



*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:

The month is March - can't believe how quickly the days pass. We just returned from Quebec, Canada where we snowshoed and snowmobiled with the family in winter conditions in the minus figures as low as -20c. Now we are home in California and expecting snow not just in our mountains, but snow as low as sea level. I guess we will need a snow shovel in California now as well. It should be fun for a couple of days. We've started off the season with a great Valentine's Day event and great driving weather. Look for pictures and stories about the day in this issue. Our member article features Mark Cerruti this month so be sure to read about our new club secretary. We had great participation from members contributing articles this month and a big thank you to all of you. Keep those articles coming. Deadline for April is the 20th.



From the West Wing of the work shop.

It's official. The membership has spoken, the votes have been counted. Everyone (almost) wants a swap meet. A number of members raised their hands offering to help. To date NO one has even stepped to the plate to swing at the ball. One is "considering" getting involved IF there is a committee to research locations, costs and feasibility. Don't be bashful. Here's an opportunity to be a BAHCC hero.

When I began this job I asked the membership for comments and ideas for improving the club for the benefit of the hobby and the members. After two months into this job, I've learned about the part that nobody talks about. I've learned that part of the president's job is being chairman of the complaint department. That's okay, though, I've been there before. One complaint I have received from several sources is one you don't hear often, especially in today's economy; "we have so much money, we should spend some." How's that for a complaint? After careful consideration, my response to this: "yes, we can". These three words are not to be confused with any campaign promises and my answer will involve no deficit spending nor tax increases. Come to the next meeting and hear my idea. I'll call for another advisory vote. We'll be talking \$\$! If this doesn't light your fire, your wood's all wet!

Last month I mentioned the connection of our up coming tour to Willits, Ridgewood Ranch, the horse Seabuscuit and a man named Charles Howard. In this issue, with the help of noted automobile historian, author and friend, Albert Mroz, we have a brief biography on Mr. Howard, the world's largest motorcar dealer of his time

Speaking of biographies, our very own Secretary, Mark Cerruti has submitted a Readers Digest version of his life's story, at least as it relates to his hobbies. Mark is to be commended for being a long time member that has stepped up to the plate to fill an important position and to "give back" something to the club. Thank you Mark!

I understand that the entire Spring Tour committee (the Byls, the Lundquists and the Johnsons) have visited Willits, driven the tour and are putting the finishing touches on what promises to be a very fine tour. Reserve your room and sign up now! You don't have to put any money until the date gets closer.

Happy motoring and keep the shiny side up!

Whitney Haist
Prez



Does this Sound like anyone you know?

While on a road trip, an elderly couple stopped at a roadside restaurant for lunch. After finishing their meal, they left the restaurant, and resumed their trip.

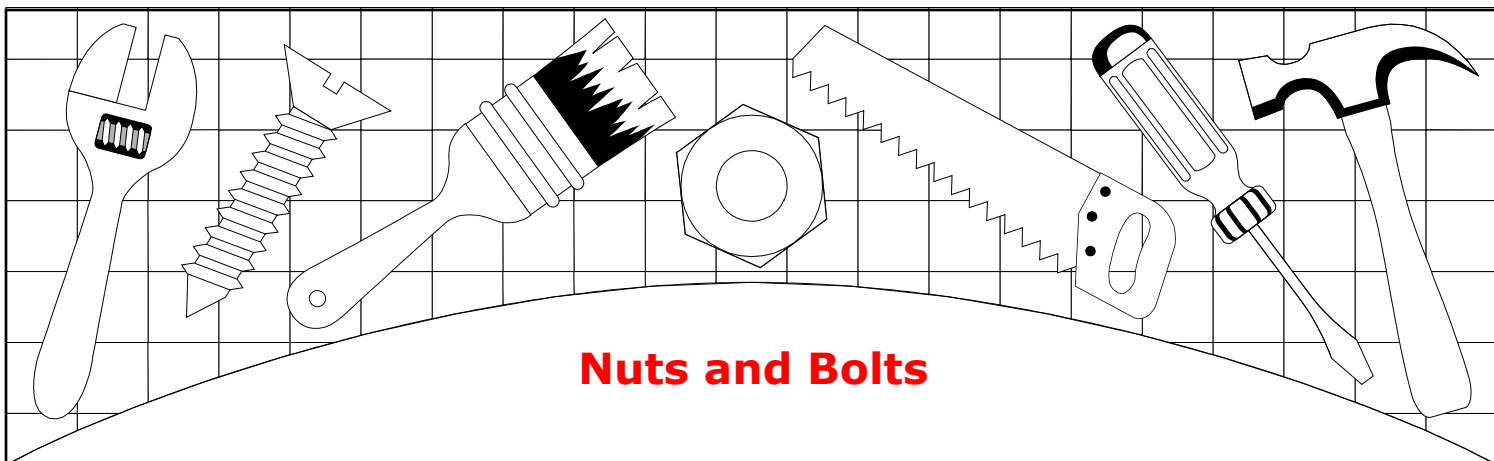
When leaving, the elderly woman unknowingly left her glasses on the table, and she didn't miss them until they had been driving for about forty minutes.

