



CALIFORNIA  
JUNE 2010



*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 4200 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:

A big thank you to those who have contributed articles to our Gazette. You are what makes our newsletter special.

As of this writing many of you will be attending the Santa Clara Spring Tour in Solidad. Hopefully our beautiful California weather returns so that you will have a nice tour.

Erika did a fantastic job planning the MakerFaire. Our car display was well attended and I've heard many good contacts were made. If you missed it this year, plan to put it on your calendar for next year as it was really fun to see all of the "crazy" inventions. We were placed opposite a rocket ship which made for very interesting pictures by our visitors.

Our next issue will be a July/August combined newsletter. Please have your pictures and articles to the editor as soon as you have them ready. Mailing will be in July.



## June President's Message



### How Do We Compare With The Past '

Have you ever thought about the constant flow of messages we get every day - each pointing in a different direction down the road ? Do we learn and improve as we experience life ?

It's good, they say, to run in the sunshine, get some positive vibes from earth's garden, smell the fresh air and carry your spirit to the top of the mountain. So, recently when I listened to my grandson Thomas' fourth grade classmates recite the virtues of poetic reason --- "Spring is joy and flowers are orange, the blue sky brings rainy showers to wash the clouds and when I eat asparagus I feel good and green" -- I agreed and considered the following events in a very new perspective. \*\*

\*\*\*\*\*

The year is 1909 -- yes, over a hundred years ago.

\*\*\*\*

The average life expectancy was 47 years.

Fuel for this car was sold in drug stores only.

Only 14 percent of the homes had a bathtub.

Only 8 percent of the homes had a telephone.

There were only 8,000 cars and only 144 miles of paved roads.

The maximum speed limit in most cities was 10 mph.

The tallest structure in the world was the Eiffel Tower !

The average wage in 1909 was 22 cents per hour.

The average worker made between \$200 and \$400 per year.

A dentist \$2,500 per year and a mechanical engineer about \$5,000 per year.

More than 95 percent of all births took place at HOME.

Ninety percent of all doctors had NO COLLEGE EDUCATION.

The cost of : sugar- four cents per/lb, eggs fourteen cents per/dozen, coffee fifteen cents per/lb.

Five leading causes of death: pneumonia/influenza, tuberculosis, diarrhea, heart disease and stroke.

The American flag had 45 stars.

The population of Las Vegas, Nevada, was only 30 !

Crossword puzzles, canned beer and iced tea hadn't been invented yet.

Two out of every 10 adults couldn't read or write and

only 6% of all Americans graduated from high school.

Eighteen percent of households had at least one full-time servant or domestic help.

There was no Mother's Day or Father's Day.

And 95 percent of the taxes we have now did not exist in 1909.

So, how do we compare with the past ? Pretty good, I'd say. But it does make one think about change and the perspective of time. Just consider what it may be like in another 100 years ---do you suppose we will still be tinkering with and driving our favorite antique automobiles ??



## Snoopy

By  
Esther

Boy, was I all set for some juicy tid-bits. In fact, I thought I hit the Mother load. You see, **John M** and **Don A** rode together on the 1 & 2 National tour in Alpine (San Diego). I overheard them talking about some girls showing up around 9:00. WOW!!!! Sorry Carolee and Joyce, but there is nothing to report. The next morning, while waiting for the tour to begin, I was sure surprised when the girls showed up at 9:00 am at the guys room. Instead of dancing poles and other fun stuff, they came with the other type of poles, you know, broom handles, toilet brushes, etc. Bet the boys were disappointed!!!

**John** was going to write an article on the 1 & 2 cyl. tour, but I must tell you it was cold as all get out. We had one coffee stop at the top of a mountain under a canopy that almost caved in due to all the snow on top of it. And I don't do very well in the cold (ha-ha). I must complement Neal LaRosa and all his helpers as all the meals were well planned and delicious and the routes were wonderful.

**Leroy F** had to cancel out for the Soledad Tour this coming week. He had knee surgery May 4<sup>th</sup> and says he is doing OK. Now he's looking at a lot of therapy. We wish him good luck.

**Joe and I** are about to give up on the Paterson, unless we can find another 1910 era 30 HP engine to replace the Northway, we are kind of stuck. Everyone has tried to find a solution to the leaking cylinders in the newly

casted jugs without success. **Tony W.** is working on them now and is not very optimistic but is still trying.

I think **Walter and Ruth S.** are also about to give up on their engine in there beautiful Cadillac. Hang in there you two. It has got to get better for one of us.

Talked to **Bill O.** the other day and he said to say "hello" to every one. He sure misses the comradery of the club. Give him a call if you have a chance. He loves to receive phone calls.

At the last nuts and bolts meeting, A few fellows got a sneak preview of **Norman S.**'s new auto warehouse/shops. From what I heard, it will be a beautiful show case. Can't wait for an open house so I can go see it.

**Don and Pam J.** sold their house in Menlo Park and are looking around Marin County for a nice big garage with a nice house attached to it.. Good luck on that one guys.

For those that still ask, yes I'm still in love with my ear Doc (Fred). The one hearing aid that I was wearing is keeping company with my socks in a drawer.

The **Dureins'** are touring some of the New England states as this goes to press Jan & Jerry Neil were scheduled to go with them but Jan a had a slight set back and had to cancel out. Keep Jan in your prayers.

There was a nice article in this Sundays (23<sup>rd</sup>) paper about the **Archer's** and their Ice Cream wagon. Good article, Ed, Didn't realize that you worked for the Dryers at one time.

