again will be a busy month for our club. On August 8th we will have our Nuts and Bolts Seminar at Tom Holthaus's shop in San Jose. See Bill Brommer for details. The next day, August 9th, we will again have our annual Ice cream social and short tour hosted by the Sernachs.

Our annual Swap Meet is scheduled for August 30. This is our one big money maker for the year. Accordingly, the club needs everyone's participation to make it a success. Please sign up at the meeting.

Don't forget that we meet for dinner at 6:15 PM at the Silver Palace Chinese Restaurant in Moraga before our monthly meeting. Please join us if you can.

Don Johnson



Anniversaries

KOPMAN	Ben	Erika	July 14, 2007
SILVERA	Dick	Jackie	July 25, 1981
SERNACH	Joe	Esther	July 25, 1998
RYAN	Matt	Patricia	July 29, 1988
KING	Doug	Mary Lou	July 30, 1965
ROSEN	Bob	Louise	Aug. 2, 1956
SOWELL	Walter	Ruth	Aug. 2, 1980
DUREIN	Doug	Susan	Aug. 8, 1964
MACCALLEN	Roger	Anna	Aug. 14, 1993
GURNEE	"Sam"	Anne	Aug. 17, 1958
COSTA	Tony	Pat	Aug. 22, 1970
PRATT	Fred	Scheryn	Aug. 26, 1967

Birthdays

RITCHEY	Don	7/3
WATERMAN	Annie	7/7
ZILLMER	Bruce	7/10
GIBSON	Ray	7/12
HIRONIMUS	Judy	7/12
MARIN	Curtis	7/12
SERNACH	Esther	7/14
SERNACH	Joe	7/17
AZEVEDO	George	7/19
HUND	Bill	7/23
SHERMAN	Fran	7/29
FRANCIES	LeRoy	8/3
BOYDEN	Jim	8/7
CASSIDAY	Bill	8/8
REAK	Ron	8/17
SOWELL	Walter	8/18
JOHNSON	Don	8/20
KING	Mary Lou	8-20
RIGGS	Jane	8/20
HOLTHAUS	Mark	8/22
BROMMER	Bill	8/24
LAWRENCE	Betty	8/26
CRUZ/ZYLSTRA	Marge	8/27
RYAN	Jim	8/28



SNOOPY

by
Esther

Lets start with the boo-boo report.

Phyllis P. is all mended and well after a bout with a large kidney stone. After the Doctor removed it, she was up and at em again

A little birdie (**Steve R.**) called to give a heads up on **Baynard B.** Seems he was in a car accident in April, broke his leg in 3 places. Spent 8 hours on the operating table the last 2 months recuperating at his Moms home. He is now home , on crutches and a walker. That was one heck of a break Bayard. I'm sure he would appreciate a phone call or a card. As far as I know, no one knew about it until he told Steve a few days ago. Get well Bayard.

Steve R. also told me he is going in for a battery of tests. Seems his body has decided to give him fits. Hope everything works out for him.

Nancy B. had knee replacement surgery last Tuesday (July 7th). Talked to her Saturday and she said she was doing just fine-right on schedule. We wish her a speedy recovery. Believe it or not, 5 days after surgery she was already riding a stationary bike. What a Gal!!!!

We send get well wishes to **Joe C.** Haven't been able to reach him, but it was reported that he had a slight heart attack or a small stroke. More news after I talk to him.

The Sernachs and **Gulartes** went on the National Tator Tour in Idaho. It was great fun and we met a lot of new tourers and renewed some old acquaintances.

Its good to go to a tour out of California. While our National tour was fantastic and flashy, theirs was rather low keyed but still a lot of fun. Very good "flat land" routes. One day we went all the way to the top of Freezeout hill, we actually had to climb up to 400 feet elevation. We visited one of the best air plane museums I have ever been to. I have never seen so much memorabilia that was so very well displayed. Also went to the World Center for Birds of Prey, and that was also very interesting. They have been in the forefront on breeding Condors as well as several other species from around the world.

Another thing I thought was a good idea was upon registering, you were given an insulated bag. Each morning they passed out bottled water and a frozen ice pack to put in your bag. Then the next morning you turned in your thawed out ice pack for a new frozen one and more water. Clever!!!!

I must brag a little—I received a prize for the best dressed as I wore authentic antique clothes. Every one looked very nice but mostly wore reproduction clothing. The **Gulartes** won peoples choice for starter cars.

After the tour, **Joe & I** spent a week in Oregon visiting Joes son and attending his grandson's wedding. Drove them from the church to the reception in the Patterson. The kids were thrilled.

The **Gulartes** detoured to Northern California (Burney) to visit with their family. Home again, home again jigity jig. It felt good to be back.

John M. was brave enough to put on the bar-b-que after the 4th parade without Carolee. She was in Washington for her Moms 89th birthday. **Andrew Sowell** (Walters son) was a big help in setting up the yard and many of their lady friends helped out with the food and clean up etc. The parade was very good as usual and the short tour to a historic house by Lake Merritt was very enlightening and enjoyable. I wouldn't say that John had a lot on his mind, but he did run out of gas while leading the tour. Better there than during the parade. John jumped in his car the next morning to drive up to Washington to pick up Carolee. They then went to Cannon Beach for a much deserved R & R.

Walter S. had the honor of driving the Grand Marshal in his beautiful Cadillac.

Don J. had the pleasure of driving **Frank S.'s** 28 model A Ford pickup.

Bob & Louise Rosen drove their 41 Ford woody with that cute woody tear drop trailer. The judges liked it so much that they received a special award.

The Duriens did not make the parade as they flew to Utah to visit with their sons family. I bet it was just to get some hugs from the grand children.

