Bay Area

Horseless Carriage Club

BAY AREA HORSELESS CARRIAGE CLUB

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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: No longer monthly. See calendar for schedule. Members welcome.

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

WEBSITE: www.BAHCC.org

EDITORS NOTES:

April is the month for the Bakersfield Swap meet and many of our members attended. It is always a good chance to catch up with members from other clubs as well as our own. Our club shared a booth this year with Joe and Esther. Look for more information in the following pages. Our Nuts and Bolts events continue to be a monthly highlight. If you haven't had a chance to attend one of these Saturday morning events try to calendar one in for May. They are very informative times and the ladies have a chance to "hang out" together as well.

If you haven't signed up to do an article for the Gazette please do so at the next meeting. Thank you to all who contributed this month!

The deadline for getting articles to the Editor for our next Gazette is May 22nd.

President's Message

MAY'S CHALLENGE ……. WANT TO HELP ?

The National Board of Directors, as outlined in a letter I received recently from Regional Group Chairman, Bill Balduff, invites all of you to become ambassadors and join in on a membership drive contest - with the ultimate goal of increasing our membership from 4,200 to 5,000 by the end of 2010.

There are three prizes offered:

1. The individual that signs up the most new members (and repeat members that have been out of the Club for at least two full years dating backwards from February 21, 2010) would be able to come to the next annual meeting planned for Mount Dora, Florida with a guest for free. All conference/tour fees would be covered plus $200 for meals outside of those already included in the tour package. Transportation wouldn't be covered. This person would also be interviewed and recognized in a feature article in the Gazette.

2. Every person that signs up a new member based on the above criteria would earn one raffle ticket for each new member signed up. After December 31 st, one ticket would be drawn from the entries. The winner would receive $300 worth of merchandise (winner's choice) from the Club store and be interviewed and recognized in a feature article in the Gazette.

3. The region signing up the most members would receive $1000 worth of goods (selected by the region) from the HCCA store plus have the same recognition as the individual winners.

The contest was approved and officially started February 21, 2010 and will end on December 31, 2010.

It is possible that prizes 1 and 2 could go to the same person and that person would come from the winning region !

Sitting Board members are not eligible.

Remember: Members do not have to own a horseless carriage, but voting members do have to own one (or more!).

There are many ways to attract new members. Join the fun and let's see how creative we can get !

Questions: Contact Board members Rich Cutler, Rick Williamson, or Sharon Gooding in the HCCA Office ((626) 287-HCCA.

TECH TIP FROM BILL BROMMER

At the March general meeting we had a great demonstration on how to remove corrosion and dirt from brass with common household products. Well now, here is another helpful hint. Using another common product, Easy Off oven cleaner, you can remove oil and grease from metal parts. Some of the old paint may also be removed at the same time. Go to the store and buy Easy Off or similar product making sure that it is the heavy duty type. Scrape off thick grease and wipe off most of the oil. Spray with Easy Off - allow to stand - and then rinse with water. Several applications may be required to remove all of the grease and oil. It is best to do this outside of course, as the fumes are quite strong. And be sure that you allow the part(s) to air dry before applying another coat of Easy Off. If done properly it is then ready to prime or paint.

A BRIEF SURVEY OF THE INTERNAL COMBUSTION ENGINE (ICE) HISTORY (1860 – 1916)

The interesting (and thought provoking) article by Eric Lundquist on electric vehicles & the Internal Combustion Engine (ICE) in the March issue of the Gazette begs for a concise overview of the history of the ICE for the HCCA members and their family.
Hundreds of inventors have dreamed of, drafted or tried hundreds of variations of an ICE (a search on INTERNET gives 4 million references!). Every country wants to be the birth place of the ICE (at least, of a part of it). I dare to propose the following list of key dates for us owners of "antique automobiles". Please let me know [1] if your favorite innovative ICE is not on my list; addendum could be published later:

> ***Definition of the Internal Combustion Engine:*** the ICE is one of the devises that can transform the chemical energy[2] of a sub stance (solid[3], gas[4], liquid[5]) into mechanical energy[6] within its limits[7]. [In this article, I will consider only the key successful in novations involving gas and liquid fuel.]

1. 1860 Eugene Lenoir (Fr, 1822-1900), developed the first successful ICE (coal gas as fuel, one cylinder, two-stroke cycle, water cooling, two "jumping spark" plugs with ignition system by Ruhmkorff coil), which he patented in 1860. The "Scientific American" said it was noisy and inefficient; nevertheless 500 stationary engines were built. He mounted one (petroleum as fuel with a crude carburetor) on a tricycle for a trip of 22km in Paris. That tricycle was sold to the Tsar of Russia where it disappeared.
2. 1862 Alphonse BEAU DE ROCHAS (Fr, 1815-1893) patented the principle of the four-stroke ICE (1st stroke: Intake of an explosive mixture of fuel & air, 2nd: compression of that mixture and ignition, 3rd: expansion of the resulting gases producing mechanical power, 4th: exhaust of the burned gases); the basic cycle of our antique cars. However the first person to actually build an engine with this cycle was:
3. 1876 Nicolaus OTTO (German, 1832-1891) built more than 8000 stationary four-stroke engines with spark plugs, the first successful four-strokes engine in the world. A total of more than 30 000 were manufactured worldwide under license, But this engine was very heavy and could only be used by industry and electrical power companies. Working with him were Gottlieb Daimler and Wilhelm Maybach who were dreaming to build a much lighter engine that could be used on vehicles to replace the steam engines. Parting from Otto In 1882 they created their own company and produce a light ICE (see 5).

4. 1886 Karl BENZ (German, 1844-1929) registered his patent for a three-wheeler with a four-stroke engine that some consider as the birth certificate of the motor car. The engine closely resembles the stationary OTO engine: horizontal, one cylinder with fuel preheated and cooling by evaporation of water, slow (200 rpm first then 400 rpm) therefore vibrations and large flywheel. In spite of these shortcomings, Benz built and sold his engine, because it was light. More in France than in Germany because France was more open to the early automobiles and had better roads. His tricycle (300 kg) could reach 18km/h (11 miles/hr). Meanwhile,..

