



CALIFORNIA
July / August 2010



*Bay Area
Horseless Carriage Club*



BAY AREA HORSELESS CARRIAGE CLUB



Board Chair Don Johnson

1645 Bay Laurel, Menlo Park, CA 94596
650-325-4007 dearlj@sbcglobal.net



President: Kaaren Brommer

19529 Alana Rd., Castro Valley, CA 94546
510-538-1795 kebrommer@aol.com



Vice President: Johnny Crowell

2874 Fieldview Ter., San Ramon, CA 94583
925-837-6961 jcrow22006@aol.com



Treasurer: Dava Pava

1104 Chiltern Dr., Walnut Creek, CA 94596
925-932-2923 david@pava.com



Secretary: Whitney Haist

12 Sunrise, Orinda, CA 94563
925-253-1333 haist2@comcast.net



Tour Chair: Ed Archer
Authenticity: Ed Archer

1807 East Ave., Hayward, CA 94541
510-537-7864 karened4@att.net



Hospitality: Joe and Esther Sernach

435 Ewing, Pleasanton, CA 94566
925-846-8512 essiejoe@sbcglobal.net



Membership: Bill Brommer

19519 Alana Rd, Castro Valley, CA 94546
510-538-1795 sszephyr@aol.com



Web Master: Erika Kopman

1325 Carleton, Berkeley, CA 94702
510-717-2397 erikakopman@gmail.com



Gazette Editor: Muriel Lundquist

250 Roblar Ave, Hillsborough, CA 94010
650-342-7858 muriel@documentprocessors.com

Sunshine: Susan Durein

510-523-4993

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:

This past month one of the club editors sent out an email to try to get more club editors sending and sharing our newsletters online or via snail mail if the editor did not email the newsletters and there was a great response. So, I think you can expect to see more copies of "other" club newsletters available to read at our meetings. If you are on our clubs email list to receive our newsletter I will forward copies of these "other" newsletters when I receive them. If you would like to be added to our email list, please let me know. If you do not want to receive them via email just let me know. You can still receive them in the mail if you want them both ways or request that I bring your copy to the monthly meeting to save postage.

A big thank you to those who have contributed articles to our Gazette. You are what makes our newsletter special. Our next due date is August 20th. Happy summer!



PRESIDENT'S SUMMERTIME NOTES

Last Saturday on July 17, 2010, at the BAHCC's Field Meet, was the first opportunity I have had to slow down my weekly pace, kick back and sit down for a chat with my fellow members. I really enjoyed the friendly helpful atmosphere with lots of smiles to go around. Suffice it to say, there is no moss growing under anyone's wheels ---- and busy doesn't even begin to describe the activities. There are restorations of old / new cars, travel plans, house moves, swap meets/ sales, garage cleaning and summer nights to enjoy.

Chairman Don Johnson related the fact that he had been contacted by one of the HCCA Directors and asked to describe how our Club and it's members are doing these days. He described the Maker's Faire display and how we talked for three days running - sharing our cars and their histories; the Father's Day Tour to the top of Mt. Diablo, the dazzling Palo Alto Concours de Elegance with members prizes and our plans for the upcoming Invitational Field Meet games. I'm sure he was duly impressed ! Thanks Don for your efforts and the good report.

Our sincerest thanks go to John and Carolee Morrison who hosted the Field Meet and whose fantastic team (Ed & Karen Archer, Don & Joyce Azevedo, Bill & Kaaren Brommer, Johnny & Christine Crowell, Ben & Erika Kopman, Bill Austen and other volunteers too) offered us a fun variety of "car tests" to put our favorite autos through. We were gratified to see a smiling Carolee "on the mend" with grandson, Jack, as well as, friends from far away who woke in the early AM to drive distances to visit and have their lunch with us. And, a bonus of the meet was the potential new members who joined in the rally too. On hand to meet and greet our members was HCCA Director Steve Gordon and wife, Blanche, all the way from Thomasville, Georgia, and the Gulartes brought their beautiful silver "trophy" tray from the "long ago" field meet - to show us what the prize was then for driving excellence. The day's weather was warm and sunny - our thanks to Don Azevedo for making the arrangements for this ideal venue at Diablo Valley College.