By then, to add to the aggravation, they had to travel quite a distance before they could find a place to turn around, in order to return to the restaurant to retrieve her glasses.

All the way back, the elderly husband became the classic grouchy old man. He fussed and complained, and scolded his wife relentlessly during the entire return drive. The more he chided her, the more agitated he became. He just wouldn't let up for a single minute.

To her relief, they finally arrived at the restaurant. As the woman got out of the car, and hurried inside to retrieve her glasses, the old geezer yelled to her, While you're in there, you might as well get my hat and the credit card.

Published in Ireland and Contributed by
Nick Sloan a good Irish Friend of ours



Nuts and Bolts

Where is Henry Leland when you need him ? - we all thought - as we viewed the unmovable '08 Caddie. As planned many members gathered for the February Nuts & Bolts session in an effort to assist Bill Brommer. The idea was to pool our collective info and practical experiences to troubleshoot the car's engine as it stood in "tear down" mode. After all, its just a one-cylinder! So, after several hours of checking out the flywheel positioning and the firing sequences and adding a squirt or two of ether, not to mention the viewing galleries' suggestions, it was decided to take it out onto the roadway and see if it would start on a downhill run and again later with help from a modern truck pull.

Needless to say we were all frustrated and very disappointed when it didn't fire up. And, by the way, our thanks to all of those dedicated friends who muscled the old frame up the street and back home.

The upshot is that it took another week of thinking, follow-up ideas over the phone and some more tinkering to convince the car gods to cooperate. In the end the solution turned out to be the good old Zenith carburetor that needed another generous turn to push the gas to ignition. So Bill sends his thanks to everyone who helped out. Now it needs to run awhile for "break-in" and maybe, if the rest of the put-together goes as planned, you'll see it putting along on the one and two cylinder Sonoma tour.



A funny thing happened on the Valentine's Tour - a sort of impromptu Nuts & Bolts seminar - where a "what do I do now ?" problem solver presented itself. Hosts Joe and Esther Sernach in their 1909 Patterson stopped at the Castro Valley road split to give everyone a chance to catch-up and upon inspection -- Joe found out that all of the left rear wheel bolts had sheared off ! - making it impossible to move the car. Thankfully, help was available close by and within the hour new bolts installed and everyone headed home in the sunshine. A romantic brunch, great friends and a short car-fix session - what a wonderful day !

P.S. Please note - there is NO Nuts & Bolts session planned for the month of March.



SNOOPY

BY
Esther

Joe and I must have some pull with the Man up there as the weather was beautiful for the Sweetheart Tour. A GREAT DAY!!, except as you will read elsewhere, poor "Patty"!! We are greatly appreciative of the "nuts & bolts" session held on the side of the road so we could drive home without going back for the trailer. Thanks to all that helped make that happen.

Bill Ortman recently sold his 1910 Buick to Southern Californian Michael Sullivan. It would have been nice to see it stay in the Bay Area. Hopefully, we'll see it on the tour again. Bill said he's doing well and hanging in here. When you have a spare moment, give him a call. He loves hearing from his old friends.

Our **Prez.** joined the tour last Sunday in his newly acquired model T. It looked familiar to some of us as it previously belonged to Harry Hollidge. Whitney bought it from Harry's son. I believe he will be driving it at least until he finishes restoration on his 1911 Cadillac,.

Lynn and Jeanne K. arrived for the February tour in their newly purchased 35(?) Cord. A beautiful car that looked like it just came off the show room floor.

Good to see **John & Carole O'Neill** on the Sweetheart tour, their first since joining the club. They were driving their beautifully restore Pratt-Elkhart. Look forward to seeing them on tour more often now that their car is running.

Plans are well under way for the Bay Area tour on May 12-15. **Fred & Nancy** have been working hard to make it a success. Well, I know Nancy is working her tussie off to make it a good tour for all of us to enjoy. Call Nancy or sign up at the March meeting to attend.

Johnnie & Chris C. have planned out a terrific Green Brass Tour that will take place in Marin County. Lets all talk to the Man upstairs for another good weather day. Sign up at the March meeting.

Have any interesting car, driving or touring tips you can share with the membership? Editor **Muriel L.** is still and always looking for tips to print. She can also use

articles for the ladies. Look around your stash and make her job easier.

The Azevedo's have recovered their tow truck and trailer. The truck and trailer are being repaired as they suffered some damage by the thieves. Unfortunately, no EMF yet. Keep your eyes open at swap meets and flea markets and lets hope it shows up.

Give **Anna & Roger M.** call if you are interested in buying a big car (45HP). Their 1913 Apperson Jack Rabbit is available. It's a beautifully restored and running car, ready for touring.

It was passed on to me that long time member **Clyde Hopkins** had passed on. I googled his name and the only thing I could find was that he had died on April 22, 2010. Several people are trying to contact his son but to no avail. Anyone have any more news??