That's it for this month, See you down the road. Snoopy



## JUNE ANNIVERSARIES

<b>SILVEIRA</b>	J W	Barbara	June 1, 1952
<b>MCEACHERN</b>	Dan	Mary	June 6, 1987
<b>MORRIS</b>	Mike	Judy	June 12, 1976
<b>GULARTE</b>	Bill	Lee	June 13, 1954
<b>SWENSON</b>	Frank	Dailyn	June 15, 2006
<b>BYL</b>	Fred	Nancy	June 20, 1964
<b>CALDEIRA</b>	Chet	Kay	June 28, 1980
<b>SHERMAN</b>	George	Fran	June 26, 1946
<b>CRUZ/ZYLSTRA</b>	Harold	Marge	June 29, 2002



## JUNE BIRTHDAYS

<b>HAIST</b>	Diane	6/2
<b>FORBES</b>	Tanya	6/3
<b>CROWELL</b>	Johnny	6/6
<b>HENNINGSEN</b>	Scott	6/7
<b>PRATT</b>	Fred	6/14
<b>DUREIN</b>	Doug	6/19
<b>KEYSER</b>	Kent	6/26
<b>MCCRUMB</b>	George	6/27
<b>HOLTHAUS</b>	Terri	6/29

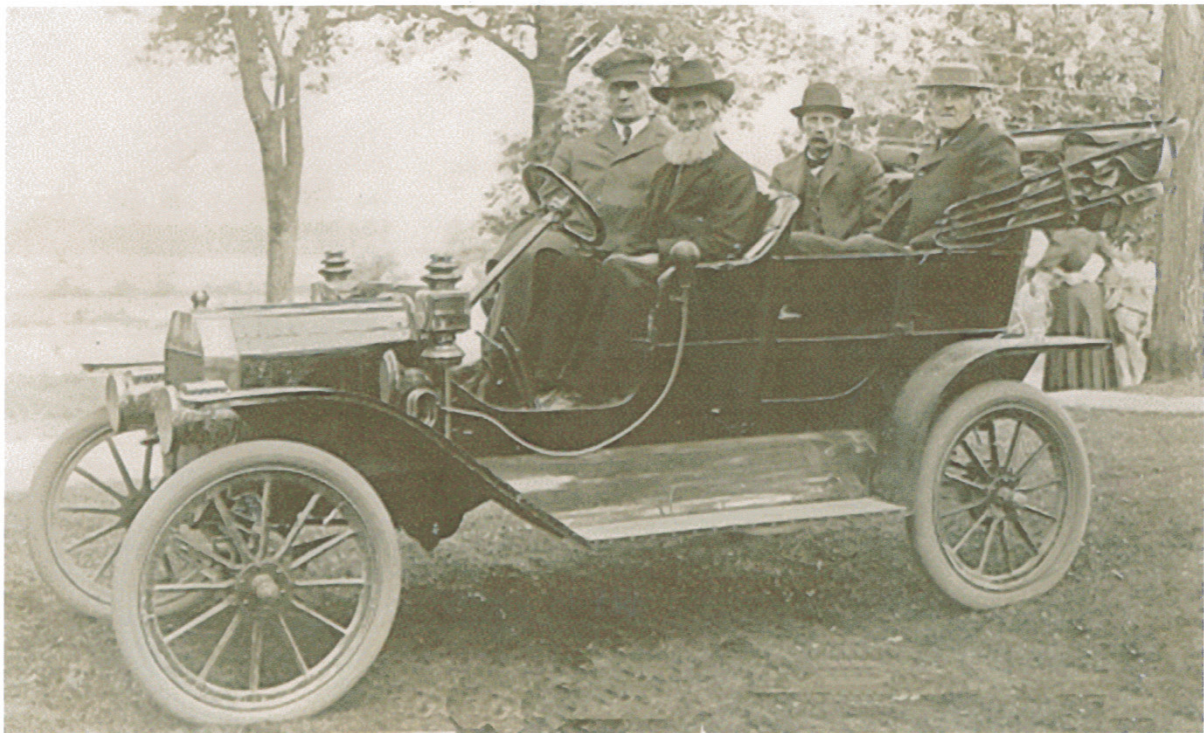
BAY AREA HORSELESS CARRIAGE CLUB

# Fathers Day Tour

JUNE 20, 2010

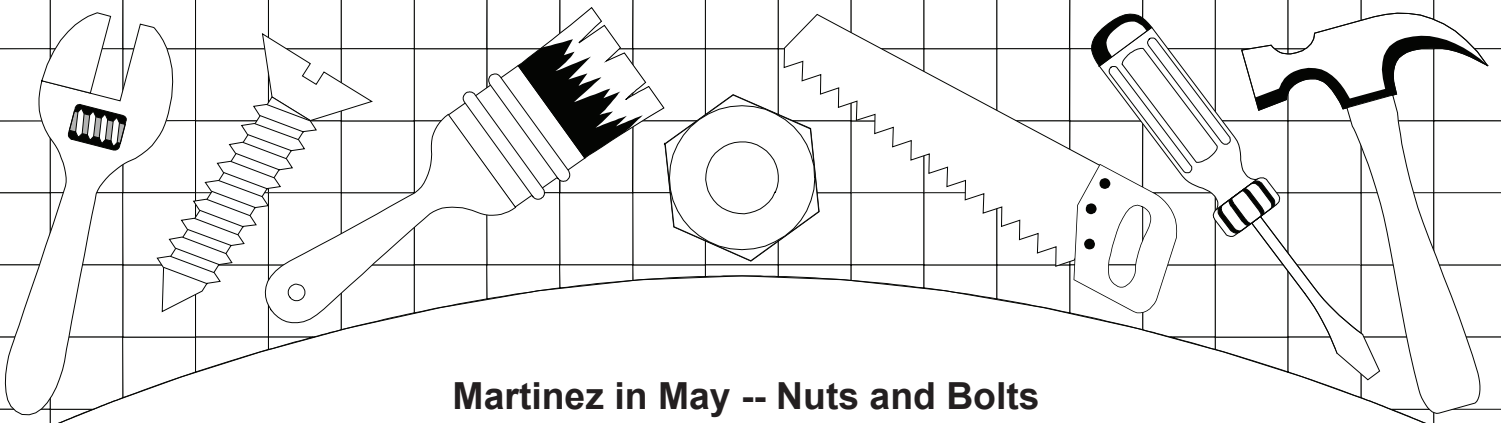
CELEBRATING THE 100TH ANNIVERSARY OF FATHERS DAY

*Club will furnish coffee and doughnuts in the morning & soft drinks at the picnic lunch (bring your own picnic lunch)*



TOUR LEAVES FROM THE RUDGEAR PARK & RIDE

WALNUT CREEK AT 10:00 AM



## Martinez in May -- Nuts and Bolts

Visiting George Smith's shops was great fun and full of surprises. Bill Austen, Don Azevedo, Bill Cassidy, Charles Ebers, Don Johnson, John Morrison and Bill & Kaaren Brommer attended. Lots of cool tools, historic pictures, books galore - with George fielding all of our questions and sharing some great stories.

