



*Bay Area  
Horseless Carriage Club*



## BAY AREA HORSELESS CARRIAGE CLUB

### 2009 BAHCC BOARD OF DIRECTORS

**David Pava** **Chairman & Treasurer**

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**Bill Brommer** **Membership**

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**Joe and Esther Sernach** **Hospitality**

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**Muriel Lundquist** **Gazette Editor**

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### **CALENDAR OF UPCOMING EVENTS:**

October 4th - "The Train Tour"  
October 7th - Club Meeting  
October 7-10 - Hershey  
October 18th - Pumpkin Tour  
October 21st - Board Meeting  
November 4th - Potluck Dinner and Club Meeting  
November 8th - Field Meet / Reunion Event .  
December - TBA Tour ?  
Dec 12 - BAHCC Holiday Party - Piedmont Community Center.

### The **BAY AREA HORSELESS CARRIAGE CLUB**

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

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

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

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

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

**WEBSITE:** www.BAHCC.org

### **EDITORS NOTES:**

As summer comes to a close and this issue is going to press the Editor would like to thank all of you that have contributed to this months issue. We have some great articles and wonderful pictures. I would like to encourage all of you to send in your photos and write-ups. It is fun for all of us to read about what you are doing or have done in your cars or with other members at events that might be of interest to us all. Be sure to check out the early October event on Sunday. This is not much notice if you have not been at our meetings, but please give John a call if you would like to join the group on Sunday, October 4th. Otherwise we hope you will be at the meeting on Wednesday, October 7th. Have your articles for next month to the editor by the 22nd please.



## October 2009 - Presidents Message

By Don Johnson

By now, most of you have seen The September–October 2009 HORESLESS CARRIAGE GAZETTE. The magazine featured our club sponsored Golden Gate Wine Country Tour that was held this past May in Santa Rosa. The front/back cover features Esther and Joe Sernach's 1909 Patterson and a 1909 Oldsmobile owned by Carol and David Ayers in front of the fountain at the Buena Vista Winery in Sonoma. The photo includes several members of our club including Ben and Erica Kopman, Patricia and Dave Pava, Annie and Sam Gurnee. Inside, John Meyer III did a wonderful 14 page write up and pictorial of the tour. In addition, there was a separate double page picture of Ericka Kopman with her 1914 Model T Roadster overlooking Goat Rock Beach along the Pacific Coast.

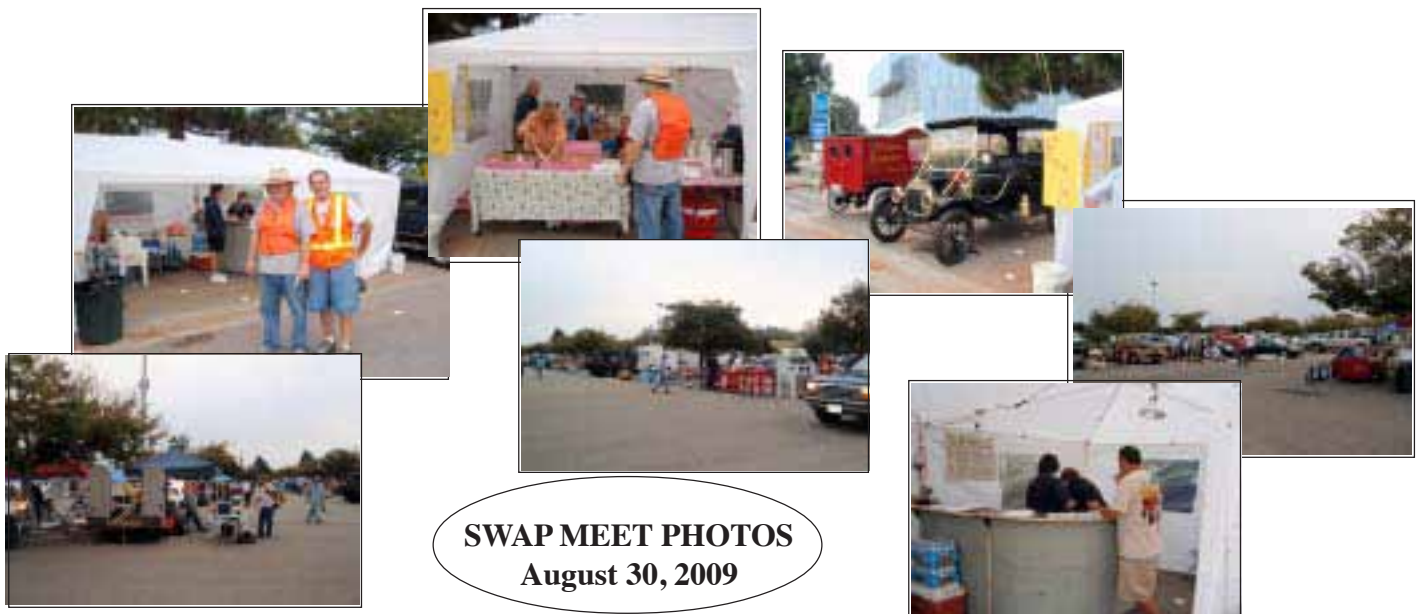
Also included in the Gazette was more on the Dutch manufactured, 1907 Spyker that I had the pleasure riding along with the owner, from Burlingame to Monterey, last month.

There are two upcoming Board of Director vacancies, and I encourage members to consider applying. The Board of Directors plays an invaluable role in running the Club and Planning future activities and tours. Both vacancies are for 2-year terms. Information can be obtained from any Board Member or from Nomination Chairman, Dave Pava. Candidates will be considered at the October 21, 2009 Board meeting.

