



*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:

Are you ready for Halloween and then Thanksgiving? Where did the year go - I think I missed summer, although it seems to be upon us right now but the nights are getting cold. We have had some good tours this past month and Joyce Azevedo has been there to record all the goings on. Thank you Joyce for your contributions to this and other editions of the Gazette. What would we do without you! This month Joyce is not our only contributor. Thanks also go to Prez Whitney Haist, Past Prez John Morrison, and Esther Sernach. Remember you too can contribute articles to our newsletter. Just have them to the editor by the 20th of the month. We are always looking for good automobile articles and of course our ladies like to read about clothing and how things were done back in the time of our old cars. Remember our Pot Luck next meeting and check the flyer for information on what to bring. See you there!



From the West Wing

of the work shop.

November is the month when we say good bye to fall by setting our clocks back to daylight wasting time and later in the month it's Thanksgiving. For those of us in the BAHCC, November is also special in that we have the annual fall Pot Luck Dinner Meeting. You can't beat this. For the price of one dish, you get a whole meal! Don't miss this one. Additionally, if you happened to miss the great pumpkin tour, we will have a report on that, plus we will hear from our members that attended Hershey this fall. What I want to know is who bought the 1884 **De Dion Bouton et Trepardoux** Dos-a-Dos Steam Runabout, the world's oldest running motorcar? It sold for only \$4.62 million at RM Auction's Hershey Sale.

At the October Board Meeting, a slate of six officers for 2012 was approved for presentation and confirmation at the November General Meeting. The slate is (in alphabetical order) Archer, Byl, Cerruti, Haist, Kissel, Pava. Hey wait, you say. Aren't we supposed to have a board of seven, you ask. The answer is yes, BUT the silent majority was just that, SILENT. The message that came through soft and clear was somewhere between "I don't care" and "don't call me". If at this point in time, you are just outraged with the conclusion of the board, you will be comforted to know that you can still take that seventh spot. Simply come to the meeting and speak up. If not, six will do the job of seven.

Another thing that happened at the Board Meeting, was Tony Wolleson's presentation of his plan for a 2012 Spring Tour. This guy plans ahead. Come hear for yourself. Just another reason to not miss the November meeting!

After the November General Meeting selection of the new board, there will be a joint session board meeting. This is where the out-going officers pass the baton to the incoming members. This will be a dinner meeting on Wednesday, November 16, 2011 – 7 PM at the The Brass Door, 2154 San Ramon Valley Blvd. (Just north of Crow Canyon Road) San Ramon, CA 94583. Like all Board meetings, any and all members are welcome to attend. Don't forget however, the Board follows the new austerity rules and the dinner will cost each attendee, thirty four bucks. Please let Dave Pava know if you want to attend.

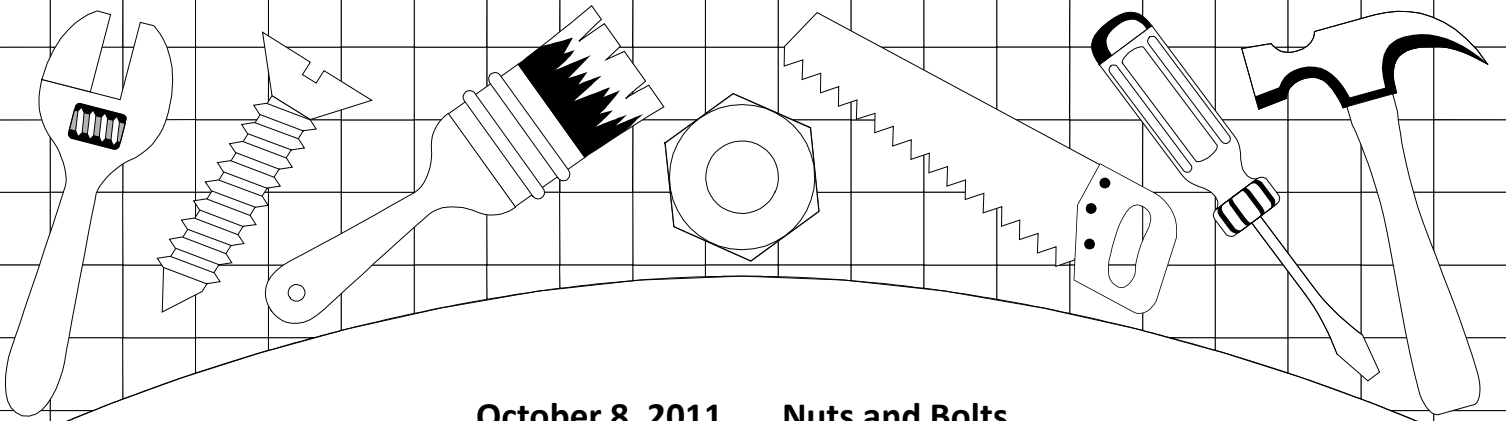
Happy motoring.

