



*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. Permission to reproduce articles is granted provided credit is given to the original source.

The Gaslight Gazette is published 11 times per year with one issue for the month of JULY and August.

**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:**

Have you been enjoying the touring this past month? Many of our members have been touring with our club and other clubs and enjoying their antique cars. We would love to have your stories and pictures to publish and share with other members. Please remember to submit them to the editor so that they can be shared with the rest of the club. The Lundquist's have been traveling in Africa and although not touring in our antique cars we had the opportunity to go to two different automobile collections. One in Cape Town and the other was offered on a quick evening stop of the Rovo's train in a small town on the way to Pretoria, SA. Eric wrote up a not so short article about our trip to share with the club. Possibly, if the club is interested we can put on a presentation with pictures at one of our future meetings. *This is a reminder that the next issue will be a combined publication for July and August coming out in the later part of July. Articles are due by mid July if you wish to have them appear in this issue.*

Happy Summer!



## How Do You Measure Strength?

On June 9, 1909, Alice Huyler Ramsey began a journey from Hell's Gate in Manhattan, New York to San Francisco, California in a green Maxwell 30. On the road to become the first woman to drive across the United States, the 22-year-old housewife and mother was accompanied by two older sisters-in-law and another female friend. The trip covered almost 4,000 miles and Ramsey was the only one who could drive a car.

In 1909, coast-to-coast automobile travel was an adventure that had only been completed by about two-dozen vehicles, all driven by men. There were few paved roads, highways were rarely or poorly marked; there were no road maps and only scattered service stations. Few women drove cars. Some doctors argued that it was dangerous for women to simply ride in

automobiles. Many people believed that Ramsey would be unable to complete her journey. She said "I'll drive every inch of the way – if it kills me!"

On the trip Ramsey changed 11 tires, cleaned spark plugs and repaired a broken brake pedal. She slept in the car when it was stuck in the mud, crossed the trail of a manhunt for a killer in Nebraska and was afflicted by bedbugs from a hotel in Wyoming. In Nevada the women were surrounded by a Native American hunting party with bows and arrows drawn. The flat tires, a broken spring, two broken axles, and a sheared tie-rod bolt failed to permanently stop their forward progress.

The easiest part of the trip was from New York City to Chicago as roads were best in this part of the country. Between Cleveland and Toledo, Ohio, they reached their top speed of the trip – forty-two miles per hour.

Travel across Iowa was the worst. Water from thirteen days of rain had soaked deep below the surface of the roads rendering an apparent bottomless sea of mud. Ramsey said that the "roads were terrible... We plowed our way along, forced to keep the transmission in low gear most of the time."

In spite of these considerable barriers, they arrived in San Francisco nearly two months later, on August 7. They were greeted with great fanfare by a parade of honking Maxwells organized by Maxwell-Briscoe, the trip sponsor.

I'm in awe of the strength of spirit that Ramsey must have had to undertake this first-of-a-kind journey. It's not just the physical and mechanical challenges that she must have faced, but the emotional and psychological pressure that she must have braved from a society that didn't generally accept a woman's place in the driver's seat.

How do you measure the strength of an organization like the Bay Area Horseless Carriage Club? We can easily look to things like our stable finances, the number of members, our bank account balance or some of the beautiful works of kinetic mechanical art we own that we call automobiles. But I would argue that a better measure of our strength is the number and variety of individuals involved with the club's many activities. Our true strength springs from those who organize our tours, run our events, bring refreshments to our meetings, serve on our board, attend the monthly meetings, donate items to our auctions, host nuts & bolts meetings, bring dishes to our potlucks, share tall and small stories at our show & tell, and brave modern traffic with their horseless carriages.

If you do the math, you quickly realize that it's not enough for a given member to participate in a single function over the life of their membership in our club. Many of our members will serve over and over, in different positions, responding to the many and varied needs of our organization. Sometimes it \*is\* work, but we agree to the labor as a form of enlightened self interest, recognizing that our involvement makes for a richer and more exciting experience for everyone.

Next time someone asks you for help with a BAHCC activity, think of Alice Ramsey. Agree to help channel some of her dawn-of-the-automotive-age strength into our horseless carriage club.