The Dureins and Morrisons were invited aboard the USS Potomac which is docked at Jack London Square. Lucky for them it was a calm, balmy evening as they sailed under the Bay and Golden Gate bridges and enjoyed the lights of the SF skyline and the East Bay. They were treated to cocktails and a wonderful Italian smorgasbord. A super evening. The Potomac was originally the USCG cutter "Electra", built in 1934. President Roosevelt renamed it the USS Potomac and used it as the "Floating White House" until he died in 1945.

The Lundquist's are just back from a 10 day family snow vacation at their home in Quebec, Canada. Thank heavens they packed for the cold as Muriel said it was sometimes as low as 20 degrees below!!! Brrrr!!

Just talked to **Phyllis P.** After her recent knee replacement she has recovered sufficiently to throw her walker and cane to the wind. She said she is doing great and is now able to drive. You Go Girl!!

With the help of the attendees at the last "Nuts & Bolts" meeting and a few subsequent house call by helpful members, the **Brommers** 1 cyl Cadillac is now running. Bill had done an excellent job of restoring it but just couldn't get it running properly. Look forward to seeing it at the 1&2 cyl. tour in April.

See you all on the Green Brass tour.- Snoopy

Sweetheart Brunch and Tour, February 13, 2011

Who would have thought that it would be close to 70 degrees and sunshiny in the middle of February? Northern California had been experiencing beautiful weather all week and the thought on the minds of the Bay Area HCCA group was "Will it hold through Sunday?" Sure enough, it was a gorgeous day as 34 hungry people brought out eight vintage (and a few modern) cars to join with friends at Mexico Lindo in Pleasanton California for their champagne brunch.

Esther and Joe Sernach had pulled all the plans together and unlike the remaining tables at the restaurant, our tables were beautifully decorated and adorned (by Esther) with colorful napkins and bags of candies for every lady in attendance. Thanks for that you two!. The bill of fare was a scrumptious variety of Mexican dishes, (everything from eggs and chorizo, Chile relanos, chimichangas and ribs to flan or cheese blintzes for dessert. The fresh fruit salad, chips and salsa, coffee and Mimosas were served from a never ending buffet table.

We left the restaurant absolutely stuffed (or at the least, extremely satisfied) and headed out to the parking lot where we found many passersby admiring our cars. One couple had been out for a ride in their 1931 Model A and when asked if they had any plans for the afternoon (and they didn't) were asked to join us on a 20-25 mile tour. Every car that had an empty seat found a passenger to fill it and we were off to peruse the country back roads of Alameda County while a few people headed home due to other commitments.

Leaving Pleasanton and heading southwest, we climbed through some rolling hills to the thriving metropolis of Sunol. We shared the roads with some patient motorists in modern cars for about 5 miles of Niles Canyon Road until we came to Palomares Canyon Road. This road is steep in places, but with very little difficulty, we negotiated each twist and turn and shared the road with many motorcyclists and bicyclists. Just a few feet short of Palomares Canyon, the 1909 Patterson encountered a problem with its left rear wheel. (See Don Azevedo's assessment of what went wrong and how the fellas pitched in to fix it.)

Once the Patterson was repaired and on the road again, the group was smaller as we headed back to Pleasanton along Dublin Canyon Road which is a frontage road for I-580. At one point, a shiny, fast, BMW driver who had apparently received his license from a box of cracker jacks, cut between two of the oldest cars and slammed on his brakes. Fortunately, Ed Archer, a seasoned, experienced driver made evasive maneuvers to avoid a collision and the BMW driver (who apparently thought he was ON I-580 and thus allowed to drive 65 mph, passed everyone and sped along his way. Hats off to Ed for avoiding catastrophe and kudos to Bernard Matais who shared a few French phrases with the driver of the beemer. Right after that, Ed's sidelight lens decided it had had enough excitement for the day and bailed off the car and ran across the road. Don A. was able to retrieve the part and return it to Ed unscathed.

Those attending the tour were Ed & Karen A. (1906 Locomobile) John & Carol O. (1910 Pratt Elkhart), Joe & Esther S. (1909 Patterson) Whitney & Diane H. (1914 Model T) Don & Joyce A. (1931 Model A), Nick & Peggy H. (whom we met in the parking lot-1931 Model A) Doug & Mary Lou K. (1934 3 Window Deluxe Coupe) and Lynn & Jeanne K. (1937 Cord.) Passengers on the tour: Bill & Kaaren B., Don & Pam J. Bernard & Ann M. Roger and Anna M. Those joining us for dinner but not the tour: Alex A & Lindsay B, Johnny & Christine C., John & Carolee M., David & Patricia P. and Walter & Ruth S.

As a postscript I would like to add that not all modern car drivers are gracious to those of us driving our treasures at less than 60 mph. Let us remember to be on our guard as some folks think these cars can stop on a dime and give you 9 cents change. They are unaware or don't care that their autos turn into a deadly weapon when driven at high rates of speed on these side and country roads. I only wish I had thought fast enough to get the license number on that BMW so I could turn him in for the nonsensical way he put our club members in jeopardy.