From what I heard, the 4 **Azevedos** had quite a time on their "T" tour in Colorado. I think Joyce is writing an article . It should be quite interesting, something about fixing 4 flat antique tires and one on the tow truck????

Bill C., the Dureins, & the Sernachs are very busy planning for the Ice Cream social—so mark the date—August 9th on your calendar. Sign up at the Aug. meeting as they need a head count for the food. Come join the fun in any car, the older the better!!!!

ICE CREAM SOCIAL

**SUNDAY
August 9th, 2009**

**8:30am. - Coffee/orange juice
Tour starts at 9:15am**

*Come join us for a fun day of touring
Bring your antique car, or if it isn't running, bring whatever is.*

**We will tour the east bay hills, then visit PLAYLAND not-at-the-beach,
(It's in El Cerrito) then have some lunch and ice cream with all the toppings at a park
in Point Richmond.**

**Sign up at the August meeting or call no later
than Aug 5th as we need a head count for food.**

**CASSIDAY @ 510-451-4129 or
DUREIN @ 510-523-4993 or
SERNACH @ 925-846-8512**

#####DIRECTIONS#####

**We will meet in Orinda at the Gateway off ramp park and ride. This is off highway
24 just west of the main Orinda off ramp.**

REPORT ON THE WORK PARTY AT ERIKA AND BEN'S

On Sunday, June 7 a small but eager crowd arrived at Erika's garage in Berkeley for the purpose of trying to repair the noisy engine problem that was heard on the Golden Gate Wine Country Tour two weeks prior, which had forced the trusty little 1914 Ford to sit out the last part of the tour.

Prior to the day of the work party, Erika had received some advice on how to diagnose the problem. As per suggestion, she had removed the inspection plate from the bottom of the engine pan and had felt the movement of the bottom of each rod. Finding that number one appeared to have more movement than the others, she knew that that must be the one that had suffered the damage.



Knowing that, Tony W., Bill C, Bill A., John M. and Bill O. arrived with a variety of tools, used rods, gaskets and other possibly needed parts in hand. Erika, Ben and Ben's mom greeted everyone, and on the sidewalk in front of the garage was a table loaded with fresh strawberries, pastry, juice and cold sodas and water.

Erika and Ben were eager to do as much as possible of the wrenching, which left a fairly large advisory committee to supervise and encourage their progress. So the two of them took out the head bolts, removed the head, then removed the nuts from the rod bolts, removed the rod cap, then pushed the rod and piston up and out of the block.

The advisory committee could readily see that the pounding of the rod had left almost no Babbitt material on the rod or the cap, and that the crank journal itself had been scored in the process. When measured by micrometer, the journal also proved to be slightly out of round. So a clever process of manually scraping and then polishing that journal from underneath the car ensued that resulted in the smoothing and truing up the roundness of the journal. With a good dose of blind luck, one of the spare rods proved to be so close to the size needed that with the application of some special abrasive paste it could be slowly turned and tightened until a proper fit was achieved. (The particularly delicate work described in this paragraph was done by an experienced committee member.)

Next the piston was attached to the rod and slid back into the engine. Erika and Ben reinstalled rod cap, then the pan inspection plate, then and the head, which Erika personally torqued bolt by bolt, according to the proper sequence, to 45 lbs.

At this point Ben and Erika filled the radiator with water, added oil, Ben cranked the car to life, and it ran smoothly and quietly. After it was warmed up and turned off again, Erika adeptly retorqued the head, again to 45 lbs. and by the proper sequence (fast learner). This time Ben cranked the car again, and with Erika at the wheel they went for a very rewarding spin around the neighborhood, parked the car back in the garage, and gave lots of heartfelt thank-yous.



Nuts and Bolts

By Bill Brommer

Those of you who missed the Nuts and Bolts Seminar at Mark Cerruti's on June 6th, missed a great day indeed. He has an eclectic and varied collection of automobiles and memorabilia. A barn fresh 1916 Maxwell Touring Car, a 1922 Model TT Ford working dump truck, a 1929 Model A Ford Phaeton, a 1970 Volkswagen Karmann - Ghia, and a 1961 Ford Thunderbird fill his museum space and are surrounded by all sorts of automobile signs and equipment. There are Burma-Shave signs, auto dealer signs, automobile product signs, road signs, and even banners advertising old radio shows ! There is even a collection of children's pedal cars and small mechanical toys. His layout includes an assembly area, workshop area and a separate office for his architecture business.

Which brings us to the building itself. From the inside it looks like a museum and work shop. From the outside it looks like a custom built house similar to other houses in the area. What makes it even more unique is the fact that not only did Mark draw up the plans for the building, but he also built it himself. Way to go Mark ! Thanks for inviting us to your party.

Next Nuts and Bolts

August 8, 2009

Our next Nuts and Bolts seminar will be held at Tom Holthaus' shop in Santa Clara, CA, on Saturday, August 8, 2009, from 9 to noon. Tom will show us how to grind a camshaft. If you have not visited Tom's shop before don't miss this opportunity. He has quite a collection of new and old machinery, as well as, a shop full of very interesting customer's cars. And don't miss the bicycle and motorcycle collection.

Please note: When driving by on the street look for the Delta Machine shop at 2275 Calle De Luna. Tom's business is at 2277 Calle De Luna which is located BEHIND the Delta building. See you there.

Miscellaneous Meanderings

Membership

If anyone is in need of a new name tag - please let me know. The Club now has a full time secretary and getting new badges should be easier and quicker. Phone or e-mail me - Bill Brommer.

Bill Hund

As some of you know, we had some problems with the differential on our "Pie Wagon" on the national tour in Santa Rosa. We thought that it was housebroken, but it keep leaving bigger and bigger puddles of oil everywhere we stopped. Had to stop running it as we ran out of oil for refill. When we got home and were able to assess the damage - we found that of the twelve rivets on one side of the casting - there was cracking from rivet to rivet more than half way around. That's where Bill Hund's help came in. He was able to skillfully weld all of the cracks back together. The differential is now back under the car and we successively completed the July 4 th parade and tour. So if you are in need of expert welding or machine work, give Bill a call. Thanks Bill.