Your president,  
Lynn Kissel

Alice Huyler Ramsey, standing beside her auto (United States Library of Congress)







## My Little Red 1906 REO

I was on a Blossom Tour in Dixon in 2006 and was talking to fellow hobbyist, Stan Nicholas. He said I should have a 1 or 2 cylinder car, as he really enjoyed his 2-cylinder Buick. I said I would like to find one. Stan knew of a 1 cylinder Model B REO that might be for sale. As you probably know REOs were made by Ransom E. Olds after he left the Oldsmobile firm in 1904. The first REO was 1905.

Stan gave me the owner's name and in about three weeks I had made the deal and had the little red REO in my garage. I discovered it was a 1906 model, especially when I found the date 12/06 stamped on the front axle. I called Stan and told him the good news and asked if he would like to come over and help me get it started. Stan startled me by saying an emphatic NO. I asked why and he said the previous owner, Bud Catlett, took my little REO to a Modoc Tour and it never left the parking lot. Everyone cranked the little REO and Stan cranked more than anyone and it would not start. He swore he would never crank that little REO again. All of a sudden I was wondering what I may have got myself into with this car.

I found the valve port plugs leaking compression, the one modern sparkplug fouled, the modern airplane vibrator coil working intermittently and fuel running very slowly into the original carb. I took apart both the fuel system and electrical system began making the necessary changes. I then put the little red REO back together. On the third crank my little red REO started.

My little red REO has successfully completed six Western Gaslight 1 & 2 Cylinder Tours, numerous parades, two Lodi Flatland Hillbilly Tours, two Maker's Fairs, two Field Meets and other outings. We really enjoy our little red REO. There are still a few improvements I want to make, but right now it is a dependable 1 cylinder car that starts very easy and is fun to drive. It is not fast, but is dependable and it turns a lot of heads. (Perhaps I should close the muffler cut out once in a while.) We plan on participating in the Piedmont July 4<sup>th</sup> parade again this year. See you there.

Don Azevedo



# Tour to Tomales Bay

Sunday, June 24, 2012

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This is a joint tour of the Bay Area Horseless Carriage Club and the Santa Rosa Regional Group. The Tour will start at the Johnson's home, 1818 Maiden Lane, Petaluma, CA 94954. (See Map) There will be restrooms available.

Trailer parking is available on Sleepy Hollow Lane., the next street south of Maiden Lane. (See map). Park on south side of street, next to the green belt.

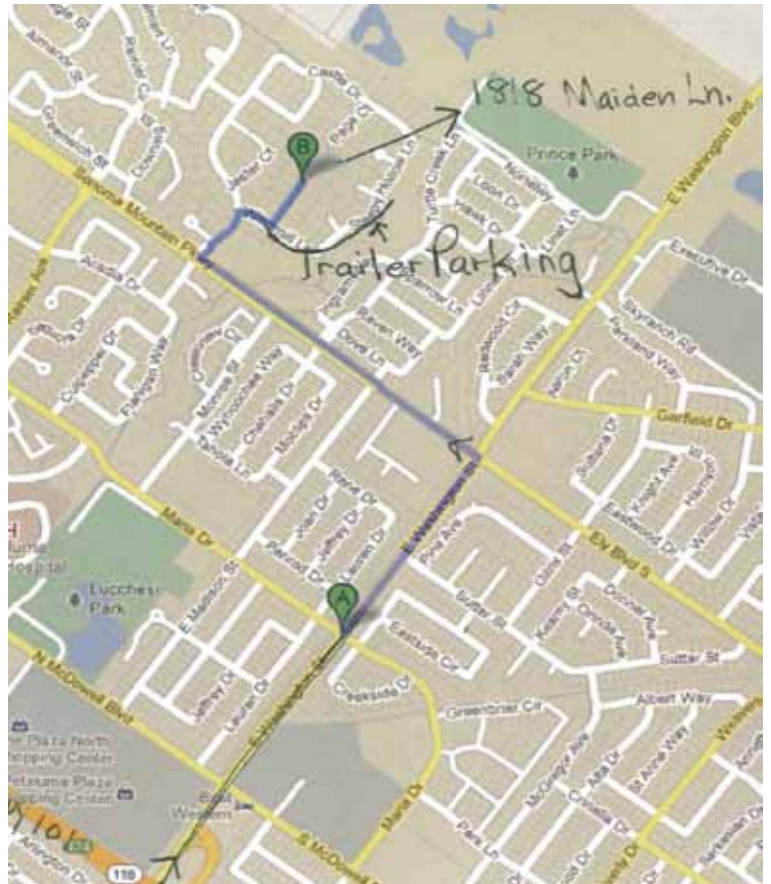
We will meet at 9:30 AM for coffee, juice and donuts and depart 10:15 AM. We will be touring the scenic back roads of western Sonoma and Marin Counties. Lunch is tentatively planned for Tomales Bay.