Submitted by: Joyce Azevedo





Advantages of Being a BAHCC Member

We were on the tour after the Valentine Sweetheart Brunch. Joe and Esther were leading the group on Palomares Canyon Road and near the end of the road Joe pulled over so we could re-group. When Joe went to pull out the driveline spun, the left axle turned the hub, but the wheel didn't turn and the Paterson didn't go anywhere. For you see, the last of the six 3/8-inch carriage bolts securing the driven hub to the wood wheel had fallen out. No hub bolts – no go. Very soon all the men were gathered around the Paterson. The women staying away from the grease gathered in Whitney's 1914 Ford or Lynn's beautiful Cord. Joe uncovered a wheel puller while the rear end was jacked up. Soon the wheel was off and we found broken hub bolts and stripped nuts in the brake drum. We called Doug K. and he quickly arrived to take Ed home to rob his inventory of machine bolts and nuts. Ed returned with enough parts to reassemble the wheel and put Joe and Esther back on the road. Seeing how there were a number of seasoned mechanics working for a couple of hours, we thought it might be appropriate to prepare an invoice for services rendered.

Participating mechanics, photographers and advisors:

President Whitney H.
 Vice President Lynn K.
 Chairman of the Board Don J.
 Tour Director Ed A.
 Senior Statesman Doug K.
 Bill B. Roger and Don A.



Labor charges	8 Club Members @ 2 hours @ \$50/hr	\$800.00
Materials	5-3/8" bolts and nuts with washers @ \$2 each	\$ 10.00
Mileage charge to get materials	10 miles @ \$.50	\$ 5.00
Borrowed tools (jack, wrenches)		<u>\$ 20.00</u>
	Subtotal	\$835.00
Discount for membership in BAHCC		-\$835.00
	TOTAL CHARGE	\$0

(Thanks for the experience and fun!)
 (Don Azevedo)

A Biographical Sketch on BAHC's 2011 Secretary Mark Cerruti

Hello Everyone,

I joined the Bay Area Regional Group just a few years ago, but my interest in old cars goes way back.

Growing up in Pleasanton, I would pass by the Fairgrounds and occasionally see a "Swap Meet." I often wondered what that cool junk was all about. After attending swap meets regularly for several years and collecting bits & pieces, I acquired my first car, well, truck actually, an unrestored and somewhat rough 1926 Ford Model TT Dump Truck. I spent the next few years restoring the truck to the best of my abilities, and continued collecting "stuff." The Dump Truck is still in my collection.

In 1986, I purchased an all original, but not running, 1916 Maxwell Touring. It has spent the last 20 years being moved from one garage to another. Just a couple of years ago, I finally was able to build a permanent home for the Maxwell and the rest of my collection. Like many other members, cars aren't my only passion. Over the years, I've accumulated a pretty large collection of automobilia, as well as many other antiques.

In 2002 I met my soon to be wife, Veronica, on a blind date! Despite the existence of my collection of cars, signs, farm machinery and miscellaneous junk, I still managed to convince her to marry me. Soon thereafter, our two children came along, George (5) and Samantha (3).

I've been in the construction industry, in one form or another, for the past thirty years. Due to the current economy, I now spend most days taking care of our two kids and playing in my garage while my wife Veronica works as an estate planning attorney. Now with all the free time, I've had the opportunity to work on the Maxwell and with the help of some club members, I hope to have it on the road this spring!

Since the Dump Truck is too slow to tour and the Maxwell's not running, my Dad has temporarily loaned me his '31 Ford Model A Phaeton to drive. Also in my garage is a '61 Ford T-Bird, which my Grandfather George bought new and a '70 Karmann Ghia. I can't wait to see my son George behind the wheel, driving his Great-Grandfather's old Thunderbird!

Veronica doesn't quite get this "old car" thing, but I'm working on her and hope that in the near future, we will find that perfect pre-'16 family car and regularly attend tours.

Hope to see you on the road,

Mark Cerruti



A ROOMFUL OF LOVE

On Sunday, Feb. 20 th, a wonderful group of BAHC Moms gathered to celebrate the upcoming birth of Erika and Ben Kopman's new baby boy - due in April. And, as with all baby showers, the ladies enjoyed sharing their collective wisdoms, offering practical ideas, eating a few delicious sweet treats, playing a few games and marveling at the newest in child play tools, colorful clothing items and handmade quilts.

Many thanks to ALL of the families who generously sent gifts as a way of getting this new family off and running onto an exciting "lifetime" adventure.



