



*Bay Area  
Horseless Carriage Club*



# BAY AREA HORSELESS CARRIAGE CLUB



**Board Chair: Whitney Haist**

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



**President: Lynn Kissel**

912 Loyola Way, Livermore, CA 94550  
925-294-8047 BAHCC@starship.org



**Vice President: Fred Byl**

12961 Skyline Blvd., Oakland, CA 94619  
510-531-9181 fredmbyl@yahoo.com



**Treasurer: David Pava**

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



**Secretary: Mark Cerruti**

256 La Questa Drive, Danville, CA 94526  
925-831-0883 cerrutidesign@comcast.net



**Tour Chair: Ed Archer**  
**Authenticity: Ed Archer**

1807 East Ave., Hayward, CA 94541  
510-538-7864 karened4@att.net



**Hospitality: Jeanne Kissel**

912 Loyola Way, Livermore, CA 94550  
925-294-8047



**Membership: Bill Brommer**

19529 Alana Road, Castro Valley, CA 94546  
510-538-1795 sszephyr@aol.com



**Web Master: Erika Kopman**

1309 Blake St., Berkeley, CA 94702  
510-717-2397 erikakopman@gmail.com



**Gazette Editor: Muriel Lundquist**

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



**Sunshine: Susan Durein**

510-523-4993

The **BAY AREA HORSELESS CARRIAGE CLUB**

“BAHCC” was founded in 1951 by and for the automobile antiquarians dedicated to the preservation of PRE - 1916 ancient motor vehicles. “BAHCC” is one of the numerous Regional Groups of the Horseless Carriage Club of America “HCCA” which has 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:**

Since our last Gazette our members have been busy touring and attending events for our club and our National organization. This issue of the Gazette has articles and pictures from many of these events and I hope you enjoy reading them. A big thank you to those touring who have provided us with an account of your travels and shared your pictures. You are what makes our newsletter fun to read for other members and clubs. This issue also celebrates the return of Snoopy! We have missed hearing from our gossip columnist and hope she will again become a regular reporter! Our meeting is on the first and our Nuts and Bolts is on Saturday the 4th at the Johnson's house in Petaluma. Pam is also hoping for a good turn out of the ladies so I hope to see you all there. Please have your articles to the editor by the 22nd of the month to be included in the next Gazette.  
Muriel



## Leave a good impression when you go

I've been watching cars and people in traffic with more interest in recent years. Driving a 100-year-old car with 1/10-th the power-to-weight of modern ones gives me more time for study and piques my attention in self preservation. The news is not all good. For example I observe that less than 50% of cars seem to signal their turns, even when the turn represents an important change in direction.

At a high-performance driving course some years ago, a sheriff told us about the importance of proper hand position on the steering wheel, especially on modern cars with airbags in the center of the wheel. (Your hands should be slightly lower than the 9 & 3 o'clock positions.) In a high-speed movie he demonstrated the catastrophic results with higher hand placement – elbows and shoulders can be separated at the joints by the deploying airbag! Take a look

around at others at a signal light and you will likely see few drivers with proper hand position. I shudder to think what will happen in an accident when I see passengers with feet on the dash which now contain an airbag beneath it – a new yoga position?

While drivers of modern cars may sometimes demonstrate a certain lack of awareness and road etiquette, I argue that we need to hold ourselves to a higher standard. Why? Our century-old vehicles running down the road are an off-normal experience for others. Our actions are closely observed and will be associated with horseless carriages in their memories. Every time we are seen on the street, we are serving as highly visible ambassadors for the hobby whether we think about it that way or not.

On the 75<sup>th</sup> HCCA Anniversary Tour in Colorado Springs in July, we were reminded of the protocol of routinely using a **thumbs-up** or **thumbs-down** when stopped at the side of the road to signal our need for assistance to other passing tour members. For two years I've heard our tour chairman, Ed Archer, trying to get us to adopt the technique of **waiting at turns** for the following car to reduce the chance of others becoming lost. I don't think we uniformly embrace either protocol.

I'd like to suggest a third tour protocol that we could call the **minute rule**. I think we should strive to allow modern traffic to pass us on tours, aiming to block their progress for only a minute or two. I have witnessed many examples where modern drivers resort to dangerous maneuvers when they've been slowed by our vehicles for many minutes, such as passing across double yellow lines or on blind curves.

If there is a string of old cars, it is the responsibility of the last old car to pull to the shoulder first. As the modern traffic catches the next old car, it should look for an early opportunity to let them pass.