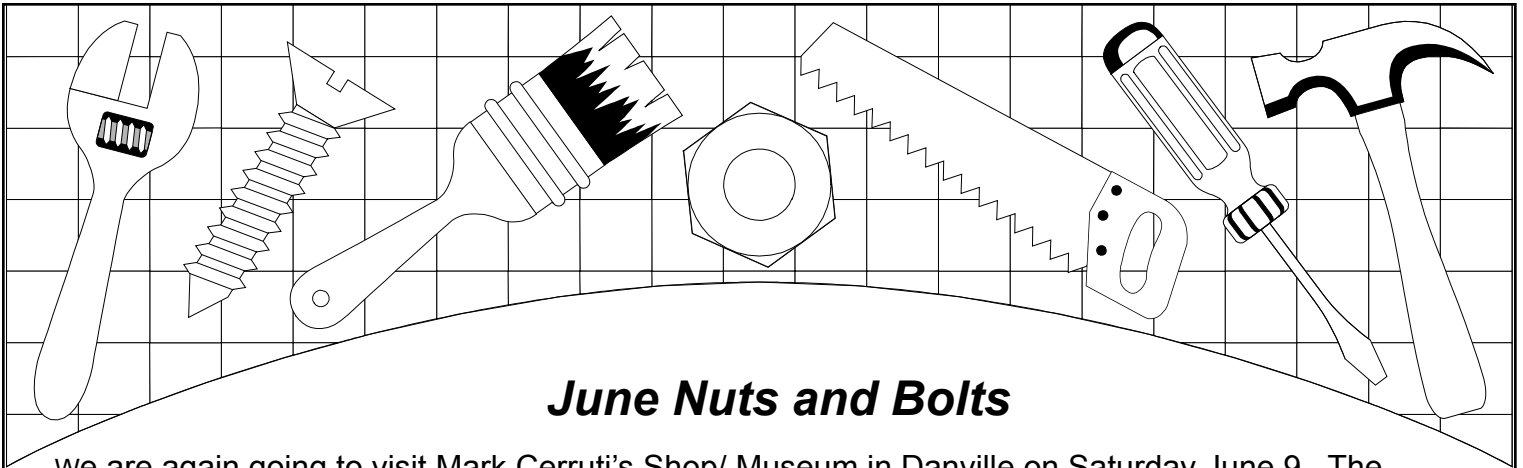
Tour is sponsored by Don & Pam Johnson, 707-782-0229 and John & Linda Pearson, 707-887-1866. Sign up at your respective general meetings or RSVP to Don:

[dearlj@sbcglobal.net](mailto:dearlj@sbcglobal.net)

## Driving directions to the Johnson's:

From US 101 take the E. Washington Street exit. Head northeast toward S. McDowell Blvd. Continue on E. Washington approx 0.7 mi and take the third left onto Sonoma Mountain Parkway. Drive 0.5 mi and turn right onto Castle Dr. Take first right onto Windmill Ln. Then turn left on to Maiden Ln. 1818 is on your right. If you're trailering your car, continue to the next street and turn left onto Sleepy Hollow Ln. After unloading your car, proceed back to Windmill Ln. and turn right on Maiden Ln. Maiden Ln. is a Cal de sac.





## ***June Nuts and Bolts***

We are again going to visit Mark Cerruti's Shop/ Museum in Danville on Saturday June 9. The address is: 256 La Questa Drive. The phone number is 925-831-0883 if you need directions. Let's see how much work Marc has done on his Maxwell since our last visit. Bring any current projects that you are working on or need help with.