Whitney Haist

Prez



P.S. I just returned from a fabulous tour through southern Marin County. (Sunday, 10/23) Through groves of redwoods, along the banks of streams, past wet lands and lake shores we traveled and we dined in the shade of grape arbors. About a dozen old cars loaded with happy faces shared this beautiful day. A special thanks to tour organizer, Doug Ogden for a job well done. Keep up the good work, Doug and we'll look forward to another interesting tour in new and different places sometime in the future with you.



October 8, 2011 Nuts and Bolts

After a week for cold and wind and rain, Saturday unfolded with spectacular sunshine, shirt sleeve temperatures and a bunch of old cars in my driveway and genuine car nuts in my garage. Diane had the coffee pot on the stove and cinnamon bread in the oven to be quickly devoured. In spite of the fact that it was Hershey weekend, Bill Cassidy and Bill Austen arrived early in their Model Ts, then Ed Archer and Joe Chmiewski in Ed's 1924 Chevrolet truck (Ed never ceases to surprise me with another vehicle from his collection) followed by Linn Kissel in his 1914 namesake. My neighbor, Bill Nichols also joined in, in his 1931 Chrysler. Also present were the Crowell brothers, Johnny and Wes, Charles Ebers, Bernard & Anne Metais, Gary Borges, John Morrison and Tony Wolleson that arrived by other non-descript modes of transportation.

After some serious tire kicking and technical kibitzing, the entourage ventured off towards Tilden Park and ultimately to the site of Golden Gate Live Steamers where Fred Byl and most all the family were waiting for us with their scale model steam locomotive fired up and ready to give rides on the miniature railroad. Across bridges, through a tunnel, up and down 2% grades, the little coal fired engine pulled two car loads of folks from our group. Saturday is not a normal operating day on the railroad so we had the place to ourselves. Thank you Fred and family for a great time.

Last, but not least, the group toured back to Orinda for lunch at the Village Café before heading home. In my book, this was a great day.

Whitney Haist



Report on this year's Antique Cars in History Park Event

By John Morrison

On Sunday, September 11 we enjoyed another wonderful day at this annual event held in San Jose. This year's theme was antique race cars, particularly Indy race cars, and our own Ed Archer had a major role in locating an actual Indy brass era example (an early National) and arranging for its owner to bring it to the event. Ed also gave a very interesting talk on the subject of racing history.

"History Park" is a small town re-created by volunteers bringing in derelict buildings over an area of several blocks within San Jose's Kelly Park and lovingly restoring them over the course of many years. And it has far more than just houses, including a fire station, hotel, blacksmith shop, service station, livery stable, etc.—an entire "town".

The count of antique cars was 200 plus, and no "hot rods" are included, strictly stock automobiles from horseless carriages up to the beginning of WW2. Fords were extremely well-represented, as the event is put on by one or more Ford clubs.

Our BAHCC has been enjoying this annual event for long enough now that pre-'16 owners from other regional groups also join with us in our designated BAHCC area in front of the big old hotel there, a perfect spot right near the food booth and the ice-cream parlor. BAHCC participants were the Archers (with antique Chevrolet truck with antique race car cleverly carried in the bed of the truck with no modern tie-downs or equipment, the Azevedos (Don and Joyce along with Alex and girlfriend Lindsay Ball) with their 1914 Model T, Jim Boyden with his 1910 Model T, the Brommers with their commercial Model T, myself with the 1905 Cadillac, the Ritcheys with their 2-cylinder 1911 Maxwell, the Silveiras with their 1932 Ford Cabriolet, the Gulartes with their Pope Hartford Portola Roadster, the O'Neills with their 1910 Pratt Elkhart, and Tony Wollesen with his 1909 2-cylinder Buick. These cars, lined up across the street from the old hotel, looked absolutely perfect for the era of the town.

Other BAHCC members there to enjoy the day but who didn't happen to bring cars included Mark Cerruti, Bill Cassidy, Bill Austen and Charles Ebers. And the folks we recognized from other regional groups were John Bertolotti with a Mercer race-about, Dan and Cindy Erceg with their 1916 Pierce Arrow, Cary and Fran Stubbles with Jack Kopp's old 1914 Cole, Tom and Jo Ann Martindale with another Mercer race-about, Eric and Ramona Anninger with a 1915 Stutz Bearcat, and Chuck and Brenda Fanucci with their concours condition 1903 CDO.

Once you left our "block", you saw literally scores and scores of Model T's and Model A's as well as many other makes of antique cars parked throughout this enchanting antique "town". And amazingly, the event is free.

The fact that this event has a new theme each year makes the occasion continually special and different, as you can see by all the racing and other very sporty cars present!



Mosey through Marin, Pumpkin Tour 2011

by Joyce Azevedo

A couple of months ago we toured Alameda Slowly and this month we found ourselves on a “Mosey through Marin” for our Fall Pumpkin Tour. There were three different starting points. Some folks started in Orinda and traveled San Pablo Dam Road to meet group two at the Up and Under Pub in Point Richmond. Groups one and two traveled, en mass, west on highway I-580 and across the Richmond-San Rafael Bridge. Tour leader, Doug Ogden, cautioned us to take the second exit at the end of the bridge, because if we took the first exit we would end up at San Quentin Federal Prison. Needless to say we were very careful to take the correct exit which was Sir Francis Drake Blvd.