October looks to be a busy month for the Club. John Morrison is organizing a tour for Sunday, October 4, 2009, called the President Taft Steam Tour with members traveling from various locations ending in Sunol at the Pacific Locomotive Association Train Station - for a ride and lunch event. The Pumpkin Tour will be coming up two weeks later. Details and sign ups for the Pumpkin Tour will be available at the next general meeting, October 7.

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

Don Johnson



## UPCOMING TOUR NEWS

It's October, but there are still many very exciting tours and events scheduled for this year. Thank goodness for the beautiful California weather that allows all this to happen!

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### **Sunday, October 4<sup>th</sup>—“The Train Tour”—a wonderful and different adventure!**

Folks who live west of the Caldecott Tunnel will meet in John and Carolee Morrison's backyard at 9:00AM for coffee and donuts and leave for a leisurely, scenic tour led by Bill Cassidy that will eventually bring us to a park and ride near Castro Valley.

Those from the east side of the Caldecott Tunnel will be going on a separate tour organized by Joe Sernach and will meet up with the first group at the park and ride.

From there both groups will your more scenic routes led by Bill Cassidy and will end up at the Sunol Train Station at approximately 12:00. We will park the cars at the train station and then walk to nearby Bosco's Restaurant for lunch, courtesy of the Club.

After lunch there will be an interesting re-enactment of a speech by President Taft, replete in his 1909 era costume. He will be on a newly restored railroad observation car and will tell of his being here in California to see Yosemite first hand. After his speech, we have been invited to enjoy a short ride on the antique train, thanks to our member Whitney Haist, who is also a member of the preservation group that restored the car—the exact one actually used by President Taft for this purpose in 1909. In view of this, antique clothing would be a good idea for those who are willing to, but that is definitely optional.

After the train ride, we will begin the return home in small groups in whatever directions works best. So far the following people have expressed an interest: Azevedos, Haists, Kissels, Schwartz(s), Sernachs, Austen, Cassidy, Dureins, Gurnees, Hund, Kopman and guest, Metais, Silveiras, Sowell, Swenson, Wollesen, Brommers, Kings, Lundquists, and Johnson(s). If you are not on this list and want to go, please contact John Morrison at (510) 407-0708 or [johnpmorrison@sbcglobal.net](mailto:johnpmorrison@sbcglobal.net).

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**Sunday, October 18<sup>th</sup>, The Pumpkin Tour**, to be held on the east side of the Caldecott Tunnel, more information to be furnished at the October meeting. So far the following have expressed an interest: Brommers, Sernachs, Byls, Dureins, Cassidy, Ebers, Sowell, Morrisons, Azevedos, and Cerrito(s). If you would like to join this group, please advise John Morrison at the above number or email address.

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**Sunday, November 8<sup>th</sup>, BAHCC Field Meet and Club Reunion**, Diablo Valley College, Pleasant Hill. This will be great fun. Our last one was back in 1981. Mark your calendar.

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In October of 1909, President William Howard Taft visited Yosemite National Park. He traveled into the Park on the Yosemite Valley Railroad and more specifically on the Platform Observation car, the 330.

YV 330, on its way to full restoration, lives today at the Yosemite Canyon Railway. There will be a centennial re-enactment of this historic presidential visit on the afternoon of Sunday, October 11, 2009 on the NCRy in Sunol.

The BAHCC is invited to participate in this gala event. Participants may bring automobiles and period attire (preferred, but optional). Preferred parking adjacent to the ceremony and the offering of a ride to all participating HCC members on the Presidential Special at no charge.

Joe Sernack ([essie@joe@sbcglobal.net](mailto:essie@joe@sbcglobal.net), 925-846-8512) will be conducting an informal tour from Pleasanton to Sunol. Facilities will be available in the park at Sunol. Contact Joe or Esther for details.

Not all details are available at the time of this print. Contact Whitney Haist at 925-899-4912 or Joe or Esther for details.





## SNOOPY

By  
Esther

The Ice cream Social and the Old California Tours are behind us. The only ones I know that are coming up are the Harvest Tour and Kelly Park and maybe a trip to Sunol to for a steam engine ride. By the time you read this they will also be over.

We really lucked out on the weather at both tours. It can be pretty chilly with the wind coming off the bay in Richmond. We ended up eating lunch at a really nice park in Point Richmond for the ICS. A lot of people expressed how much they enjoyed the stop at "PLAYLAND, not-at-the-beach" Very, very interesting and lots of old memories rekindled. It was a good day all around.

I don't know how many of you had a chance to follow **Matt & Jessica Ryan** on their trip to Alaska. 3,000 miles and most of it in the rain. Not very nice when driving a no windshield speedster and camping out. Building and towing that little trailer no doubt saved them from a total wipe out. The only repair they made was changing spark plugs. **Jim R.** said they are still waterlogged, but, from their e-mails, they had a wonderful trip and are already planning their next one.

**Carolee** had a "weeks night out" with the girls!!! She was enjoying the warm weather on Catalina while **John and Carolony (Tony W.)** took Johns "T" on the Old California Tour. Hope someone writes an article on the tour. Good food, perfect weather, and scenic routes with a few steep hills, but you can't tour the California coast without some hills. Bay Area had a good turn out. **Ritchey, Wolleson, Morrison, Sernach, Nicolaus, Kissel, Hironimus, Henningson Cruz-Zylsra, Boyden, & Byls.** The bad news was that **Lynn Kissels** car broke down on the second day of the tour. Started to make strange and scary noises, hope its not as bad as it sounded.