Bill and I hosted the Champagne Challenge with Erika Kopman & Dan Erceg winning the bottle of champagne with a Best Time of 4.4 sec and the Most Water 96 ml.(in the champagne glass after the run over the 2 X 4's bumpy road). Tied Second Place: Lynn & Jean Kissel, 5.5 sec/ 80 ml.and Lynn & Mark 5.5 / 80 ml; Third Place: Bill Hund & Mary, 7.71 sec/ 48 ml. Other scores were: Rich & Ellen 23.6 / 90 ml; Ben & Erika 19.4 / 80 ml; Tony & Donna 11.8 / 68 ml; Joe & Mike 17.7 / 80 ml; Eric & Ken 16.8 /34 ml; 17.6 /22 ml; Norm & Adria 20.2 / 20 ml; Don & Mark 10.73 / 80 ml; Bill & Kaaren 9.6 /100 ml; Don & Joyce 11.6 / 30 ml; Ed & Karen 20.2 / 97 ml; Ben & Erika (modern car - just for fun) 6.14 / 56 ml.

So, with more summer still ahead ----- keep the car gassed up, your goggles clean and the maps where you can find them --- and I'll plan to see you soon at the next meeting or out on the open road !

Kaaren



SNOOPY

By
Esther

Unfortunately, as most of you know, we had two mishaps on the Old California Tour. **Pam & Don J.** drove their newly acquired 15 T touring. While coming down a hill they had to make a sharp left turn and the wheels locked up and drove them smack into a hillside. In a sense, they were lucky as the other side of the road had a steep drop off into a canyon. Don was just shook up but Pam had a bump on her head, bruised ribs, and a badly bruised knee. In fact, at the July 4th BBQ her knee was still discolored and sore.

Both the good Lord and a guardian angel were riding in Morrison's model T when a semi rear-ended them and sent them flying over a ditch of water and through a barbed wire fence. They landed right side up in a plowed farm field. Thank heaven the seat back broke and they were flat on their backs as the fence tore the windshield and top right off the car. Both **John & Carolee** were dazed and at the time seemed to be relatively unhurt. John ended up with a gash on the back of his head and a very sore body. Carolee ended up with a badly burned leg and hematoma. As of the 4th of July, she was still having a lot of problems, will need some skin grafting on the burned areas, and is unable to walk on the sore leg. However, it could have been so much worse. We are all so thankful that it wasn't, and give our best wishes and prayers for Carolee to be healed and up and about soon.

On the last day of the tour, I got up, took care of all the essentials, washed my glasses and then had some breakfast. When we were ready to leave, I couldn't find the darn glasses. Can't tell you how many times Joe and I took that room apart looking for them. We finally gave up and at the lunch stop I gripped to everyone at the table about how upset I was with myself for setting them down some unknown place (Joe says I do this all the time). About that time, Nancy Byl came strolling over and handed them (my glasses) to me. She was so sorry!! That morning, she came to our room to get some directions to lunch as she was going to drive her modern car. She wrote down the directions, put on my glasses, and left. While driving, she realized things looked different and that her glasses were on the top of her head. Nancy, no need to feel bad, I got them back and everyone thought it was a hilarious happening. As Tony W. said, "a large xmas present will do".

I swear, **Fred & Nancy B.** need to go out and get a big 7 passenger touring car. They always have a car full of kids, grandkids and even a dog now and then. That is why Nancy

was driving her modern car. Fred and daughter Jennifer took up the front seat. Son Marty, his wife, and a baby seat for grandson Peitr and their dog took up the back seat.. So you see, they could have easily filled a 7 passenger car. Kidding aside, we need more families like the Byls.

Wasn't there, but I heard it was a great day at the Fathers Day Tour. Good weather, good friends and all the cars just ran right up the mountain to the lunch stop. Well, **Richard & Ellen G.** did have a minor problem but a battery change solved that. It was nice to see them out on a tour as well as **Doug Ogden** and his lady friend. **Charles E.** drove his beautifully restored Model T for the first time. It was previously owned by Max Pottle and Bob Forbes. There were 13 or 14 cars on the tour and eleven of them were Fords. Eight T's, 2 A's and a 40 pick-up

It was a beautiful day for the 4th of July parade and B-B-Q picnic at the **Morrison's**. Lot's of sunshine and hot in most of the bay area but perfect breeze in Piedmont made for perfect weather. There were a lot of cars in the parade and 21 of them belonged to BAHCC members. **Norman & Adria S.** drove their 2 cyl 1910 Buick (looks like it just came off the showroom floor). **David & Patricia P.** had their model T and was also sparkling. **Erika K.** was behind the wheel of her model T with her niece in the passenger seat and I spotted Ben in the crowd cheering us all on. The **Kissels** were driving their---ta-da-- Kissel, and **Jeanne** was walking around with big smile on her face as she retired on July 1st. Congratulations girl, enjoy!!! **Charles E.** drove his newly acquired T (drove it, not trailered) and brought along a prospective new member, Mike Lawrence, who inherited his families 1915 Mitchell from his grandfather (Marvin Olsen-a long ago member). Mikes car was filled with lovely young ladies, heads up all you single guys.