We met group three at the Larkspur Ferry Terminal parking lot and prepared to depart for Point Reyes. There were a few minor adjustments needed by some of the cars, but otherwise, with one exception, everyone made the 20 plus miles to Highway One, through Redwood Forests, rolling hills and past meadows with curious rock outcroppings. (The tour was 60 miles, more or less from Larkspur.) We continued on Sir Francis Drake Blvd. through the little town of Lagunitas and the Samuel P. Taylor State Park. At Highway One, we turned north for the final few miles to Point Reyes. There, we found a large parking lot to stable the horseless carriages and we, en mass, started checking out the quaint little town of Pt. Reyes. Organic cotton stores, a whimsical art gallery and various other stores were interesting, but all that fresh air had increased our appetite and we were very happy when the Cafe Reyes opened up for our group. They seemed to be a bit overwhelmed but no one could fault the tasty wood-fired pizzas, beverages and salads.

After lunch the group headed north on Highway 1 before turning back to the east toward the Nicasio Valley and the Pumpkin Patch. After the Pumpkin Patch, we continued on past Rancho Nicasio (Petaluma area) and back to Sir Francis Drake Blvd. as we returned to the Ferry Terminal. Those of us who had worn jackets or sweaters found they were not necessary as the weather was warm. There were times we really were happy to get to those Redwood Forest areas to get a reprieve from the heat.

Although tour leader Doug had problems with his car and didn't get to join us for most of the tour, he met us at the “finish line” to see if everyone made it back and everyone was quick to tell him how pleasant the tour was and how much we all enjoyed it.

Those attending were: Doug Ogden & guest Katie in his 1915 Stevens Duryea, David Pava and his brother and niece, Dan and Shana, in David's 1909 Model T, Charles Ebers, 1910 Mitchell with passenger Bill Cassidy, Lynn & Jeanne Kissel, 1914 Kissel with passenger Nancy Byl and her daughter Jennifer, Fred Byl, 1915 Model T with son-in-law, Harry Blaker and Jennifer & Harry's children Emily, Carrie & James (along with dog, Scout.) Alex Azevedo with Lindsay Bell & Kelly Thompson, 1914 Buick, Ed & Karen Archer, 1915 Model T, Whitney & Diane Haist, 1915 Studebaker with passengers Sonja Petek and Jim Hardin, Norman & Adria Schwartz in their 1929 Model A Pick-up, Don & Joyce Azevedo in their 1931 Model A Coupe and Ryan Shelley in a 1946 Jeep, along with friend Michael Ichioka.

We all agreed the setting and tour was great and we would love to do it again.



Ryan Ramble "No Wine-ing" Tour September 15-17, 2011

Members of the No. California Horseless Carriage Club put together a delightful tour in Cambria, California, along the Central California Coast. Cambria has much in common with Carmel, such as nice weather, boutiques and shops and beautiful views of the ocean, but doesn't seem to ever be crowded. It is a popular destination to those who want to get away for a weekend, and there is much to see and do.



Hopkins, Squire, and Azevedo's at Hearst Castle

The Cambria area, just south of San Simeon is best known for its close proximity to Hearst Castle. There are also vineyards, wineries and elephant seals. Fifteen to 30 miles down the roads are the towns of Cayucas and Morro Bay. Those who like to visit antique stores or fish markets will think they are in 7th Heaven. (Speaking of 7th Heaven, I could swear that Steven Collins, who played Rev. Camden on the T.V. show 7th Heaven, stopped to comment on our cars when we were leaving dinner in a 1914 Model T)

I recently read that the Old Santa Rosa Chapel, which dates back to the 1870's was a popular place for the likes of Bing Crosby and Gary Cooper to attend mass on the weekends that they were visiting William Randolph Hearst at the Castle. Someday I want to stop by and see that chapel.

Friday morning, September 16th was a beautiful day and we departed the quaint Bluebird Inn for a 100 mile tour. At Morrow Bay Rock we had our first rest stop with morning juice and muffins. We left the Rock and traveled through the beautiful Morro Bay State Park and the Los Osos Valley, through San Luis Obispo and on to Avila Beach, home of the Point San Luis Lighthouse. The Lighthouse was built in 1878 and it opened in 1890. The Lighthouse is actually called a Light Station and has a huge Fresnel Lens that does not magnify light but instead directs light. The U.S. Lighthouse Society has a great team of knowledgeable docents who conduct the tours. To read more about this and other lighthouses you can

check out their web site.(www.uslhs.org) The Society has put together a quarterly periodical called "The Keeper's Log" which details historical facts and human interest stories along with excerpts from actual Keeper's Logs from 1912-1939.