BAHCC BACK ROAD MENDOCINO COUNTRY TOUR MAY 12-15, 2011

Enjoy: Touring over the scenic back roads of Mendocino We will Visit:

- Mendocino (Thursday)
- Seabiscuit Ranch (Friday)
- Emandal organic Farm and Ranch (Friday)
- Covelo and possible wine tasting (Saturday)
- Train and Farm Museum (Sunday AM)
- Roots Steam Engine Restoration (Sunday AM)
- Possible education regarding fire prevention and control/or wine tasting

Dress: Era clothing appreciated but not required

Lodging: Hotel Baechtel Creek Inn and Spa RV Resort
101 Gregory Lane, Willits, CA 95490
707-459-9063
Special rate: \$110 plus tax

The hotel is holding 20 rooms at this price. Please make your own reservations ASAP. This rate includes swimming, hot tubs, breakfast and parking This special rate will only be guaranteed for 20 rooms. After that, the price may return to the usual rate (\$130 plus tax)

For those who want to stay in their trailer:
KOA Camping and RV
1600 Hwy 20, Willits CA 95490
707-459-6179

Tour Costs: \$250 driver \$200 Adult passengers This includes:

- 2 half days and two full days of touring
- Cocktails : Thursday, Friday and Saturday evening in conference room
- Breakfast: Friday, Saturday and Sunday at the Hotel
- Box lunches Friday, Saturday and Sunday (may have banquet)
- Dinners Friday and Saturday evening
- Tours and activities at Seabiscuit, Emandal, Museum
- Trailer parking across the street from hotel
- Security

Registration : With a completed Registration Form, please send your deposit of \$100 payable to BAHCC. (No refunds after April 1st) Balance due April 1st. Send your form and deposit:

Jennifer Byl Blaker
13650 Longridge Road
Los Gatos, CA 95033
408 307-3388

Forms were printed in the February Gazette or are available on our web site. They will also be available at our meeting from Muriel or Nancy.



GOODGUYS

Concours d'Elegance

Horseless Carriages at the June 3-5, 2011, Goodguys Concours?

Lynn Kissel

The Bay Area Horseless Carriage Club has been invited to display our cars in a Concourse d' Elegance at the *Goodguys 18th Summer Get-Together*, June 3-5, 2011.

As many of you know, the past focus of Goodguys shows has been hot rods and custom cars. But for a second year, they are reaching out to the larger collector car community and soliciting exhibition of unmodified and classic cars at their *Summer Get Together*. In addition to the BAHCC, several other area car clubs have been invited to participate. This special concours will be strictly limited to 50 cars so it's in your interest to register early.

For those of you who have never attended a Goodguys show, I think you will be impressed by the large and youthful crowds that they draw. Many of us can point to a particular past event, often as a young person, that planted the seed that grew and blossomed to our current interest in horseless carriages. I believe that this special concours can be one of those rare opportunities for us to share our passion with others, helping to plant that seed in a new generation of collectors. I consider my participation as an act of enlightened self interest.

Goodguys is waiving the \$35 early registration show charge for BAHCC participants and providing us with premium indoors exhibit space. They will also provide us with booth space so that we can promote our club, our cars and our activities.

This concours is not being judged. In discussions with the organizers, I noted that our cars are largely drivers and spend their time touring rather than showing, so that they're likely somewhat more "gritty" than is typical for show cars. I was assured that they'd be welcome and greatly appreciated.

Goodguys is offering to provide:

- Complementary registration for each car includes 4 adult weekend passes and 2 kid passes (16 and under)
- Stanchions to our protect cars from spectators
- 10 'x10' booth space to promote our club
- Award of Excellence and dash plaque for each participant
- Custom window card for each participant
- Event goodie bag with event mug
- Free trailer parking and complementary Fairgrounds parking (1 per entry)
- *Goodguys Gazette* coverage of the Concours d' Elegance display
- 2 buffet lunch tickets per entry for Saturday, June 4th

We are expected to:

- Stage our cars on Friday, June 3rd, sometime between 12:00p-5:00p
- Leave our cars in place until Sunday, June 5, until 4:00p

There is a May 7, 2011, deadline for registration. Why not sign up now, while you're thinking about it? It will help my planning and may reduce your risk of being excluded because of the strict limit of 50 concours cars.

If this sounds as exciting to you as it does to me, registration is super simple; please supply me with the following information either by email (BAHCC@starship.org) or by snail mail (Lynn Kissel, 912 Loyola Way, Livermore, CA 94550-7286). Please provide: NAME; PHONE #; ADDRESS; YEAR/MAKE/MODEL. That's it!

Will you be joining me at the 2011 *Goodguys Summer Get Together*? I hope so, it will be a hoot!



Bay Area Horseless Carriage Club Tour Calendar For 2011

Rev. 2/2/11

January 15	Saturday Sacramento train trip.	Don Azevedo
January 29-30	Turlock Swap Meet	
February 13	Valentine's Day Lunch and possible tour	Joe & Esther Sernach
March 20	Green Brass Tour	Johnny Crowell and Mike Riley
March 18-19	Chickasha Swap Meet	
*April		
April 14-16	Bakersfield Swap Meet	
April	1&2 Cyl. Tour (2010 21-24)	
May 21-22	Maker Fair, San Mateo Expo Center	Erika Kopman
May 12 -15	Bay Area Spring Tour	Fred and Nancy Byl
*June	Tour & Picnic ?	
June 4-5	Good Guys Summer Event car show Ala. Cnty. Fgrnds. Pleasanton	Lynn Kissel
June 11-12	SCVMTFC Endurance Run and Lowland Tour	
July 4 th	Independence Day Parade Piedmont	John Morrison
*July		
July 26 - 29	HCCA National Tour Oregon City, Oregon	
August 13?	Alameda Tour	Durein, Cassidy and Ebers
August 28	Hillsborough Concours	Eric Lundquist
September 11	Autos in History Park, San Jose	John Morrison
September	Silver State Tour (2010 19-21)	
September 14-17	Old California Tour	
October 5-8	Hershey Swap Meet	
*October	Pumpkin Tour	
*November	Holiday Tour	
December	Christmas Party	