We saw the restoration area where the T specialty work is done and then on to the display bays where we snapped pics of George's favorites of auto history - from an old "T" snowmobile (yes, wooden skis and metal treads), a great black beauty "TT" tow truck (with nifty dolly accessories), a fire engine (complete with ladders and bells) and a custom built torpedo-nosed race car that featured, not one, but two "T" engines in tandem --- very impressive !

The bonus of the morning was when Norm Schwartz pointed to his "in process" garage.

We'd like to express our thanks to George for his hospitality and sharing nature to allow us to see his wonderful shop and collections.

(Note: No calendar date set for a future Nuts & Bolts -- call Bill Brommer with suggestions.)



Here are some pictures from Don Johnson of our April Nut's and Bolt's event at Doug Durein's that came too late to publish in the May Gazette



Bill, Doug and Mark Looking at pressurizing a gas tank



Pressurizing a gas tank with a condom



Eric, Don, Mark and Bill in serious discussion



Don, Bill and Mark reviewing the days events



Cement Engine block



Doug's Model "T" Speedster

### CARS FOR SALE:

***It is not too late!*** For sale, a 1921 model T Ford speedster. Was on the endurance run two years ago and has been almost completely gone through and freshened up since. Car is yellow, has 21" model A (yuck) wire wheels and is ready to tackle the tech and answer the challenge of the run again. Asking \$6900. or best offer. Car is in Grass Valley and can be delivered for cost of gas. I was going to keep it, but I need the money and space for my newest (oldest?) horseless carriage. Wayne Sheldon, 925-980-6908.

W. Sheldon

FOR SALE: 1916/1915 OVERLAND MODEL 83 Touring Car. I bought this car several years ago at Hershey from a meticulous Pennsylvania owner that restored the car to drive in parades. The Overland model year was July 1<sup>st</sup> to June 30<sup>th</sup>, and we verified that this car was built in 1915, because its engine has 4 cylinders cast separately. On Jan. 1, 1916 they made a Model 83B, whose engine was a monoblock with 4 cylinders cast as a single unit. The prior owner rebuilt the engine, clutch, brakes, interior and top along with a body off restoration. Its paint is good paint (olive drab which is the correct color but ugly), excellent interior and top. I did some more work on the distributor and electrical system, and had new wheels built by Calimers in Pennsylvania, plus new white wall tires. I toured it a little in New York and brought it out two years ago but haven't had the time to put it in service on the West Coast. \$25,000. Eric Lundquist, 650-888-5096





## **LADIES'S COLUMN**

*Article submitted by: Esther Sernack*

from: "THE FIRST PRICE GUIDE TO  
ANTIQUE AND VINTAGE CLOTHES"  
(fashions for women 1840-1940)  
by: TINA IRICK-NAUER  
publisher: E.P. Dutton Inc. New York, 1983

### **1901-1910**

**I**N 1902 PATTERNS, like those from McCall's, could be purchased. The prevailing silhouette was a "pouter pigeon" front with a severe S curve, almost swaybacked. Dresses were more like jumpers over blouses, and sleeves lost all fullness and were tight again, usually ending right under the elbow. By 1905 sleeves had regained a comfortable fullness.

In 1906 the Gibson Girl personified the feminine look of the time, and most women tried to emulate her. Blouses were very fancy with high collars and hooked in back onto the waistband of the skirt. The popular colors were mostly pastel with gray or gray-and-pink combinations. A lot of beaded trim and black velvet ribbon threaded through lace was used. Cording or rows of tucks were used to help hold the softer fabrics in shape.

Fabrics tended to be filmy and thin such as voile, batiste, and net. Transparent black-and-white fabrics were used over pastel slips. This frilly feminine look is one of the most popular with enthusiasts of antique clothing. It is very available, wearable, and often in quite good condition. The sizes are reasonable, and the only problem is that the blouses are extremely short waisted in back. A three-inch peplum of soft batiste added to the back of the blouse so it can be tucked into today's skirts and pants is acceptable. Hardly any lace was handmade at the time, so do not be fooled. From this time on clothing becomes closer to our current sizes and more comfortable. Actually, anything 100 years old or older is an antique. Most people consider clothing from 1910 on to be vintage clothing, rather than antique.



# My 1911 E.M.F.

By Don Azevedo



The story begins on a Saturday afternoon in the late 1960s in Salinas, California. We were very active in the Salinas Region Antique Automobile Club. In those days in this club at least half of the cars on any given tour were horseless carriages. On this particular day Gay Seiverson brought out his 1911 E.M.F. He had purchased the car about a year earlier from Wally Johnson of Friend, Nebraska. It had been a true Barn Find, a car with very low miles, nothing missing and very nice condition. Gay had painted the body, gone through the engine and rear end and put saddle-soap on the leather seats. Gay had almost finished the restoration when he brought the car to show fellow club members. The brass was polished, the paint was perfect and the engine compartment properly detailed. Gay was doing a great job and boy was he proud of his car. He bragged that it would start with one pull every time. When Gay went around the back of the car to point something out, I opened all four priming cups located on the top of the cylinders. When he came back to the front of the car I asked him if it would start and he said first pull every time. I doubted his claim and bet him a dollar that he couldn't do it. Gay actually was offended and said he would take that bet and show me what a great car he had. He adjusted the spark and throttle and turned the switch to Battery. He engaged the crank and gave a mighty pull only to hear air gushing from the open priming cups. He looked at the priming cup levers in the open position and glared at me. Without saying a word he moved the levers to the closed position and pulled the crank a second time. The engine roared to life and I said that's two pulls and you owe me a dollar! Gay did not agree and blamed me for opening the priming cups. He never paid me the dollar. Everyone around witnessed the practical joke and gave Gay a bad time. Little did I know that some 40 years later that same 1911 E.M.F. would be in my barn and I would be its proud owner.