When we help a modern car pass **everyone** feels better. The horseless carriage is no longer being pressured from behind and the driver can relax and enjoy the thrill of the journey. The modern cars are happy to resume their travel unimpeded and the drivers often wave, smile and honk their horns as they go by signaling their pleasure at seeing us on the road.

If allowed to pass, the modern traffic leaves with a smile and a warm regard for the old cars and drivers. If blocked for an extended time, they leave angry with a sour attitude toward us and our vehicles. If we used the minute rule, the pressure on the tour would be greatly reduced, safety improved, driving pleasure increased, frustration levels lessened – everyone benefits.

We generally already leave a good impression with those we pass on the road. Let's also leave a good impression with those passing us.

Your president,  
Lynn Kissel

This view of our cars on the road was taken during the 2009 BAHCC Pumpkin Tour. (Lynn Kissel)



## The HCCA 75<sup>th</sup> Anniversary Tour – a leap of faith



by Lynn Kissel

In the week before the international HCCA tour in Colorado Springs July 1-6, the catastrophic

Waldo Canyon wildfire was sweeping through the area and making national headlines.

The roads leading to some of our major tour destinations were closed. The historic Flying W Ranch at which a BBQ dinner had been planned was reported to have “burned to the ground.” Hundreds of private homes had been destroyed. Flames were at its borders and the Air Force Academy, one of our destinations, was being evacuated. The images coming from the area looked like they could be used as illustrations for Dante’s *Inferno*.

“To go or not to go” was the question on the minds of all 150 parties that had signed up for the tour. Indeed, many elected to stay away but fortunately some were persuaded by the idea that the lost tourism, a major source of income for this area of the country, would make the Waldo Canyon wildfire a fire that burnt twice. As anticipated, two weeks later, local politicians and business leaders were pleading for people not to cancel their vacations to Colorado.

It took a palpable leap of faith for San Francisco Bay Area participants Karen and Ed Archer, Donna Jones with son Donald and friend Nicole, Jeanne and Lynn Kissel, Tony Wolleson and Danny Erceg to head for Colorado Springs at the end of June. They were not sure what to expect but were hoping for the best while preparing for the worst.

As luck would have it, firefighters caught a break on the days immediately before the start of the tour. Upon arrival in Colorado Springs, the air was smoky for a day or so. Some thin columns of smoke could be seen in the distance, and firefighters in uniform and displaced residents were initially seen in the hotel. But after a couple

of days, rain cleared the air, roads were reopened and life seemed to return to something closer to normal for those not directly impacted by the fire.

Running from July 1-6 (Sun-Fri), we enjoyed a series of delightful day tours. In quick summary: **Sunday** – Colorado Springs area including the El Pomar Carriage Museum and the Broadmoor Hotel (magnificent); **Monday** – the Air Force Academy Chapel and the Mining Museum; **Tuesday** – Royal Gorge; **Wednesday** – Cripple Creek; **Thursday** – Rambler Ranch (hundreds of cars, 1960s kitchen, old gas station) followed by a fun public display of our cars in the parking lot and dinner at Culver’s (home of the butter burger); **Friday** – Pikes Peak climb and banquet. In the following paragraphs, I note some of my personal impressions that remain after the tour.

I was surprised by the three or more parties that attended from Australia. Graham Porter (Brisbane, Queensland) with grandsons Grant and Jared, and Merv and Margaret Thompson (Waterford, Queensland) accepted the offer of the back seat of our touring car on separate days. Their company was a welcome way to learn some more about the lands down under. We discovered that Graham and I have a mutual friend in Brisbane, John Lewis, who is also a Kissel owner.

On another day national HCCA director Bill Balduff and wife Marilyn were our passengers. We were also fortunate to have John C. Meyer III (editor of the HCCA *Horseless Carriage Gazette*) and wife Pat ride with us one day. It was great fun to see John as he worked to chronicle the event through the lens of his camera. The day that John and Pat were our passengers, we encountered an unexpected phenomenon that has since come to be known as the *Purple Rain*.

In the weeks before our tour, I had dyed our faded cloth top black. After applying the dye with a paint brush, I wiped the top down with an acrylic leather finish that seemed to do a great job of sealing the top. I lifted some color from the top while applying the first coat of sealer, but got much less when I applied a second coat. I was quite pleased with the dramatic improvement in the car’s appearance.