Paso Robles was included in our 97 mile tour Saturday morning. First stop was the York Mountain Winery for wine tasting, morning treats and use of the facilities. Inside the tasting room was a pictorial history of the winery itself and estate wineries in the area. We had a second stop at Halter Ranch Vineyard before hitting a very steep dirt road. At least two of us had problems with our cars because the gas got too low to fuel the car. However, we used the tried and true method of backing up the hill and made it just fine to the summit. At the top of the mountain we paused for individual photos and a group photo before returning to the Bluebird Inn to prepare for the trip to Hearst Castle.

Hearst Castle is a short 8 mile drive from the motel so we donned our antique attire and headed north for our tour of the Castle. In years past, the tour bus took visitors to the Castle where they took a 75 minute guided tour before being escorted back onto the bus for a return trip to the visitor center. Now, the guided tours are much shorter but the visitors are allowed to roam the grounds as long as they want (up until closing time) and board a bus at their own discretion to return to the bottom of the hill. Many people asked if they could take pictures of those who wore costumes and they also thought we were employees or docents for the State-run site. Before we returned to the motel, we gathered en masse at a lookout point to have a group photo taken.

On Sunday, there was a brief tour 12 miles up the coast to see the elephant seals who hang out on some sunny beaches. There were hundreds of them there. After viewing the seals the Indigo Moon Restaurant was waiting to serve us brunch. Oh my, what good food and gracious wait staff awaited us. No one went away hungry and everyone enjoyed their meal as well as the fellowship. It seemed that no one wanted the tour to end. The new or re-kindled friendships were so important to all of us we didn't want to get in our cars and head back to the hustle and bustle of our lives.

Don & I had decided that touring two full days was not enough so we put together a pre-tour. We were joined by two Bay Area friends on the Pre-tour, tour. We parked our truck and trailer in Spreckles and drove the 1914 Model T down Highway 1 to Cambria. We were joined by Joe & Rae Anino in their '14 T and Dan & Cindy Erceg in their 1916 Pierce Arrow. (Dan & Cindy actually did a pre-pre-tour tour by driving from their home in San Jose to Spreckles and back home again at the end of the tour. They were the most adventurous I suppose!) When we returned home we traveled by way of Paso Robles, King City, & back

to Spreckles using auxiliary roads that meant we were only on the Freeways three times and only for a mile each time.

Many thanks to Matt & Jessica Ryan who headed up the tour committee. Special thanks to those who put together the lunches, the birthday celebrations and the ice cream social. (There was something special every night!) There were 52 participants and 22 antique cars on the tour and a trouble truck. Next year's tour will be based in the Grass Valley/Nevada City area.

Joyce Azevedo

P.S. The photos that accompany this article are courtesy of Jessica Ryan and Kathy Ryan.



Lunch at Point San Luis Lighthouse, Avila Beach



Ryans at Hearst Castle



Two Pierce Arrows and Hudson

Doug & Carol Marin's 1909 Chadwick, Model 16

Many of you may remember Doug & Carol as previous members of BAHCC. I had the pleasure of making their acquaintance at the 7th Annual Orinda Classic Car Show on September 24. We are almost neighbors. Doug tells me he acquired the Chadwick from the Harrah Collection, some twenty years ago. What he bought was actually bits and pieces of a Chadwick from which has added parts that he has manufactured and machined himself from original Chadwick shop drawings that he acquired from an heir to the Chadwick estate. He just recently got the engine running and he and Carol drove the car for its first public debut in the car show parade and tour. Doug states, "the Chadwick has always been "my thing", but I've realized that it has become "our thing". She (Carol) really enjoyed the short parade and felt a lot more comfortable once we went up and down hills. I am looking forward to the many outings that it will provide us."

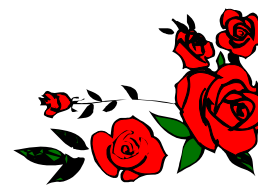
I'm hoping Doug and Carol will soon rejoin the club so we can all share in their excitement for the car. Photos by Andy Neureuther.

Whitney Haist



NOVEMBER BIRTHDAYS

BILLINGSLEY	Ken	11/1
JOHNSON	Pam	11/7
BYL	Nancy	11/12
SWENSON	Frank	11/14
MORRIS	Mike	11/15
CALDEIRA	Chet	11/17
HOFFMAN	Steve	11/27
RIGGS	Lloyd	11/28
SILVERA	Mike	11/30



NOVEMBER ANNIVERSARIES

CROWELL	Johnny	Christine	Nov. 18, 1995
STONE	Robert	Kelly	Nov. 19, 1995
MCCLISH	Don	Barbara	Nov. 23, 1956
MORRISON	John	Carolee	Nov. 27, 1982

FOR THE LADIES!

