



*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:

Our club has been active this summer with our own activities and members participating in tours with other clubs and national tours. It is great to see you all out having fun with your fellow car lovers.

The editor has also been busy, but unfortunately has missed most of the touring this summer. Our youngest son Charlie is getting married this month to a lovely young lady he has been going with for almost 4 years. Family will be converging from all over the country and New Zealand for the big event. We are very busy with all the excitement and visitors. Early articles will be appreciated and I hope to get the October issue out on time.

Let's keep Snoopy and hubby Joe in our prayers as they deal with Joe's treatments. I understand Joe got out and drove the Paterson on the Alameda Tour.

We'll see you all at the meeting on Sept. 7th.



From the West Wing

of the work shop.

This is the time of year that people all over the country are throwing their hat in the ring, as the media reports. Did you know that in the early 19th century, the referenced “ring” was a boxing ring and your hat in there was a challenge to the boxer! Wow. That sounds like a way to lose a good hat and get the _____ beat out of you. Here at the BAHCC it’s time to NOT throw your hat anyplace, but simply email or see me and volunteer to be a member of the board of directors in 2012. Think of it as giving back a little to the club you love so much, or turning your good ideas for tours or events into reality for others to enjoy. Or you might want to volunteer before someone calls you and twists your arm to do it. The positions open next year are Membership Chairman, Tour Chairman and V.P. Easy. It’s only five or six meetings. Act now! Don’t delay.

There is another job that shouldn’t take much effort and will produce good things for the club. That is an advertising page in the Gazette. Vendors, suppliers, members with services, etc. can advertise with a business card, 11 times a year to our vast membership for a mere fifty bucks. This program will sell itself! You can do it. I know you can.

I have heard nothing but rave reviews of the August tour called “See Alameda Slowly”. Read on for the whole story. We have still time for a few more tours and events before the end of the year. See this and future issues for the particulars.

Vice President, Lynn Kissel will preside over the September meeting. This will be a practice run for Lynn for next year. Diane and I will be on a WWII history adventure. We will follow in the footsteps of E Company (“Easy Company”) of the 2nd Battalion, 506th Parachute Infantry Regiment, 101st Airborne Division of the United States Army. The tour is based on the book, *Band of Brothers*, written by the late historian and biographer, Stephen E. Ambrose. Notice I said “footsteps”. I hope we don’t have to jump out of any perfectly good airplanes as part of the adventure. I’ll be happy to tell you all about it when we get back.

We have two more new members to welcome, Tom Jasper and Alex Azevedo. This is amazing as most local car clubs are losing members these days.

The next Board meeting will be October 19th at the Brommers and the Joint Board (old and new) will be November, 16th. The Board is taking the austerity program seriously, by the way, and there will be no free dinners at the meeting.

And remember, it is said that if you line up all the cars in the world end-to-end, someone will be stupid enough to try to pass them.

Happy motoring.

Whitney Haist

Prez

A personal report on the

64th National HCCA Tour in Portland, Oregon

July 26-30, 2011

by Lynn Kissel

With my apologies to members of the Bay Area Horseless Carriage, I did not take nearly enough pictures nor pay enough attention to present a fair and balanced overview of the national tour that was hosted by the Portland Regional Group of the HCCA. Of necessity, what follows is a fragmentary and biased report based on my personal experiences on the tour.

Jeanne and I participated with Annie (our 1914 KisselKar 4-40 Touring) in the "Third Time's A Charm" Tour in Portland. This was the third time that Portland had hosted the tour, each offering separated by 20 years. Later, at the banquet at the end of the third day of touring, we applauded the dozen or so drivers that had participated in all three tours. Some had used the same car in all three tours!



There were many remarkable sights and experiences on the tour. One was the multiple three-generation touring families that I saw. Another was the number of women and men that dressed so beautifully in period costumes.

Other BAHCC members we recognized on the tour were Johnny and Chris Crowell with their 1914 Simplex, John and Carol O'Neill with their 1913 Apperson, and Fred and Nancy Byl with their 1915 Ford. The O'Neill's received the 1913-and-later people's choice award at the banquet for their wonderful 1913 Apperson 4-55 "Jack Rabbit" Touring.



We are relatively new comers to horseless carriages, having acquired Annie in 2008. Although we've participated in local and regional tours, this was our first national tour with the HCCA and we anticipated the event with great interest.



That interest was piqued by the fact that Glenn and Shirley Slack, organizers of the tour with the Portland Regional Group, are friends and owners of a beautiful 1915 KisselKar 6-42 7-passenger Touring. Under normal circumstances it would be reasonably unusual to

find two KisselKars on an HCCA tour as there are only 34 pre-16 KisselKar cars known to exist in the world. On this tour we had no less than *three* as Bob and Nancy Ullrich joined us with their handsome 1910 KisselKar 4-50 Toy Tonneau.

We left our home several days before the tour to visit Joe and Isabelle Leaf, friends and (modern, 1920s) Kissel owners in Poulsbo, Washington. So we had multiple and much more than normal exposures to Kissels and Kissel owners over the week.

Arriving in Portland, we could not help but be impressed with the high level of organization and large number of volunteers helping with the HCCA tour. Volunteers directed us to the ample space provided for trailer parking. After unloading Annie, we parked her with many of the other 92 cars that were signed up for the tour.

The tour had three days of active driving plus two half days before and after for socializing. Participants were encouraged to arrive early, or stay late and enjoy many side attractions that were documented in a wonderful newsletter-style publication that we received a month or so before the tour.