Everything appeared right with the world in California where it doesn't rain in the summer, but Colorado was a different matter. We were caught in an afternoon thunderstorm while touring the Air Force Academy. As the top became saturated I began to notice that drips off the edges were a rich dark purple in color. In growing alarm it became evident that some of the dye was washing out of the fabric and dripping down around us. Jeanne and Pat were quite unhappy with me when the purple rain splattered onto their blouses.

Over the next several days, we were repeatedly caught in afternoon thunderstorms, but the intensity of the purple rain lessened with every washing. Is there a moral to this story? Yes, be sure to wash your top after you dye it!

Altitude was a constant challenge on this tour to both people and machinery. Our base in Colorado Springs at about 6,000 feet was already as high as our car had ever been. On our drive to Cripple Creek (one of my favorite stops on the tour), we needed to cross passes at 10,000 feet. The granddaddy of all altitude tests was the climb to the top of Pikes Peak (14,110 feet). I fiddled with the adjustments on multiple occasions during the week. Although the car seemed to lack power (as compared with her behavior at sea level), she ran all week and completed every task that was asked of her.

Many horseless carriages (maybe 20 by my estimate) made it to the top of Pikes Peak, but it was a challenge for the vehicles and drivers. Many cars needed to stop to replace boiled-off water. Multiple Ford Model Ts lost their low bands. I saw some cars turn back part way up the mountain.

I'm happy to report that our 1914 KisselKar made it to the top. I also saw Tony Wolleson with Danny Erceg in his 1915 Pierce-Arrow, and Ed Archer in his 1906 Locomobile arrive at the summit. You should have seen the grin on Ed's face when he jumped down from his car upon completing the climb. It was clearly evident that he was pleased with this accomplishment.

The summit of Pikes Peak was not only stressful on the horseless carriages. With just the smallest

of climbs while walking I would feel dizzy. I saw many from our tour with blue lips and pale faces. During our brief time at the summit, three individuals had to be air lifted off the mountain to a hospital because of problems brought on by the altitude.

One of the most poignant moments for me occurred during our lunch in Cripple Creek. Tony Wolleson, Danny Erceg and Ed Archer were dressed in outrageous western suits complete with period accessories, big hats and boots; they looked simply magnificent. After our lunch, Ed produced a ukulele and began to strike some chords. With a little encouragement from us, Ed began singing some wonderful country songs. Using my cell phone, I captured fragments of three of his ballads as videos. With Ed's permission I hope to play these at our next general meeting of the BAHCC. I was particularly touched by the emotional richness of the stories of people that unfolded as I listened to his songs. They transported me to another time and place.

All week our car was plagued by persistent fuel percolation problems. Our Stromberg G-2 carburetor has a glass-sided fuel bowl so it was easy to observe the problem. I took two videos of the boiling gasoline that I called "soft boil" and "hard boil." While it often made the car run rough, several times I needed to stop and rest the car for 15 minutes before I could go on. One evening I changed the (modern) fuel filter in the hotel parking lot and that helped some.

I took the opportunity to discuss the percolation issue with other owners and to read more about it on the AACA Forums from the hotel room in the evening. I tried adding diesel fuel and Marvel Mystery Oil to the gasoline in our tank. Eventually I added so much diesel that the car smoked from the tail pipe. The added diesel and oil seemed to have \*no\* effect on the boiling of the fuel.

Many owners experienced a variety of other issues. I know of one car where the tire locking ring popped off and got lost in the weeds by the side of the road; after a long search, the ring

was found high up on a hill far from the car. An Overland caught fire and some of the occupants were severely burned; from what I heard the car was very badly damaged, too. One of the Packards lost a rear wheel which resulted in extensive damage to the brakes, taking it out of the tour. I heard of cracks in radiators and I saw that Ed Archer had some issues with his radiator that he apparently resolved or at least mitigated to stay on the tour. At the summit of Pikes Peak, Ed's fuel line decided to split and he spent some uncomfortable time on his back under the car making field repairs. The wooden wheels on one car were so loose that the owner took the wheels off the car and soaked them overnight in plastic bags filled with water.

In spite of the variety of problems individuals experience on the tour, and the Waldo Canyon Wildfire that devastated the Colorado Springs area before our arrival, Jeanne and I had a fabulous time. Heartfelt thanks go to our Colorado hosts, who spent a year or more planning the tour, then a frantic last-minute scramble to save the tour after the fire. I'm glad that we made that leap of faith and participated in the HCCA 75<sup>th</sup> Anniversary Tour. It was simply marvelous!