Identification Tips For Women's Fashions

- The shelf-like bustle reappears c.1881.
- Two or more fabrics or colors are frequently used.
- Silks are common; also wool and velvet. Black is a common color, and wine, plum, brownish-red, royal blue, brown, forest and olive greens, and navy are popular.
- Trims are often fancy buttons, velvet binding, ruching, beading, and tassels.
- Hooks and eyes or buttons run down the front of day dresses, while closures may be in back for evening; lacing is still popular for evening dresses.
- Tapes sewn to the inside of bodices at the waist are common.
- Bodices are almost always boned.
- Sometimes built-in bustles are found in dresses from c.1870s - 1880s.
- Bodices are often jacket-like.
- Bodices often have a back peplum to emphasize the c.1870s bustle.
- Tight-fitting cuirass (corset) bodices with deep pointed waistlines are worn from c.1876.
- Collars are usually standing. Necklines can also be rounded or squared.
- High collars are especially popular from c.1880 - 1884.
- Sleeves are straight, but feature a slight puff at the shoulder after c.1887.
- Evening gowns can be sleeveless, but with wide shoulder straps from c.1876 - 1889.
- Underskirts usually have a plain or muslin center back, exactly where the next overskirt lies.
- Skirts are often fully lined by the late 1880s.
- Skirts are usually tightly gathered or pleated in rear.
- Skirts have inner tapes to help form the bustle and hold the skirt snug to body; by the 1880s, these are usually elastic.
- Skirt drapery is looped up over the hips after c.1883.
- Overskirts disappear generally after c.1886.

1890 - 1899

- Dresses are two pieces (prairie, reform, empire-revival, and maternity dresses may be one-piece).
- Silk is ever-popular; velvets, chiffons, and wools are also common. Bright colors like canary yellow, orange, and green are popular.

White becomes increasingly popular for summer wear, until by the late 1890s it is a staple. Pastels are also worn in the last few years of the 1890s.

- Bodices are well boned and fully interlined.
- Bodices fasten with hooks and eyes up the front or in front and along the sides; buttons are also used (especially for back closures).
- Bodice trimmings become more elaborate as the decade progresses: beading, ribbons, tiny ruching.
- Bodices sometimes have a lining with a separate fastening.
- The "pigeon-front" bodice begins c.1898.
- High collars are often worn and are sometimes separate from the bodice. Collars are boned with regular bodice boning, or with light metal wire, often in a zig-zag shape.
- Sleeves are tight with a slight puff at the shoulder until c.1893.
- Sleeves are in the very full, leg-o-mutton style from c.1894 - 1897.
- Sleeves revert to a slender style by c.1897, with only soft gathers or no gathers at the shoulder.
- Bodice and skirt usually hook together with a large hook and eye at the waistline.
- Skirts are interlined.
- Skirts have bindings of velveteen or braid on the inside of the hem to prevent wear.
- Hems are lined with stiff buckram or horsehair, from the bottom of the hemline to about 10" up.
- Skirts are relatively plain and trimmed only lightly; binding or braid is sometimes found at hemline.
- Skirts are ungathered or pleated, except at back.
- Skirts may have inner elastic bands to help control their folds in back.
- Trains reappear c.1890.
- An unusual find is the empire-revival, high-waisted dress.

1900 - 1909

- Chiffons, light cottons and silks, and lace are extremely popular. White is eminently popular, but pastels and black are also still popular.
- There are many fussy details: fine ruching, ribbons, insertions, tucks.
- Hooks and eyes are used on most dresses, but

Identification Tips For Women's Fashions

snaps are sometimes sewn in-between.

- Dresses are often two-piece; after c.1905, one-piece dresses reappear.
- Bodices are always in the pigeon-front style.
- Bodice has a separate (but attached) lining, which fastens separately up the center front or back.
- Boning is minimal after c.1905.
- Sleeves are often looser or very full below the elbow.
- Evening dresses feature a slight empire-waistline by c.1908.
- Separate belts, well-boned, are worn.
- Skirts are slender at the hips and flare at the hem.

1909 - 1919

- Day dresses are simpler and are usually one-piece.
- Satin, fine cotton, wool, and silk are popular, especially in shades of brown, red, blue, and gray.
- Evening dresses often feature metallic-shot lace or fabric, beading, and tassels.
- Snaps are used frequently; hooks and eyes continue to be used.
- Bodice boning disappears altogether after c.1917.
- Square necklines are especially popular for day wear, as are sailor collars.
- Collars are sometimes high and boned with celluloid strips.
- Suits consisting of skirt and jacket ending just below hip are popular.
- Waistline is slightly raised.
- Skirt is essentially tubular, without much fullness, but wide, full-skirts are fashionable from c.1914 - 1915.
- Skirts for evening are trained and sometimes weighted.
- Skirts by day are shorter, tea length.
- The tube-like chemise dress appears c.1919, but is not generally worn until the next decade.

1920 - 1929

- One-piece dresses.
- Chiffons, light silk, and rayon are especially popular. Evening trimmings included rhinestones and heavy beading. Bright colors were especially favored, including orange, greens,

and yellows.

- Dresses often slip on over the head without fasteners or with a few hooks and eyes and snaps at the side.
- Dresses have no waistline or a dropped waistline.
- The tubular, chemise dress becomes popular c.1920 - 1921.