The tour booklet and materials that we received during registration were another marvel. The booklet with clear schedules, directions, graphics and text describing the significance of sites visited was printed on glossy paper and professionally prepared. A cast 3" brass medallion was a welcome keepsake. From my perspective, the tour was incredibly well planned and it ran as smooth as silk, although I guess that the organizers confronted many challenges behind the scenes.

Our first day tour was a 75 mile drive along the scenic Columbia River. We first stopped at Vista House, an octagonal stone structure built in 1916-18 as a memorial to Oregon pioneers. Perched 733 feet above the river, it affords spectacular views of the valley cut by the river. Later we visited 620' Multnomah Falls then drove on to Rooster Rock State Park for lunch.

We saw many disabled horseless carriages along our route, keeping the three trouble trucks very busy. I was somewhat surprised by the number I saw experiencing difficulty, wondering if this was unusual for a national tour.

We were fortunate to have Wade and Jeanne Smith as passengers on all three days of the tour. Hailing from San Antonio, Texas, they were great companions, as they were witty and entertaining. By day two, Wade was sitting in the front with me and the two Jeanes shared the rear seat so that the boys and girls could carry on separate conversations with minimal interference.

On day two we traveled over 140 miles and climbed to the 6000' level on Mount Hood, an 11,239' snow-capped peak that is the tallest in Oregon. Our destination was a great lunch at the Timberline Lodge, built in the 1930s on the south side of the stratovolcano. (Also known as a composite volcano, it is a tall cone built up of many layers of hardened lava, pumice and ash. Unlike shield volcanoes, stratovolcanoes have a steep profile and periodic explosive eruptions – think Mount St. Helens.)

Many of the cars had trouble with the climb up Mount Hood and Annie wasn't immune. Although I had relocated and insulated the fuel line a week before the tour, Annie suffered mild to moderate symptoms of vapor lock as witnessed by the boiling fuel seen in the glass bowl of her Stromberg carburetor. Letting things cool down by sitting at the side of the road for 5 minutes was enough to allow us to complete the trip.

As we neared Portland on the return trip, I heard a distinct metal “tink” from under the car reflected off a guard rail that we were passing. Then I noted a loss of drive power to the rear wheels. Oh, oh! Coasting to a stop on the shoulder of the road, we found that the right rear hubcap (which retains the drive axle in Annie’s full floating rearend) had gone missing and the axle had disengaged and protruded a couple of inches out from the wheel. The “tink” was likely the disengagement of the interlocking axle/wheel cogs. Although we spent hours on two days looking, we could not find the hubcap. Perhaps it jumped ship many miles before the axle disengaged or was simply hiding under a bush.

As it was starting to get late in the day, we decided to call for a trouble truck. Adding to our concern, all the trucks are engaged helping other stranded motorists and none were available to come to our aid. To complicate matters, the drawbridge on I-5 that we needed to cross to return to our hotel was stuck in the open position and a major traffic jam had resulted. Yikes! Even if we could move, we would just be stalled in traffic.

In desperation I used duct tape from my emergency kit to reconnect the axle not sure that the temporary repair would actually work. We turned the car around and drove the short distance to Salty’s, a delightful local restaurant. Cocktails and dinner at a popular local establishment is not a bad way to weather a breakdown and wait for the epic traffic jam



to clear. Later as darkness fell, we drove the duct-taped car with lights on the several miles to our hotel. Much to my surprise and delight the duct tape held. It did not even hint at failing, neither stretching nor tearing. I guess that Red Green’s faith in the power of duct tape is well placed. (See, for example, the Canadian television comedy series *The Red Green Show* and the low-budget movie *Duct Tape Forever*, 2002.)

Our third days drive was over 50 miles and took us to historic Fort Vancouver and lunch at Alderbrook Park. Fort Vancouver was established in the 1824 by the Hudson’s Bay Company and ultimately greatly contributed to American settlement of the Pacific Northwest. At Alderbrook Park cars and drivers participated in several car games, much like the BAHCC Field Meet that we had in July, 2010.

I had spend a restless night after our hubcap troubles from the day before, and I frequently awoke to consider if I should attempt the last days drive with the compromised Kissel. Sometime after midnight I concluded that I should err on the cautious side and not attempt the third days drive.

Yet, when I awake in the morning I felt brave and had a change of heart. Finding a nearby Home Depot with my smart phone, I drive Annie to the hardware store and bought some fresh duct tape (two rolls, one in silver and one in black, plus a roll of tie wire in case I needed something stronger). Several employees poured out of the store into the parking lot to inspect the car and discuss and laugh about the duct-tape repair. After I returned to the tour hotel, I retaped the axle, using the two color tapes to mimic the black hub and silver cap, appealing to my warped sense of being clever.

The third days drive featured steep rolling hills, one or two so steep that I needed to take them in 1st gear. I was really worried about it then, but the miracle tape didn’t fail me.

The last seven miles of the day were spent on a limited access highway in Friday afternoon traffic. Wade, my front seat passenger, said we hit 55 MPH according to Annie’s speedometer. This was no mean feat for my little 40-HP car with four, mature, well-fed passengers and her top up. Wade also said that he was mentally reviewing all of the prayers that he learned as a youth. My Jeanne stuck her head out several times to inspect the state of the duct tape. Whether it was the power of prayer or simply the power of duct tape, we arrived safely home without incident. The tape was in perfect condition and did not appear to be the least bit stressed by the day of hard driving.

I have driven Annie around Livermore in the weeks after the Portland tour, still using the duct tape to retain the axle. In the days before the August 13 BAHCC S.A.S (Seeing Alameda Slowly) Tour, I replaced the duct tape with a more substantial steel reinforced 4” rubber coupler and ABS end cap made for sewer lines. While it seems like a somewhat more robust but still temporary repair, it worked just as well as the duct tape for the 70-mile round-trip drive to Alameda from my home.