Mostly good news for our boo-boo update. **Phyllis P.** has recovered from her kidney stone bout only to now be recovering with stitches and a black eye after a stumble. Seems a sidewalk jumped up and hit her head. Stitches come out on Thursday.

**Dick S.** is doing very well after his heart attack and open heart surgery. He was in the hospital quite a while with some complications. But the good news is now he's now up and back at work.

**Joe C.** had the arteries in his neck reamed out and is now on the mend after his slight stroke. Good news.

**Steve R.** did have a slight heart attack, but was fortunate that there was no permanent heart damage and that's good news. He says he still has aches and pains...join the crowd Steve.

Steve talked to **Bayard B.** and reports that he is still recovering from his accident last April. He has not been released to go back to work yet and his orthopedic doctor thinks he needs more rehab. Of course, Bayard is anxious to get on with his life, hope it's soon Bayard.

**Barbara S.** is mending well. She has the usual uncomfortable pain that goes with joint replacement surgery. It may take a year or so to be back to a-one shape. Hang in there Barbara.

**Grandma & Grandpa Anino** are in Florida visiting their grand baby. Allison Grace was born in August to daughter Rebecca. You all know that Rae & Joe are busting buttons. This is their first grandchild. Congrats to all.

**The Azevedos** did quite well at the last South Bay Endurance Run. **Don** took first place and papa **George** came in second. Way to go guys. The BAHCC received a trophy for having the most member (autos) participating.

Looks like there will be a tour and special event on Oct. 4<sup>th</sup> out of Sunol including a short train ride. Mark your calendar and look for an announcement elsewhere in this issue.

Also, mark your calendar for the Pot Luck Dinner on Nov. 4<sup>th</sup> and the Holiday Party on Dec. 12<sup>th</sup>. See dish assignment in this issue for the Pot Luck.

Snoopy

## OLD CALIFORNIA TOUR

Scotts Valley, CA was the site of the 35th annual Old California Tour put on this year by the Santa Cruz Regional group. People came from CA and Nevada with members of the Nickel Age Touring Club of VMCCA joining us.

Early Wednesday the parking lot of the Hilton Hotel started filling up with 48 cars and 102 people ready to go. There were 21 different makes of cars including Fords, Buicks, Overlands, Pope Hartfords, Pierce Arrows, Simplex, and more.

We toured through some beautiful redwood forests ending up at the Morgan family car barn in Scotts Valley. This great collection of interesting cars covers from 1899 through the 1930's including Packard, Pierce, Stutz, Lincoln, Bugatti, Marmon and several others. These fine cars were collected by long time HCCA members Ed and Dana Morgan. This short first day ended up with an opening party and lots of tire kicking.

Thursday's tour took us along the ocean through Capitola and miles of farm land and crops. Lunch was served at the historic Gizdich Ranch Apple Farm. After lunch we made a stop at the agricultural history display at the Santa Cruz County Fairgrounds. We headed back through a remote canyon surrounded by magnificent redwood trees. This area has been mostly unchanged for 100 years.

Friday we headed North up through Felton, over the mountain to Bonny Doon and down to the coast to Davenport, an old whaling town. We then toured along the Pacific Ocean past the Santa Cruz Beach Boardwalk and wharf. After lunch we had a tour of the Canepa Designs Restoration facility. They build and restore race cars, street rods and antiques to the highest level. Its was very impressive.

Saturday morning was a short tour ending with brunch in the Redwood Grove of Paradise park in Santa Cruz. This area was once the site of the California gunpowder Co. in Civil War times. It also has one of the oldest wooden covered bridges in the state (130 yrs old) and we were able to drive through it. At brunch, tour chairman Sam Gurnee awarded people's choice awards to John & Wanda Bakich's 1914 Buick and Robin & Michelle Onsoien's 1925 Duisenberg touring car.

This tour had it all: beautiful tour routes, giant redwoods, the Pacific Ocean and rolling hills, great weather, food, cars, and people. Special thanks to tour chairman Sam and Anne Gurnee and the local members who assisted.

Submitted by:

Tom Martindale  
S.C.R.G.

Judy Hironimus  
Photos

Bay Area Club members were Jim and Jean Boyden, Fred and Nancy Byl, Sam and Anne Gurnee, Scott Henningsen, Gene and Judy Hironimus, Lynn Kissel, John Morrison and Tony Wollesen, Stan and Carole Nicolaus, Don and Lillian Ritchey, Joe and Esther Sernach, and Harold and Marge Cruz Zylstra.



# My London to Brighton Adventure



My adventure began about a year ago, when I discovered that an associate of mine in France was also interested in old cars. During a conversation about our mutual interest, I just happened to mention that one of my goals was to participate in the London to Brighton veteran car run. To my surprise, he said “me too”, let’s do it. We parted, each agreeing to look for a qualifying car.

By way of history, the London-Brighton run is probably the longest running and most famous old car event. Held the first Sunday in November, it commemorates a milestone in motoring history. In 1896, a law was repealed allowing drivers of motor vehicles an increase in speed from 4 to 14 miles per hour without the requirement of a man preceding the car with a red flag. The 1896 Emancipation Run was quickly organized to celebrate this-- the beginning of the automobile age-- with 30 vehicles, not all of which completed the 60 miles to Brighton. It was 1927 before the event was held again and this year marks the 112<sup>th</sup> running.