1930 - 1939

- One-piece, long dresses are worn throughout most of this decade.
- Chiffons, velvets, cottons, and rayon are popular, especially in shades of royal blue, wine and burgundy, and peach. Black is also popular.
- Dresses usually fasten with snaps and hooks and eyes at side, but sometimes metal zippers on the side are seen after c.1939.
- Sweetheart necklines are common, especially for evening wear.
- Sleeves might have small, light shoulder pads after c.1936.
- Waistline is at its natural level and is often emphasized with an upside-down or right-side-up V.
- Bias cut skirts appear as a massive trend c.1929.

1940 - 1949

- One-piece dresses.
- Suits.
- Wool and cotton are favorite everyday fabrics, with satin and velvet often worn at night. Browns and blacks are particularly popular.
- Hooks and eyes and snaps or metal zippers are used on the side of dresses until c.1949, when metal zippers could sometimes run down the back.
- Skirts are short and narrow.
- A softer look emerges in 1947, with fuller skirts, peplums, long skirts, and (from 1947 to c.1950), padding, boning, and waistband tapes are used.

1950 - 1965

- Cotton and rayon are especially popular in bright colors.
- Bodices are fitted and snug.
- Skirts are full and either gathered or pleated to a waistband, or cut in the circle skirt fashion.

"YEAH, BUT HOW DO I KNOW WHAT I SHOULD WEAR WITH OUR ANTIQUE CAR?"
by KAY D. ZIMMERMAN, February 3, 1995

First you have to have a desire to want to find out about vintage clothing. This means starting to think positive about the old car hobby.

Typical excuses for not getting involved with the "clothes".

1. Too expensive
2. My shape or size does not make it possible for me to find antique clothes.
3. I don't have time to look for antique clothes.
4. My husband isn't interested in the clothes.

Now where do you begin...the most important first step is to acquire KNOWLEDGE.

Personal friends from your local regional group

Fashion magazines from the year of your car

Delineator

Designer

Harper's Bazaar

Ladies Home Journal

McCalls Magazine

Modern Priscilla

Pictorial Review

Sears Roebuck and other catalogue

Woman's Home Journal

Swap Meets/Antique and Junk stores

Estate/Garage Sales

Libraries/Friends

Current Periodicals

Lady's Gallery

Vintage Fashion Magazine (out of print)

HCCA Gazette

Regional Group Newsletters

Current Catalogues

Past Patterns/Attic Copies

Amazon Vinegar & Pickling Works Drygoods

Back Seat Drivers

Classics By La Barre

The 1909 Co.

Tessa Classics

Books

Reference Book of Women's (or Men's) Vintage Clothing: 1900-1919 (1920-1929)

After A Fashion, by Frances Grimble

*Patterns of Fashion Vol 2, 1860-1940**

*Victorian and Edwardian Fashions: A Photographic Survey**

*American Dress Pattern Catalogs, 1883-1909**

*Garment Patterns for the Edwardian Lady (1905)**

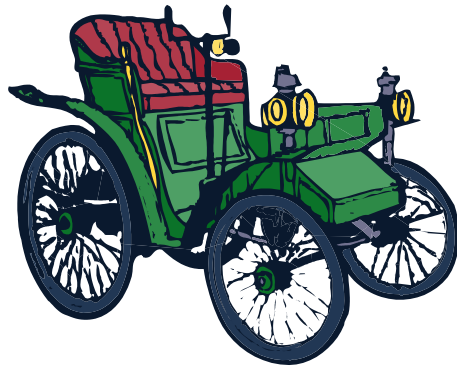
Heirloom Sewing For Women, French Sewing By Machine, Martha Pullen

**available through Unicorn Press*

Photographs

HORSELESS CARRIAGE NATIONAL CONVENTION, February 1995

Thanks to Esther Sernach for providing these Identification Tips for the Ladies.



POTLUCK DINNER

November 2, 2011

SET-UP @ 6:30 - DINING @ 7:00

It's Potluck time again. Let's all come out for a delicious meal to share with other club members and friends.

FOOD INSTRUCTIONS:

MAIN DISH ---- H-O

SALAD----- P-Z

DESSERT----- A-G

The Club supplies the coffee/tea, soft drinks and Ham.

Secret chefs will prepare the Ham.

Please bring your own dishes, table service, glassware and decorations.

Remember to wear your name tags!





BAY AREA HORSELESS CARRIAGE CLUB



ANNUAL HOLIDAY DINNER-DANCE AND INSTALLATION OF NEW BOARD AND OFFICERS

SATURDAY, DECEMBER 10th 2011

Piedmont Community Hall, 711 Highland Ave., Piedmont

6:30 COCKTAILS

7:30 DINNER

We will be entertained by our old favorites, the HOME GROWN BAND and their festive dancing music. A traditional holiday dinner will be provided by Steve Piane of Catering for All Occasions.

\$40.00 per person or \$80.00 per couple

A great way to start the holiday, renew old friendships, and meet the newer members.

RESERVATION DEADLINE: DECEMBER 1st



**Please bring one wrapped gift per person attending
and clearly label them as a Man's or Woman's gift.**

\$15.00 limit per gift.