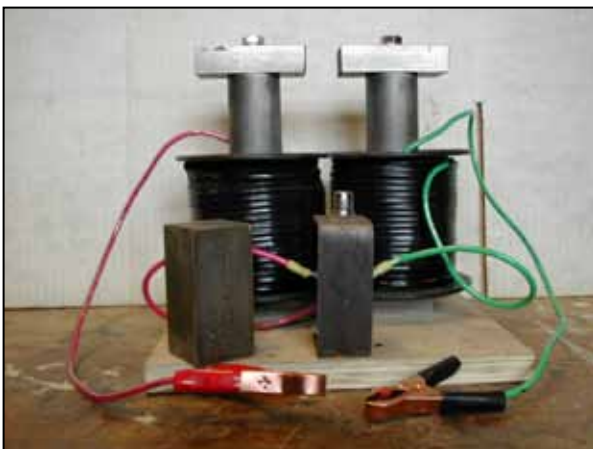
## **May Nuts & Bolts**

Do You Want Fries With That?

Ketchup is not just good on fries and burgers. It's also good for removing heavy tarnish from brass. It really works! Liberally applied with a brush and allowed to stand for about an hour, almost all traces of tarnish are easily washed off. It is inexpensive, non toxic and it is good for the environment.

The next item was how to build your own magnet charger. It is easily made up of items available from the hardware store, auto parts store and metal supply house. Some of you may even have some or all of the supplies in your workshop. If you want a parts list to build your own, contact Bill Brommer at (510) 538-1795

A DVD was shown on how to re-silver mirrors. It went into great detail on the proper way to prepare the glass for re-silvering and to do the actual re-silvering. This is the type of thing we could do as a group project if there is enough interest. Stay tuned for future plans.







In the May 2012 issue of the Gazette appeared a baker (who shall remain nameless) poised to do the Pie In The Face Routine. This routine dates back at least 100 years. In the silent era of movies the Pie Routine was used in many one and two reel comedies. One, two and sometimes three pies were thrown, but never more. If more were thrown it was thought not to be funny. Laurel and Hardy changed all of that. Laurel talked Hal Roach into staging the throwing of not one, not two not three but 2500 pies! So the prizefight quickly took a back seat to the pie fight. Roach bought an entire day's output from the Los Angeles Pie Company 2500 pies! Apple, Cherry, Blueberry and Custard! While most of the film has been lost to history the pie fight scene remains to this day for all to enjoy. This scene was never repeated until Blake Edwards made the film "The Great Race" with a special tribute to Laurel and Hardy. The scene in the castle bakery is not to be missed. Not sure how many pies were thrown' but there were quite a few. MMM' YUMM' RUM. More pies!

## **ACTIVITIES CALENDAR**

June 2-3	Goodguys Concours d'Elegance (flyer in May 2012 Gazette)	Lynn Kissel, Pleasanton
June 6	General Meeting	Piedmont
June 9	Nuts and Bolts Seminar	Mark Cerruti, Danville
June 24	Sonoma County Tour (See flyer)	Don Johnson, Petaluma
July 1-6	<a href="#">HCCA 75th International-National Tour</a>	Colorado Springs, CO
July 4	Parade & Picnic (Details available at June meeting)	John Morrison, Piedmont
Aug. 1	General Meeting	Piedmont
Aug. 4	Nuts and Bolts Seminar	Don Johnson, Petaluma
Aug. 7	100-Year-Anniversary Tour and Picnic, Honoring the Dedication of the California Highway System in 1912	Lynn Kissel, San Bruno
Aug. 16	Board Meeting	Mark Cerruti, Danville

## **AFRICA 2012**

### **South Africa, Botswana, Zambeze, Zambia.**

Having been on a tented Safari in Tanzania and Kenya several years ago, the next item on the bucket list was a trip on the Bleu Train from Capetown to Pretoria in South Africa. The trip ended up being a three week cross country trip from Capetown to Victoria Falls (Zambia), a single day game drive safari in Botswana and a four day game drive safari in Krueger Park. South Africa. Visulating the United States and South Africa, Capetown is where San Diego is, Pretoria (and Johannesburg) are roughly where Memphis is, Victoria Falls where Niagara Falls is. Krueger Park would be where the Shenendoah mountains are in Virginia. Distances - 900 miles North West from Capetown to Pretoria, 600 miles North from Pretoria to Victoria Falls. Kruger required return to Johannesburg, 500 miles by air from Victoria Falls, than another 500 miles by air and car to Krueger. 2600 miles overall, 1600 by train.