5. 1885 - 1889 Gottlieb Daimler (German, 1834-1900) and Wilhelm Maybach (German, 1846 – 1929)[8] produce a four-stroke, vertical, fast (800 rpm) V-twin combustion engine, with an incandescent tube in the cylinder head, automatic inlet valve, that is the direct ancestor of the engine we find in our cars today. This invention opened the door to the automobile revolution. In Paris at the world exhibit of 1889 (the year of the Eiffel tower), they exhibited their engine that did attract R. Panhard & F. Levassor who, two years later, will produce the engine and use it in their automobile (see next). Armand Peugeot will do the same.
[In 1893 Wilhelm Maybach[9] will invent the spray carburetor: a fine jet in a venturi in the induction pipe from a constant fuel level float chamber. It is the prototype of the majority of the carburetors that have been used since].
6. 1891René PANHARD (Fr, 1841 - 1908) & Emile LEVASSOR (Fr, 1844 - 1897) manufacture a car that can be considered as the prototype of the modern automobile: motor in front, propulsion with differential, clutch, gear box, rectangular frame, seats facing the road, lights. Five years later (1896) the steering tiller will be replaced by a steering wheel after the death of a P&L driver impaled by the tiller (in French "queue de vache", "ox tail").
7. 1892 Rudolf Diesel (German, 1858 - 1913[10]) got a patent for a "New Rational Combustion Engine". The self igniting engine was a sensation. Big industry took up very rapidly his ideas and made him rich. The main benefit of diesel engines is a 50% fuel burn efficiency compared with 27% in the best gasoline engines. Unlike Beau de Rochas (Otto), Diesel compresses pure air (no fuel mixture) following the CARNOT cycle. Air temperature rises due to high compression ratio, to such a level that any fuel injected does burn (no detonation).). Its efficiency due to high compression ratio is not reduced by the intake vacuum as in Beau de Rochas (Otto) cycle. A down-side of the diesel

1 blmetais@sbcglobal.net
2 Chemical energy is that part of the energy in a substance that can be released by a chemical reaction
3 Powder, explosive,..
4 Natural gas, butane, hydrogen, coal gas,...
5 Petroleum, kerosene, gasoline, alcohol,… (Henry Ford considered the use of ethanol
6 Mechanical energy can be used directly to do work, either potential or kinetic (i.e.: movement)
7 The rifle is another one: it transforms the chemical energy of the gun powder into the ballistic energy of the bullet
8 In 1890, Wilhelm Maybach built the first four-cylinder, four-stroke engine.
9 Dixit the publicity
10 At the age 55 he "disappeared" from the ship Dresden crossing the Chanel in unresolved circumstances.

is the presence in the exhaust gases of fine soot particulates. In 1907 he built a prototype of a diesel engine for automobile (800 rpm, 30 PS). Installed in trucks only in 1924 (MAN), in cars in 1936 (Mercedes).

8. 1895 Albert De Dion (Fr, 1856 - 1946) & Georges BOUTON (Fr, 1847 - 1938)[11] produced a **2000 rpm**, one-cylinder ICE with **trembler coil** ignition; the 2,000 rpm limit was imposed by its atmospheric valves and surface carburetor. Both inlet and exhaust valves were overhead and a flywheel was fitted to each end of the crankshaft. Extensive use of aluminum. In 1900, de Dion-Bouton was the largest automobile manufacturer in the world, (400 cars and 3,200 engines); a factory opened in Brooklyn, New York. By 1904, some 40,000 engines had been supplied across Europe. In 1893 they had tested a four-cylinder rotary and twelve-cylinder radial engines!.

In 1910 they were the first to make a successful mass-produced V8 engine, a 6.1 liter, followed by a 7.8 liter and a 14.7 liter for the U.S. market.

9. 1899 Louis RENAULT (Fr, 1877-1944) produced the first saloon car with first use of a drive-shaft unit featuring a three-speed gear change and a reverse gear.

10. 1889 Ferdinand PORSCHE Sr.[12] (German, 1875-1951) was involved in the first hybrid car, using an ICE. Exhibited at the Paris Salon of 1899, it was made by Pieper Establishments of Liege, Belgium and Vendovelli and Priestly Electric Carriage Company, Paris.

11. 1906 François BAVEREY (Fr) patented and produced the first ZENITH carburetor, which, with its rival SOLEX **Maurice Goudard (Fr, 1882-?) & Marcel MENESSON (Fr, 1883-?)**[13], will remain among the largest producers of carburetor ever since.

12. 1907 Charles KNIGHTS (American, 1868-1940) produced the first silent "valveless" engine where a sleeve was introduced between piston and cylinder. The sleeve was windowed in such a way as to cover and uncover inlet and outlet ports. The first cars fitted with that engine were Daimler & Panhard & Levassor in their famous "Sans Soupapes" whose success will last 30 years, in spite of an extra consumption of oil.

13. 1908 Henry FORD (American, 1863 -1947) produced the "car of the XXst century" the Ford Model T (15 million of them!). For his "Universal car" Henry Ford wanted an engine light, cheap to built and easy to maintain. The bloc contains the magneto, the gear box and the engine, with a common oil system. The cylinder head of the 4 cylinders bloc is detachable. It was very robust and with some special part (Rajo head,..) was used in many racing cars. Missing was a self starter that will be only added 11 years later.

14. 1911 Charles Kettering develops the self-starter (thank you, Charles!)