FOR RESERVATIONS: CALL CAROLEE MORRISON 1-510-655-6128

Or mail your check and reservation to 1450 Grand Ave., Piedmont, CA 94610
Make your checks payable to BAHCC

Or Email: johnpmorrison@sbcglobal.net

*NOTE: If you are willing to exercise your creativity by decorating a table,
please contact Carolee at the above number.*

Bay Area Horseless Carriage Club

Minutes of General Meeting

Wednesday, October 5, 2011

Meeting opened at 7:38 p.m.

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

Guests: Gary Borges introduced his girlfriend, Kate.

Whitney Haist displayed two "orphaned" photo albums from a family in Orinda that owned a 1910 White and a 1914 Franklin. The albums contained many photos of the respective cars during restoration and at car shows, as well as many newspaper clippings.

President Haist asked for a motion to approve the minutes of the September General Meeting. Kaaren Brommer made a motion and Fred Byl seconded the motion. The minutes were approved.

Treasures Report: Treasurer David Pava reviewed the club's financial numbers. He stated that an operating loss is mounting, but monies made by the Willits tour have offset the loss.

John Morrison discussed the budget for the upcoming Holiday Party. John is making arrangements for the annual event and in this new era of austerity, is concerned with the cost of the Party. John reviewed the preliminary numbers and figured that forty dollars per person should cover the cost, but is worried that that may be too much of an increase for some, considering last year's cost was 25 dollars per person. Lynn Kissel commented that forty dollars sounds *cheap* compared to a restaurant, considering that booze and entertainment are included, not to mention the beautiful location. John added that his numbers are based on last year's attendance. He is concerned that low attendance will put the party in the red. Tony Wollesen remarked that catering is *still* expensive despite the bad economy. Lynn suggested that we go with the estimate and adjust for next year. The group discussed various options, including moving the event to a restaurant. Dave Pava stated that change of venue from the Piedmont Community Center, would alter the character of the event forever. Karen Archer made a motion to accept the forty-dollar ticket price. Pam Johnson seconded the motion and the group overwhelmingly approved the motion.

Board Chair Report: Kaaren Brommer was happy to announce that Lynn and Jeanne Kissel have agreed to take over hospitality. Kaaren also thanked Erika and Ben Kopman for providing the evening's dessert.

Membership and Nuts & Bolts: Bill Brommer reported that there are no new members, but there is a Nuts & Bolts scheduled for Saturday. Nuts & Bolts host Whitney Haist reviewed a modified event plan for Saturday. The day will start with coffee and doughnuts at the Haist Carriage House in Orinda, then continue with a short "old car" tour to Tilden Park to meet Fred Byl and his steam train. Fred will have his steam engine *fired-up* and *ready-to-go* on the "Golden Gate Live Steamers" track in Tilden Park. Following the train ride,

the tour will conclude with lunch at a restaurant in Orinda.

Gazette Report: No report.

Tours & Authenticity: Ed Archer had no report for Authenticity but was happy to yield to Doug Ogden who will host the Pumpkin Tour later in the month. Doug announced that the tour will start in Point Richmond around 9:30, head over the Richmond-San Rafael Bridge and meet with other tour participants at the Larkspur Ferry Terminal around ten o'clock. The tour will continue down Sir Frances Drake Boulevard to roads less traveled. The tour will stop for lunch at a pizza place in Point Reyes Station, then continue to a pumpkin patch on the east side of Petaluma before heading back home. Doug figures that the tour is about 70 to 90 miles, depending upon where you start and will take about 6 hours to complete. Doug added that a detailed description of the tour will soon appear via email.

Ed continued the Tour Report with a recap of "History Park" in San Jose last month. Ed reported that 194 pre-war cars attended the event, which he says just keeps getting better and better. Ed announced that next year 1 & 2 cylinder cars will be featured. Kaaren Brommer added that it's also a great family event to experience period costumes, old sewing machines, brass fans, other antiques and a free trolley car ride too!

Ed Archer finished his report by noting that no one has volunteered to host a Holiday Tour.

Website Report: Erika Kopman reported nothing new on the website, just that it's running fine.

Project Sharing: Doug Ogden reported that he has fixed the starter motor on his Stevens-Duryea. After spending some time working on it, he determined that he just needed to "beat on it."

Whitney Haist participated in the Orinda Car Show last month and was happy to find a 1910 Chadwick on display. Whitney spoke with the owner, Doug Marin, who has been putting the rare car together for some years now. Whitney hopes to keep in contact with Doug and get him into the club.

New Business: Kaaren Brommer reminded members that next month's meeting will be a "pot-luck" dinner.