Please see centerfold picture of Don's EMF.

## Wanted



Horseless Carriages & Judges  
For  
**The Palo Alto Concourse**

Sunday, June 27 2010

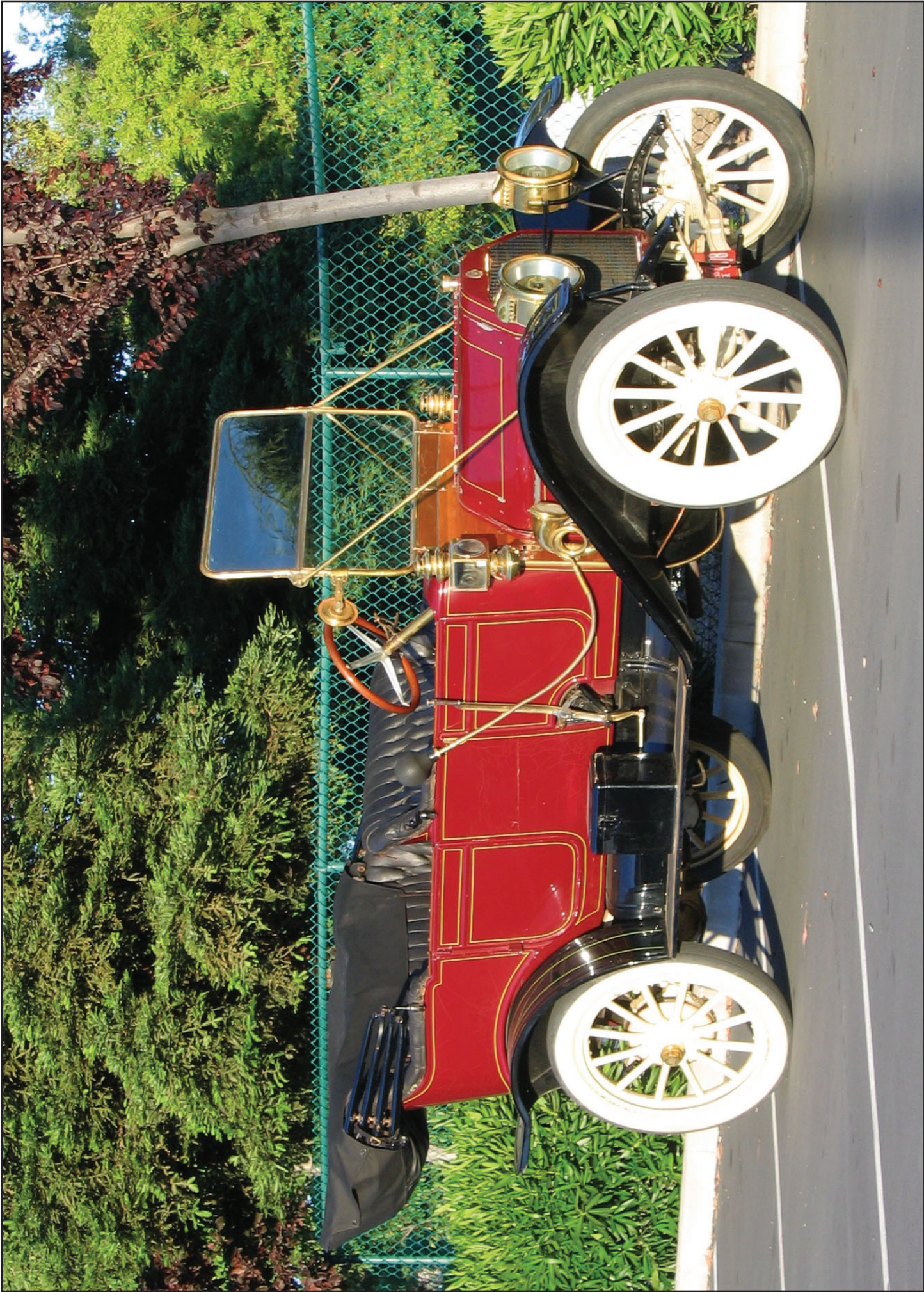
New Pre '16 Horseless Carriage Classes this year with separate judging and awards for

1 & 2 cylinder Cars  
Pre '16 Model T Fords  
All Other Pre'16 Cars

You may choose to have your car judged or not.

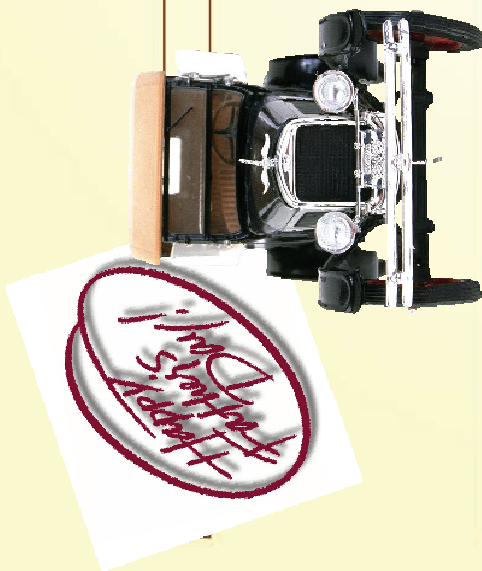
Contact David Pava if you would like to show your car or judge.