Ed Archer and his 1906 Locomobile at the summit



Lynn and Jeanne Kissel and their 1914 KisselKar at the summit



At the tour banquet (left-to-right): Donna Jones; Ed and Karen Archer; Jeanne and Lynn Kissel; Tony Wolleson; Tony Erceg



Cowboy troubadour Ed Archer with his ukulele



Ed and Karen Archer next to their 1906 Locomobile at our Mining Museum stop

Lunch at Royal Gorge (left-to-right): Karen Archer, Danny Erceg, Ed Archer and Tony Wolleson



Tony Wolleson and Danny Erceg in his 1915 Pierce-Arrow in the magnificent Broadmoor Gardens

Lynn and Jeanne Kissel next to Annie, their 1914 KisselKar, in Cripple Creek



Some of the tour cars parked at Rambler Ranch





## Snoopy

By Esther

It's been a while since I heard any good gossip; I mean news, to write about. Mary Lou K. and I were invited to ride in Whitney and Diane Haist's Studebaker at the

Piedmont July 4<sup>th</sup> parade. I found out a few tidbits to pass on to you all.

We lined up as usual, but this year the ASPCA group was ahead of the cars. Naturally all the kids along the route wanted to pet the animals. Several of the cars over heated because of the slow pace.

John M. drove the Grand Marshall in a 1961 Lincoln continental. Bob Rosen also drove dignitaries in one of his cars. Don't know the year or make of his car. The parade was as before, except this year we were following the ASPCA group. Because Carolee's mom passed away last year (sorry) she was able to be at home this year, making sure that all the food was set out for us to enjoy. Let me tell you there was an overabundance of food. What a grand hostess Carolee is. I bet she collapsed after it was over as well as the rest of the crew. Walter and Ruth Stowell's boys did a terrific job taking care of the barbeque, cooking the hamburgers and hot dogs to a "T". The boys were decked out in big red white and blue top hats and attire, looking great! Lots of people proudly showed off the red, white and blue. Go America!

Thanks to the Morrison's, Sowell's, and all of the people that helped setting up and taking down the tables, chairs and decorating. It was a fun day. It was good to see Bill Hund and his gal Rosie in the little Ford. Come join us more often.

Tony Wollison said it was a really hot one at the Colorado National Tour, but the smoke from the big fire didn't reach the touring area. Hope someone is writing an article about the tour. Speaking of tours, John and Chris Crowell are going on quite an adventure. Their newly restored bright yellow 1925 Mercer will be driven for 10 days down the coast highway August 5<sup>th</sup> through August 15<sup>th</sup>. They start in Washington, ending in Pebble Beach. Chris is as Karen

Archer as she will be riding in a car with a small windshield and no top. Karen and Chris are really adventurous. For the Concours on August 19<sup>th</sup> the Mercer will be the featured car this year. Good luck guys, hope you win!

Walter Stowell was a "happy camper" after our slow drive in the Parade. Ever since being restored his Cadillac has been overheating. It has been very discouraging. The car is now sporting a brand new radiator. It made it through the parade cool as can be. Walter had it made by Walker Woolever's son Greg. His shop is in the Aptos Area if you are interested.

Dave and Pattie Pava sold their house in Walnut Creek and moved into a lovely home; (saw the pictures) in Shingle Springs. Pattie will have fun decorating and farmer Dave will be planting grapes. Do I see a "little ole wine maker" in the future??

Alice fell and cracked a rib, so her son Don moved her (kicking and screaming) into an assisted living home in Grass Valley near him. She has made a few friends that she enjoys talking to. She has also put on some weight. Good for you girl. For those that asked for her address, I'm sure she will really be overjoyed with any cards she receives. She's at: Serra View Manor, 389 Joershker Drive, Grass Valley, CA 95945.

We send our deepest sympathy to the Silveria family. Barbara put up a good fight battling lung cancer. Her smile will be greatly missed.

We have lost another member due to moving. Charles Ebers always wanted to live in the foot hills, so he sold his house in San Ramon and found a place in Twain hart. Naturally garages are never large enough for a car nut. He will be adding on to the garage up there. Good luck Charles. Come join us on some of the tours. Well, I must tell you that I just celebrated my 40<sup>th</sup> (plus 40) birthday. Bob and I joined the Bay Area Club in 1957 when we were a mere 25 years old. That was 55 years ago. Seems like just yesterday we were all touring with little kids in the backseat. Gads, where has all the time gone? Bob used to say "wouldn't it be a shame not to have met all the wonderful people in the HCCA". Ditto for me! We can all treasure the wonderful memories and people we have to remember.