President Haist lamented that last month was a sad time for the club. He observed the passing of two long-time core members, Joe Sernach and Doug King. Whitney asked the group for any thoughts or ideas for a memorial for the departed. John Morrison suggested that despite our new policy of not sending flowers, we should send flowers to the survivors. Don Johnson thought that since both men succumbed to cancer, perhaps it would be fitting to make a donation to the American Cancer Society. Charles Ebers motioned that we send 100 dollars in the memory of each man to the Horseless Carriage Foundation. Pam Johnson seconded the motion. The motion was approved. Tony Wollesen advised that the donation be sent to the *right* horseless carriage entity. Tony explained that in recent years, the IRS has been after the Horseless Carriage Club of America, as well as other 501(c)3s, claiming that they're not educational organizations, but merely social clubs. Dave Pava has heard that the HCCA has lost out on some big donations due to the fear that the IRS may confiscate the club's endowment. The donation will be sent to the Horseless Carriage Foundation Library (HCFI) and not the HCCA.

Fred Byl raised a motion to close the meeting, Kaaren Brommer seconded the motion.

Meeting closed at 8:26 p.m.

Respectfully submitted,

Mark Cerruti, Secretary

Bay Area Horseless Carriage Club

Minutes of Board Meeting

Wednesday, October 19, 2011

Meeting opened at 7:30 p.m. at the Brommer Residence in Castro Valley.

Members Present: Board Chair, Kaaren Brommer, President, Whitney Haist, Vice President, Lynn Kissel, Treasurer, David Pava, Secretary, Mark Cerruti, Tours & Authenticity, Ed Archer, Membership, Bill Brommer and Tony Wollesen.

Board Members welcomed Tony Wollesen who was present to give a presentation of his "Spring Tour" he has planned to begin on May 17th. Tony went into great detail outlining his plan for the 3-day tour, which will be based in Livermore. Touring plans include a jaunt out on Mines Road, a scenic drive around the Calaveras Reservoir and a trek over Old Altamont Pass Road. Stops include the historic town of Niles and lunch at the Blackhawk Museum, just to mention a few highlights. Tony concluded by saying he's got most of the work done, just sorting out all the little details.

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

Treasure's Report: Treasurer David Pava handed out a profit & loss statement to those in attendance. Dave pointed out that the checks issued to the Horseless Carriage Foundation in the memory of Joe Sernach and Doug King are not reflected in his statement.

Board Chair Report: Kaaren Brommer received a phone call from a gentleman who runs the Flea Market on Treasure Island. He invited club members to display their cars at the market, free of charge.

Kaaren stated that she has ordered three HCCA jackets for those who wanted one.

With the end of the year approaching, Kaaren opened the discussion of finalizing the Board for next year. There was some confusion as to whose term was expiring and the exact number of official Board positions. After that was sorted out, the process of seating the new Board was reviewed. Lynn Kissel suggested it might be a good idea to list the term of each Board Member next to their picture in the Gazette.

Vice Presidential Report: VP Lynn Kissel said he had nothing in particular to report, but he did mention that he is interested in keeping the "Member Bios" that have appeared in the Gazette, going. Since Tony Wollesen happened to be present, he was pressured to submit his for the next issue. Other members' names were mentioned.

Nuts & Bolts / Membership: Bill Brommer had nothing to report.

Tours & Authenticity: Ed Archer reported that the "Pumpkin

Tour" is set for next Sunday and added that the weather should be perfect.

Dave Pava said he's in the preliminary planning stages for a one-day tour that will visit "Forest Home Farms" in San Ramon and may include a visit to the Don Woods farm in Danville. Dave has not set a date for the tour.

Whitney Haist thought that perhaps Johnny Crowell could be talked into giving his "Green Brass Tour" of Marin County another try. The tour had been scheduled for earlier this year but was canceled due to poor weather.

Dave Pava announced that the Modesto A's swap meet in Turlock has been scheduled for January 28th & 29th.

Whitney Haist apprised members of the "Brass in the Grass" car show on May 6th in Santa Rosa.

Old Business: President Haist announced the name of the new Board Member. Other Board Members will be staying at their current position or moving to a new seat. Two Board Members will be stepping down. President Haist proposed the new board slate for next year with the notation that one position is vacant. Kaaren Brommer motioned that the slate be approved. Lynn Kissel seconded the motion. The Board unanimously approved the slate. The vacant position will be offered to the general membership at the next General Meeting.

New Business: Plans for the upcoming Joint Board Meeting were discussed. The date of November 16th was agreed upon. Dave Pava offered to host a pot-luck dinner at his home, but warned that it may be a little crowded. Dave volunteered to investigate having the affair at a restaurant.

Dave Pava mentioned that he sent the "Association of California Car Clubs" a donation of \$100. Dave added that our club has been sending them an annual donation for the past 30 years or so.

Bill Brommer revived the notion of offering advertising in our Gazette and showed the group a copy of a newsletter entitled "The Ford Script." Bill pointed out advertisements that appeared throughout the publication, remarking that, "It can be done." Lynn Kissel said the "Classic Car Club's" publication also sells advertising.

Everyone agreed that it's a good idea, but someone needs to take it on.

Kaaren Brommer motioned to close the meeting. Bill Brommer seconded the motion.

Meeting closed at 9:11 p.m.

Respectfully submitted,

Mark Cerruti, Secretary

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CALIFORNIA
BAY AREA