Neither my friend nor I at the time owned a qualifying car, as the car must not be newer than 1904. In the months that followed we each kept a lookout for the right car. At one point I thought I had one located, but it turned out to be of 1905 vintage. Then in early April of 2008, I got a short, cryptic email from France reading....”Got a car. An 1899 De-Dion Bouton vis-à-vis, good shape, only needs minor work.”

Great, now we needed to submit our entry documents to get the car qualified. As it happened, somewhere

along the way the engine had been changed out and so it was certified as a 1901. As far as I was concerned, no big deal... we were qualified! There was a lot of planning to do, including hotels, logistics, transportation and emergency supplies, all of which would come together in due course.

Based on the April email and subsequent correspondence describing the condition, I was not too concerned about the car itself. The tone of the correspondence was quite confident. In addition, he had assistance from other De-Dion owners belonging to the French Teuf-Teuf (put-put) club. Obviously, the French old car enthusiasts don’t take themselves too seriously. I had the occasion to be in Paris in August and it was convenient for me to take a day to visit with my friend. I assumed we would be able to exercise the car a little and enjoy a day out in the French countryside. Arriving on Saturday morning at a little village garage outside Paris, I was horrified to find it up on jacks with the entire suspension missing and the realization that it had probably not run in over 30 years. We ended up spending the entire weekend going through the engine, together with help from other De-Dion owners.



While we made progress on several fronts, the car was still not running when I left and I was beginning to have doubts about whether we would actually make it. There were only a few short months left and so much to be done.

In late September, I was again in Europe and a



rendezvous with my friend to check on the car's progress. It was now on wheels and, in fact, we got it started and ran it up the street where it promptly conked out and was pushed back in the shop. At least it had run! I left, telling my friend that I thought there were probably 100 to 200 man-hours of work still needed to get the car ready and only 4 weeks to go.

One week before the event I was back in Paris and we worked all the way through Sunday to 11 pm and most of the day Monday, before I had to run off to a meeting in London. At this point, the car was running with only the exhaust system and front axle shimming to be dealt with.



We met the following Saturday in London and unloaded the car to the underground parking of our hotel. We were in good company, as there were 15 or 20 other participating cars and a lot of last minute tinkering and fine-tuning was the course of the day. Just to make sure we were good for Sunday morning, we fired up the car and in 5 minutes time, water was bubbling out of the top of the engine. Two trips to the hardware store one to the auto parts supply and we finally had the problem under control...at 10 pm!

It had been raining steadily all day Saturday, but we woke up to a dry Sunday morning. What an interesting experience it was to be driving an old car through the streets of central London at 6 am, in the dark, making our way to Hyde Park. Reaching the Park, it is hard to describe the scene and atmosphere as 550 cars all built before 1905 line up in their predetermined positions by age (oldest first) on a cold, dark November morning to the delight of hundreds of onlookers who were out before dawn

to witness this spectacle. By the time we got to our starting position in Hyde Park, the car was steaming and water was spewing out of the radiator. A cork had been inserted in the water tank fill hole, which pressurized the system...whoops! What to do now? Our sector start time was 7:12 am and they were now coming through with the 10-minute warning. We shrugged our shoulders, put a little more water in the radiator and cranked up when they shouted out the 2-minute warning. We had gotten this far and were determined that a few little water leaks weren't going to stop us from, at least, getting across the starting line... so off we went.

It was just light now as we crossed the starting line and made our way through the center of London, past Big Ben and the Houses of Parliament, on our way to Brighton. As you might imagine, we were accompanied by all manner of vehicles including a few motorcycles, 3-wheeled contraptions with a passenger sitting out front, motorized buckboards, steamers and a lot of things you might recognize as automobiles.

So far, so good. Our car seemed to be running OK and we became more and more confident as we chugged along. Thousands of people line the route to cheer you on. It was a good distraction from the odd noises coming from the engine compartment (or maybe those were coming from the car next to you!)

The leaky water system caused us to make frequent stops to top up and to check that everything was OK. On flat terrain, the car perked right along and at one point was clocked at over 20 miles per hour. Our 4.5 horsepower 1 cylinder engine was probably putting out about 3 horses, so the upgrades were a little more challenging. Our modest speed and frequent stops allowed us to get a good view of most of the participants as they passed us along the route.

We had adjusted the spark several times and once again felt we were losing power as we slowed to a crawl on a steady grade about halfway to Brighton. It was about noon, so you can see that between city traffic and our frequent stops that we were traveling at a very leisurely pace. Out of the car and tools at the ready, we discovered that the spring steel controlling the ignition spark was broken. Now what?



Now the sun was starting to set and with every hill we crested we were more convinced it was the last. Finally, we were entering Brighton. It was now dark and we were chugging our way to Brighton beach – our final destination.

At last, across the finish line....success!!! Tired, cold, hungry, but very proud we made it all the way. They were already dismantling the finish line but a few onlookers were still on hand to cheer us in. We parked the car, dusted ourselves off and had a glass of champagne with the French contingent.

I started asking nearby spectators if they knew a local machinist or anyone who might have a substitute part. One fellow volunteered to make a few calls. Next thing I knew, he had pulled his van around and yelled for me to jump in. Leaving my friend with the car, broken parts in hand, we were off to his village about 10 miles away. He volunteered that “if anyone can help, my neighbor can”. We knocked on his door and as luck would have it, he was home. He was not a machinist, but he had a box of old nuts and bolts and miscellaneous metal pieces with which I fashioned a patch. I returned to the car to find that the RAC rescue crew had been by and managed to fix the problem with an old hacksaw blade, so of we went.