***Need a volunteer to plan an event for this date.**

Please call me, Ed Archer 510 581 4911 or email karened4@att.net

Charles S. Howard - Buick Salesman of the Century

by Albert Mroz, just down the peninsula

When Charles Howard got out of the Army in 1903, the first year for Buick automobiles, he boarded a train for San Francisco, arriving there with 21 cents in his pocket, or so he later claimed. He got a job on Golden Gate Avenue selling bicycles. But by 1905 Howard was convinced that the next big trend would be automobiles, so he traveled to Detroit.



That year Billy Durant took over Buick, which had built 28 cars the previous year.

Durant created thirteen dealerships across the U.S. in 1905 and began looking for "born salesmen," of which he was one of the supreme examples himself. Charles Howard introduced himself, and returned to San Francisco with distributorship for eight Western states.

In 1906 GM built 2,295 Buicks, so Howard had plenty of product to sell on the West Coast. He personally recruited all salesmen and business was brisk from the start. Howard attributed his tremendous success to advertising, some of which was real stunt work. His first such maneuver was in 1907 when he drove a two-cylinder Buick from San Francisco to Oakland via San Jose. The trip took five hours.

In 1910 an entire trainload of Buicks was shipped to San Francisco. The train carried 134 new cars and became an instant tourist attraction. Howard followed this with a load of 254 in 1912, and then again with seventy-five cars carrying 375 new Buicks, which was the largest first-class freight shipment in history up to that time in the U.S. People lined the tracks just to see the spectacle. The trains were routed through small towns in an all-daylight procession just for the effect. It worked well. Within a few years, one out of ten Buicks built was sold through Charles Howard's distributorship. By 1912 California ranked second after New York in new car registrations.

The following year Howard moved from his store on Golden Gate Avenue to a new four-story building on Van Ness at California Avenue.

The showroom had a 22-foot ceiling and included opera house-style semicircular staircases with 40,000 square feet in overall floor space. In another stunt, Howard led a caravan of Buicks into Yosemite Valley.

This was at a time when motor vehicles were prohibited there, and Howard was nearly arrested, but the headlines made for good advertising.

In 1915 Billy Durant, the head of General Motors, was in deep financial trouble, having overextended the company through acquisitions. It was Charles Howard who loaned him \$3 million, in the process obtaining GM stock which would quickly lead to financial fortune. During the 1920s Howard was called "the world's largest motocar dealer." Journalists were not referring to Howard's weight and height.

Charles Howard lived a lavish lifestyle, with newspapers stating that "he belonged to every golf club in the state of California." He owned a 163-foot yacht, which was berthed at the St. Francis Yacht Club. He also owned a 16,000-acre cattle ranch and raced horses.

Reportedly, his best year was 1941 when he collected a percentage on 30,000 Buicks.

From the beginning of his career as a car salesman, Charles Howard's statement, "I wouldn't give \$50 for the fastest horse alive," was to be his most ironic. He finished his last years racing horses very successfully. In 1950 his horse, Noor, won the Handicap and defeated Kentucky Derby's famous Citation four times, setting new records each time.

1950 was also the year Charles Howard passed away.

Reprinted by Whitney Haist with permission of automobile historian, author and friend, Albert Mroz.



Bay Area Horseless Carriage Club

Minutes of General Meeting Wednesday, February 2, 2011

Meeting opened at 7:39 p.m.

Officers Present: Board Chair, Kaaren Brommer, President, Whitney Haist, Vice President, Lynn Kissel, Secretary, Mark Cerruti

Bill Brommer showed members a Holley Carburetor he had found on eBay and asked if anyone knew for which car it might be? Doug Durein wondered if maybe it wasn't a Holley, but perhaps an American Standard.

No guests present.

President Haist asked for a motion to approve the minutes of the January 2011 General Meeting. Fred Byl motioned that the minutes be approved, Esther Sernach seconded the motion. The minutes were approved.

Treasurers Report: Treasurer Dave Pava was absent.

Board Chair, Kaaren Brommer asked ladies that are planning to attend the baby shower for Erika Kopman on February 20th, to please RSVP.

Vice Presidential Report: VP Lynn Kissel had nothing to report. Don Johnson suggested that Lynn mention the photo of his '24 Kissel Speedster which appeared in Hemmings Motor News. Lynn added that it's a picture of the car entering the field at last years Pebble Beach Concours.

Gazette Report: Editor, Muriel Lundquist offered newsletters from other car clubs to members. She added that more and more newsletters are only available on-line. Muriel announced that she will be sending everyone a copy of the Gazette via email, as a "test," to see how members feel about getting it on-line. She solicited members for articles about their car, or even someone else's car! Muriel also needs more articles by and for the ladies, to keep them involved in the club.