CONCLUDING REMARKS:

1- In 1885 the future of the ICE was uncertain. It had to compete with the steam cars and electrical vehicle. Steam engines were commonly used in buses, trucks,..[14]) [15]). Electric cars were used as city cars by the well-heeled customers & by women drivers due to their ease, silence and cleanliness of operation. Indeed steam cars & electrical vehicles did not have the vibration, smell, and noise associated with gasoline cars. They did not require a hand crank to start the engine nor changing gears (no clutch, no transmission, no distributor, no points!); reliable for frequent and short trips (milk delivery truck). They were fast: in 1889, an electrical car (la jamais contente) driven by Camille Jenatzy passed the 100km/h.

In 30 years (1885-1915), the ICE became the engine of choice for the automobile because it became more efficient and lighter with quicker refueling than the steam engine and the electrical vehicle. The infrastructure and fuel distribution widened, allowing longer trip. Accessories (self-starter) made their driving somewhat easier. **And…**

2- In 1908, Ford mass-produced an ICE associated to a reliable car that the middle class could afford [16] and could fix themselves. In the next twenty years, fifteen millions "model T" will be sold. Ten years later the American electric and steam automobile industry have practically disappeared.

3- The success of the ICE revolution was due to the contribution of a **broad spectrum of key inventors**:

Educated engineers such as Lenoir (electrical engineer), Benz (University, Karlsruhe), Daimler (University, Stuttgart), Panhard (Ecole Centrale, Paris), Levassor (Ecole Centrale, Paris), Diesel (Conservatoire Arts & Métiers, Paris; University, Munich), Peugeot (Ecole Centrale, Paris), Baverey (Ecole Centrale, Paris)

Genius technician: Otto, Daimler, Bouton

Successful entrepreneurs: Ford, de Dion, A. Peugeot

Dr-Ing Bernard Metais

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11 In 1893 they had taken a patent for the famous "de Dion" rear axle that equipped many modern cars.

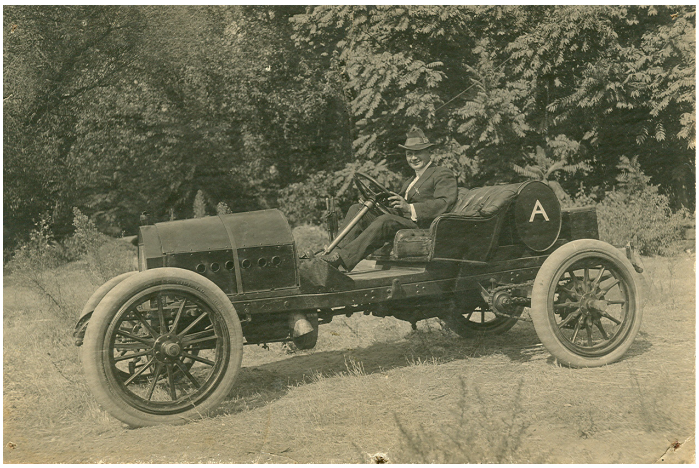
12 He was declared the "Car designer of the XXth century" in 1997 by a jury of 132 professional journalists from 33 countries.

13 They also created and built 8 millions of the famous VELOSOLEX, a bicycle with a small ICE (45 cm3, 2000 rpm) driving the front wheel.

14 From 1873 to 1883 Amédée Bollée of Le Mans built a series of steam-powered passenger vehicles able to carry 6 to 12 people at speeds up to 60 km/h (37 mph). Its lay-out more closely resembled much later motor cars than other steam vehicles.

15 In 1902, 485 of 909 new car registrations in USA were steamers.[Remember the Doble steam car built here in Emeryville until around 1924

16 In 1912 a model T Ford sold for 6 months salary, an electric roadster 3 times more. In 1924 a model T could be bought for 4 months salary



IT RUNS IN THE FAMILY

Submitted by Ed Archer

I guess most people today would say "He's a Ford guy" and I have to admit I love Model T Fords built from the mid teens to the mid twenties. They are truly a piece of Americana. Every red blooded American had one. And for a good reason. They were/are inexpensive, uncomplicated/simple in design, durable, some would say indestructible, and dependable as heck. If need be a little bailing wire, some tape and pair of pliers will always get you home. The earlier Model Ts are good but as Henry Ford made subtle changes to chassis components (unnoticeable to the non Ford guy) from 1909 to 1916, durability of what was already good compared to most other cars became indestructible…… well almost!!. Prior to the Model T, Henry Ford, like many other automobile manufacturers was trying to come up with the right combination. With the introduction of the Model T, he did it! So now what brings us to the crux of this story? Well, as much as we love our Model Ts, back in the 1970s Karen and I had been looking for the "right" Horseless Carriage for several years. Since I hate working on cars the main criteria had to be a good quality machine known for dependability, even 70 or so years later. Beyond that it needed to be pre 1911, and the rest of our desires were more or less just wishful thinking. But what the heck if you're going to dream, might as well dream big. The ultimate Horseless Carriage for us would be a seven passenger touring and have that stacked look, where the rear seat appears to be higher than the front (That look left a lasting impression on me as a kid when I saw the movie Cheaper by the Dozen. In my memory, the car in the movie was an early horseless carriage with that look. After seeing that same movie a few years ago I found that the car was a mid teens Pierce Arrow and they had so many kids in it that it kind of gave the impression of the stacked back seat look. So much for memory!) Our other dream visions of the ultimate car were, flared front fenders that angle up and out as mud deflectors, dual chain drive, big Rushmore carbide headlamps, and no windshield. Well, in the early 1970s on a trip to southern CA. to pick up some antique car parts I saw this great Horseless Carriage "monster," loaded with brass, setting in a warehouse, but it wasn't for sale. When I got home I couldn't wait to tell Karen about it, "the ultimate Horseless Carriage, it's fantastic but unfortunately it's not for sale". 3 or 4 years later we were at the BAHCC Pleasanton Swap Meet and I saw an old friend. He mentioned that he was having some financial difficulties and thought that he was going to have to sell his 1906 Locomobile. I told him that I might be interested and I'd like to see it some time, not realizing that it was the same car that I had previously seen in So. California. Well, after a short conversation I thought the car sounded interesting but it was a lot of money and he lived in Freedom, CA. so it was not real convenient. (I almost blew it right there. Freedom is only an hour and a half away and I'm a big advocator of telling people "when the right thing comes along, jump on it! Snooze you loose!) Six months later there was an antique car auction in San Mateo. We were there, the car was there, as soon as I saw it I realized it was the "fantastic monster" that I'd seen in the warehouse. It did not reach reserve at the auction and two weeks later after some hot and heavy negotiating we were the new caretakers of this piece of history.