We had lost a few hours, but were confident we could still make it to Brighton by the 4 pm deadline. There were a lot of hills on the second half of the journey, so progress was slower than expected. There were tow cars stationed at some of the grades to pull cars up, but we made it under our own power. I will admit that once or twice the passenger had to jump out of the car to lighten the load over the top of a few grades.

What an adventure!



### ICE CREAM SOCIAL SUNDAY, AUGUST 9, 2009

The day was perfect for touring, sun bright and early when we arrived at Gateway exit in Orinda for coffee. I think there were seven antique auto's, and about five more vintage. We had a nice cross section of early, to forties, automobiles. The ride to the Museum afforded us a great view along Grizzly Peak Rd. You could see the whole Bay Area. The visit to “Playland not at the Beach” brought back a lot of memories to the generation that had gone there. There were movies of those days, and all the rides, and plenty of pinball and game machines for us to play for free. The drive to Richmond's shoreline park afforded us views that most of us never knew existed in Richmond. 38 of us enjoyed a nice lunch, great view, terrific ice cream dessert, and tire kicking. The ride home was back to Orinda by way of San Pablo Dam Rd. Always a pretty ride in the afternoon.

Submitted by Doug Durein



## KELLY PARK TOUR

On Sunday, September 13, 2009, some of the members of the BAHCC took their cars down to the early morning opening of the History Park gates to drive the short distance down Main Street to the old Hotel and the curbside parking spots usually filled by our collection of cars. And, as an actual fact, all of the other side and park circle streets were filled with antique cars from every era. There were Model T's, classics, vintages, fire engines, police cars, high wheeler bicycles and few "one-of'-a-kind" models, like the chimney sweep truck and the speedsters. The weather proved exceptionally mild, the historic houses and shops were open for visiting and there were active demonstrations all around. You could watch the blacksmith with his hammer at the bellows and anvil, water color painters, wood carvers, lace makers, antique hat collectors, costumed locals, live steam and pumping static engines, fireman's memorabilia, the Boy Scouts "fire" station with real water for the kids to squirt and the vintage trolley to ride for free down it's new "longer" track. Fresh food was offered and everyone enjoyed the background filled with live jazz music. John Morrison kindly trucked tables and umbrellas down to the lawn area for our members to lunch at and Ruth and Walter Sowell helped set up our Club banner and later pack everything for going home — thanks.

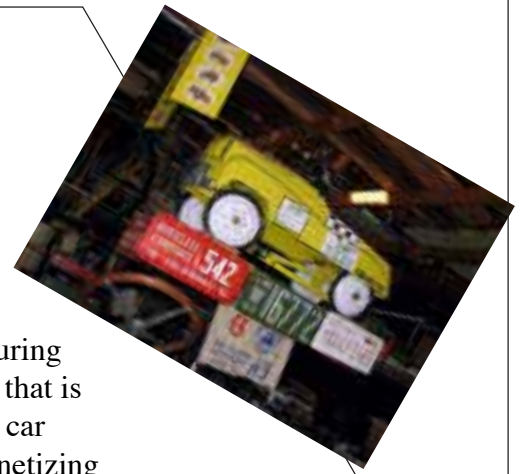
The day was filled with visitors asking assorted car questions, eating ice cream and taking lots of pictures. There were contests - J. W. Silveira won a calendar and Bill Brommer got an award for "best costume". It was a great day to visit, connect with your friends from out of town and share some great moments with your family. Then, by the late afternoon, the announcer directed the crowds to assemble under the tall electric tower to watch Don Azevedo and his trusty team do their "best" for the day's challenge - to put the 1914 Model T back together (and maybe even beat last year's record of 10 minutes) ! Don told us later that his TEAM is the BEST !!! (Photo: right to left): Bob McNeele, Ron MacKenzie, Bill Bratt, Troed Johnson, Pete Pedrote, Bob Edwards, Gary -, Jim Boyden, Mike Camisha and the Timekeeper. Pat McNeele, clip board boss lady.

With the poor old car's parts spread all over - it didn't look like an easy task — but the team took their places, outfitted with their aprons and tools and proceeded to connect everything, give her a quick crank - and then Don jumped in and drove off down the street - holding this year's record of 8 minutes and 6 seconds. Hooray - good job!



## September Nuts and Bolts

The weather on Saturday, September 5<sup>th</sup> was just what the doctor ordered as members met in Pittsburg for coffee and donuts before venturing to the “back forty”. After viewing the shop that is almost filled with machines, tools, cars and car parts, Don gave a demonstration on re-magnetizing magneto magnets. The magnet was first tested using a scale and then placed on a magnet re-charging machine. The magnet was again tested and on each case the charge on the magnet doubled. Lynn Kissell brought his Bosch magneto of the 1914 Kissell. The magnets were removed and charged much to his delight. A Model T 2-speed ruxtell was also disassembled for the group showing how it worked. Before departing, all visitors were given a present from Don’s inventory of drill bits or machine taps. This Nuts and Bolts session was enjoyed by John M., Walter S., Bill C., Charles E., Lynn K., Mark C., Bill B., Whitney H., Dave P., Bill W., Alex A. and host Don.