Charlie Chaplin

I hope that you all enjoyed a visit from Charlie Chaplin at the Fourth of July Parade.

He said that he had a good time visiting with all of the Piedmont folks and seeing our beautiful antique cars. By the way, he has not given up his day job as Al Proietti "the barber" and Doug King and Bill Brommer visit him on a regular basis in Castro Valley for a great haircut.

Maestro of cars and carriages - John Morrison

By Paisley Strellis

"You don't see many small town parades that also include a mini-car show," said longtime Piedmont resident and retired Middle School Principal John Morrison about the annual July 4 procession down Highland Avenue. "For car enthusiasts, the Piedmont Fourth of July parade is really something special."

That said, Morrison would be the last person to admit that is true, in large part, because of his hard work as the official Vehicle Coordinator for the Parade Committee. With Morrison providing logistical support, more than 70 classic cars managed the 5-block trip down Highland Avenue.

While Morrison is passionate about classic cars of all varieties, his first love is for cars built in 1915 or earlier – what's known amongst hobbyists as "horseless carriages." Morrison himself is the proud owner of four horseless carriages: a 1910 Buick, two Cadillacs from 1905 and 1913, and the 1912 Model T Ford that he drove in the parade this year.



Retired Middle School Principal John Morrison

Thanks in large part to Morrison and his commitment to the Bay Area chapter of the Horseless Carriage Club (HCC), the Piedmont parade plays host to roughly a dozen horseless carriages each year. This year 15 pre-1916 automobiles made their

way down Highland Avenue. Of those 15, three of the cars featured – a 1909 Paterson owned by Joe and Esther Sernach, a 1909 Ford Model T Touring owned by David and Patricia Pava, and a 1909 Buick Model F owned by Tony Wollesen – were 100 years old.

The Bay Area Chapter of the HCC meets at the Piedmont Community Hall on the first Sunday of every month, drawing members from as far south as Aptos and as far North as Sacramento. That sense of Piedmont as a "home base" certainly helps encourage a portion of the more than 80 families in the chapter to exhibit their carriages in the parade each year. Of course, so does Morrison's famous after-the-parade party.

About 8 to 10 times a year the HCC organizes "tours" or outings which allow the members to take their much-loved automobiles for a spin. And each year Morrison is in charge of the Fourth of July tour. These are

see **MORRISON** on page 32



The Piedmont Choirs were escorted by the 1911 Cadillac of Eric Lundquist.

70+ classic cars grace Highland Avenue on July 4



Retired PMS Principal John Morrison led the brigade of horseless carriages down Highland Avenue in his 1912 Model T Ford.



More than 70 classic and antique cars graced this year's parade down Highland Avenue.



Photos by Daniel Bullwinkel, Jonathan Payne, Pax Rozmusson and R. Todd Kerr
Riding in style, parade grand marshal Shirley Price rode in the 1913 Cadillac of Walter Sowell.

Parade emcee Hunter McCreary was beside himself on Saturday, July 4 as the classic cars rolled past the grandstand where stood in his funny red, white and blue top hat and spoke into a microphone.

"There goes one of my all-time favorites," he said about Don Sande's 1929 Hupmobile 8 with trailer.

"That was the car I just had to have as a teenager," McCreary said later about another classic car in this year's parade.

"That one was considered the classiest of all the class cars," he announced a minute later.

It's hard to fault McCreary for his hyperbole.

The classic cars in the Piedmont Parade are one of the best rolling car shows anywhere. Coordinated by John Morrison, there were more than 70 classic cars in this year's parade including a 1912 Model T Ford driven by Morrison himself.

Beep. Beep.



Generally, the classic cars paraded in order, the horseless carriages went first.



Roadsters from the 1930s featured impressively displays of chrome.

Morrison

Continued from page 1

some of the few occasions that HCC members are able to hit the streets in their cars. (Morrison always recommends a quick check particularly of the bat-

people approach him through Parade Committee Chair Carla Betts, but 15 years of spectacular classics don't just happen. The relationships that Morrison has built with car owners has created word-of-mouth interest in the event.



Photo by Daniel Bullwinkel

Retired PMS Principal John Morrison led the brigade of horseless carriages down Highland Avenue in his 1912 Ford Model T.

teries in advance of an outing. As evidenced by the 1935 Ford Roadster that needed a jump midway through this year's parade, leaving a car in storage can produce some surprises.)

After ferrying City Officials and other parade luminaries down Highland Avenue in the procession itself, the HCC members caravan to a historic home or landmark in the area. This year they visited the Cameron Stanford House on the banks of Lake Merritt.

The festivities continue with a party hosted by Morrison. Opening his doors to friends and neighbors as well as HCC members it has become a legendary event in the community.

The more recent models featured in the parade come from within a much smaller radius than the horseless carriages, with many of the owners being current or former residents of the city. Morrison shrugs off credit for attracting these post-1915 beauties.

"I was given a notebook full of car owner names when I joined the parade committee," he asserted, adding that sometimes

Morrison traces his interest in cars back to an admiration for his older brother.

"He was in high school and I was in junior high. He worked on cars and I really looked up to him," Morrison recalled. "It was a time when you could buy a car for \$50 fix it up and sell it for \$150, so it became a hobby."

Working at the Mare Island Naval Shipyard in 1962 Morrison met a welder who was restoring a 1921 Marsh.

"As soon as I saw it I was hooked on classic cars," he said. Soon after he acquired and restored a 1917 Hudson and the 1913 Cadillac he still owns today.