Our Locomobile was crafted in 1906 by the Locomobile Co. of America at their factory in Bridgeport, Connecticut and shipped to The Frank Miner Locomobile Agency in San Francisco, CA. It actually made the newspapers, S.F. Examiner 3/23/06 "Frank Miner Locomobile Agency has just received a 35/40 H.P. Model H touring car". The reason for the news release would be that there were very few of the big Model H cars made so the arrival of one in San Francisco would be to some degree heralded.

A wealthy Judge, C. Thomas Cochrane purchased the new motorcar for his daughter. Why, you ask, for his daughter in 1906? His daughter??? Prob-

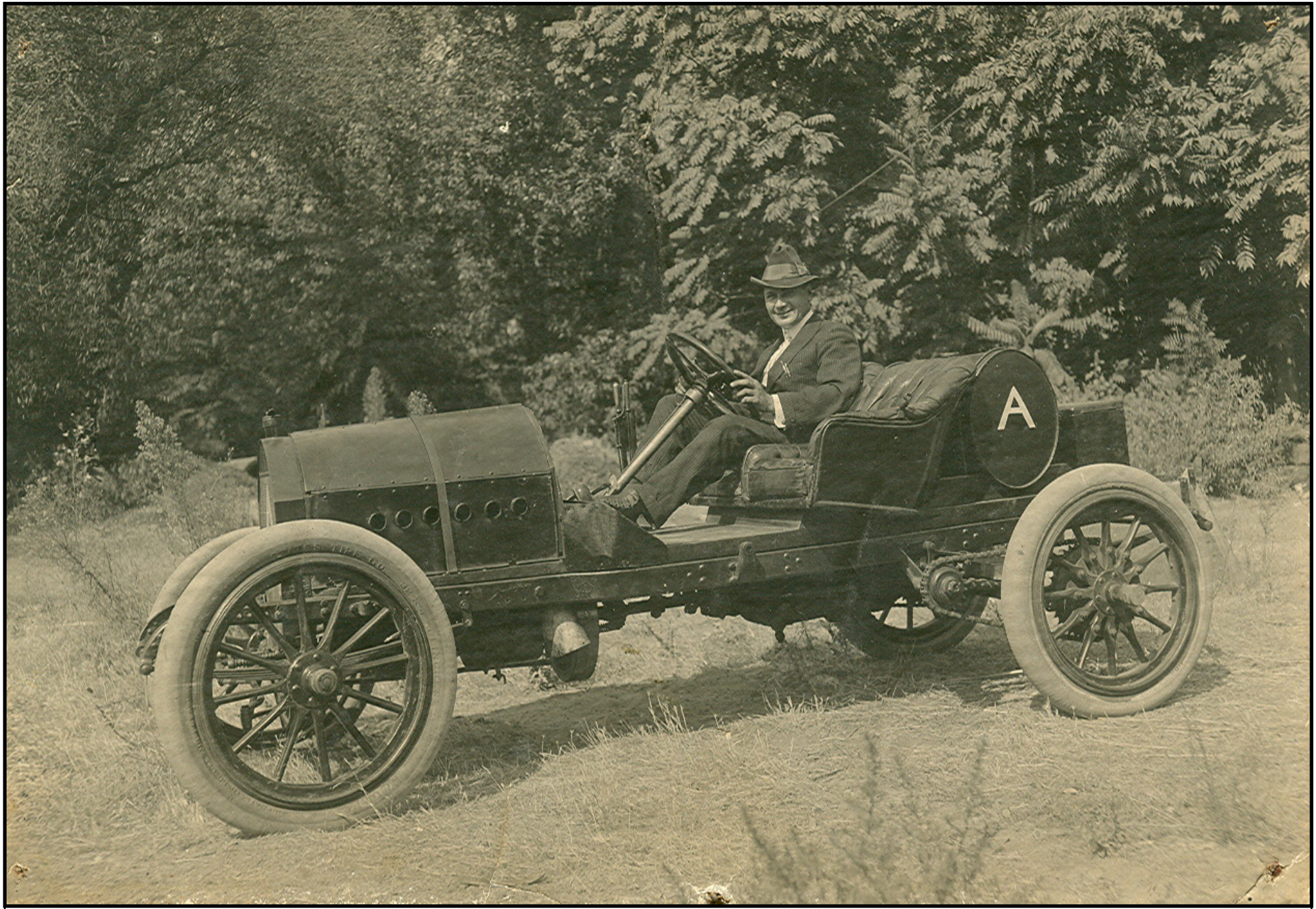
ably so that she could take part in Society's favorite pastime of the day, a Ladies Sunday afternoon drive through the park to "see and be seen". Yes, Ladies actually drove automobiles in 1906, but generally accompanied by the family chauffer for hand crank starting the engine and or to make any mechanical adjustments needed along the way. Motorcars filled with Ladies could be seen in the Society or Automobile section of the Call Bulletin, Daily News or Examiner as these newspapers covered those Sunday afternoon drives.