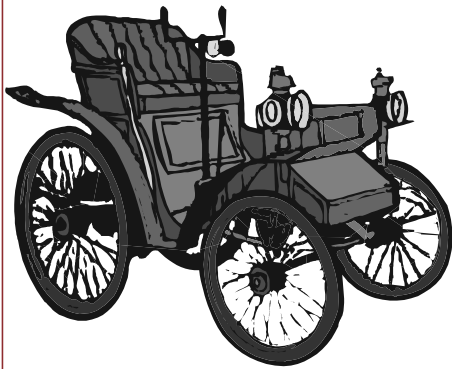


**There will be NO October Nuts and Bolts Meeting.**

**The November Nuts & Bolts site will be at Doug King’s home in Castro Valley on Saturday, November 7, 2009 — 9 to noon — coffee and doughnuts.**







# POTLUCK DINNER

**November 4, 2009**

**SET-UP @ 6:30 - DINING @ 7:00**

**It's Potluck time again.  
Let's all come out for a delicious meal  
to share with other club members and friends.**

## **FOOD INSTRUCTIONS:**

◊ **MAIN DISH — — A-G**  
**SALAD — — — — — H-O**  
**DESSERT — — — — P-Z**

**The Club supplies the coffee/tea, soft drinks and Ham.  
Secret chefs will prepare the Ham.**

**Please bring your own dishes, table service, glassware and decorations.  
Remember to wear you name tags!**





## Zimmerman's Tomatoes (aka Men Can Cook)

On Sept. 20, 2009, Chet and Marlene Zimmerman threw a marvelous 100 year birthday party for their 1909 Zimmerman 2 cylinder motor car, one of 600 produced by the Zimmerman Brothers, who later went to work for Auburn Motor Car Company in nearby Auburn, Indiana. The car has been in the Zimmerman family for many years, is basically unrestored, has high wheels (solid tires) but Chet has a set of Model T wheels (pneumatics) that he uses when touring. ( Its interesting the “hubs” fit both cars, but that’s probably another story. ) Nice car, Chet and Marlene. Leaving the home, Marlene insisted we take some of their vine ripened beautiful red tomatoes, and that’s where this story actually starts. Coming home from the Elk’s club last night (after a couple of Manhattans), I called Muriel and asked if I could pick anything up for dinner. Great idea, said Muriel, what do you think? Fish? Sounded good. On the way home there were two options, Safeway (I quickly ruled Safeway out being too large, and I couldn’t remember where everything is) or my favorite, the neighborhood market, Trags. Went to Trags. Picked up a cart, followed my usual route, turning right to the produce section. First stop - “Black Grapes”, wow, sounds good. Had some black grapes the other day waiting for the “key guy” to unlock the car (left the keys in the car). Those grapes were from Safeway. Big ones, and tasty. Continued in Trags in a counterclockwise direction, past the asparagus, yea, those looked good, grabbed a bag; then past the red potatoes, yea – some of those. Then potato chips (gotta have something to nibble on), milk (couldn’t remember what the 1% color was, so ended up having to pick up two gallons to read the labels), then onto the butcher shop and fish. The butcher guy wasn’t there. Wait a minute, he’s always there, and I need some fish. This time he’s nowhere in sight. Looked at the fish, always displayed nicely. Wow, look at the prices. What happened to the \$4.00 per pound fish (except for whole sardines). Everything now was \$10.00 per pound and up. Well, so what, you have to eat. Continued past the butcher shop sans butcher. Saw a couple of bottles of \$4.99 wine – Sutter Creek Merlot. Turned out to be reallyyy good. Picked up the 12 grain bread, supposed to be better for you. Then, coming up the side isle, I saw the butcher. “Hi, you want some fish?”. Yep, how about the catfish. “Cajun” or

regular?. “Cajun” looked good. OK, three fillets. 1.1#. (two fillets would have been fine).

Got to the checkout and unloaded the top part of my cart. Clerk processed the credit card, and I’m supposed to push the “ok” button, but in this case it was a Yes/No. I was dyslexic, pushed the “no” thinking it was the “ok”: Started over. Finished that finally, and got to the car. One of the clerks was admiring the car, nice new wash job. Pretty car, “yes, my wifes, actually five years old”. “Really a great car (Chrysler 300 C).” Clerk said, “boy I’ve got to look into one of those.” Loaded groceries into the front seat, and then noticed the two bottles of wine in the bottom of the basket. Nuts. Went back into the store, clerk asked “whats up”. Forgot to unload the bottom portion of the basket, missed the two bottles. No problem, paid for the wine, and headed home.

At home, I’m going to cook tonite. Discussion on how to cook each item: fish, potatoes, asparagus. “Wife says, we normally we do it this way”. Well, no, I’m the chef, and frying pans looked the best to me; took out four, one screen thingy, and a big lid. That way I could cook all three items at once, and cover them (the fourth frying pan was the cover also). Olive oil! Yep, that’s what I’ll use (couldn’t find the butter, but olive oil is better anyway). Got a brush for the potatoes. The brush would have also been good for whitewalls. Have to remember that. Sliced the potatoes 3/16 inch thick, and dropped them in the pan. Put the asparagus in another pan with some olive oil, and in the larger skillet, put the catfish (slimy and cold) into a bath of olive oil. Turned on the heat and waited for something to happen.

Potatoes looked really good, browning and then turning them over. No problem. Asparagus was going to be done a capella (no that’s al dente). Started them a little after the potatoes. Opened the wine for a sip. It was good. Put the wire thingy over the potatoes, the fourth frying pan over the asparagus, and the lid on the catfish. Lifted the lid periodically, catfish looking good. Maybe three minutes in, flipped them over. Kept the fan going constantly also.