David Pava  
925-932-2923 home  
925-933-9792 x106 office  
David@Pava.com



*Don and Joyce Azevedo's 1911 E.M.F.*

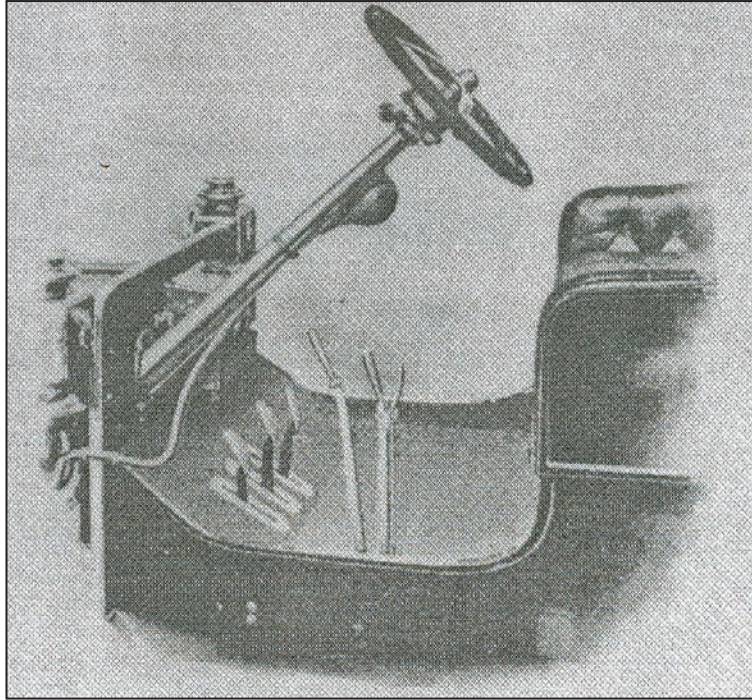
# June 2010



	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2 General Meeting Piedmont Community Hall	3	4	5
6 HCCA TOUR MODESTO/SONORA	7	8	9	10	11
13	14	15	16 No Board Meeting	17	18
20 FATHERS DAY TOUR (Bill Austen)	21	22	23	24	25
27 Palo Alto Concourse	28	29	30		26
					12 Model T Ford Endurance Run (Ed Archer) 

July 4th Parade Piedmont      September 12 Hillsborough Concours  
 11:00AM local tour and lunch September 12 History Park  
 July 17 Field Meet and Picnic      December 11 Holiday Party

# How Many?



## **MTFCI Forum**

**Posted By: Trent Boggess Date: 11/16/05**

At least one and perhaps two three pedal two lever Model Ts existed in the first half of 1908. There is a great deal of evidence to support this. These Model Ts were true prototypes. Ford accounting records indicate that two Model T cars were built as early as October 1907. These cars were used for testing and occasionally as demonstrators. The author of one of the oral remeniscences in the Benson Ford Research Center's collections was a Ford dealer. He recalls visiting the Piquette Avenue Plant in March or April of 1908 and was offered a ride in one of the Model T demonstrators. He also remarks that he was very impressed with the new car.

The engineering drawings collection for the Model T (Acc. 1701 Benson Ford Research Center) contains not just a few drawings for the parts of the three pedal two lever system, but the complete set of drawings for this control system. All are marked Obsolete in June 1908. At the same time, the drawing for the dash using the coil box with leads coming out from the bottom of the box was also declared obsolete and replaced with a dash using the coil box with the 10 terminals extending through the firewall. There are a number of other prototype parts hidden here and there within the drawings collection. All of the later two lever two pedal control parts have adoption dates the day before the three pedal two lever control parts were declared obsolete.

The three pedal two lever control system did not operate the same way as the two lever two pedal system. In the two lever two pedal system, the two foot pedals operate the clutch and the transmission brake. The second lever operates the reverse. In contrast, the three pedals used in the three pedal two lever system are clutch, reverse and brake. However, the clutch pedal only operated the low gear. Letting the clutch pedal out did not shift the car into high gear. To do that the second lever had to be thrown forward to engage high.

Several photographs of the prototype cars or parts still exist. One photograph dated June 1908 shows the drafting room at Piquette along with the draftsmen. One draftsman is leaning his left elbow against a prototype cylinder head. The cylinder head can be identified as a prototype because the angle on the front of the head where the water outlet pipe attaches is 45 degrees, not perfectly flat as was used with the first 2500 production cars, nor the 90 degree angle used for all thermosyphon engines. The 45 degree angle water outlet connect cylinder head is also shown in the March 1908 Advance Catalog for the Model T. The same engine drawing appears in the early reviews of the Model T in automobile magazines published in September and October 1908, such as The Horseless Age and Cycle and Automobile Trade Journal.

Another photograph showing the yard at Piquette taken in the summer of 1908 shows the back half of one of the prototype Model Ts near the top of the photo. It is very clear. There is no doubt in my mind that the March 1908 Advance Catalog with the famous three pedal two lever picture depicts the Model T prototype cars as they existed in March 1908. Drawings for virtually every distinctively different part shown in that catalog can be found in the engineering drawing collection. It is also equally clear that the Model T went through a major redesign in mid-June 1908. The three pedal two lever system was abandoned in favor of the two lever two pedal system and the NRS style coil box with the high tension leads coming out the bottom was replaced by the traditional style with the leads coming out through the dash.

The prototype cars were continually modified, then modified again as Mr. Ford and Mr. Wills refined the design prior to the start of production on September 27, 1908.

Respectfully Submitted, Trent Boggess

*Footnote: If you will look at the 1909 Model T Ford pictured in the Fathers Day Tour flyer you will notice that the car appears to have two pedals and two levers.*

Have you checked out our new web site yet?  
Our Web Master Erika Kopman has been doing a fantastic job with her changes.  
Be sure to check it out and let her know what you think.

# 2010 Makers Faire a success!

In 2009 Erika Kopman first attended the San Mateo's Makers Faire and throughout the event kept thinking of how the Bay Area Horseless Carriage Club could get involved. The 2010 Faire was the first chance for the club to attend and showcase their pre-1916 vehicles. Soon the participants included 7 member cars and their owners who would attend the 2 day Faire leading the event coordinators to move the BAHCC to a prime spot on the main fairway. It was a beautiful weekend with over 600 other vendors from all over the country showing their creations.