As usual, **Bill C.** drove his original model T with **Bill A.** as passenger. **Eric & Muriel L.** had their Caddy filled up with grandchildren, 4 to be exact and that kept Grandma very busy. The Piedmont parade Grand Marshall had the honor of being driven in **Bob & Louisa R.s** gorgeous 1915 seven passenger Cadillac. The car once belonged to Jordie Carlton!!! The **Kings** drove their 40 Ford pickup and were assigned to the 40's car grouping. That made them a little late for lunch as the pre 15 cars were at the front of the parade.

Silveira's to the "rescue". A few cars cancelled out on John the night before the parade so **J W** drove his 37 Ford Phaeton, **Barbara** drove their 37 Cord convertible, a friend drove a 48 Jeepster and John drove their 36 Ford convertible. They all drove VIP's in the parade. Thanks guys for all your effort. John was so grateful you came through for him at the last minute.

The **Johnson's** drove their classic convertible car as their Model T is at **Henningsens** Restoration shop. The placard on the convertible read "1915 Ford wanabee". John's humor, clever hah?. **Bill H & Mary**, his cute little lady friend were in his model T. **Gary B.** joined the group with his lady friend and hooked a ride with someone, I'm not sure who. **Tony W.** drove old faithful (model T) with the **Brommers** (Bills back was giving him fits, so no cranking) and **Joe C.** as passengers.

Don & Joyce A. were joined in their EMF by **George & Genelle A.** Once again, we have to thank Genelle for baking her renown apple pies (would you believe 5 of them) for dessert for the BBQ. Delicious as always. **Walter S.** had his Cad filled with teenagers. His son did another outstanding job of barbequing this year. Thanks guys. The **Crowell's** missed the parade due to a water pump leak in their Cad. and **George M.** was busy working the crowd for the city but they all managed to show up for the BBQ.

You may remember that **Bayard B.** had a serious accident in his pickup some months ago so it was good to see him up and around. He still uses a walking stick but said he's almost copacetic. I think he rode with Charles E. Hope to see you on tour soon Bayard. **Steve R.** drove down from Vacaville to join as at the BBQ. Missed the parade as he was busy at the house getting the BBQ coals hot and ready.

Our thanks to John for all his work as he was on his own due to Carolee recuperating at her folks house (her Mom celebrated her 90th birthday). John was so busy at the parade he looked like the proverbial one armed paper hanger. I hope the City appreciates all your work as much as we do. I'm sure Carolee was very busy before she left making sure everything was as ready as possible. We had terrific weather, wonderful friends, and fabulous food. Thanks to all that brought goodies for the pot luck to go with the BBQ burgers & dogs.

John & Chris C. embarked on yet another touring adventure. Chris said, "our tour started in Seattle on June 19th and for 10 days we traveled across the Cascades into British Columbia. We continued on to Whistler (home of some of the 2010 winter Olympic skiing and sledding events), Vancouver, & then ferried to Victoria. Fifty great cars, mostly Packard but a few Stutz, Bentlys, Rolls, Lincolns, Bugattis and Cads. We drove our 1932 Cad V16. Great weather, great cars, great fun.

Wow! Toothless Annie says that's it for this month!!!!

TRAVELS BY THE BYLS

Notes from Nancy

Life has been busy for the Byl's during May and June. Although Fred was worried about his back, he was able to join in the fun.

Nancy went to Hannover, Germany to give a talk at an International Conference on Dystonia. On the way back, she was caught in the "volcanic ash problems" and was diverted more than once before finally arriving back in the Bay Area. Shortly after returning, she went to Buenos Aires to give a talk at the International Conference on Movement Disorders, focusing on treating patients with movement disorders. One patient arranged to have her stay at her apartment, dine with her friends, go to the Tango festival, look at cattle ready for market and visit Iglesu falls. There was a little excitement when the plane "running out of power" stopped quickly in an unknown airport.