One of his favorites was the beautifully preserved 1912 Model T Ford owned by Professor Bernard Matais.

Next year Morrison looks forward to seeing a Cord motorcar owned by Tom Strauss that was not quite road-ready this year.

"It's part of this hobby that repairs and restoration sometimes take longer than you'd expect," said Morrison. "But the wait is worth it in the end."



**More 4th of July
Pictures**



Model T Ford National Tour at Kanab, Utah

a.k.a. Canyonlands III by JoyceAzevedo

Take a 95 year old car, a long drive to Utah, 202 Model T Fords one State Park and four fantastic National Parks with spectacular views and you have the Model T National Canyonlands Tour of 2009. ‘

Don & I, George and Genelle Azevedo left California the morning of June 20th and drove two days to get to Kanab, UT to participate in this tour. George and Genelle and Don's brother Larry and his wife, Lorna of Albuquerque had participated in the Canyonlands Tour in 2002 and raved about the fantastic views and terrain so when we found the tour was being held in Kanab (also known as “Utah's Little Hollywood.”) we decided to go. We were not disappointed. Other BAHCCA members attending were Dan & Mary McEachern and their daughters, and Ed and Karen Archer. Had there been an award for having your picture taken the most, Ed and Karen would have won the prize. Persons from all over the globe asked to have their picture taken with the couple with their old car and their authentic clothing.

After checking in on Sunday the 21st, the Model Ts met at a local park for a welcome picnic and a Radiator Cap Contest. Each participant was invited to design and create a unique radiator cap to be judged by participants of the tour as well as the residents of the town of Kanab. The Kanabites (Kanabians?) were also invited to join the tourists for an ice cream social followed by a cruise down the main street of Kanab. After that short parade (several laps would have made it a couple of miles) we retired to our motel rooms or RVs to study the itinerary for the week. The Committee had thought of everything. Outside the host hotel, Ken Meek of the Townsend Automotive brought a large, trailer of parts for T owners to purchase if they needed anything and the committee had also arranged for a lighted garage for tour participants to work on their Ts at night should they need to perform any repairs.

Monday we traveled 153 miles round trip to the beautiful Bryce Canyon National Park on U.S. 89. We also visited the Dixie Forest and Red Canyon. Once inside we drove through the scenic valley or took the courtesy tour buses through Bryce Canyon National Park. Bryce Canyon was formed by sedimentation, uplift and erosions and provided a unique visual experience. This was just a foretaste of what we would see throughout the week. We encountered hills, valleys and spectacular scenery. We traveled through many small Mormon towns surviving on tourism and agriculture.

Tuesday we visited the Coral Pink Sand Dunes State Park. This is a must see if you are in the area. When we arrived at the fine sand dunes, we removed our socks and shoes and climbed to the top of the dunes to see miles and miles of beautiful pink sand created by ferros oxide (which Model T'ers know as rust.). In this state park, every camping spot had a camper or RV and a couple of ATVs so they could buzz through the dunes. What fun they were having!

From the Coral Pink Sand Dunes State Park we took an authentic, Model T road-not a reproduction. The washboard road that occurred along this route and the soft sandy sections were making the Ts a little squirrely but the roads were negotiable. After about 5 miles of this type of road we found pavement again and headed to Colorado City in Northern Arizona.

At the turn of the 20th Century, Fundamentalist Latter Day Saints, who practiced polygamy, founded Colorado City. Polygamy is still practiced there today. It was a very interesting place to visit. The homes are built to accommodate several wives and their children and there are multiple entrances going into each wife's dwelling. The entire town is built on a cash only basis-no credit. The Church owns all the land in Colorado City, so the homes revert to the church when the family passes on or moves away. Many of our touring group people offered the moms and children rides in the Model Ts as had been done during past tours to this town. No matter how many children we gave rides to there were always more children politely waiting for a ride in any car. After over an hour of giving rides we had to say good-bye and move on down the road where we drove through the Kaibab Piute Indian Reservation. The Reservation is 121,000 acres and the home of almost 100 Native Americans.

Near the Reservation we visited the Pipe Spring National Monument then on to the little town of Fredonia where we (the Azevedo clan of 6) stopped at the town's sole antique store. We found some treasures there then finished the day 6 miles up the road back into Kanab.

On Tuesday night we had dinner at the Movie Museum across the street from the host hotel. Because of all the westerns that were produced in Kanab, from the Tom Mix era of silent movies until the 1970s when Westerns were in their hayday Kanab got the name “Utah's Little Hollywood.” At this movie set, outside the dinrr many in our group were pressed into service acting out scenes from some of the Western Movies that were filmed there. Don and George Azevedo portrayed members of the Cavalry, with shiny six-shooters belted on and frontier military hats. It would have been more believable with real horses, but alas, stick horses were

the order of the day in the small scene in which they participated. The children who were on the tour were very excited to be a part of a “movie.”

Wednesday’s tour (130 miles) took us to Cedar Breaks National Park with elevations over 10,400 feet and an 8% grade to be navigated. Low Pedal was required for this part of the trip but the group made the trip well and Low Pedal was used quite a bit on the return trip going down that same steep hill. The guide at the top of the look-out site told us the park had some sloughing off of the formations last year and we were standing about 15 feet further back than had we been there a year ago. It was interesting to watch the crowd, en mass, take a couple of **really big steps** back. Along the way we viewed an area where “young” lava flows (only 1000-5000 years old) could be seen. Many folks stopped for a picnic lunch at Navajo Lake as we did. It was an enjoyable, peaceful setting.

There is nothing quite like seeing the Grand Canyon for the first time. The enormity of it is awe-inspiring. Thursday’s tour from Kanab to the North Rim of the Grand Canyon was 173 miles round trip so it was the longest single day of touring for the week. There were many photo opportunities along the way (as there had been every day) but this canyon was spectacular in width, breadth and depth. The serenity of the moment of looking down into this great chasm was interrupted by the cell phone ring of a passer-by who apologized for the noisy intrusion it made. Who knew “can you hear me now” would be heard in such a remote place?