By the end of the Portland tour, I started telling people that the only reason Kissel used metal hubcaps rather than duct tape to retain the axles on its cars was that duct tape hadn’t been invented, yet.



Ullrich’s 1910 KisselKar



Women in period costumes at Fort Vancouver



Members of the touring party enjoying ice cream



Some of the 92 cars on the tour waiting for a day of “car games” at Alderbrook Park



SHARING A RIDE with the BROMMERS

On Saturday, August 20th, we met writers, Kristin and Eric LeMay from Athens, Ohio and helped them complete a small part of their field research in anticipation of a book they are creating. At the Ohio University, Department of English, an opportunity grew around an idea to write about the days gone by and motor-ing trips Emily Post-style that took place on the new Lincoln Highway and other great roads that crossed the U.S. Kristin and Eric planned a 35 day working vacation in hopes of talking with antique car owners, going on a tour and expe-riencing first hand what it would feel like to ride in the open air, crank or push the “T” and record the wonderful stories of families, connections and the car.

They were interested in everything related to the vehicles - their history, restora-tion, socialization, popularity, hobby clubs and genuine love of “sharing a ride” in

today’s world. So, after a slow jaunt from Castro Valley down Norris Canyon and back, we bid them farewell on their last traveling day before flying home. We really enjoyed meeting these two delightful enthusiasts and look forward to reading their new book in the future.

Wood or Plastic?

From the encyclopedia:

The 1916-1918 Fiber Case Coils

During July of 1916 the Ford Motor Company began production of one of the most unique de-signs of ignition coils used on the Model T. These coils are distinguishable by their box, which is made from a fiber composition. Ford Motor Company records refer to this coil as the “Die Cast” design. Purportedly, the case was made of wheat gluten with an asbestos binder. The fiber case coil is completely interchangeable with the standard wood-boxed K-W/Ford design. It appears to have been an attempt to reduce the cost of manufacturing the coil by making the coil unit box in one operation instead of an assembly. Note that the point bridge support collars are cast into the top of the box in order to simplify design and reduce costs. Records indicate that only the Ford Motor Company made this style of coil. The door on the right hand side of the box was a separate casting made from a black plastic-like material. When the internal parts of the coil were assembled and the interior filled with hot, molten Ford Hydrolene, the door was pressed into placed and held by the Hydrolene after it had cooled.

The die cast design coils appear to suffer from dimensional stability problems. Either because of heat or because of moisture, the dimensions of these boxes appear to change over time. While this was also a problem with the wood boxed coils, it appears to be a much greater problem with the fiber case coils.

For whatever reason, the fiber case coils were not considered to be a success by Ford. On March 2, 1918 the engineering records indicate that the use of the die cast design of box was discontin-ued. Thereafter Ford, like K-W, made only wood-boxed coils.



ANTIQUe LADIES PURSES



This month's LADIES COLUMN was researched and contributed by Joyce Azevedo.

When I was in the fourth grade, a neighbor lady gave me several little beaded bags. Apparently, her husband traveled extensively on business and almost every time he came home from a trip he would present her with a new bag. When she down-sized from a large four bedroom home complete with full basement, to an apartment, some things had to go and I was the lucky 10 year old who received the purses. Thus began a hobby which I still enjoy, although I don't always know the value of all the bags in my collection.

My collection is limited to small purses and I find them in many places. When my grandfather died in 1972, his first wife's trunk was opened for the first time since she had passed away in the 1940s. Inside were three small purses, a tooled leather one, a black leather one and one that looks like it was made out of a cut up inter-tube. (Remember, this was a lady who had gone through the depression when folks learned to make do with what they had.) Of all the bags in my collection, these are three of my favorites. One of them had a tiny toy in it and a small tin type picture.

A couple of years ago, Don gave me a book for our anniversary. It is called "100 Years of Purses, 1889-1980" by Ronna Lee Aikins. Since I have a purse collection I was delighted to look through it and identify some of my bags and determine their values.

From the introduction page, I learned that the first purses were carried by the Crusaders and the purpose was to carry some alms to be given to the poor. By definition, a purse is a small bag or container to hold small change, "usually carried in a handbag or pocket; a woman's handbag; resources of money, funds or treasury, or a sum of money," (Webster)

Purses are very private and also very secretive. Sometimes I see a huge handbag and I wonder "What in the world is she carrying in there? A puppy?" (Of course, now days some folks do carry tiny dogs in their purse.) More curious am I about why the Queen of England carries a purse. She obviously doesn't need to carry her I.D. or a Driver License, proving she is authorized to drive. She doesn't need to carry any cash or credit cards. Maybe she just carries pictures of her grandchildren (as if no one knows what they look like.)

All kidding aside, I did learn many things from Ms. Aikins book. Purses can be found at flea markets, garage sales and antique stores. Ms Aikins reminds her readers to buy bags in usable condition so that one can reap the benefits of ownership. Buy what you like and what you think you can use. If possible, document where you found it and when and who the previous owner was by recording the information on a small piece of paper and keeping it inside your bag.

I recommend the book to anyone who wants to know more about their bags whether true antiques, arts deco style or somewhat modern. The author has photographs and values of the following: beaded bags, evening bags, Lucite, mesh and pearl bags, leather and reptiles, straw, tapestry and fabric as well as a section highlighting the 40s through the 60s and some miscellaneous bags I found quite amusing. The book and other collector books can be found at www.collectorbooks.com. I thought it was a great website to check out other collector type books that might interest our BAHCC friends.