The relatively new event is organized by the staff of Make magazine that brings together art, science, crafts, music and engineering in a public forum. The Faire is a showcase for the work of Makers and those who embrace the do-it-yourself spirit are encouraged to ask questions, watch the demonstrations and, in many cases, get hands on with the exhibit.

The Makers believe that you can bring the do-it-yourself mindset to all the technology in your life and for the BAHCC that includes 100 year old technology. Many of the components of antique automobiles require expertise and lots of hands on work. Some, like Bill and Kaaren Brommer's 1912 Model T Ford Delivery Truck, are built from the ground up. Other cars at the Faire, such as John and Carolee Morrison's 1912 Model T Ford Touring, have been kept in original condition for nearly 100 years.



The result of all that hard work was on display for the estimated 160,000 event visitors to enjoy. Some could be found on the grass watching Don Azevedo's 1-cylinder 1906 REO Model B in action and hundreds of visitors took a peek under the hood of Eric and Muriel Lundquist's 1911 Cadillac. The questions concerned all aspects of the cars from the carbonite and water used to power the headlights, polishing brass, maintaining the leather, how to crank the engine and the horsepower.

Don Azevedo took a few trips around the Faire in the REO, which has a top speed of 22 mph, at one point crossing paths with Henry Ford's quadricycle which came out from the Henry Ford museum in Detroit. Don demonstrated an important aspect of the antique car hobby "when we're done we can drive our hobby around!" Some visitors seemed to wonder if the vehicles were street legal or even drivable and the BAHCC members on hand were happy to answer questions and give demonstrations. As Ben Kopman quipped, the rule of crowds becomes "when you've got a crowd, fire up the car!"



Erika and Ben Kopman, along with Erika's parents Mike and Connie Myers, dressed in authentic period clothing and posed for endless pictures and answered questions about the car and the club. Children visiting the Faire loved to hear the horns honk and stare at themselves in the headlights of Tony Wolleson's 1914 Model T Ford Touring.



Visitors could also compare the body styles and nuances between the Wolleson's 1914 Model T and the Morrison's 1912. They could also compare the Lundquist's 1915 Overland



to the Brommer's Truck. In a period of time when owners repaired and modified the cars on their own, today's Makers honor that tradition by incorporating custom components that were available in the era such as the Simplex wheel on Erika Kopman's 1914 Model T.

The exhibit won two Editors Choice ribbons from Shawn Connally, Managing Editor of MAKE Magazine and from Phillip

Torrone, the Senior Editor. Plans are already underway for the 2011 Faire and the club hopes to continue to share the history and work of the Makers with the public.



Next year Erika would like to look into a BAHCC tour in the following month and advertise during the Faire. Utilizing more volunteers, the club can collect names and emails of interested visitors for follow-up. Additional car models or motorcycles can improve the exhibit and draw in more visitors. The club is even looking into following the example of other Makers and having scheduled events like the "Put Together Fast" T or showing works in progress.

Above all the Faire was a great chance to educate the public and promote the Bay Area Horseless Carriage Club for those interested in learning more about the early days of America's automotive history. Makers don't just invent and innovate, they're also re creators and historians preserving the past for the future.

Photos:

- 1- Mike Myers talks about his daughter Erika Kopman's 1914 Model T with Faire visitors.
- 2- Visitors check out the 4-cylinder engine on the Lundquist 1911 Cadillac
- 3- Kaaren Brommer accepts the Blue Ribbon from Shawn Connally
- 4- Tony Wolleson shows a visitor his 1914 Model T
- 5- A crowd gathers when Don Azevedo starts his 1906 REO

*The club would like to thank Kelly Azevedo for her time and efforts in writing this article and providing the pictures for our club.*



## FLYING TIGERS BOOK REVIEW

by Eric Lundquist

For history buffs interested in combat airplanes, “FLYING TIGERS” by David Long (revised 2007), chronicles the missions of the 99 mercenary American Aviators “the Flying Tigers” recruited by “General” John Chennault in 1941/42 to serve in the Chinese Air Force defending China against the invading Japanese Air Force. The “Flying Tigers” trained at Crissy Field in San Francisco in late 1941. In 2001 Muriel and I toured with 5 of the original “Flying Tigers” and for three weeks revisited the airfields in China that they “protected” in 1941. I wasn’t aware of the book until last week, but found it at the airport book store, and wow, what an interesting history. Wish I had seen it before visiting China.

The mercenary Chinese Air Force spans from Fall 1941 to July 1942 when most were absorbed into the US Army Air Force. The Flying Tigers were present at a crucial and critical time in which these 99 aviators were successful in

thwarting the Japanese invasion into Southern China via “The Burma Road”. Japanese invasions in other parts of China began as early as 1937 and by 1941, Japan had captured all Chinese Ports (Shanghai, Canton, Hong Kong); the only two cities that weren’t under Japanese control were Beijing and Chongking, both of which were inland and were the “crown jewels” of China, and the reason for the massive Japanese invasions in 1941/1942 to gain control of these cities.

The “Flying Tigers” were headed by “General Joe Chenault”, who was one of three Army Air Force Pilots who performed stunt flying from 1925 to 1937 for the Army Air Force. Although these men had missed World War I, their focus for the Army Air Force was to develop skills for aerial combat, and to design new airplanes - “fighting machines” - for the US Army Air Force.

While Chenault was doing “air shows” in Miami in 1937, he attended a party on a private yacht to entertain foreign dignitaries who presumably would purchase new airplanes, hopefully with Pratt and Whitney engines, who sponsored the party.

Chenault was introduced to Chinese Army General Mao (later became head of Communist Chinese party and was known as “Chairman Mao”), however in 1937 Mao, was Chang Ki Chek’s top Army General. (Chang Ki Chek was then the President of the Chinese Communist party and would be overthrown by Mao in 1951).

Mao’s mission in Miami was to recruit aviators and equipment to help China ward off the Japanese invasion of China. Since the US was not in a war with Japan at that time, the US could not furnish direct military support, but instead set up a separate company through which aviators were paid, and equipment furnished. American Aviators were paid \$500 each (equivalent of \$10,000 in today’s funds) for shooting down Japanese bombers and fighters that were invading Chinese airspace.