Overnight flight from JFK to Johannesburg, then changed planes for 1 ½ hour flight to Capetown. Capetown is on southern tip of South Africa, is a very modern and beautiful city of 4.0 million, 85% black. Our hotel, the Cape Grace, (5 star), at the 150 year old working waterfront. Numerous restaurants and shops nearby, and staff was incredibly attentive.

Capetowns hightlights: Cable Mountain,



a 4000 foot rock that juts out in the center of Capetown and accessed by cable railway offering beautiful sights 50-75 miles in each direction. Then, south 50 miles to “Cape of Good Hope” where the Indian and Atlantic Oceans meet. Lunch at the “Two Oceans” restaurant, amidst wild monkeys

and baboons. Visited the Franshoek Winery region (30 minutes North) and where Rupert’s car collection contains a



1904 Curved Dash Olds to one of a kind Ferraris. 200 cars total, 80 of which were on display.

Originally considered a ride on the Bleu Train Capetown to Pretoria), but opted



for the slower Rovos Rail train (rovosrail.com) which carried 72 passengers and booked itself as the “worlds most luxurious train”, and it is. RovasRail was started 20 years ago by Rohan Voss (we met him), and is headquartered in Pretoria. Rovos operates several tours and routes, most are 3 day trips, so the trip from Capetown to Victoria Falls was made up of two 3 days, one to Pretoria, then Pretoria to Victoria Falls.

The coaches are 1920 era, each containing 3 staterooms (beautiful mahogany paneling), and A/C. A lounge car is at the front, and an open observation car at the rear (thought we could be Teddy Rosevelt standing on the back platform), plus two dining cars, and a kitchen car. 19 cars in total.

Staff was incredible, the meals were top

quality, and accommodations for sleeping excellent. The train rambled 35-45 mph most of the time, and occasionally pulled off to a siding to allow faster trains (Bleu train) and others to pass. There were several “water stops” to replenish the cars with water.

Sleeping was a rocking motion as the



track gauge is 3’6” (narrow gauge), and by the end of the second day we were ready to overnight at a hotel in Pretoria. The route to Pretoria included a stop at Kimberly Diamond Mine in Kimberly, South Africa. This hole is where the diamonds were mined until 1914, and the area were diamonds had been discovered. All diamond production is controlled by DeBeers, and at some time the Rothschilds were also involved. We overnighted in Pretoria, and the following morning, Rohan Voss greeted us, and introduced the new group of world travelers who would be on the 3 day trip to Victoria Falls. Only one or two couples from the Capetown ride continued to Victoria Falls.

Enroute to Victoria Falls, the train stopped to visit a cattle farm (ranch) in Botswana where they were raising 2800 head for consumption. Last year the herds in other parts of the county had “foot and mouth”, (US it is known as “hoof and mouth” disease). As these cattle weren’t affected (but still in quaranteen for a year), this rancher chose to keep his cattle in the feed lot, rather than shoot them. His feed bill is enormous for 30 tons of foot per day for 2800 cattle, plus his breeding stock, etc., The cattle can now be marked to the Eurozone.

Victoria Falls is on the border of four countries – Zimbabwe, Southern Zambia, Botswana, and Namibia and while the Rovos Train disembarked in Zimbabwe, we quickly met our guide,



and drove “over the Victoria Falls Bridge (circa 1900’s)” to Zambia for a stay in the Royal Livingston Hotel (5 star), which was right on the Zambeze river, ¼ mile upstream from the falls. The Royal Livingston is within a national park, and the grounds have zebra, small antelopes, monkeys, baboons, giraffe, and other wild life that visited our patio daily. If you left anything outside, the monkeys would grab it.



Victoria Falls (Seventh Wonder of the World) is the largest waterfall in the world and is twice the size of Niagara Falls. “Vic Falls” is 1 mile wide and 400 feet drop. Water flows at 25 mph. Our morning guide provided ponchos, and off we went for a wet walk beneath the falls. At times the mist and flow was blinding, and soaking, plus there was a small narrow bridge to walk (400 feet). Just keep your feet moving, and don’t look, 350 feet below.