Nancy came back to the Bay Area on the 19th of June and left with Fred on the 20th of June for Croatia. In transit, they celebrated their 46th wedding anniversary. They rode their bikes on the islands of Croatia. Landing in Split they then ferried over to Postira and then Hvar. The bike group with VBT was great. The rides were hilly (coast to coast) from 30-40 miles a day. The Adriatic Sea was beautiful. It was a little cold, but clear and refreshing to swim. We enjoyed having dinner with local families. These islands pride themselves on living on the natural foods (fish and vegetables). Actually the food was delicious. We ended up in Zagreb and had the opportunity to view some museums, see some beautiful homes and appreciate the challenges this area has encountered with war and revolution.

This was Nancy's one year anniversary for her knee replacement. Nancy felt good about her knee and hopes to can keep all other faculties together to enjoy another bike trip in 2011. It is a great way to see the countryside and good exercise.

Nancy

Bay Area Horseless Carriage Field Meet

Saturday 7/17/10

By Ed and Karen Archer

Our event was one of the morning games and was called The Balloon Massacre. Norman Schwartz was our chief timer. 16 horseless carriages participated, with 18 drivers (Don Azevedo's 06 Reo had 3 different drivers). This game consisted of a 70 foot diameter circle laid out on our designated area of the field meet grounds. In the center of the circle, a 4 ½ foot tall tripod was set up. Mounted at the top of the tripod on the underside are three 8 inch long needles pointed down towards the ground. At the bottom, mounted on a steel disc laid on the ground under the center of the tripod is a 6 inch long needle pointing up towards the top. There is a hole in the top center of the tripod in which a string goes through the top and hangs down in the center of the tripod between the upper and lower needles. Tied to this end of the string is a balloon that has a couple of small lead weights attached, to make it heavy. The rest of the string goes out the hole in the top of the tripod and stretches out approx. 25 feet and attaches to the radiator neck of the car that is waiting at the starting line to compete.

This is a timed event and the clock starts when the car moves off the starting line. The object is for the driver to navigate the car to make one complete circle without popping the balloon that's hanging between the top and bottom needles. A little turn of the steering wheel to the right will pull the balloon up towards the top needles, a little to the left will let the balloon drop onto the bottom needle. The driver/car that completes the circle in the fastest time without popping the balloon wins!

The first car made less than 10 feetbang! An auspicious beginning indeed! Ahh.... but the second car made it a couple of feet more before an explosion was heard . Both were Reo's, tch tch. (Don A. & Joe S.) Then a Ford came up to bat and completed the circle in 2 min. & 6 sec. (Erika K.) Woman Driver, OUCH!!! Well, after that there was a variety of finishing times posted and a few more DNFs (did not finish), then the winning driver/car, another Ford, navigated flawlessly, completing the circle in an incredible .24 seconds (Tony W.). Second place went to guest Eric Larson with his 1906 Maxwell making the circle in .38 seconds, and coming in a distant third was Ed A. commandeering Leo (06 Locomobile) at a lowly 1 min. & 1 sec. What a great day! The cars had a blast playing all those games.



FIELD MEET

BY: John Morrison

This was the first Field Meet by the Bay Area Regional Group since 1971. There were 16 pre-'16 cars present. It was a warm day but there was enough shade to make it very pleasant, and there was also a small breeze. Bill Gulate brought an award he had won at a BAHCC Field Meet in 1965! He also brought his better half, Lee, and his beautiful Pope Hartford Portola Roadster. The other cars and drivers were Dan Erceg, 1915 Pierce Arrow; Lynn Kissel with his '14 Kissel; the Greens, Bill Hund, Donna Jones, the Brommers, the Kopmans, the Schwartzes and Tony Wollesen, all with Model T's; , the Larsons with a Maxwell, Charles Ebers with his Mitchell, the Azevedos and the Sernachs with their REOs, the Crowells with their 1903 Thomas, and the Archers with their '06 Locomobile-- a NICE collection of cars! There were six games in all (Ladies, Start Your Engines, Blind Drivers' Obstacle Course, Champagne Toast, Balloon Massacre, the Slow Race, and the Test of Gravity, and a good time was had by all. Spectators included National Board Member Steve Gordon and his wife, Blanche; George and Fran Sherman and their son, George and his wife, The senior Azevedos, Frank Swenson, Mark Cerruti, Bill Cassiday, Bill Austen, Charles Ebers, Don Johnson and grandson, and numerous passersby who stopped to observe and enjoy. I had the pleasure of working with an EXCELLENT committee-- the Archers, Azevedos, Brommers, Crowells, Kopmans and Sernachs, and I thank them all for a wonderful day! The most novel game turned out to be Ladies, Start Your Engines by the Kopmans. Many of our female members participated, even the long-time members, and most if not all were able to start the engine of Erika's Model T one or more times. Most of them had never tried to crank a car before, and they obviously were thrilled to try it!