Joe Chenault’s “Flying Tigers” consisted of 99 aviators (later swelled to 240 aviators and ground crew), and over 100 planes which during their seven month period shot down or destroyed (on the ground) 280 Japanese fighters and



bombers. The Japanese Air Force outnumbered the Chinese Air Force five to one.

The entire operation took place in Southern China which was being supplied with food, fuel and ammunition through the "Burma Road", a 1000 mile trek from Rangoon at Southern Burma north to the Himalaya mountains at the Chinese border. Some supplies came by truck, others air, but all were critical to the survival of China. From a logistic standpoint, Burma was the west portion of a long peninsula extending North to China.

The eastern half of the peninsula was Viet Nam, controlled by the Japanese, and cut off by Burma by mountains that prevented a land invasion of Burma. The Japanese Air Force constantly bombed Rangoon on the southern tip of Burma, eventually capturing Rangoon, and forcing the Chinese supply operations to move northward in Burma.

At one point, the "Flying Tiger" bases were close to Rangoon, however as the Japanese advanced and captured Burmese bases, the Flying Tiger bases were moved Northward. In most of the Japanese strikes, more than 80 bombers and fighters were sent aloft. The Flying Tigers inflicted casualties on usually 25% of the Japanese missions and ground fleet, sustaining only marginal losses to the Flying Tigers. The Flying Tigers had only 25 planes operable at any given time.

Eventually, with the bombing of Pearl Harbor invasion on Dec. 7, 1941, the U S Army declared war on Japan, and could get wholly involved in liberating China from the Japanese. The Army Air Force could now incorporate the "Flying Tigers" into the U S Army Air Force effective July 4, 1941, a date selected by Madam Chang Kai Chek who actually exercised control over Chennault and his Flying Tigers, sometimes specifying what they would bomb or protect.

The delay of incorporation of the Flying Tigers into the US Army Air Force was done as the US Air Force didn't speak Chinese, and had no knowledge of the territory, hence Generalissimo Chang Ki Check lobbied to have Chennault continue to run operations until mid 1942. In early 1942 US Army General Joe Stillwell was sent to take over China operations although Chennault still ran daily operations. There was little love between the two "Joes".

Eventually, Chennault was given a "general's title in the US Air Force (reserve), and worked with the US Air Force during the occupation of China. Afterwards, Chennault stayed onto work for Chang Ki Check and establish civilian airlines in China until Chang Kai Chek's ouster (by Mao) in 1951. Chennault died at his home in Alabama in 1958 at the age of 68.

1/3 of the Flying Tigers were killed in action, and today only a handful are still alive. During the visit to China in 2001, in each City, the Chinese held a "ceremonial" banquet

for these daring aviators that kept Japan from advancing forward into Western China. Most of the "Flying Tigers" did join the US Army Air Force, but on their return home, found that money (\$500.00 per kill amounting to \$10,000 per kill in today's \$) had been deposited in their bank accounts. Most seemed to be "incorrigibles" including Greg "Pappy" Boyington (later who joined the Marines and started the "Black Sheep Squadron").

After the war, a commercial cargo airline, the "Flying Tigers" was started by one of the original "Flying Tigers". The "Flying Tiger's cargo airline was later absorbed by FedEx.

Editors note:  
With further research on the internet I found pictures of the Flying Tigers airplanes. One interesting website for Model airplanes was <http://www.ece.cmu.edu/koopman>. There were several airplane models available free of charge with instructions. Great summer ideas to do with children and grandchildren this summer.

If you have read an interesting book that you would like to review and write up please submit it to the editor.

## Bay Aread Horseless Carriage Club Meeting Minutes

Meeting Begins 7:50pm of Cinco De Mayo, 2010

Kaaren Bromer brings the meeting to order. She is all alone at the dais this month, so your truly volunteers once again as scribe.

The minutes from April's meeting we accepted as written in the Gazette; Fred Byl moved, John Morrison seconded. Treasury Secretary David Pava was absent, but sent along a memo saying everything is okay and current. Karen and Ed Archer provided treats of ice cream and cake.

The Board Meeting will take place at Dave Pava's house this month.

Johnny Crowell tells us that Cal State has forwarded our claim on the the state, and predictably we are still waiting for a response.

Muriel Lunquist once again thanked everyone who has been contributing to the Gazette, with Bernard Matais and Mary-Lou King singled out for commendations for their very informative articles. It was announced that Don Azevedo would be next month's centerfold; members present seemed nervous at the thought, Don's wife Joyce lead the heckling and cat-calls.

Bill Brommer informed the group of this month's Nuts & Bolts meeting to take place at George Smith's shop. Bill tempted club members with descriptions of George's Model-T restoration shop and collection including a snowmobile attachment for a T and a twin-engine model A. Then the club member's Better Halves were tempted with quilting and antique stores within a stones throw of the shop.

Bill then informed us that Lazzee's shop (a previous Nuts & Bolts tour stop) has closed, and Lazzee apparently gone back to Norway. Those who had the opportunity to attend that Nuts and Bolts meeting should count themselves lucky.

In Sunshine News, Jan Neal has taken a turn for the worse so please keep her in your thoughts. Anna MacCallen's father has passed away, the club will be sending our condolences.

Ed Archer spoke at length about Tours past and upcoming, starting with April's swap meet in Bakersfield. All reports say it was the best swap meet so far; a treasure trove of antique parts. Based on the success of having a BAHCC booth Headquarters, it was suggested that next year attending members should try and get booth spaces nearby to have a larger more unified presence at the event. Many thanks to Joe, Esther, and Phillis for their hospitality.

The 1 & 2 Cylinder tour in Southern California sounded quite eventful. Doug Durein broke the rear axle on his '08 REO, and he reports it is indeed problematic when your pedals and rear wheels are no longer connected. Unfortunately he rolled backwards right into Ralph McNiel's car, causing a maximum amount of damage at such a minimum speed. The weather was foreboding as well, with rain and even snow (in San Diego!) forcing the attendees to tour in modern cars for some of the days. As if that wasn't wild enough, there was even an attempt to break

the Guinness World Record for Longest Softball Game next door to the hotel (they did it - 23 hours straight!).