Bill Brommer announced, that he will host this Saturday's "Nuts & Bolts" at the Brommer Garage in Castro Valley. He needs help starting his '08 Cadillac. Bill also thanked Mike Lawrence for last month's event. Lynn Kissel commented that he will be hosting the March gathering, but besides his car collection, has nothing to demonstrate and asked attendees to bring a project or "something." Bill sent a sign-up sheet around the room looking for volunteers to host future gatherings.

Sunshine Report: Doug Durein had nothing new to report other than sending flowers to

Barbara Silveira. - - - Esther Sernach reported that Phyllis Pottle is recovering from surgery.

Tours & Authenticity Report: Ed Archer asked members who plan to attend Joe and Esther Sernach's Valentine's Day lunch and tour, to sign-up now. - - - Johnny Crowell reported on the March Green Brass Tour. He started by saying that he is tired of touring in the San Ramon tri-valley area and thought it would be nice to try a new location. Johnny said the March 20th tour will be in the Tiburon area where there are lots of windy, but mostly flat roads and plenty of stunning views of the bay and San Francisco. The tour will circle Tiburon, pass through the Mill Valley area and then stop for lunch in Sausalito. After lunch, the tour continues to the Marin Headlands, where side-visits to a Lighthouse and an old Church may be possible. Johnny added that the tour will be around 50 miles with a few hills that any car can do. Esther Sernach asked Johnny about rain contingencies. "Next year," he replied. - - - Nancy Byl started her report on the Mendocino Tour, by announcing that the first 25 cars will receive a free LED flashing yellow light to mount on the rear of the car. She has secured visits to the Seabiscuit Ranch, an organic farm and a steam engine display. Nancy mentioned that the Host Hotel has been very helpful and urged members to make reservation now, and to possibly up-grade to a "theme room." - - - Tony Wollesen reported on a tour, on February 12th or 13th, hosted by the Santa Cruz group. Tony also mentioned that the Modesto group will host the Old California Tour, in Jackson, on September 14 - 17. Esther Sernach pointed out that the Old California Tour is on the same dates as the Silver State Tour. - - - Whitney Haist & Lynn Kissel reported that they had been contacted by the "Good Guys" regarding their Summer Get-Together on June 4th & 5th in Pleasanton. The Good Guys have offered club members a free space, inside an air-conditioned building, to display their horseless carriages. Lynn explained that the Good Guys are trying to expand the appeal of their show, which is now mostly Hot-Rods. Lynn thinks this would be an excellent opportunity to expose our cars to a younger audience, who may not realize that there is such a thing as an antique stock car. Lynn also mentioned that the Good Guys are offering free lunch tickets, a goody bag, and an "Award of Excellence" dash plaque to every entrant. - - - Don Johnson mentioned that the Palo Alto Concours is coming up. - - - Kaaren Brommer has talked to Erika Kopman about the Maker Faire on May 21st & 22nd. - - - Eric Lundquist announced that the Hillsborough Concours will be later this year, on August 28th. Cars from 1911 will be highlighted this year along with the marques, Bugatti and Packard. Eric also mentioned that HCC members may display their car at no charge, and receive a free lunch as well.

Website: Erika Kopman reported that she sent an email to everyone explaining how to log-in. Nancy Byl requested that she be added to the email list.

Old Business: The Board had previously voted that the membership should decide the fate of

the recently discontinued Swap Meet. Johnny Crowell stated that he would need a rough concept to make an informed decision, and wondered if there is any interest among the membership to organize and work a Swap Meet. Ed Archer said that he would not be willing to chair the event, but had spoken to Don Azevedo, who would be willing to do so. Ed went on to explain the he thinks the Swap Meet is good for the hobby, even though the money is not great. Ed added that it might be a good idea to try and get a 5-year contract with either Chabot or DVC, to insure the future of the Meet. In closing, Ed remarked that as more time passes by it will be that much more difficult to revive the Swap Meet. Fred Byl suggested that we pay an additional \$20 - 30 in dues and be done with it, but added that he would be willing to contribute to the Meet. Lynn Kissel asked how many people it takes to run a Swap Meet? "Around 20," answered Joe Sernach. Ed Archer said if we eliminate pre-registration, it would cut-down on a lot of administrative labor. Charles Ebers commented that the State Franchise Tax Board requires us to have pre-registration. Gary Borges said that pre-registration reduces waiting time at the gate. Eric Lundquist asked for a vote of members who do not want a Swap Meet; 2 raised their hand. John Morrison asked for a vote of members in favor; 10 raised their hand. Bernard Metais complained that there is not enough information to make an informed decision. President Haist asked for a vote of members who are willing to work a Swap Meet; 15 raised their hand. Johnny Crowell suggested that the Board come up with a plan, and then have the membership vote. President Haist agreed and invited interested parties to attend the next Board Meeting in March.