Upon leaving the North Rim, we took a side trip to Point Imperial and Cape Royal, up a winding road which lead to more breath-taking scenery. Many more photographs were taken there. After descending the hill and returning to the main exit road out of the park we stopped to take pictures of a herd of bison roaming free. My mind imagined how these humungous creatures must have looked to the indigenous people who looked upon them as a food source as well as a source of raw materials from which they could make footwear, tepees and clothing. Occasionally, some smart-aleck in a Model T would blow his AOOGA horn as he passed by those brave folks edging close enough to get some photographs of the herd. We were thankful the beasts did not seem to care about stampeding toward the tourists.

Our last day of tour was a short 81 miles into Zion National Park. Unlike all the other parks, where we viewed the formations from above, at Zion you drive down, down, down, through a 1.1 mile long tunnel constructed in 1930 and to the bottom of the Canyon. Once through the tunnel (which required that ALL cars use headlights) we saw the interesting formation called the Checkerboard Mesa where rocks have been eroded

over time into hundreds of shapes, etched into odd patterns of checks and grooves. On this day we looked up at the formations and took shuttle busses throughout the park to see the sights. The shuttles take visitors down roads that very few people can go in their automobiles so it was worth parking the cars and taking the bus.

Our final banquet was held at Kanab High School and the food and services was impeccable. There were some unique awards given to individuals and families and there, the individuals who worked so hard to make the tour a success were recognized. Russ and Kathy Furstnow of Flagstaff had put together a wonderful team that did a great job on this tour. We couldn’t thank them enough for the fantastic job they did. My “find” of the week was a dress which I won on a silent auction to benefit the “Best Friends Society,” a local animal rescue group just north of Kanab. This group has been featured on the cable show Animal Planet and I was aware of the life-saving efforts they were doing for the unfortunate animals that had been cast aside. There were many donated outfits that would work with the old cars and I was the lucky person who bid enough to get the “Tea Dress.” The auction probably earned several hundred dollars for the Society.

Of the 202 Model Ts that started I would venture a guess that most finished the tour, and only a few came in on trailers. As always, if a car was on the side of the road many technical advisors stopped to see if they could be of service. (What fun is it to drive on past? Most of us would rather stop and trouble-shoot with a comrade in need.) Our worst fate on the 1914 Model T was two flat tires on the right rear, one conveniently spotted after we stopped in town for an ice cream cone. As always, someone always stopped to see if they could help but usually between Don, Larry and George, they had everything under control.

Our return trip home on the 26th was uneventful until we got caught in the midst of a police action right inside the California border. We are not sure what the guy did, but we had to stop on the freeway while eight Las Vegas Police cars (with 16 officers) drew their weapons (including an assault rifle) on this one lone driver who was trying to skedaddle out of town. The police helicopter officer shouted orders from above to “Get out of the car with your hands up” and “Lie down on the ground.” My thought at that point was “I don’t know what this guy did but he’s got a lot of people with guns that are really angry with him” and “Man that pavement must be hot to lie down on.” Fortunately, the suspect surrendered peacefully with no shots fired and we were on our way in about 45 minutes. Now that was the most excitement you can have on vacation...other than to drive or ride in an antique car.



ALICE RAMSEY CROSS COUNTRY TOUR

At 9:00 on June 9, 1909 Alice Ramsey left the Manhattan Maxwell dealership driving a new four passenger 1909 Maxwell touring car. Alice was the first woman to drive across the continent, arriving in San Francisco two months later. At 9:00 on June 9, 2009 from the same location in Manhattan, this historic drive was re-created by Emily Anderson driving a newly restored 1909 Maxwell. This Maxwell, a duplicate of the original, was purchased five years ago by her dad, Dr. Rich Anderson of Whidbey Island, Washington, an avid horseless carriage enthusiast.

The Anderson RAMSEY trip had been planned for five years, and the restoration itself was a painstaking rebirth of a worse than “barn” fresh carcass. But once completed, the car was an absolute beauty with a dark green body, black fenders, and fancy brass trim, emerging as a beautiful piece of “rolling art”. Creature comforts were sparse. No windshield, no heater, goggles mandatory.

Emily was accompanied by her mom, dad, good friend Christie Catania (copilot) and two brothers, all of whom played an integral part of arranging the route, lodging, visits with different auto clubs along the way, and of course video and photos of the trip. Along for the ride was Emily’s four month old beautiful baby girl, chauffeured by grandpa and grandma in their modern car. Periodically Emily stopped for a “feeding”. Additionally, HCCA members from Sacramento included their full time mechanic and wife in their camper/trailer/mobile repair station. So, whenever mechanical issues arose, they were promptly fixed.

BAHCC followed the Anderson RAMSEY journey from its inception, and during the final week, got first hand feedback from BAHCC’ers Don and Lillian Ritchey who drove to Wendover, NV and in

Don’s recently completed Maxwell, and travelled with them for seven days heading Westward. The highlight was a reception at the



National Automobile Museum (Harrah’s) in Reno. The Andersons’ really enjoyed the company of the Ritchey’s who left the group in Rio Vista so Don could attend to some company business.