Well, evidently the old Locomobile didn't get driven much beyond those "special" trips and when it was purchased in the late 1930s by early Horseless Carriage collector Art Austria, the odometer was showing just 3,500 miles. Jump forward to the late 1950s when collector Phil Andrews of Sacramento learned of the cars existence. Phil had to have the car and continued pursuit until he had the right car to trade, a special Pierce Arrow that Art was willing to accept plus the proper amount of cash. Phil now owned the only 1906 Model H 7 Pass. Touring known to exist and immediately began a "ground up" restoration. After several years of ownership Phil sold the car and after a couple of interim owners in the early 1970s we had the unbelievable opportunity to purchase this historical piece from Doug Rich of Freedom, CA. in 1976. Karen and I feel very fortunate to have been given the opportunity to be a caretaker of this unique piece of automotive history and have driven the old Loco. far more miles than its first long term owners.

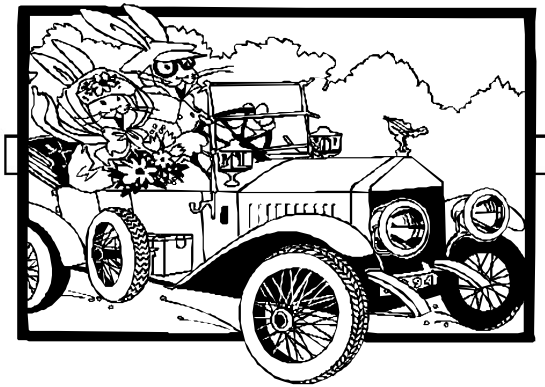
One of our favorite trips was touring with the Horseless Carriage Club of America for 4 days throughout Yosemite National Park with the car fully loaded with appropriately dressed occupants, a real step back in time. Our favorite annual drive and a natural for the car is to Lotta's Fountain in downtown San Francisco on April 18th arriving in time for the Great San Francisco earthquake commemoration ceremonies at 5:13 AM, the exact time that the Great San Francisco earthquake struck. This trip requires all lamps to be lit in order to "see and be seen"…….. Nothing changes, just different reasoning.

The Locomobile Model H came in 5 or 7 Pass. versions, and a limousine was also available. Ours is a 7 passenger touring with 4 speed selective gear transmission and dual chain drive. Powered by a 4 cyl. T head engine with Bosch magneto ignition and 6 volt dry cell battery which supplies instant power for hand crank starting. Engine oiling lubrication is by "splash" supplemented by the Lukenheimer drip oiler (aluminum canister with brass knobs and glass tubes mounted on the firewall). Fuel feed to the carb. is by gravity, fuel tank is under the front seats. Tire size is 34 X 41/2". Top and….. GRAY and DAVIS (I didn't get my Rushmores!!!) lamps were included in the original purchase price of $5700.00.

THE PHOTOGRAPH: It's my Grandfather J. Elmer "The Duke" Archer at the wheel of his 1906 Model H Locomobile speedster near his home in Chico, CA. Believe it or not, after we had our Locomobile for seven or eight years, I ran across this old photo that my Grandfather had given me when I was a kid, of him in his speed car. I was young and dumb(er) when I got it, and not that concerned as to what make it was. He probably told me at the time, I just couldn't keep my mind off of trains and Model Ts and so didn't retain it. To go a step further, I had heard the story many times over the years, usually told by my Dad on how his father purchased this Locomobile that had been in a fire and with the few remains of the burnt up body still mounted they towed it home with my Dad at the wheel. He said that he could hardly reach the foot pedals or steering wheel, the wheel was hard to turn, and the trip did not go without incident, but they did get it home. This had to be around 1910 or 11, and my Dad was around seven years old. My Grandmother would have nothing to do with it, childs play! So The Duke went to work on this hulk and built a very sporty very fast Locomobile speedster. No doubt that car helped gain him the moniker "The Duke". My Grandfather never talked much about the towing home portion but liked to talk about the mechanical components and speed of that car as well as his big 1913 Chalmers with the air starter. So…. I knew that there was a Locomobile of some kind in our family history. Had I known that my Grandfathers Locomobile was a 1906 Model H, negotiations on the purchase of our Locomobile no doubt would have been dramatically different. So……it pay's to be ignorant! At least sometimes.



J. Elmer Archer, The Duke
1906 Locomobile



May 2010

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Santa Clara Spring Tour May 26 thru May 29

Solidad, Ca

June 6 HCCA TOUR Modesto/Sonora
June 7 Palo Alto Concourse
July 4th Parade Piedmont
July 17 Field Meet and Picnic

September 12 Hillsborough Concours
September 12 History Park
December 11 Holiday Party

Reprinted (and edited) from "THE OLD CAR WEEKLY", author unknown – submitted by Jim Maxwell and reproduced here from The Spark Plug – Roland Dickey, Editor

A RESTORER'S BRASS CLEANING RECIPE

Brass parts won't corrode like steel, but they do tarnish. An avid clock restorer showed me a better way to clean brass by soaking them in a vat of cleaning solution, then scouring with a toothbrush. The brass gleams in the sunshine in a matter of minutes.

The mixture is made up of commercial-strength ammonia. Ammonia fumes are hazardous, hence mixing and cleaning needs to be done outside in warm weather, not in a closed room.

Use a plastic tray for cleaning. Store the solution is a brown plastic bottle.
Keep away from light. Keep bottle tightly closed.

BRASS CLEANING RECIPE (1 gallon)

8 ounces 28% commercial-strength ammonia (source local Blue Print store)
4 ounces oleic acid (source local pharmacy)
4 ounces liquid detergent (source see your wife)
2 ounces acetone (source local hardware stores)

Add oleic acid to ¾ gallon of water, mix well, then add detergent and acetone. Slowly add ammonia. Some "clumping" may result as ammonia is added; shake well

Allow solution to age three to four days before use. Shake again before using.

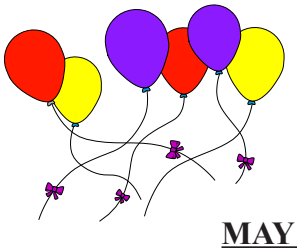
Pep up aging solution with new ammonia.