Tips from Ms Aikins in her book:

- Do not wrap your purses in plastic or paper. Use acid-free paper. This can be found at art supply stores.
- Do not stack purses; stacking can loosen beads.
- Do not let your purses get wet or damp. This is critical if a purse is made with steel; steel rusts.
- If you have the original box or bag, date the container.

SAS Tour (See Alameda Slowly)

If you needed a reason to cool off on Saturday, August 13, 2011, you had the perfect venue and the perfect tour. On that day, those of us who live in Contra Costa County were all too happy to leave our 90 degree plus hometowns behind and venture over to the cooler side of the tunnel and down to Alameda. We could see the cooling fog bank from the Orinda side of the Caldecott and were grateful for our lap robes and jackets. The cool air and fog hit us just as we exited the tunnel. We hunkered down in the 1914 Buick which Don Azevedo drove from our home in Pittsburg. Before we could leave Pittsburg however, Alex Azevedo had to drive the shiny red beast from Brentwood, leaving home before 7:00 a.m. (This is the disadvantage of having two cars you want to take on a tour but only one trailer in the area.)

By the time we arrived at the Park N Ride in Alameda, Mr. Sun was making his appearance and we gladly soaked up some rays while downing those tempting donuts and hot coffee. As we visited with friends, we caught up on the news of families and their cars. One by one, the cars came rolling in, some on trailers, some on their own four wheels. By the time we were ready to depart we had 13 cars and 34 people in attendance, making it by far one of the most popular one day tours of the season. As our tour director Doug Durein gave out directions, complete with commentary about passing the Oakland Raider Headquarters, someone asked if we were going to see the "Spite House." Not knowing the history, I thought this was the house where the Spite Family lived. Not at all. As the story goes, a gentleman owned a very narrow piece of land which could in very loose terms, qualify as a corner lot. He really could not do much with exceedingly narrow piece of property so he offered it to the neighbor who turned him down. Out of "Spite", the owner of the property built a house on

the long, narrow piece of property. Now I won't say the rooms looked small, but I think you had to go outside to change your mind! Or as Don says, you have to be second cousin to a snake to get in and out of the little bathroom.

Back to the tour: We went by the beautiful Alameda golf course where golfers paused to watch the entourage and then we passed said Oakland Raiders Headquarters which is located at the South end of the Oakland Airport. We drove past the great dog-walking and jogging trails that ring the Estuary. All along our early morning drive we could see the Oakland Bay Bridge and the San Francisco skyline. If you knew exactly where to look, you could see China Basin and the lovely AT&T Park, home of the World Champion San Francisco Giants who were playing in Florida that day. Off in the distance, past San Francisco, we could see the huge fog bank that was probably keeping Sausalito cool the entire day. The cars ran with nary a hitch and except for the occasional hat being blown off, there was no cause to slow down or stop until we got to the potty stop. After a brief respite (ahhh, now I feel better) we continued on past the USS Hornet floating museum and the Ready Fleet Ships to the Alameda Naval Air Museum. There, many people took the tour while others stayed outside to kick tires and catch up on the latest restoration project news. Many passersby stopped to view the cars, learn their history and have their pictures taken next to the "cool" cars.

After an hour at the Museum, Leader Doug Durein and his co-pilot, Mark Cerruti led the tour through some residential neighborhood highlighting some lovely Victorian homes. There were lots of oohs and aahs as we each had our favorites. (I think I changed my mind as to which was my favorite at least 5 times! I appreciate the detailed trim and beautiful color schemes on these homes, which I understand have to be approved by the Alameda Architectural Committee before any owner embarks on an upgrade.

Soon our tummies were growling for those picnic lunches we had packed and the site of Susan Durein and Carolee Morrison, who had reserved a park site for us complete with tables and dessert was very welcome indeed. Once again our eyes were treated to beautiful, million dollar homes and a view of the estuary and San Francisco skyline. The food, (especially those killer brownies and decadent Dryers ice cream) the view and especially the company made for a delightful experience. About 2:00 p.m. we packed up our picnic baskets and headed back to the Park N Ride to load up and head for home.

Our thanks to tour committee members Doug Durein, Bill Cassidy & Charles Ebers for a great job putting together this tour. We appreciate your time & efforts in making this a fun day for all. We were all especially happy to see the Sernach's Paterson back on the road. We could tell Danny Williams had put in many hours of quality work and we enjoyed seeing the car on the tour.

Those attending were: Doug & Susan Durein and navigator, Mark Cerruti in the 1908 REO, Don & Joyce Azevedo, 1906 REO, new member Alex Azevedo with guests Lindsay Bell and her parents, Don & Debbie Bell, 1914 Buick, Bill Cassidy, 1914 Ford Touring, , Charles Ebers, 1910 Mitchell, with passengers Mary Lou & Doug King, Ed & Karen Archer, 1921 Ford Sight-Seeing Bus with Bernard & Anne Matais passengers, Dan & Cindy Erceg 1915 Pierce Arrow and passenger Tony Wolleson, John & Carolee Morrison, 1905 Cadillac with passenger David Pava riding with John & Carolee assisting Susan with picnic set-up, Don & Pam Johnson, 1915 Ford Touring, Bill & Kaaren Brommer, 1912 Ford Bakery Delivery, Joe & Esther Sernach, 1909 Paterson with guests Danny & Robin Williams, and Lynn Kissell in his 1914 Kissell. We also welcomed new members Tom & Lisa Jasper to their first tour in their 1924 Model T Depot Hack.