A 15 minute helicopter flight over the Falls was done in a new six passenger state of the art helo. Incredible pictures, and smooth ride.

Later that afternoon a three hour water game drive Safari was done on the Zambeze river upstream from the hotel. Elephant, rhinos and hippos enjoying themselves, plus the crocidiles. There is one crock for every 270 feet of river, so swimming in the Zambeze river isn’t recommended. A half hour island stop for refreshment and African sunset, then returned to the lodge. Weather was 75F, no humidity, no wind, just perfect.

The next day our guide took us 50 miles South to cross the Zambeze river crossing into Botswana, to go to the Chobe National Park. The border crossing was 3<sup>rd</sup> world, and dozens (maybe hundreds) of semi-trucks were waiting for space on the two single truck ferry boat (6AM to 6PM daily dusk to dawn) ferrying one truck at a time over the 25 mph rushing river. Trucks wait 7 days in line before they can cross. After clearing customs, a flat bottomed

speed boat carried us to the other side of the river, where we were met by the Botswana host who drove us to Chobe Marina inside the Chobe National Park. Chobe National Park is famous for its elephants – 150,000 total. Our first game drive was by flat bottom boat for three hours on the Chobe River which 10 miles away empties into the Zambeze river. Loads of elephants, rhino, antelopes, cape buffalo, loads of birds, etc. After lunch at the lodge, a 3 hour Land Rover game bush drive safari, into the bush, seeing other animals up close and personal. Later returned to the boat crossing point, shuttled across, did the paperwork formalities, and back to Royal Livingston.

The following morning flew from Livingston airport (Zambia) to Johannesburg, overnighted in the Raddison Platinum (had the penthouse because they were sold out of the other rooms), and the next day flew to the Krueger. Sabi Sabi Bush Lodge was another 2 ½ hour ride through the African country side, and was located within the Sabi Sabi Park which adjoins Krueger park.



The afternoon game drive is at 4PM for three hours into the dark, and each morning another game drive at 6AM for three hours, repeating daily, each time seeing different animals. Muriel also did a walking safari with our guide (and trusty elephant rifle). Muriel was told to obey the rules, stop, stay back, and climb a tree if necessary. Muriel told the guide she had never climbed a tree, but he said he would help her if the need came, and be right behind her. The 1 hour walk went without incident. The accommodations at Sabi Sabi (5 star) was incredible. Each night, the dinner choices included African meats, fish, antelope, ostrich, etc., And during the day between and after game drives, we could look off the hotel deck onto the Water Hole about 500 feet away, and

see rhinos, elephant, antelope, giraffe and hippos coming for a drink.



Each group came in separately for a few minutes at a time then left. The scenery continuously changed. The game drives provided an up close and comfortable look at all of these animals, some as close as three feet from the Range Rover. Our Tracker sat on the front fender (like John Wayne did in Hatari) spotting animal tracks in the dust. Our Ranger drove the Land Rover, and provided narrative.

At night, our Ranger and tracker chased lions and leopards, since these are nocturnal animals. As in the daytime game drives, these frequently went “off road” through thickets, the Range Rover knocking down trees, our “Tracker” on the front fender pointing the direction eventually find a pride of lions, lion cubs, males, females, or the leopards – mother and her two cubs. One cub looked as if it wanted to climb into the vehicle and be petted.

Returned home after four days at Sabi Sabi through Johannesburg, then JFK. Muriel continued to SFO, I to Rochester, NY to our office.

Just as good as the tented Safari in Tanzania. Next year anticipate returning with rest of the family on this same journey (except the rail portion). Travel arranged through South African Travel in Tucson, AZ.

Eric & Muriel Lundquist



# Bay Area Horseless Carriage Club

## Minutes of General Meeting

Wednesday, May 2, 2012

Meeting opened at 7:33 p.m.

**Officers Present:** Board Chair, Whitney Haist, President, Lynn Kissel, Vice President, Fred Byl, Treasurer, David Pava and Secretary, Mark Cerruti

Minutes from the April General Meeting were approved.