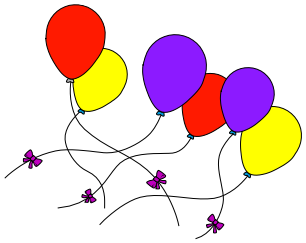
CAUTION – Protect you eyes, Use Gloves, Work in a Well ventilated area.
Do not leave parts in the solution too long – 20 minutes is usually sufficient.

Helpful hints:
Use warm are from a portable hair dryer to drive moisture from tiny crevices in the parts.
Use four-aught (0000) fin steel wool to burnish the cleaned brass parts and make them gleam.
Commercial-strength ammonia fumes are undeniably obnoxious (and dangerous). But the result of using this clockman's cleaning solutions are worth enduring the temporary unpleasantness. The telltale smell, of course, evaporates shortly.

Tech Tip from Bill Brommer:

At the March general meeting we had a great demonstration on how to remove corrosion and dirt from brass with common household products. Well now, here is another helpful hint. Using another common product, Easy Off oven cleaner, you can remove oil and grease from metal parts. Some of the old paint may also be removed at the same time. Go to the store and buy Easy Off or similar product making sure that it is the heavy duty type. Scrape off thick grease and wipe off most of the oil. Spray with Easy Off - allow to stand - and then rinse with water. Several applications may be required to remove all of the grease and oil. It is best to do this outside of course, as the fumes are quite strong. And be sure that you allow the part(s) to air dry before applying another coat of Easy Off. If done properly it is then ready to prime or paint.



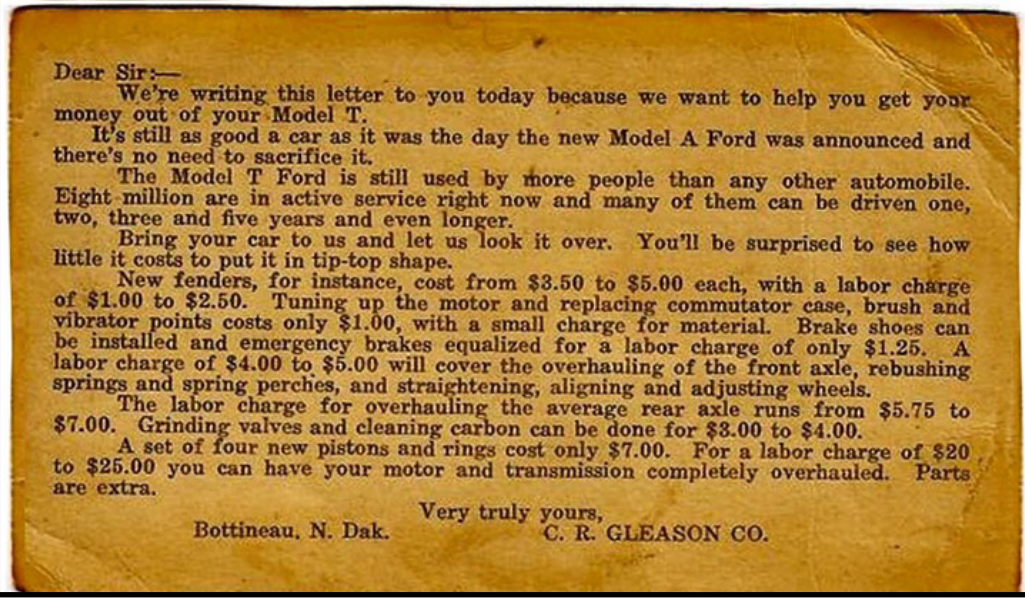


MAY ANNIVERSARIES

METAIS	Bernard	Anne	May 2, 1964
ANINO	Joe	Rae	May 3, 1969
O'Neill	John	Carol	May 5, 1986
WATERMAN	William	Annie	May 9
FORBES	Mark	Tanya	May 12
NELSON	Bill	Marion	May 18, 1946

MAY BIRTHDAYS

POTTLE	Phyllis	5/1
LUNDQUIST	Eric	5/5
KING	Doug	5/6
OGDEN	Douglas	5/9
WATERMAN	William	5/9
STONE	Kelly	5/10
COSTA	Pat	5/13
BROWN	Bayard	5/19
BERTOLOTTI	John	5/20
GURNEE	"Sam"	5/21
HOPKINS SR	Bob	5/23
HAIST	Whitney	5/24
RYAN	Patricia	5/29
SILVERA	Jackie	5/29
SILVERA	Dick	5/31



Dear Sir:—

We're writing this letter to you today because we want to help you get your money out of your Model T.

It's still as good a car as it was the day the new Model A Ford was announced and there's no need to sacrifice it.

The Model T Ford is still used by more people than any other automobile. Eight million are in active service right now and many of them can be driven one, two, three and five years and even longer.

Bring your car to us and let us look it over. You'll be surprised to see how little it costs to put it in tip-top shape.

New fenders, for instance, cost from $3.50 to $5.00 each, with a labor charge of $1.00 to $2.50. Tuning up the motor and replacing commutator case, brush and vibrator points costs only $1.00, with a small charge for material. Brake shoes can be installed and emergency brakes equalized for a labor charge of only $1.25. A labor charge of $4.00 to $5.00 will cover the overhauling of the front axle, rebushing springs and spring perches, and straightening, aligning and adjusting wheels.

The labor charge for overhauling the average rear axle runs from $5.75 to $7.00. Grinding valves and cleaning carbon can be done for $3.00 to $4.00.

A set of four new pistons and rings cost only $7.00. For a labor charge of $20 to $25.00 you can have your motor and transmission completely overhauled. Parts are extra.

Very truly yours,

Bottineau, N. Dak. C. R. GLEASON CO.

This is an interesting POSTCARD AD from BOTTINEAU, NORTH DAKOTA dated in the '20'S about MODEL "T" Fords.

Thanks go to member Fred Pratt for sending this to the editor.