Subject: Blindfold Obstacle Results

First place: Eric Larsen 1 minute 2 seconds 1909 Maxwell with co-pilot Mike (Joe Sernach's son) giving directions

Second: Tony Wolleson 1 minute 40 seconds 1914 Model T Ford with Donna Jones giving directions

Third: Bill Brommer 2 minutes 5 seconds 1912 Model T Ford with Karen Brommer giving directions

The winner for the field meet "test of gravity" was Joe Sernach followed closely by Bill Brommer and Erica Kopman. Participants were quite close or missed by a great deal. All of those who missed underestimated their car's weight (by a good bit).

Vehicle and touring updates from the Old California Tour::

Carolee and John gave the "hulk" to Tony Wollesen rather than part it out or otherwise see their beloved Kober car parish. Tony has the incredible talent it would take to repair it over time. We are thrilled for it to be his now and look forward to seeing it on the road again some day!

Don and Pam Johnson have turned their Ford over to Scott Henninger for repairs and hope to be touring with it by next year.

John and Carolee's Ford



Don and Pam's Ford





1909 FORD TOURING OWNED BY DAVID AND PATRICIA PAVA

1909 Ford Touring owned by David and Patricia Pava

By David Pava

Our 1909 Ford Model T touring serial number 13936 was manufactured in late December 1909.

This car was once part of the Harrah's collection and we have the engraved black plastic identification sign from the time the car was in the "old" Harrah's Ford Barn. Some of you will remember this as a building with all Harrah's Fords displayed in ascending order by year; so by walking down the aisle one could easily see, by year, the subtle style evolution for over 50 years. Harrah considered this car a 1910 as it was manufactured late in 1909 and would have been sold as a 1910 model. Nevertheless, given that model years are often vague, most in the HCCA today accept that the age of a car should be based on the year of manufacture, which in most cases can be substantiated by the engine or chassis number. This is the case for our car. On this car the 1909 open-valve engine number matches the number on what appears to be an original body patent plate – and the car has most of the 1909 distinguishing features including the early front axle, spindles, rear axle, one piece pan, unique running board design, Five-Ball carburetor (which I am not running) and much more. The square cover hogs-head is not present.

Our car was sold at a Harrah's auction in October 1985 to Herbert Singleton. I acquired it from his son in December 2007. I am not sure if the prior restoration was completed in Harrah's shops, or if the car was restored when Harrah's acquired it, as we have no history of the car before this time.

At the time we bought the car, it was not running and had suffered from years of neglect, stuffed in a small garage in Pleasanton, with boxes piled in and around it and a family of cats calling it home. Much of the brass was missing and a 1912 windshield and radiator were on the car. I also found the front spring perches to be reversed and the wishbone installed upside down, causing negative caster – making the car impossible and dangerous to drive – which may have had something to do with a damaged front fender. There was also evidence of an under hood fire. Both of these factors probably contributed to the fact that this T sat neglected and unused for so many years.

I have driven the car about 2000 miles since completing the re-restoration bringing the car back to correct late 1909 standards, but adding Rocky Mountain brakes for safety. Most recently, it completed the 300 + mile Old California Tour with absolutely no problems; conquering almost every hill in high gear averaging about 20 mpg. More than one tour participant asked me if it had some performance enhancing equipment installed. Unless one considers an NH carburetor and auxiliary brakes performance enhancing the answer is "no" – it is a close to stock as a restored – safely tour-able early T can be. After a good bath and brass polishing following the Old California Tour it took second place at the Palo Alto Concourse on June 27.