The website Anderson/Ramsey website “Aliceramsey.org” contained daily postings, “happenings”, cleverly written. Those who followed the daily postings reminisced “yeah, we’ve done that, experienced that, etc”. And at noon on July 9, 2009, Emily Anderson breathed a big sigh of relief when the entourage completed the final leg of their epic journey and crossed the Golden Gate Bridge. Crossing with the group were Ed and Karen Archer (1906 Locomobile), Ken Larsen in his 1912 Maxwell (Santa Rosa HC Club), a 1937 LaSalle from Los Angeles, and a 1907 Stryker (Built in Amsterdam) driven by Willem Vanderhorst and Hans Vanderwoudt, from Amsterdam. The Stryker, started from New York driven by its owner (also from Amsterdam), who returned home leaving left the last leg to Hans and Willem who piloted the car from Salt Lake City.

The San Francisco “arrival party” took place at the Crissy Field West Beach near the famous St. Francis Yacht Club, and was well attended by other RAMSEY groupies who followed the cross county journey which took place over a month.



Dr. Rich Anderson hoisted champagne celebrate their success, and he and Emily told stories to the waiting Chronicle news writer. The car and group was photographed against the background of the Golden Gate Bridge, and an article appeared in the July 10 the Examiner. (Online at SFChronical.com). Presentations were made by the AACA, followed by a BBQ lunch hosted by BAHCC – Eric and Muriel Lundquist and Don Johnson. Mrs. Rich Anderson said this BBQ was the first “home cooked” meal the group had in days, and it tasted great. It was a relief since most of their meals were eaten in restaurants.

The journey was now complete, a five year dream come true, and shortly to be commemorated by Bengt Anderson (Emilys’ brother) in a video which will be available on their website. Don Ritchey also



envisioned this 20 years ago telling Lillian that he would like to participate in the RAMSEY trip, but telling Lillian that in 20 years he would be 76, and probably wouldn’t make it. Don enjoyed his birthday driving down highway 50. Happy birthday Don. Well, Don, and Lillian, your dream came true also.



Car talk followed lunch, and a discussion of “what’s next” including the upcoming International Tour in Holland, Belgium and Luxembourg sponsored by the HCCA. The Anderson group was offered additional hospitality while in San Francisco, but unfortunately would be leaving immediately for Washington state, and the other homes on the East Coast, as they already had been gone over a month.



The Danes driving the Stryker would return to Amsterdam Saturday, July 11th via KLM. The Stryker was garaged at the Candy Store in Burlingame, awaiting their return in August to drive the car to Aug. 16 Pebble Beach Concours, and would then be air freighted (KLM) back to Holland. Muriel and I enjoyed a true San Francisco Italian dinner (at Caesars) with Willem and Hans before they left. These two are “horseless carriage nuts”, maybe completely nuts, and very good and interesting company. Photos of Willem’s Peking-Paris 2007 in the Stryker are on the website “autostal.nl” Also look for upcoming rally’s (endurance rally websites) for the Peking-Paris 2010, Morocco 2009, etc., Lots of touring in Europe for all age, classes of vehicles, and interesting venues.

Real interesting couple of days with this group.

Respectfully submitted,

Eric Lundquist, BAHCC

HAYWARD SWAP MEET & CAR SHOW

THE ORIGINAL BAY AREA SWAP MEET SINCE 1952

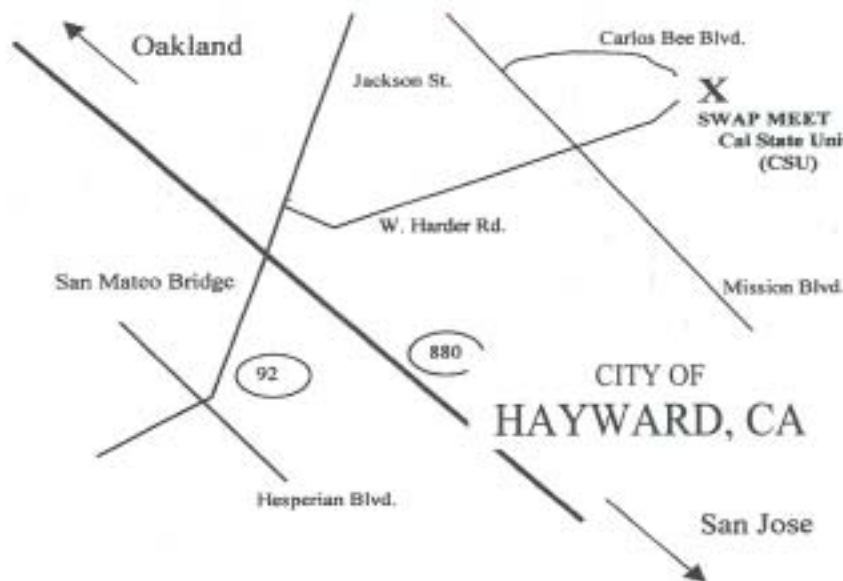
ALL MAKES & MODELS OF CARS & PARTS FOR SALE

CAL STATE UNIVERSITY, HAYWARD, CA
SUNDAY, AUGUST 30, 2009, 6 AM – 2 PM

Rain or Shine – Every Bay Area Car Club Invited!

FREE PARKING! FREE ADMISSION! FREE COLLECTOR CAR SHOW!

Large Paved & Marked Swap Spaces – 20 x 20 \$40 - Cars for Sale \$25 - if Pre-registered by 8-24-2009
Show Your 1965 or Older Car Free - With Special Parking Inside the Meet – No For Sale Signs in This Area



See our classified ads in:

- The SF Chronicle
- The San Jose Mercury
- The Contra Costa Times
- Oakland Tribune
- ... and 8 more newspapers

For complete information:
510-835-6069 – 24 hours
[www. BAHCC.org](http://www.BAHCC.org)

BAHCC Hayward Swap Meet
3277 Surmont Drive
Lafayette, CA 94549

Application on Reverse Side

APPLICATIONS AVAILABLE ON OUR WEBSITE: BAHCC.ORG

BAHCC Bylaws Update

By David Pava

The BAHCC Bylaws were last updated in March 2004. During 2008 the Board reviewed the Bylaws with the intent to bring them into conformity with current club practices. This work was completed in March 2009 when the Board unanimously approved a few minor changes.