By Joyce Azevedo



Dan and Cindy Erceg - 1915 Pierce Arrow



Karen Archer - 1921 Ford Sight-Seeing Bus

*the Santa Clara Valley Model T Ford Club
and History San José*
Antique Autos in History Park

present 11th Annual

**Sunday
September 11
2011
Noon to 5:00 PM**

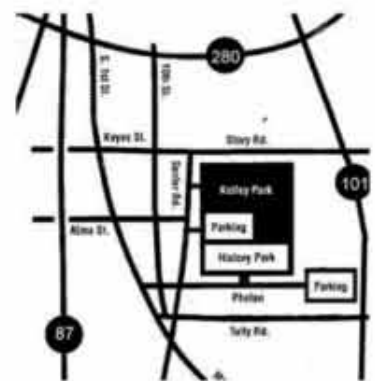
Free



- Vintage Autos (Stock Pre 1946)**
- Pre 1946 Race Cars**
- Vintage Motorcycles**
- Vintage Bicycles**
- Vintage Fire Equipment**
- Early Day Gas Engines**
- Historic Buildings**
- Handcraft Demonstrations**
- Antique Collectibles**
- Children's Activities**
- Vintage Clothing Recognition**
- Trolley Rides**
- Donovan's Dixie Demons Band**



history|san José
silicon valley from a to z
History Park (Kelley Park)
Senter Road and Phelan Ave.
San Jose, CA

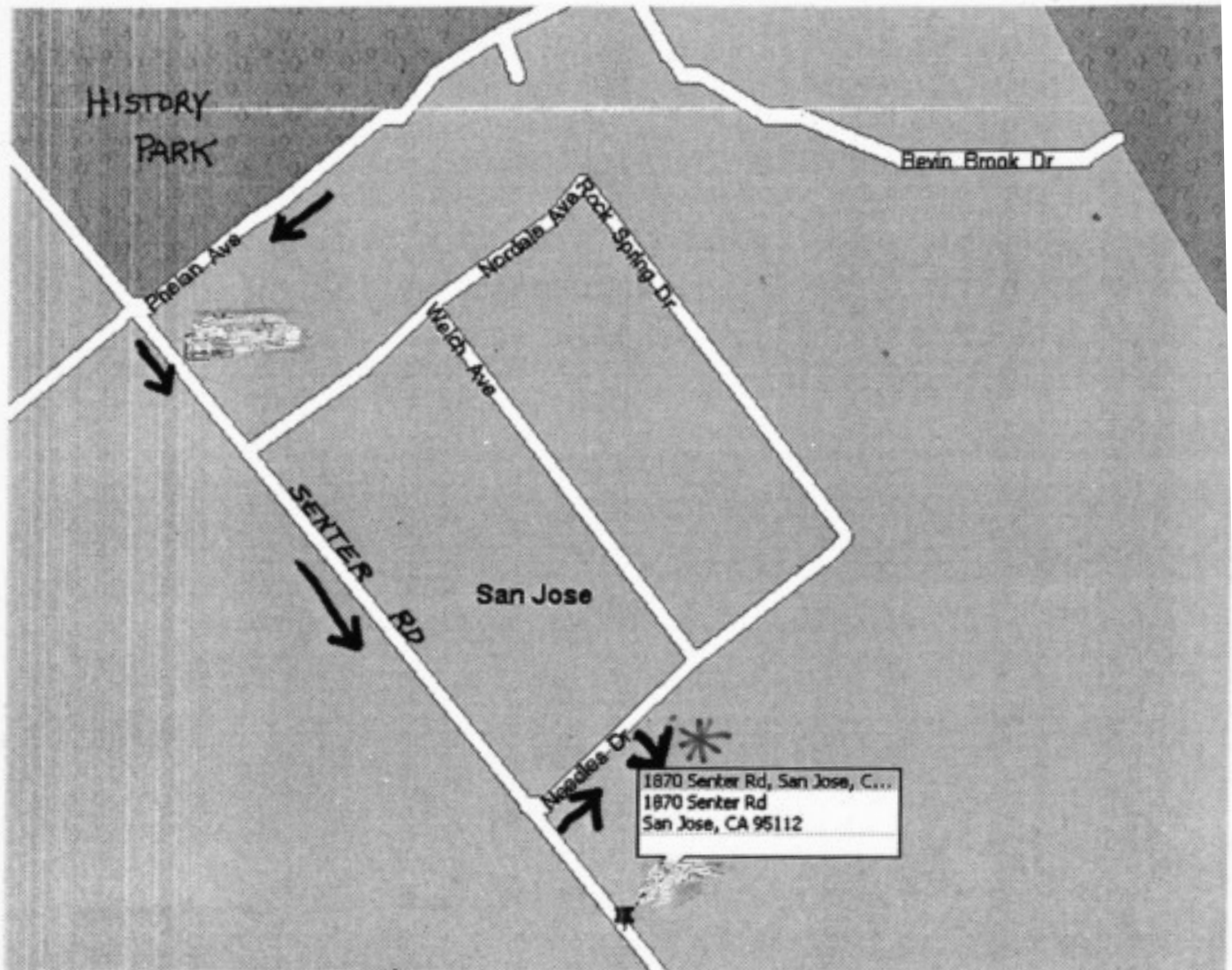


Food & ice cream by Peggy Sue's Restaurant & O'Brien's Cafe

www.scvmtfc.org

www.historysanjose.org

Parking for trailers will be at Social Services at 1870 Senter Road. Continue down Phelan Road and make a U-turn to come back. Turn LEFT at the light on Senter Road. Stay in LEFT lane for 400 yards. Turn LEFT at the next light, Needles Drive, and then RIGHT into the Social Services parking lot. Park and unload your trailer and drive your antique car to the Phelan entrance of History Park.



Antique Autos in History Park (AAHP)

OUR GENERATION DIDN'T HAVE THE GREEN THING

In the line at the store, the cashier told an older woman that she should bring her own grocery bags because plastic bags weren't good for the environment.