New Business: Johnny Crowell thinks that the Field Meet last year was a great success, and that we should schedule another. Kaaren Brommer confirmed that the Board had discussed the Field Meet at the last meeting. - - - Pam Johnson requested to meet with all the ladies following the General Meeting. - - - Doug Durein announced that Joe Anino's 1 cylinder REO is for sale for \$30,000, and to contact him or Jerry Neil, if interested. - - - Mary Lou & Doug King provided the evening's refreshments. - -

- Esther Sernach reported that Bill Ortman has sold his 1910 Buick to a man down south, named Mike Sullivan. - - - Mike Lawrence said he's restoring his Prest-O-Lite tank and invited members to restore theirs as well, to save time and money. Tony Wollesen warned that the State now prohibits the filling of Prest-O-Lite tanks with gauges. - - - Gary Borges said he attended the Turlock Swap Meet last weekend and did "lots of walking." Gary added that the meet seemed bigger than ever this year.

The meeting closed at 8:42 p.m.

Respectfully submitted,
Mark Cerruti, Secretary

Bay Area Horseless Carriage Club

Minutes of Board Meeting

Wednesday, January 19, 2011

Meeting opened at 7:39 p.m. at the Haist Carriage House in Orinda.

Officers Present: Board Chair, Kaaren Brommer, President Whitney Haist, Vice President, Lynn Kissel, Secretary, Mark Cerruti. Members present, Ed Archer, Bill Brommer, Fred Byl and Nancy Byl.

The Byl's opened the meeting by giving a detailed update on their progress on the Mendocino Tour. Nancy reported that she is in the process of negotiating with the Host Hotel and is finalizing the food service. She and Fred have done more exploring of the Mendocino area and may include a visit to an organic animal & vegetable farm. It was debated whether or not to include a visit to the Skunk Train on the last day of the tour. It was decided that that would be too much. Lynn Kissel demonstrated 4 different LED flashers, supplied by Lynn, of which one was chosen to be given away to each tour participant.

The September 2010 Board Meeting minutes were approved by all.

Treasurers Report: No Treasury Report due to the absence of Dave Pava.

The future of the club-owned Generator and Tent were discussed. It was decided not to sell them at this time, in the event that our Swap Meet should be revived.

Board Chair Report: Kaaren Brommer reported that the Maker's Faire is coming soon and discussed the club's continued participation in the event. She said she would talk to Erika Kopman. Kaaren also mentioned that she had been contacted by the National Club for an update of our Roster.

The success of last year's Field Meet was discussed. It was decided that the Field Meet be put on next month's General Meeting agenda and hopefully find volunteers to organize it.

The future of the Swap Meet was discussed. Ed Archer thinks

strongly that the Meet should be revived, not for just the money, but as a service to the hobby. The Board decided to introduce the topic at the next General Meeting, to see if there is any interest in having another Swap Meet and have the membership vote.

The possible expanded role of Vice President was discussed. Board members agreed that the VP currently has very few duties. Some Board members feel that there is a vacuum between the Board and the Gazette Editor and Web Master. Since the Gazette and our Website are the major means of communications to members and the world, it should be a priority to streamline the flow of information. VP Lynn Kissel was very open to the task, but being a relatively new member to the club, would feel more comfortable easing into the process. Lynn said that he would be in contact with Muriel & Erika in the near future. Kaaren Brommer read a portion of the By-Laws to determine if they currently allow such a role.

Due to the slowly declining assets of the club, the cost of the Gazette was discussed. It was clear that there will eventually be a change in how the Gazette is distributed. The Gazette is currently available on-line, but members who prefer to receive it via regular mail may incur an additional cost to do so.

Bill Brommer reported that the February Nuts & Bolts will be at his place. He will attempt to start his Cadillac. Bill also mentioned that he had sent a membership application to former member, Roger Huffman, who may rejoin the club.

Tours & Authenticity Report: Ed Archer reported that plans for the Sernach's February Valentines Lunch & Tour are set. The March Green Brass tour is being handled by Johnny Crowell & Mike Reilly. Ed noted that we still don't have a tour for April.

Future Board Meetings dates were set for March 16th at Kissel's, May 18th at Cerruti's, August 17th at Brommer's and October 19th at Pava's.

Kaaren Brommer moved to adjourn the meeting and Ed Archer seconded the motion. The meeting closed at 10:08 p.m.

Respectfully submitted,
Mark Cerruti, Secretary

MARCH BIRTHDAYS

KOPMAN	Ben	3/2
BORGES	Gary	3/3
O'Neill	Carol	3/3
ARCHER	Ed	3/04
SHELDON	Linda	3/8
SCHWARTZ	Norman	3/10
HIRONIMUS	Gene	3/13
VOLQUARDSEN	Lee	3/13
CERRUTI	Mark	3/14
MCCLISH	Don	3/14
NELSON	Marion	3/18
ROSEN	Bob	3/20



MARCH ANNIVERSARIES

RIGGS	Lloyd	Jane	Mar. 1, 1952
JOHNSON	Don	Pam	March 7, 1964
SHELDON	Wayne	Linda	March 19, 2010
REAK	Ron	Bea	March 21, 1964
CROWELL	Wes	Henrietta	March 30, 1992
STONER	Dave	Donnis	March 31, 1990

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