4th OF JULY PARADE PIEDMONT - 2010

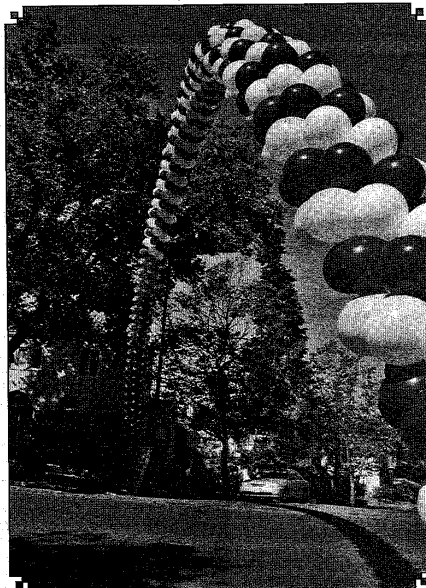
In Piedmont's 4th of July Parade, it's the cars that count

By Ed Gilligan

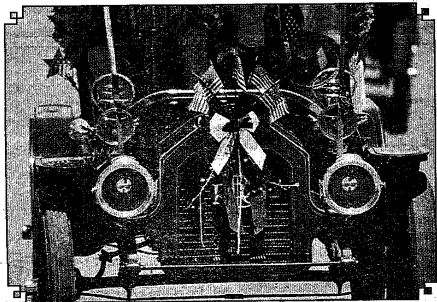
Piedmont's annual 4th of July Parade, now in its 45th year, is known throughout the East Bay for its festive hometown feel, its homegrown floats, its bagpipe bands, and — especially — for its large array of museum-quality antique and classic cars.

Thanks to the work of John Morrison, a former President of the Horseless Car Club of America and a longtime board member, this year's parade included more than 60 vehicles, half which were horseless carriages and pre-1930 vintage vehicles.

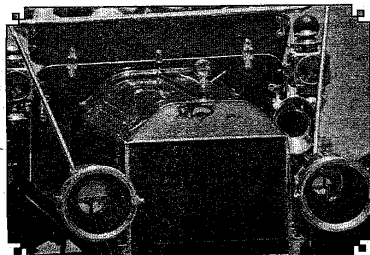
Many of the gleaming vehicles were used to transport dignitaries and other parade entrants, while an equal number glided down Highland Avenue in groups of four and five, showcasing some of the finest examples of auto restoration in Northern California.



A colorful arc of red, white and blue balloons marked the entrance to the 4th of July Parade at the corner of Park Way and Highland Avenue.

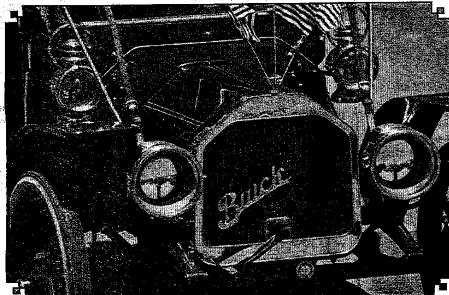


1908 Reo Gentleman's Roadster, owned by Joe and Esther Sernach

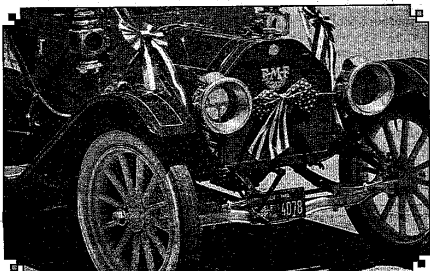
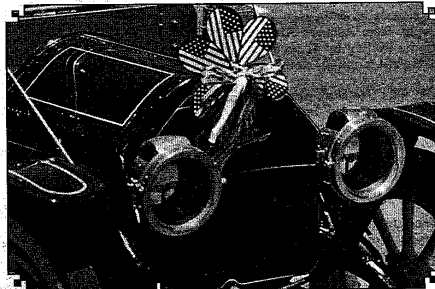


1910 Ford Model T Touring Car, owned David and Patricia Pava

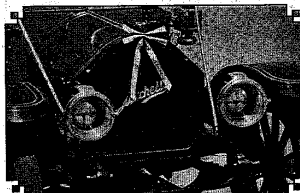
1908 Buick Runabout, owned by Norman and Adria Schwartz



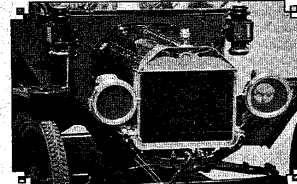
1911 Cadillac Touring Car owned by Eric and Muriel Lundquist



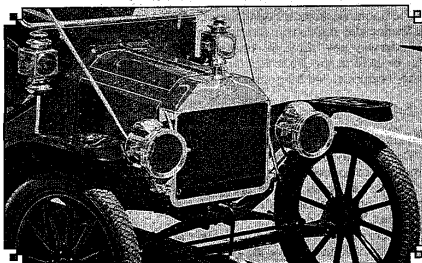
1911 EMF Touring Car owned by Don and Joyce Azevedo