Got some regular plates, preheated them in the microwave (nothing better than dinner on hot plates), came back and found they were in use for something else, but in their place (magic) were larger, more elegant plates for this special meal. Using tongs lifted the asparagus (five each – have to count these things), moved the potatoes which were done to a golden brown onto the plate and then nested the Cajun catfish along side. Then, I added the sliced Zimmerman tomatoes. What a beautiful and colorful presentation and what a great easy dinner. Julia Childs in my day, or Rachael Ray today would have been proud. And yes, men can cook.

Finished the meal with the “black grapes”. Wife asked “Did you wash them”, well no they taste good just the way they are, and I wasn’t going to use the whitewall brush cleaning every little grape. Hey, we’re men. Lost a grape while sitting in the recliner however, and forgot to look for it. Headed off to bed. Got to the bedroom, and what do I see on the carpet, a little “deposit” (left by the dog??). Damn, how did that happen. Usually never happens, but whatever. Picked up some tissue to clean up, and Voila, strange feeling, black, hard, oblong. It was the grape that I had lost in the chair. Well, at least I found it without sitting on it.

Eric Lundquist

## The GREAT GATSBY

Sept. 13, 2009 marked the 25<sup>th</sup> Anniversary of the GREAT GATSBY picnic at the Dunsmuir House in Oakland (off 106<sup>th</sup> near the Oakland Zoo). This event was started and continues to be hosted by Laurie Gordon of the Art Deco Society, San Francisco. It heralds the summer picnics put on by the rich and famous in the 1930's.

This year over 500 participants dressed in 20's and 30's regalia, included BAHCC members, Ed and Karen Archer (Dreyer's Ice Cream Truck and "Victory Tour" Model T), David and Pat Pava (1936 Packard – beautiful) and their guest Adria Schwartz (Norman was out of town), Eric and Muriel Lundquist, Charlie Lundquist and Kara Loonie (Charlie's girlfriend) in MR TOADS TOURS 1912 Rambler which again shuttled people to and from the site. Lavish picnic areas included beautiful tables, tented areas, china, crystal, candelabras, plus pate, champagne and lavish lunches. Some had mahogany tables and chairs. Whew.

Beautiful Deco Belles dressed in period bathing suits vied for Miss Art Deco of 2009; The Don Neeley's Royal Society Orchestra, played tunes from the 1930's, and for almost five hours the dance floor was packed. By closing at 5:30PM, when the band played "I Don't Wanna Go Home", the sky opened up and everyone ran for their cars.

For, those of you who have missed this affair, a 1930's car isn't required but period costuming is, and the costuming is available "on line" or in San Francisco on Haight St. The GREAT GATSBY is always in September, and for more information go to the [artdecosociety.org](http://artdecosociety.org) website in San Francisco.

Eric and Muriel Lundquist





## BAHCC Board Meeting Minutes of Wednesday, September 16, 2009

Members present: Don Azevedo, Bill & Kaaren Brommer, Don Johnson, John Morrison, Dave Pava. Johnny Crowell was absent.

The meeting began at 7:50 PM and was hosted by Bill and Kaaren Brommer. The secretary read the Board Meeting Minutes of August 19, 2009. Dave Pava made a motion, seconded by Don Azevedo, to accept the minutes as read - all voted yes.

Dave Pava commented that the financial balance sheets were essentially the same as presented at the General Meeting of September 2, 2009. He plans to close the account used for the National Tour after all outstanding checks have cleared. Currently waiting for the Swap Meet "toilets" invoice to complete payment process.

Bill Brommer confirmed that he had completed the checklist of names he was given and has returned it along with a letter to Club secretary, Sharon Gooding, for her computer updating. Hopefully this will correct some of the membership misinformation.

John Morrison reported that the Tour listing is the same as given at the General Meeting, but that he has added a tour on Sunday, October 4, 2009, called the President Taft Steam Tour with members traveling from various locations ending in Sunol at the Pacific Locomotive Association Train Station - for a ride and lunch event. The Pumpkin Tour will probably be run by Bill Cassiday and John Morrison - TBA.

Bill Brommer indicated that there would NOT be an October Nuts & Bolts gathering. The November Nuts & Bolts site will be at Doug King's home in Castro Valley on Saturday, November 7, 2009 - 9 to noon - coffee and doughnuts.

Communiques: Don Johnson re: Lucas catalogs - pending action.  
South County Garden Railroad Tour - successful, 600 guests, \$2600 donations.  
CA Auto Museum (Towe) sale on 9/27/09 - swap spaces, Tesla exhibit.  
Invitation to Mill Valley auto event 9/26 - we declined.  
Defender newsletter - for reference.  
Artist Katrena Edman - oils/photos of your car - see Dave for details.

Old Business: A follow-up Swap Meet discussion re: next year. How to plan for other Clubs events (like Turlock). Should we consider the need

for renting two parking lots.

Joint Board Member meeting - where ? Kaaren to check with Orozco's San Ramon.

General Meeting Pot Luck Dinner on November 4 - publish in Gazette.

Holiday Party - selection of menu (style of food) = general buffet.

Discussion re: announcement of Board Nominations/ Officers slate.

New Business: Discussion about the need for the Board to meet monthly.

Dave Pava made a motion, seconded by Bill Brommer, that the Board amend the By-Laws to read that the Board will schedule meetings six (6) times a year. All members voted yes. This item can be reported to the membership at it's next meeting and reviewed and voted on again at the Board Meeting on October 21, 2009 at John Morrison's home.