THE ERA OF THE HATPIN

Submitted by Mary Lou King

The era of the hatpin was approximately from 1850 to 1930 and covered the Aesthetic period, the Arts and Crafts movement, Art Nouveau and Art Deco periods, the height of the era from 1890 through 1925. They measured from 4 inches to 16 inches in length. At 12 inches, hatpins were considered "lethal weapons" and laws were written pertaining to this use. Streetcar rides were forbidden to ladies with long hatpins. In Illinois, there was a limit to the length which was 9 inches, and women were made to take out permits for longer ones. In America and Europe, laws required that all dangerous points of extremely long hatpins had to be covered by guards or nibs which you seldom see nowadays.

With the advent of the pin making machine in 1832, hatpins became more readily available, freeing women from bonnet strings, allowing them to wear a hat on top of their head like a man. Pins prior to 1832 were hand forged and were more like our straight pins. Besides hatpins, women wore fan pins, veil pins, corsage pins and a variety of jeweled hairpins. Pins were so expensive that they were treasures and were named in bequests and legacies.

Women's Suffrage and the ERA are tied in with the era of the hatpin as the hat is a symbol of women's emancipation. When the Suffragettes were marching for equality, policy reports show that officials were held in terror by those "apache Arrows' and the police were defenseless against these first feminists.

Until women's emancipation, hats were merely head coverings. For men, hats denoted their station in life, hence, the king had his crown, the baker, the tailor, the miner, and even the shepherd had a recognizable hat. Like the men, the women now had a hat for golfing, cycling, tennis, swimming and riding in the "horseless carriage".

Women's hats increased in size and outlandish proportions until hats actually shadowed the shoulders of the wearers and required the use of several long, pointed hatpins. You have seen the sign – "Ladies, Please remove your hats"—this was so the person behind you could see the entertainment. Also, because of the danger of the hatpin, if women were asked to remove them in a public place, then the hat generally fell askew causing some women to forfeit their dignity for they did not want to be seen bare-headed in public.

By 1911, a women's hat was the main feature of her outfit. Hairstyles dictated the shapes of hats. Most women wore their hair long. Some hairstyles required cotton batting, wires and false hair to make them into "towering tresses" (sounds like the beehive of the 60's). Many of the horsehair cushions or 'rats' were quite heavy. Many of these hairstyles required the use of hair pins to keep the hair in place and because of their expense, some ladies used gum or mucilage which sounds like our hairspray of today. Atop this mass of hair sat the hat anchored with the necessary pins. Only virtuous maidens wore their hair unbound, the better to entice the opposite gender. Once married, women's hair was drawn, quartered and knotted under caps and bonnets and only loosened in the privacy of the boudoir for her husband. When bobbed hair and the cloche hat came into fashion, the era of the hatpin was nearly over. They were shortened considerably and were an accessory, not a necessity.

The Art Nouveau period (1895-1910) produced the finest examples of hatpins and are now considered highly collectible. That was the era of the sumptuous hats requiring the longest pin stems. Hatpins were fashioned out of gold, silver, glass porcelain, tortoiseshell, precious gems and less precious stones, mother of pearl, enamelware, rhinestones, mosaics, etc. Queen Victoria popularized black jet during her period of mourning in 1861 and so there are hatpins made of jet.

Popular manufacturers that we would recognize today include Tiffany, Lalique, Reed and Barton, R. Wallace and Sons, Shreve and Co. and Gorham Mfg. Sears and Roebuck had a dozen or so advertised in their 1903 catalogue, the most popular being the white or black shoe button type for 5 cents each. Satsuma ware with its ivory tinted porcelain, a 19th century art form from Japan, is highly collectible. Though vast numbers of hatpins were made, very few are marked and with so many similar styles, it is nearly impossible to determine where they may have been produced. Many choice hatpins of precious gems have been converted into other pieces of jewelry.

April - Nuts & Bolts

Our April Nuts and Bolts was held at the Durein garages in Alameda with a dozen of our members in attendance. We began our Saturday morning event with coffee and donuts seated around Doug's big round table next to a warm potbellied stove in the garage. We were surrounded by Doug's various collections and memorabilia. Doug discussed some of his latest acquisitions and answered questions about them. His collections included in addition to various auto related memorabilia, old medical remedy bottles, one of the worlds largest mouse trap collections, and a coffee can and beer can collection.

After coffee, Doug showed our group how his non-mechanical pressurized fuel system in his Model T Speedster worked. The pressure is created by exhaust gases passing by a tap in the exhaust pipe. The tapped line is run to the neck if the gas filler neck. Before the tubing enters the neck a fuel filter with a spark arrester is placed in line. In order to maintain the pressure in the vent in the fuel cap is sealed. Doug claims that a pressure of 2 pounds is created in the fuel system.

Thank you Doug for a very interesting morning

While the men were at Doug's garage, Muriel Lundquist and Pam Johnson were being entertained by Susan. Over coffee, tea and coffee cake they admired Susan's collection of button hooks for shoes and much smaller button hooks for gloves. New to Pam and Muriel were the different types of skirt lifters that Susan collects along with her chatelaines. Susan has promised an article for the Gazette on her various collections. But don't think that Susan's collecting stops at women's accessories. She has a bookcase loaded with old books including some very nice Raggedy Ann and Andy books. Her two prized possessions are a pair of black dolls made of wax with cloth bodies. They are quite unique and beautiful.

Many thanks to Susan for opening her house and for the great conversation enjoyed by all.




May Nuts & Bolts
By Bill Brommer

This month on Saturday, May 8, from 9 am to noon, we will be visiting the shop and car collection of George Smith. Many of you already know him from other clubs. You may have met him when we visited Lazze's shop in February. In any event, he has graciously opened his shop and collection for us to view. It is located at the back of the property at 405 Ward Street in downtown Martinez. At the front of the property is a restoration shop that will also be opened for our pleasure. So this month we will get a twofer. The ladies, as always, are welcome to join in on this adventure. If you have questions or need directions give George a call at (925) 335-9950. You might want to carpool for this one. See you there.