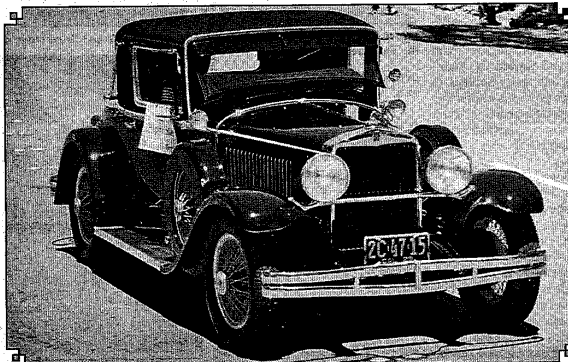
1911 Mitchell Touring Car owned by Mike Lawrence



1914 Model T Touring Car owned by Tony Wollesen



1912 Ford Model T Commercial Roadster owned by Charles Ebers



1929 Hupmobile with original early California license plates, owned and fully restored by Don Sande



BAHCG GASLIGHT GAZETTE AUGUST 2010

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4 General Meeting 7:30 pm Piedmont	5	6	7
8	9	10	11	12	13	14
15	16	17	18 Board Meeting TBA	19	20	21
22	23	24	25	26	27	28
29	30	31	September 1 General Meeting 7:30pm September 12 Hillsborough Concours September 12 History Park November 3 Potluck Meeting 6:30pm December 11 Holiday Party			



JULY AND AUGUST BIRTHDAYS

RITCHEY	Don	7/3
WATERMAN	Annie	7/7
ZILLMER	Bruce	7/10
GIBSON	Ray	7/12
SHELDON	Wayne	7/12
HIRONIMUS	Judy	7/12
SERNACH	Esther	7/14
SERNACH	Joe	7/17
AZEVEDO	George	7/19
HUND	Bill	7/23
O'Neill	John	7/24
SHERMAN	Fran	7/29
FRANCIES	LeRoy	8/3
BOYDEN	Jim	8/7
CASSIDAY	Bill	8/8
GIBSON	Judy	8/14
REAK	Ron	8/17
SOWELL	Walter	8/18
JOHNSON	Don	8/20
KING	Mary Lou	8-20
RIGGS	Jane	8/20

HOLTHAUS	Mark	8/22
BROMMER	Bill	8/24
LAWRENCE	Betty	8/26
CRUZ/ZYLSTRA	Marge	8/27
RYAN	Jim	8/28

JULY AND AUGUST ANNIVERSARIES

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

The Palo Alto Concours d' Elegance

By David Pava

The Palo Alto Concours d' Elegance was held on Sunday, June 27, at Stanford University. This was the first year in many that there were appropriate classes for Horseless Carriages as opposed to being combined into something very broad like *non-classic American Cars built before 1942*.

A total of 10 Brass-era cars were shown; of which five are owned by BAHCC members. In the one & two cylinder class 1900 to 1917 – Chet and Marlene Zimmerman took second place with their 1909 Zimmerman Runabout, a dual chain drive high-wheeler. First in that class went to Fred Bausch of San Carlos, with his 1907 Cadillac.

In the pre-'16 Ford class new BAHCC members Kent and Kristy Keyser earned first place with an impeccable - newly restored 1911 Model T Touring. Our 1909 Ford was awarded second and a 1913 T speedster owned by Carl Brown of Mountain View received the trophy for third place. Bill and Kaaren Brommer showed their 1912 Delivery, but it was not entered for judging, nor was a 1910 T owned by Vince O'Brian of Greenbrae.

In the non-Ford pre-16 class a 1910 Pratt-Elkhart owned by John and Carol O'Neill of Sunol was shown. I believe it earned an award – but I am not sure.

BAHCC members used this opportunity to promote our club distributing materials produced by Erika and Ben for the Makers Faire.

Overall, the Concours was extremely well-organized. There were 100's of cars to suit all interests, antique wooden boats, miniature engines and much more available for viewing. I would like to personally thank those of you who exhibited your cars for helping me make the BAHCC participation in this event successful.