The woman apologized to her and explained, "We didn't have the green thing back in my day."

The clerk responded, "That's our problem today. Your generation did not care enough to save our environment."

He was right -- our generation didn't have the green thing in its day.

Back then, we returned milk bottles, soda bottles and beer bottles to the store. The store sent them back to the plant to be washed and sterilized and refilled, so it could use the same bottles over and over. So they really were recycled.

But we didn't have the green thing back in our day.

We walked up stairs, because we didn't have an escalator in every store and office building. We walked to the grocery store and didn't climb into a 300-horsepower machine every time we had to go two blocks.

But she was right. We didn't have the green thing in our day.

Back then, we washed the baby's diapers because we didn't have the throw-away kind. We dried clothes on a line, not in an energy gobbling machine burning up 220 volts -- wind and solar power really did dry the clothes. Kids got hand-me-down clothes from their brothers or sisters, not always brand-new clothing. But that old lady is right; we didn't have the green thing back in our day.

Back then, we had one TV, or radio, in the house -- not a TV in every room. And the TV had a small screen the size of a handkerchief, not a screen the size of the state of Montana.

In the kitchen, we blended and stirred by hand because we didn't have electric machines to do everything for us.

When we packaged a fragile item to send in the mail, we used a wadded up old newspaper to cushion it, not Styrofoam or plastic bubble wrap.

Back then, we didn't fire up an engine and burn gasoline just to cut the lawn. We used a push mower that ran on human power. We exercised by working so we didn't need to go to a health club to run on treadmills that operate on electricity.

But she's right; we didn't have the green thing back then.

We drank from a fountain when we were thirsty instead of using a cup or a plastic bottle every time we had a drink of water.

We refilled writing pens with ink instead of buying a new pen, and we replaced the razor blades in a razor instead of throwing away the whole razor just because the blade got dull.

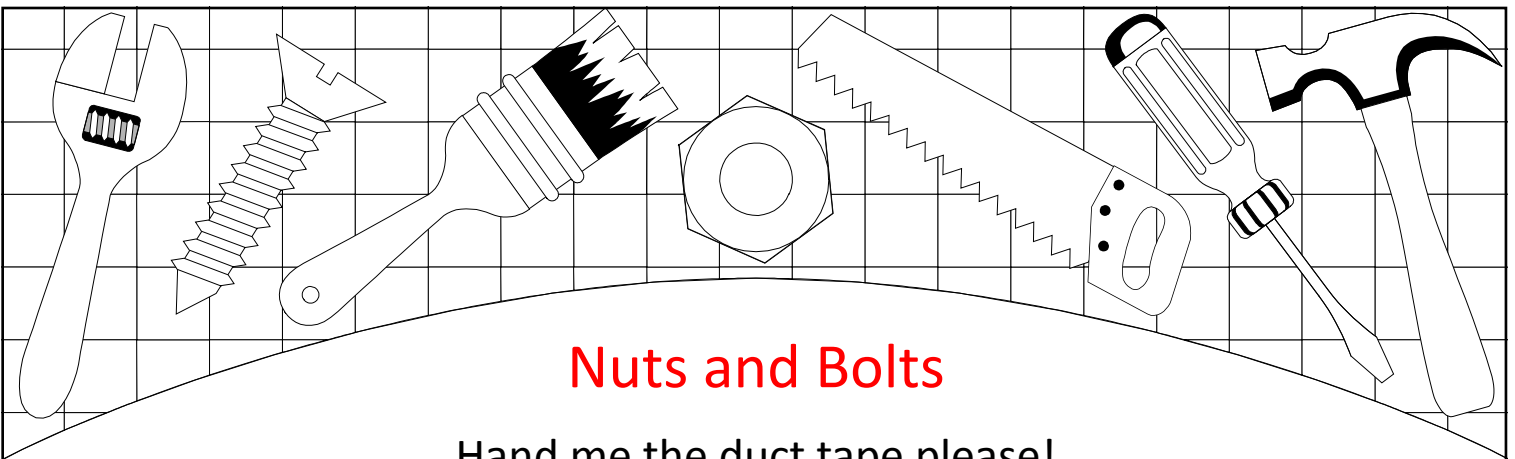
But we didn't have the green thing back then.

Back then, people took the streetcar or a bus and kids rode their bikes to school or walked instead of turning their moms into a 24-hour taxi service.

We had one electrical outlet in a room, not an entire bank of sockets to power a dozen appliances. And we didn't need a computerized gadget to receive a signal beamed from satellites 2,000 miles out in space in order to find the nearest pizza joint.

But isn't it sad the current generation laments how wasteful we old folks were just because we didn't have the green thing back then?

Please forward this on to another selfish old person who needs a lesson in conservation.



Nuts and Bolts

Hand me the duct tape please!

The visit with Lynn Kissel proved to be most informative. We learned how to fix a wayward hubcap and axle. It seems that while on a tour Lynn lost a rear hubcap on his 1914 Kissel. Not only that, but , when the hubcap came off it was followed closely by the axle shaft. Needless to say there was no more forward or rear motion. After searching in vain for the hubcap, he gave up looking and dug into his parts supply to come up with a “Duct Tape” solution. After carefully cleaning both the axle and hub and replacing the axle - he wrapped the axle end and hub of the rear wheel with duct tape and proceeded to complete the tour. Not being content with that - two weeks later he joined the SAS (See Alameda Slowly Tour) and completed the tour with no mishaps. By the way, he is still looking for a Kissel hubcap.