The primary change is that our current informal policy of allowing members to drive cars built later than 1915 on one-day BAHCC tours is now incorporated in our Bylaws. In addition, this has been expanded to also allow Associate Members the same privilege.

Specifically, new language was added to Article 1, Section 2 – **Eligible Motor Vehicles** which states “*Only eligible motor vehicles may be operated on BAHCC tours. Exceptions to this policy may be granted at the option of the tour chairman sponsoring a specific one day tour*”.

Additionally, language was deleted from Article 4, Section 2 (4) which previously stated that “*Only current HCCA members shall operate vehicles on BAHCC sponsored tours and events.*” This language was redundant – as the Bylaws elsewhere state that a condition of BAHCC membership is that one must be a member in good standing of the HCCA.

There were no other changes.

The intent of these changes is to allow those who have an interest in pre '16 vehicles to become more involved in our club before the buy an eligible car.

The newly revised Bylaws are posted under the reference tab on BAHCC.org.

If you have questions, any member of the Board should be able to address them for you.

Garage for Rent referral from Phyllis Pottle:

I have a garage for rent on the Piedmont Border in Oakland and have had car buffs store their vehicles here. It is \$165 per month, has an automatic door opener, available August 1, and is secure and enclosed. If you are interested in more information, please feel free to contact me at the phone number or email address below.

Thank You,

Mark Duval

VM 510-654-4977

VMmwduval@aol.com

BAHCC Board Meeting Minutes of Wednesday, June 17, 2009

Place: Dave and Patricia Pava's home. Present: Don Azevedo, Bill & Kaaren Brommer, Don Johnson, Erika Kopman, John Morrison, Dave Pava. Johnny Crowell - absent.

The meeting was called to order by President Don Johnson at 7:30 P.M., who requested that the Board Minutes of 3/18/09 be read as a refresher, since the Board did not have a meeting in April and May. There was a motion by Bill Brommer that the minutes be accepted and approved as read. All voted yes.

Treasurer Dave Pava gave a fiscal report regarding the National Tour profit and loss status. John Morrison continued with some registrar details and will reply to the Board at the next meeting re: the policy of the National re: completing the Tour's fiscal business. Dave commented that the bank account will be closed in 60 days per the Tour committee. Everyone reflected the positive accolades given about the landmark Tour.

Bill Brommer will be requesting two new membership badges from secretary Sharon Gooding this week. Don Azevedo submitted an info sheet on a half page format meant to be given to the public and prospective members at events. The Board reviewed and approved the flyer. Erika Kopman made a brief presentation about becoming involved in the future at the "Maker's Faire" in San Mateo, CA. Are we interested and what would we show in a rented booth? A Model T? (March '10 registration). She also mentioned that plans are being finalized re: the Alice Ramsey Tour on July 9.

John Morrison is set for the July 4 Piedmont Parade and a short tour, courtesy of Bill Cassiday, to Lake Merritt to visit the Cameron-Stanford House, then back to John's for a BBQ picnic under the umbrellas. Historical note per John Morrison to Don Azevedo: The first Snow Cone Machine was built in Dallas, TX by inventor Samuel Bert in 1919. Important because Don makes the "cones" and is authenticity chair !!
July 12 - Tour/ BBQ in Gilroy - Eric Anninger.
Aug. 9 - Ice Cream Social Tour at the Sernach's, Pleasanton.

Aug. 15 - Garden Trains in Santa Clara - see Sam Gurnee for details and community food donation.
Aug. 30 - BAHCC Swap Meet at Cal State Hayward University. Get ready to sign up to help out.
Sept. 9-12 - Old California Tour - ask John M.
Sept. 13 - History Day in Kelly Park, San Jose, see John for details.
Oct. ? Pumpkin Tour - need chairperson.
Nov. ? Field Meet / Reunion Event - plans in the works.
Dec. ? Holiday Tour - TBA.
Tour to Calistoga - suggestion by Dave for the Spring '10 (overnighter, spa, shops)

Bill Brommer confirmed the plans for the next "Nuts & Bolts" seminar on Saturday, August 8, at Tom Holthaus' shop in San Jose - focus: grinding a camshaft. Nine to noon, coffee and doughnuts too.
Communique: Email notice of Wil Faulstick's passing on November 3, 2008.
Old Business: Next Board Meetings: August 19 - Don Azevedo's; ;September 16 - Bill Brommer's; October 21 - John Morrison's; November 18 - Joint Board Dinner Meeting
Swap Meet: Norm Schwartz is ready to mail "applications" this week - needs help.
At the next meeting Dave Pava will present a "contrast" report to explain the finalized By-Laws.
Question for Muriel: Did we send an updated membership roster to the National? Don Rising says there are plans to involve new club secretary Sharon Gooding in the updating of the summer roster.

New Business: Agenda item: Nomination & Election of Board officers.
Do we have members who would like to join and serve on the Board? Who?
Set up a slate - whose term is completed - who may stay in position. (Dave - stay, Kaaren - stay, Don J. moves to Chairman, who VP?)
Celebration News: The BAHCC won the 2009 "most member participation" award at the recent Endurance / Low Land Run. Don Azevedo won the race with the best time — way to go speed racer Don.

The meeting was adjourned at 9:33 P.M. and a delicious pie and ice cream dessert served by Baker Dave.

Minutes by Kaaren Brommer, Secretary 7/19/09

**BAHCC General Meeting Minutes
Wednesday, June 3, 2009**

Tonight's meeting recorded an attendance of 22 members and was presided over by Vice President Johnny Crowell, as President Don Johnson and wife, Pam, were on vacation. Birthday wishes were extended to John Morrison and Johnny Crowell and anniversary celebration congrats announced for J. W. and Barbara Silveira and Fred and Nancy Byl.