Old Fashioned Invitational Field Meet & Picnic!

July 17, 2010

This is a great event to bring your Pre-1916 autos including: big cars, 1 & 2 cylinder cars, restored or un-restored, or motorcycles!!

Diablo Valley College
321 Golf Club Road
Pleasant Hill, CA 94523

9:30am – Coffee and Donuts
10am – Games Begin

Please bring your own chairs & picnic lunch. We will provide tables with umbrellas, soft drinks, water and dessert.

Spectators are also welcome to attend this fun event.

Sponsored by BAHCC. 9 regional groups are being invited. Questions contact John Morrison at (510) 655-6128.

Games that will be played:

Champagne Toast!
Each car is driven over a bumpy course as the passenger carefully holds a champagne glass filled with water. The team who maintains the most water in the glass with the fastest time is the winner!

Blind-fold Obstacle Course
Each blindfolded driver has to navigate a curvy course with only the help of verbal prompts from the passenger. The winning team knocks over the least amount of cones with the quickest time.

The Slow Race
The goal of the slow race is to take the longest time to go 100 yards, but the driver is not allowed to touch any controls or pedals once the car crosses the starting line. If the car dies the timer stops.

Ladies, Start your Engines!
Ben Kopman will demonstrate to all the women willing to participate, the art of crank starting a Model T, then each participant will get five tries. The winner will be the lady who was able to start the car the most times.

Balloon Massacre!
An ingenious contraption is placed on the ground with a balloon and a string attached to the car. The driver must drive in an almost perfect a circle otherwise the balloon will pop. The winner has the quickest time and didn't pop the balloon!

Plus a Secret Event – Test of Gravity

Please register by June 30th. Mail to John Morrison, 1450 Grand Ave. Piedmont, CA 94610

Name: _____

Email or Mail Address: _____

Phone: _____ Vehicle: _____Year:_____

Bay Area Horseless Carriage Club
Minutes of General Meeting
Wednesday, April 7, 2010

Meeting opened at 8:09 p.m.

Officers Present: Board Chairman Don Johnson, President, Kaaren Brommer, Vice President, Johnny Crowell, Treasurer, Dave Pava

President Brommer noticed several guests and asked members for an introduction. Dave Pava's friend Stuart Bowers, Fred Byl's daughter Jennifer and Bill Hund's friend, Mary from Los Banos were present.

Don Johnson announced that he will have space B-62 at the Bakersfield Swap Meet on Friday & Saturday and invited members to stop by for a soda.

Gazette Editor Muriel Lundquist set the deadline for the May Issue of the Gazette at April 18th and asked members to submit articles for publication. Interested parties should inquire.

John Morrison passed around sign-up sheets for the "Piedmont 4th of July Parade," the "Old Fashioned Invitational Field Meet & Picnic," on July 17th and the April "Nuts & Bolts" at the Durein Garage.

Joyce Azevedo, modeling a club jacket informed members interested in a jacket to see her, or Don, as they will be placing a bulk order soon.

Dave Pava announced that the Palo Alto Concours has added a Horseless Carriage class with three divisions, and passed out a sign-up sheet for entrants.

Susan Durein's Sunshine report explained that Bill Cassiday was absent due to his Mother's illness.

Bill Brommer reported that Doug Durein will explain how to pressurize a Model T gas tank at the April "Nuts & Bolts" meeting. Doug said members may drop-off their wives at the Durein Home on Gibbons Dr. with host Susan, and the guys will meet at the Garage on Santa Clara Ave.

Erika Kopman announced the Maker Faire on May 22 & 23rd in San Mateo and sent around some copies of "Make" magazine. See asked members to consider bring their cars to the event as a great way to promote the club.

Kaaren Brommer informed members of a friend's car that is for sale. A 1909 AutoBug, located in Illinois. See Kaaren for details.

Norman & Adria Schwartz's wedding anniversary was recognized by Kaaren Brommer, with the gift of a candy bar. Members with April birthdays, including Erica Kopman, Don Azevedo, Muriel Lundquist, Patricia Pava and Adria Schwartz, all received candy. A special Easter Egg was presented to Alice Luis.

Dave Pava reported that the Board has met regarding the Swap Meet and determined that Hayward State is definitely out as a venue. Dave acknowledges that the Swap Meet may not happen this year. Dave also reminded members of the extraordinary amount of work it takes to put-on a swap meet, work provided by a relatively small number of members. Swap Meet organizer Don Azevedo reported that he has been talking to Chabot Junior College in Hayward and Diablo Valley College in Pleasant Hill as possible venues, and that contracts are pending. A lively debate regarding the Swap Meet quickly moved to the floor . . . Eric L. said Chabot would be a good place since it is so close to the old site. - - - Norm S. said we need 60 to 70 days lead time to organize the meet, there's still time. - - - Fred B. asked informed parties for a recommendation. - - - Johnny C. said we could abandon the meet and increase fees, when necessary, to offset the revenue loss. - - - Esther S. said to skip the meet this year and wait for the right location. - - - Charles E. asked for an up or down vote. - - - Ed A. said continuity is important, if the meet does not happen this year, it may not happen ever. - - - Walter S. agreed with Ed A. - - - Joyce A. wondered if we really need the money, considering the club's current bank account balance. - - - Johnny C. said rising fees, liability and eBay are making Swap Meets a thing of the past. - - - Johnny C. motioned for an up or down vote. - - - Joyce A. seconded the motion. . . Thirty (30) Members voted to abandon the Swap Meet for this year. Zero (O) members voted to continue efforts to hold a Swap Meet this year.

Don Azevedo moved to adjourn the meeting. Erika Kopman seconded the motion.

Meeting ended at 8:47 p.m.

Respectfully submitted,
Mark Cerruti, acting Secretary

THERE WAS NO BOARD MEETING IN APRIL

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

May is a time for flowers.
Happy May Day!

CALIFORNIA
BAY AREA