We also learned how to make a discolored aluminum casting look new again. Lynn’s other project was to replace a head gasket on his 1936 4-door Cord sedan. Seems as though the gasket blew when he was returning home from a concours show. Not sure of the condition of both gaskets he elected to replace them both. Looking at the aluminum heads he decided that they did not look very good. They needed to be cleaned along with the supercharger casting. It was suggested that he seal off all openings with “Duct Tape” (duct tape to the rescue again!) and then very carefully blast the castings using glass beads. As of this writing the castings looks like new again thanks to Whitney Haist and his blasting cabinet. Hopefully, the beautiful Cord will soon be back together and back on the road. Thanks Lynn for a very informative Nuts and Bolts.



There will be NO Nuts and Bolts for the month of September.

Bay Area Horseless Carriage Club

Minutes of Board Meeting

Wednesday, August 16, 2011

Meeting opened at 7:25 p.m. at the Pava Residence in Walnut Creek.

Board Members Present: Board Chair, Kaaren Brommer, President, Whitney Haist, Treasurer, David Pava, Secretary, Mark Cerruti, Tours & Authenticity, Ed Archer & Membership, Bill Brommer

President Haist asked for a motion to approve the minutes of the May Board Meeting. Kaaren Brommer read the minutes aloud to refresh everyone's memory. Dave Pava raised a motion and Kaaren Brommer seconded the motion. The minutes were approved.

Treasure's Report: Treasurer David Pava provided an updated profit & loss statement to those in attendance. Dave was happy to report that the Willits Tour made a profit.

Board Chair Report: Kaaren Brommer received an email from Bernard and Anne Metais thanking the club for the Alameda Tour on August 13th. Bernard asked Kaaren to personally thank Ed Archer for allowing them to ride along in Ed's Model T Sightseeing Bus. Ed reported that he received a total of 20 cents in fares.

Vice Presidential Report: None.

Nuts & Bolts / Membership: Bill Brommer reported that he has received a membership application from Alex Azevedo, of Brentwood. The Board unanimously accepted Alex's application as well as the one previously submitted by Tom Jasper.

Bill also reported that the next "Nuts & Bolts" will be at the Haist Carriage House in Orinda on October 8th. Whitney added that the main attraction will be a short car tour in the Orinda area.

Tours & Authenticity: Ed Archer reviewed the Event & Tour schedule and stated that there are no additions or changes. However Ed did note that the "History Park" event in San Jose will mark the 100th anniversary of the "Indianapolis 500," by featuring a race car that participated in the very first Indy!

Website: Dave Pava reported that the changes to our Website have been made. Members now are required to log-in to view the Gazette, Member Roster, as well as other information.

Old Business: The proposition of offering advertising space on the back cover of the Gazette to commercial enterprises was revisited. All board members were in favor of the idea provided we can find someone to head-up the endeavor. The position will be offered at the next General Meeting.

New Business: Board Chair, Kaaren Brommer brought up the subject of the Joint Board Dinner Meeting coming up this November. After some debate, and considering this new period of austerity, Board Members decided to eliminate this affair. In lieu of a sit-down dinner at a restaurant, the Joint Meeting will likely be held at the home of a sitting Board Member, at a date that has yet to be determined.

As Board Chair, Kaaren is now searching for new Board Members to fill the vacancies that will be coming at year's end. Kaaren announced that she will be ending her term as Board Chair, Bill will be leaving Membership as well. In addition, She and Bill will be stepping down from Hospitality.

Meeting closed at 8:34 p.m.

Respectfully submitted,

Mark Cerruti, Secretary

A Couple of Great Pictures from the 4th of July Parade



BAHCC MINUTES

August 03, 2011

~~Grand Poo-bah~~ Club President Whitney Haist calls the meeting to order at 7:43pm. Absent were Treasurer Dave Pava and Secretary Mark Cerruti. Guest of the Lundquists Neil Hildebrand was in attendance, and it was Alex Azevedo's first meeting as a BAHCC Member - an honor shared by Lisa Jasper, wife of Tom, who was also attending her first meeting.

If you are interested in purchasing an official BAHCC jacket please contact the Brommers; they are putting together another group purchase soon.

Thanks go out to the Dureins for this month's hospitality treat. Speaking of which, Kaaren Bromer warns us that we're going to need new people to head up hospitality for the coming year - so please volunteer, or prepare to be volunteered.

Muriel tells us the Gazette is doing well, with thanks to everyone who contributed articles and please keep them coming.

Our newest member, Alex Azevedo told us a bit about his '15 T Roadster that once belonged to his Grandfather. He also is working on a long term Speedster project that his father Don referred to as a 'Slowster' - a joke that no doubt gets funner with each passing year.

Lynn Kissel will be hosting this months Nut's & Bolts tour featuring wooden wheel repair. Lynn also made a plea for any info people might have on purchasing or repairing Dynamo Brushes - Deans Auto Electric was recommended by Doug King - So if you have a similar problem you may want to give Lynn a call and see how he has faired. In plea for help, Bill Brommer's Cadillac needs a new lubricator Pump, so if anyone was a lead for him please give Bill a call.

Susan Durein gave us a Sunshine Report on Joe Sernack, who is coping, but is on doctor's orders not to receive any hugs - unless you're a pretty woman, in which case he'll probably make an exception. Our well-wishes go out to Joe and Ester. We did hear that the Patterson is once again running, hopefully that buoys their spirits some.

A tour to the Alameda Naval Air Museum is scheduled for Saturday the 13th, a bribe of coffee and doughnuts was promised to the attendees of the event. The Brommers are runnings a short tour on the 20th to accommodate a couple who are writing a book about cross-country travel in the 20th Century.