The membership was queried about receiving the current month's Gazette — and since all had read the May General Meeting Minutes, Ben Kopman made a motion to accept them as printed, Walter Sowell seconded the motion and all voted yes. Doug and Susan Durein were also away on vacation, but Susan had requested that we report that Phyllis Pottle had sent a nice thank you note following her brief hospital stay in recognition of the Club's plant gift.

Next on the agenda - the Financial Report given by Dave Pava indicated that all bills are paid. A separate accounting of the final balances for the National Tour -ended on a green note. Hooray! Some tour extras were offered for free to members - wine, table mats, car signs and bottle servers. Don Azevedo sent the Club Projects Binder around for the members perusal.

Communications: Many wonderful notes were received by members - all saying thank you for an outstanding National Tour - scenic roadways, good food, lots of friends to share with, fun entertainment, comfortable accommodations and fantastic weather !

John Morrison reviewed upcoming tours: Parade in Piedmont July 4 and Club Picnic.

July 9 - Erika Kopman related info re: Alice Ramsey Re-enactment from New York. Check our website.

August 9 - Ice Cream Social - Pleasanton - Joe & Esther Sernach, Bill Cassidy, Doug & Susan Durein.

August 15 - Garden Railroads event - see Sam Gurnee (includes food donation).

August 30 - BAHCC Swap Meet - Cal State University, Hayward - sign up for jobs.

September 13 - History Park in San Jose - see John M. for signup.

Old California Tour - see Sam Gurnee.

? October - Pumpkin Tour - need chairperson.

? November - Field Meet - still in the planning process - TBA.

? December - Holiday Tour ?

Bill Brommer asked Mark Cerruti to announce the next Nuts and Bolts Seminar, on Saturday, June 6, 2009 from 9 am to noon . Maps available. Check out Mark's challenging restoration a 1916 Maxwell.

Erika Kopman took the floor to ask for assistance in trouble shooting and repairing her 1914 T Roadster - a broken rod/piston ? - in time for the July 4 parade. Several members offered suggestions and/or equipment. I'm sure Ben, and Erika too, are going to get their hands greasy on this project.

Vice President Johnny Crowell introduced club member and newly elected HCCA President Jim Boyden, who said it was a pleasure to attend our meeting. He told us that this week the national office was officially moved to Temple City, CA, where our new full-time secretary, Sharon Gooding, will attend to business - offering support, easy access and quick transactions. The new address is: 5709 Oak Avenue, Temple City, CA, 91780. Our thanks to members John Meyer, Frank

Hurley and Jim Boyden and others, who helped accomplish the task of box loading and driving of the many miles for the big move.

Another purpose for Jim's visit was to announce the recipients of the Marion Welch Award in the form of a beautiful gold belt buckle. Dave Pava has offered the Club long time support and was especially involved in shouldering many of the details of the recent National Tour and assisting Jim. As recognition Jim presented Dave with a buckle. Also honored with a gold buckle, as recognition of his photo contributions to the Gazette and pictures for the National Tour Booklet and many hours of assistance in Club events was Bill Cassidy. Our congratulations to both men - very deserving awardees.

Johnny segued into Old Business, directing secretary, Kaaren Brommer, to write thank you letters to the Horseless Carriage Clubs in Santa Rosa and Santa Clara who so ably contributed to the success of the National Tour on our Bay Area Club's behalf. (See a copy in the Secretarial Binder for reference.) Johnny then asked Dave Pava to give a brief report "all about" the National Tour. First and foremost, Dave said he had nothing but praise and compliments for the teams who offered their help in every venue. Everything was very well organized and reflected fun and enjoyment. The hospitality room offered great tasty food and drinks following each day's tours. The BBQ and poolside meal, music and entertainment was outstanding. Each day offered a new location and experience to tour to - Sturgeon's Steam-powered Lumber Mill, Korbel Winery, Safari West, Alexander Valley 's back road scenery, the full San Francisco package riding on the Toad's Tours, the Academy of Art's stunning car collection (Tony Wollesen's son made six CD's of car pics to share with club members), our mini-swap meet, ocean and coastal views, morning buffets, nightly dinners, music and dancing, special Occidental Hotel Italian luncheon accompanied by pianist, Myra Traversi (Santa Rosa club member), Georgetown "movie" sets with Guy Smith, Buena Vista Wineries' fresh garden lunch in a 150 year old site, Sonoma Square shopping, concluding with a wonderful fancy dress evening banquet and awards ceremony event. The tour booklets gave superb directions and generally we had few roadside problems - ably assisted when necessary by Muriel and Eric Lundquist. Did everyone get to hear the mini musical concert given by Anne Metais on accordion and Ed Archer on banjo ? Is there a CD and/or when do they go on the road ? Such talent ! Final count: 128 members/family/friends and 57 antique cars. Yes, it was the BEST tour in many years - and a job well done by everyone. Thanks.

The BAHCC Club Swap Meet green promo flyers are ready — please take a handful and distribute them to friends and local businesses. The work assignment sheet will be out at the next meeting.

New Business: Next Blossom Tour in May and/or April 2010 - King City, Carmel and San Juan Bautista. Ken Ryan and Tony Wollesen working on tour plans - stay tuned for further details.

Joe Sernach thanked Bill and Kaaren Brommer for the delicious fresh strawberry pound cake dessert offered for tonight's hospitality. Don Azevedo made a motion to adjourn the meeting, seconded by Ben Kopman, Johnny concluded the meeting at 9:15 PM.

Minutes by Secretary Kaaren Brommer 7/18/09

BAY AREA
HORSELESS CARRIAGE CLUB
C/O 1384 Rollins Road
Burlingame, CA 94010



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