Petticoat Lane

Submitted by Karen Kuryk

Do It Yourself Just for FUN and TOUR KNICKERS

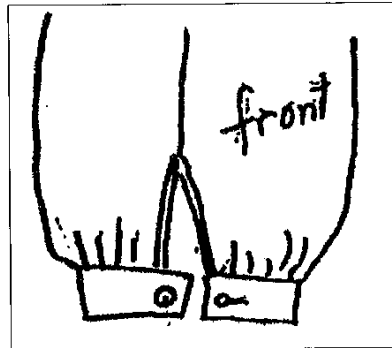
During the Model A Era, knickers were worn by adults for golf and as casual sports outfits. They were worn with jackets, sweaters or casual shirts. The socks were argyle, solid color or patterned, always up to the knee or above. Shoes were casual, golf, or oxfords. Knickers fabrics included heavy cotton or wool in solids, tweed, checks, herringbone, or plaid.

To make your own just for fun knickers from modern garments:

Choose pants in cotton or wool that are big thru the legs. Cut them off six inches below your knee.

If you can sew:

Construct a placket and band as shown in drawing, adjust button location to give a snug, but not tight fit.

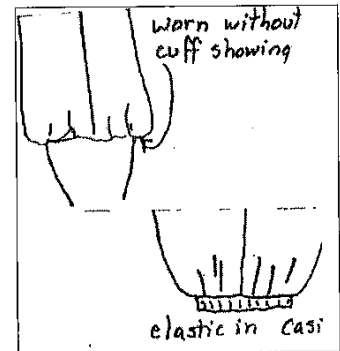
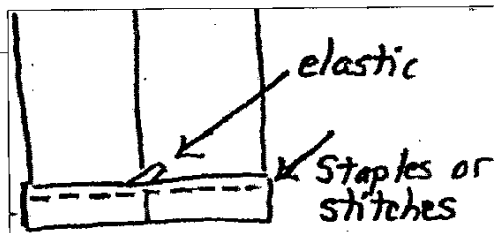


Sources for socks: Men's support hose are tall enough, knee highs in patterns are common in the ladies hosiery department.



If you don't sew much method:

Press under 1 one inch hem - stitch in place (or staple if you can't thread a needle!) Insert narrow elastic through the hem and adjust it to be snug just under your knee.



Bay Area Horseless Carriage Club
Minutes of General Meeting
Wednesday, June 2, 2010

Before the meeting was called to order, all those present had an opportunity to see, first hand the remains of the Morrison Model T from the horrific accident during the Blossom Tour. John decided that pictures could not describe its true state of destruction, so he brought the wreckage, still on the trailer from the Salinas crash site... Neither can words tell this unbelievable story. You had to be there to experience it.

The meeting opened at 7:50 P.M. Kaaren asked John to tell the story. After seeing the car, it was hard to believe your eyes that the occupant of that car was telling the story. Carolee, still suffering from burns on her legs, was not present. We wish her a rapid and comfortable recovery.

Don Johnson recounted his misfortunate experience with a steering failure on his Model T which resulted in some damage to his car, later in the same tour.

Tony Wollenson shared his part and experiences in putting the Blossom Tour together. The group thanked Tony for a job well done.

Officers present:

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

Committee Chairs:

Tour and Authenticity, E. Archer
Membership, B Brommer

Secretaries Minutes:

Approved as published.

Treasurers Report: (Dave Pava)

2009 to date I&E reviewed.
Current P&L, Balance Sheet on file.

Hospitality:

Thank you to Mark Cerruti for all his effort in baking two bunt cakes and dozens of cookies.

VP Report: (Johnny Crowell)

No report except accolades for the dinner at the Pava's he won at the April auction

Nuts & Bolts / Membership: (Bill Brommer)

No new memberships and not N&B next month..

Authenticity: (Ed Archer)

Nothing to report,

Tours: Past / Future (Ed Archer)

The Makers Fair was a big success and enjoyed by all 950,000 (Ben counted 'em) attendees. Many thanks to Erika and Ben. The club was awarded two ribbons for the efforts of those who worked to make it happen.
June 13 will be the Endurance Tour and the Lowland tour.
June 20, Fathers Day will be a tour into Mt. Diablo from the North Gate.
June 27 is the Palo Alto Concourse D'Elegance. Ten cars have signed up to date.
July 4th, Parade in Piedmont
July 17th Field Meet.
August is open for suggestions.
2011 the BAHCC will be hosting the Spring Tour. Open to suggestions.

Website:

Erika is continuing the update of the website.

Meeting closed at 9:00P.M.

Respectfully submitted by Whitney Haist, Secretary

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



CALIFORNIA
BAY AREA