Johnny Crowell and Lynn Kissel gave a report on the National HCCA Tour in Portland Oregon. Sounded like an well run event with great turnout, though the tour was pretty tough on the cars with the Trouble Trucks being kept very busy. Highlights included John and Carol O'Neill's "Red Rabbit" winning the People's Choice award, Johnny Crowell's Simplex running the tour on only 3 cylinders, and Lynn Kissel's Kissel running part of the tour with the axel and hub held together by ductape! On a side note, it is this secretaries opinion that there should be an a award for the best and most creative use of ductape on a tour.

The BAHCC will be returning to History Park in San Jose on September 11th - this year classic race-cars will be the focus of the event, though ll are welcome. This event is always a good time, so if your interested please contact John Morrison for details.

And finally, in a very warm and much appreciated gesture, this year's Speedster Endurance Run was dedicated to George Azevedo.

Karen Brommer moves to adjourn, Erika Kopman seconds the motion and the meeting ends a 8:22pm.

-Ben Kopman, ~~Reluctant~~ Occasional Secretary

September Birthdays

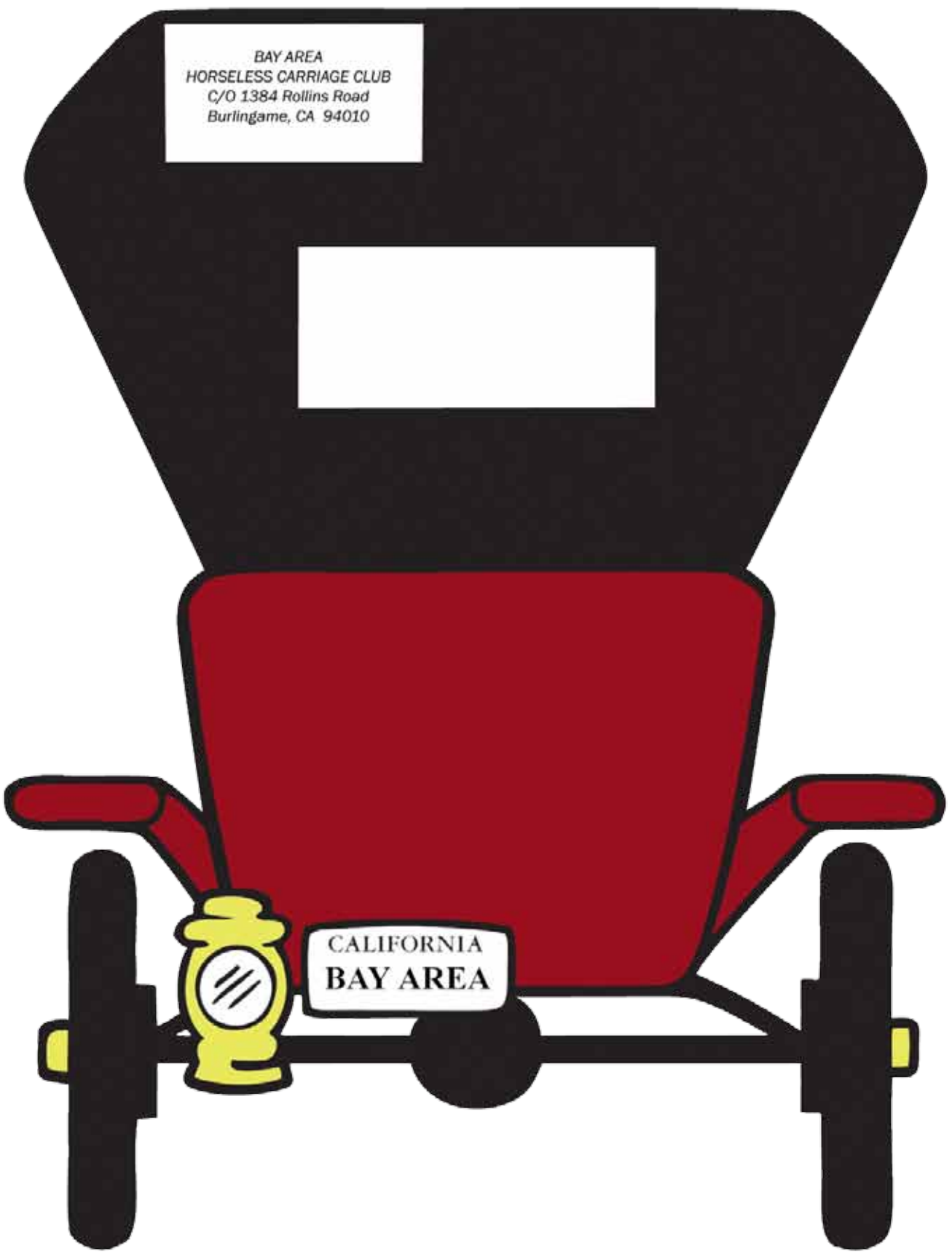
COSTA	Tony	9/1
FORBES	Frank	9/1
HOPKINS	Clyde	9/6
STANFIELD	Wayne	9/9
LUIS (Life)	Alice	9/11
MCCLISH	Barbara	9/16
ORTMAN	Bill	9/18
GULARTE	Lee	9/20
SILVERA	Sharon	9/20
BOYDEN	Jean	9/25
KEYSER	Kristy	9/27



September Anniversaries

CERRUTI	Mark	Veronica	Sept. 6, 2003
KEYSER	Kent	Kristy	Sept. 11
BUTLER	Layden	Jean	Sept. 20, 1986
AZEVEDO	Don	Joyce	Sept. 21, 1974
AZEVEDO	George	Genelle	Sept. 23, 1945
HAIST	Whitney	Diane	Sept. 27

BAY AREA
HORSELESS CARRIAGE CLUB
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