President Don Johnson will talk with Erika Kopman re: the current status of the website information (valid addresses, calendar, references, photos, membership info, resources).

Don Azevedo asked whether we plan to add "car" info to the Roster listings ? Ask members and decide. If yes, work with Eric Lundquist for changes/modifying the Roster.

The meeting was closed at 9:26 P.M. Fresh pear pie and drinks were served.

Minutes by Kaaren Brommer, Secretary 9/20/09



### BIRTHDAYS

<b>CROWELL</b>	Henrietta	10/1
<b>BYL</b>	Fred	10/3
<b>LAGORIO</b>	James	10/6
<b>HOLTHAUS</b>	Barbara	10/7
<b>NICOLAUS</b>	Carole	10/9
<b>CROWELL</b>	Wes	10/11
<b>SILVEIRA</b>	J W	10/17
<b>NELSON</b>	Bill	10/21
<b>SOWELL</b>	Ruth	10/21
<b>GREEN</b>	Ellen	10/23
<b>MACCALLEN</b>	Anna	10/26
<b>CALDEIRA</b>	Kay	10/28
<b>FRANCIES</b>	Joyce	10/30

### ANNIVERSARIES

**FORBES** Frank and Lynn Oct. 2, 2008



## BAHCC General Meeting Minutes of Wednesday, September 2, 2009

President Don Johnson called the meeting to order at 7:45 P.M. He welcomed guest Robert (Bob) Pease who will speak to us about the writing and production of his books - especially his newest offering, "Cord Complete". Our thanks to Christine and Johnny Crowell for arranging Mr. Pease's visit.

Our best wishes were extended to Joyce and Don Azevedo on their wedding anniversary #35.

Next on the agenda was the reading of the past month's General Meeting minutes. President Don asked if everyone had read them in the Gazette and Don Azevedo made a motion, seconded by Ben Kopman, that we accept the minutes as published - all voted yes.

Treasurer Dave Pava continued his report from last month regarding the BAHCC Swap Meet. He said we seemed to have made a modest profit, but until the last of the bills are submitted he could not give an exact figure. He sent the National Tour thank you letters to the Santa Rosa and Santa Clara clubs along with a check to each as the Board had requested. We appreciated their assistance and cooperative efforts in planning and hosting the tours.

Communiques: John Morrison reported for J. W. Silveira that there are several cars available as the result of an estate sale; A 1919 Paterson Touring (rare) needs a lot of work, no drive shaft and a 1913 Model T Runabout. See J. W. for details. Muriel Lundquist put a copy of the Santa Clara "Herald" on the sharing table. And, the Project Binder is circulating the room for member's "look see".

Doug Durein, stood-in for wife, Susan, and the Sunshine Report. Esther Sernach told of her phone call to check up on Dick Silvera who is out of the hospital and back to work after his open heart surgery. Nancy Byl has also completed her recuperation and is back to her daily activities. And in another week, on the 15th, member Joe Chmielewski will have some surgery to correct some blocked arteries. We wish all the best for Joe on his hospital stay - and on his improved health. National Board member from Bakersfield, Bruce Rimmer is dealing with throat cancer and currently going through chemo therapy.

Bill Brommer reflected that the Swap Meet was a good place to promote the Club and seek new members. He and Don Azevedo gave away old Hemmings, Gazettes and membership forms.

Muriel Lundquist, Gazette Editor, reminded everyone to submit their photos and/or articles to her before the 22 nd of the month for publication. Erika Kopman, Webmistress, said she has updated everything.

Tours: John Morrison listed the following -  
Old California Tour - check with Sam Gurnee  
Sunday, 9/13 - San Jose, Kelley Park - History Days  
Sunday, 9/13 - Dunsmuir House / Oakland, "Deco Belle", costumes, food, cars, music.  
Saturday, 9/26 - Ironstone at Murphys  
October 18 - Pumpkin Tour - still needs a coordinator  
November 8 - Field Meet/Reunion - details TBA.  
December 12 - Holiday Party/Dinner - see Carolee Morrison for signup and payment.

The next "Nuts and Bolts" event will take place at Don Azevedo's home on Saturday, September 5 from 9 AM to 12 Noon, in Pittsburg. Don will demonstrate how to test and recharge a magnet and take a Ruckstel apart. A BONUS gift - your choice a tap or drill bit.

Old Business: Swap Meet comments: A good meet. People were happy, lots of space, buyers and great weather - just like a meet should be ! It's the life blood of the Club - thanks.

Norman Schwartz did a tremendous job - so often behind the scenes — our thanks for your efforts. Don Azevedo, Dave Pava, John Morrison, the coffee and doughnut Ladies and ALL of the volunteers who came out to help set up, run and close down the show — THANKS so much - it did make a difference.

President Don closed the meeting at 8:30 PM and offered his appreciation to Karen and Ed Archer for the delicious Dryer's ice cream and Karen's cake desserts.

Guest Author/ Speaker: Bob Pease — Impressed everyone with his writing efforts and stories about Auburns, Cords and Duesenbergs. He described the lengthy process of getting a book to press and the traveling promos. He shared a finished copy so everyone could see the wonderful visual history in the photographs and drawings he had researched. His newest book, "Cord Complete" will be available in October 2009 and will be sold in select locations (i.e. Harrahs, Blackhawk) for \$159.00 plus shipping /tax or on [www.cordcomplete.com](http://www.cordcomplete.com)

Minutes by Kaaren Brommer, Secretary 9/20/09

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

*Happy Halloween*

CALIFORNIA  
BAY AREA