**Guests:** Members welcomed a new member, Doug Marin. Gary Larsen introduced his son Carl.

**Board Chair Report:** Whitney Haist had nothing to report.

**President's Report:** President Kissel reported lots of fun at the Bakersfield Swap Meet, provided you didn't mind getting a little wet and muddy. Lynn also reviewed the results from last month's Pot-Luck Dinner and Auction. Auction proceeds totaled \$1099, which may be some kind of record. Lynn informed members of the upcoming "GoodGuys" show on June 2nd & 3rd. Finally, Lynn invited members to the next Board Meeting, to be held at the Haist Carriage House in Orinda in May 16th.

**Vice Presidential Report:** VP Fred Byl said later in the meeting, he will report on a Model T Ford tour he attended. Fred also began to explain how to legally buckle a kid into a Model T Ford, but decided to save the story for a later date. Fred asked members to submit car stories for publication in the Gazette.

**Treasurer's Report:** Treasurer David Pava reported that the club's financial health was significantly enhanced thanks to the auction last month. David added that we are "dollars ahead" so far this year compared to last. David announced that he and Pat have their home in Walnut Creek up for sale and will be looking to relocate to the foothills later this year. David said he is committed to fulfilling his term as Treasurer for the remainder of 2012, but will be leaving the post thereafter.

**Tours & Authenticity:** Ed Archer announced a tour planned for June 24th in Sonoma County with the Santa Rosa Horseless Carriage Club.

John Morrison reviewed plans for the annual 4th of July Parade & BBQ in Piedmont. After the parade, John's planning a short car tour that will drive-by several homes designed by Architect Julia Morgan.

Tony Wollesen's "Spring Tour" on May 17-19 is on track. Tony announced that he has 42 cars signed-up!

Fred Byl reported on the MTFCA tour he attended last month in Southern California. The tour, in which 53 Model T Fords participated, was headquartered in Buellton. Fred toured with family members, including his son who lives in the area, and his 2-1/2 year old grandson, Peter. Fred said he and family met lots of friendly people, drove old back-roads and visited a lonely beach and spied a pod of whales just offshore. Fred also mentioned that the Archer's were there in their Model T "See San Francisco For A Dime" car.

**Hospitality:** Joyce Azevedo brought the evening's dessert, a special treat for Don's birthday. Also some chips & dip served-up in automobile hubcaps.

**Membership and Nuts & Bolts:** Bill Brommer reported that there are no new members. Bill reviewed the agenda for the May edition of Nuts & Bolts, which will be at the Brommer Garage. The seminar will have a lesson on how to clean tarnished brass, how to build a magnet recharger and conclude with a video on re-silvering glass headlight reflectors. Don Azevedo added that he thinks he's found a magnet recharger hanging on the wall in his dad's garage and plans on bringing it to the seminar.

**Website:** No report.

**Sunshine:** Esther Sernach reported, via Joyce Azevedo, that Alice Luis had taken a fall at home and is now recovering at an assisted living facility.

**Gazette Report:** No report.

**Communications:** David Pava informed members of the Ford V8 Club's Swap Meet scheduled for Saturday in Hayward.

**Show & Tell:** Gary Larsen offered members a group of old airplane prints. Gary also brought two "mystery tools" to the meeting. Don Azevedo identified one as a saw sharpener, the other remains a mystery!

Bill Austen showed members a book he made of early California license plate tags. Bill, along with Charles Ebers and Bill Cassiady, answered an ad by someone looking for information on a 1908 REO Gentleman's Roadster. With some research, they were able to identify the original owner and exact day of license issue.

Lynn Kissel, having recently returned from vacation in Hawaii, remarked on the enjoyment of driving the scenic two-lane roads on Kauai, to the shock of driving the busy 10-lane I-580 freeway in Livermore.

President Kissel declared the meeting adjourned. The meeting closed at 8:19 p.m.

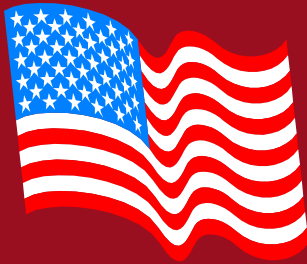
Respectfully submitted,

Mark Cerruti, Secretary





BAY AREA  
HORSELESS CARRIAGE CLUB  
C/O 1384 Rollins Road  
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CALIFORNIA  
BAY AREA