The July 4th Parade in Piedmont will start later than in previous years, meeting at 11, parading at Noon on Sunday. If you mix up your days and arrive on Saturday, Jon and Carolee Morrison would be grateful for the help setting up the BBQ. After the parade there will be a short tour of some of the gardens in Piedmont.

On July 17th the BAHCC will be having a field meet at Diablo Valley College, many thanks to Don Azevedo for scoring us a sweet deal on the parking lot.

On May 22nd and 23rd our club will be at this year's Maker Faire. Don Azevedo stood to give a rousing speech about the Maker Faire; he's very excited to get to talk to so many enthusiastic DIY-ers (Do It Yourself-ers to the rest of us). It should be a great way to get promote our club, many thanks to Erika Kopman for spearheading this our clubs involvement in this event.

May sees the return of the joint spring tour, this time hosted by the Santa Clara club to take place in Soledad from the 26th to the 29th.

On June 13th in Santa Clara there is a Model T Endurance Run for those feeling like pushing their cars and themselves.

This year Bill Austin is organizing the return of the Father's Day Tour, on the 100th anniversary of the holiday's creation. Plans are for a picnic lunch atop Mt. Diablo.

Finally, on June 27th there is the Palo Alto Concours D'Elegance. Ed reminds us that your car need not be judged to attend.

Webmeister Erika informed us that the BAHCC website's reboot is nearing completion and we should see the fruits of her labor soon.

In communications we have the "Brass in the Grass" event taking place in Santa Rosa on the 23rd of May and a lady who makes tour banners and car covers has contacted the club proffering her services.

The National HCCA is trying to increase it's membership from 4,200 to 5,000 persons; to that end there will be a membership drive with prizes.

Doug Durein has heard of a third Dyke automobile, making his Dyke only *slightly* less super-super-super rare. He didn't seem upset about it, in-fact he was rather excited.

Eric Lundquist told us of a production of The Wind in the Willows taking place in Orinda. They are looking for someone willing to drive them in Orinda's 4th of July parade. Please note: It is not advisable to let Toad drive.

Kaaren Brommer found an article about a car that runs on chocolate - consensus of the club: waste of chocolate!

With the meeting winding down, Erika Kopman moves to end the meeting, John Morrison was suspiciously quick to second. Meeting ends at 8:40.

Submitted by Ben Kopman in the absense of Whitney Haist

# Bay Area Horseless Carriage Club

## Minutes of Board Meeting

Wednesday, May 19, 2010

Meeting opened at 7:20P.M at Dave Pava's residence, Walnut Creek, CA

### Officers present:

Board Chairman, D. Johnson    Treasurer, D. Pava  
President, K. Brommer        Secretary, W. Haist  
Vice President, J. Crowell

### Committee Chairs:

Membership, B. Brommer

### Secretaries Minutes:

Read by Secretary Haist and Approved without changes.

### Treasurers Report: (Dave Pava)

I&E as of 5/19 was submitted by Treasurer Pava for the record. Upcoming expenses will be from the Makers Fair and Web Site development fees.. Report accepted and approved.

### Chairman's Report (Don Johnson)

Noted was the web site Reference Page requires updating and Board Members should be separated from Committee Chairs. Erika will be advised.

### VP Report: (Johnny Crowell)

2010 Board Meeting schedule:  
May 19: Pava / Aug 18: Brommer /  
Sep 15: Johnson / Nov 17: Brommer  
Next General Meeting / pot luck dinner and auction will be 4/7/2010. Brass polishing seminar was a success. This will be published as Tech Tip in future Gazette.

### Nuts & Bolts / Membership: (Bill Brommer)

There will be no N&B event in June or July due to summer schedules.

It is hoped that advertising material and 8 member cars at the Maker's Fair will result in new memberships.

Private rail car trip to Reno is being scheduled for January or February, 2011. \$300 per person. 30 have signed up so far. 48 needed.

Authenticity & Tours: (Ed Archer as reported by Karren)

The Spring Blossom Tour, Fathers Day and the Field Meet are upcoming in June and July.

Communications: (Kaaren Brommer) None

### Old Business:

Jackets will be available. Muriel will provide notice in the Gazette

The private rail car trip in winter 2011 has 32 committed sign ups. 48 are needed to make it happen. Bill will extend an invitation to Santa Clara and Santa Rosa.

### New Business:

Recognition by the club of 100 year old cars has been suggested by Ed (thru Karren). It was noted by board members that within the next five years all cars in the club will qualify and National HCC already does this.

The possibility of a swap meet in the future was discussed. This could be in the form of a partnership with another club on a two day meet. The possibility of a Friendship Day type event in the east bay was discussed. It was suggested that a committee be established to explore these possibilities.

The policy of a food budget for tours was changed. A motion was made by Dave that tour chairman will receive \$100 for coffee and donuts and tour promotion expense. Tour chairs may request more as needed.

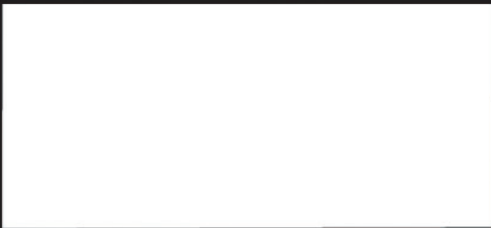
The BAHCC will host the 2011 Spring Blossom Tour. This will be a 2 night minimum. Suggested locations were Lodi, Davis and Woodland. Further discussion to continue.

The Telephone Info Line (510-835-6069) is there to disseminate swap meet info. It is out of date and Dave will update.

Meeting closed at 8:30P.M.

Respectfully submitted by Whitney Haist, Secretary

BAY AREA  
HORSELESS CARRIAGE CLUB  
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CALIFORNIA  
BAY AREA