## A Pearl of a Tour to Tomales Bay

Lynn Kissel

What are the odds of finding a pearl when you open an oyster? According to one source you will have to shuck about 12,000 oysters before you will be lucky enough to find a natural pearl. Yet we discovered a precious gem on our June tour.

On Sunday, June 24, 2012, Jeanne and I participated on a one-day tour that started at the home of Pam and Don Johnson in Petaluma and made a 100-mile loop out to the Pacific Coast and back. The tour was co-sponsored by the Johnsons and John and Linda Pearson, members of the Santa Rosa Region of the HCCA. The temperatures were moderate and the day was sunny with a few, scattered clouds and a steady cool breeze off of the ocean, absolutely perfect weather for a glorious horseless-carriage tour.

Five old cars and thirteen individuals participated on the tour this day.

Representing the Santa Rosa Region, John Pearson driving a 1909 Buick Model 17 Touring who brought along passengers Vicki Porter, Louie Lacabane and Donnie, a friend of John's. Gail Shaw arrived in his 1923 Ford Model T Touring. On the tour Vicki would move to share the ride in Gail's car.

From the Bay Area Horseless Carriage Club, Don and Pam Johnson drove their 1915 Ford Model T Touring, Lynn and Jeanne Kissel drove their 1914 KisselKar Touring, Don and Joyce Azevedo arrived in their 1931 Ford Model A Coupe, and Doug and Susan Durein followed the tour in a modern car. Several of the parties drove their cars to/from the tour.

Our entourage departed from the Johnson home about 10:30 A.M. and headed toward the coast, making the first stop at the Marin French Cheese Company. Next we motored on to Point Reyes Station where we stopped to wander the streets, do some light shopping and stand around the Pearsons' Buick and talk. The many Sunday tourists seemed to appreciate the opportunity to see our cars up close and many stopped to comment or ask questions.

We then traveled north along California Highway 1. This part of the drive took us along Tomales Bay, a 15-mile long narrow inlet of the Pacific Ocean that separates the Point Reyes Peninsula from the California mainland. The bay is actually formed from a submerged section of the San Andreas Fault as it makes its northwestern passage into the Pacific Ocean. Oyster farming is a major industry in the area and we witnessed many roadside restaurants advertising fresh oysters and filled with tourists that took great interest in our passing. We exchanged friendly waves and smiles with many people and this definitely put me in the mood for some oysters as I contemplated our approaching lunch stop.

Our tour took us to the town of Tomales for a delightful lunch at the William Tell House. I noted that several in our group ordered a delicious looking three-filet fish fry, while many others enjoyed a generous hamburger. To my delight I relished a plate

of raw oysters, some fried calamari and a draft beer. Now that was satisfying. Outside I could see a steady stream of passersby stopping to look at our old cars.

After lunch some members of our tour used alternate paths to return home, but the Johnsons, Azevedos and Kissels completed the planned tour back to Petaluma. It was about 4:30 P.M. before Jeanne and I returned our car to the trailer to start our drive home.

It was a glorious day for touring the Northern California Coast and a full one for us. Having set out from Livermore at 7:30 A.M., it was nearly twelve hours before we safely returned home. I thank the Johnsons and Pearsons for organizing this spectacular event for us and look forward to our next joint tour between the Santa Clara Region and the Bay Area Horseless Carriage Club.



Tour participants gather in the Johnsons' driveway for coffee and donuts.



Gail Shaw looks after the cooling of his Model T at our stop at the Marin French Cheese Company.



Our party gathered for lunch at the William Tell House in Tomales.





John and Linda Pearson's 1909 Buick Model 17 Touring.



Gail Shaw's 1923 Ford Model T Touring.



Lynn and Jeanne Kissel's 1914 KisselKar Model 40 Touring, being inspected by a couple of tourists outside the William Tell House.



Don and Joyce Azevedo's 1931 Ford Model A Coupe.



Don and Pam Johnson's 1915 Ford Model T Touring.



Jeanne Kissel leans against her 1914 KisselKar, behind the Johnsons' 1915 Model T and Gail Shaw's 1923 Model T parked in Tomales.

# 4th of July Parade and Tour- Piedmont CA

## and Barbeque at the Morrisons

Bright and early on the Fourth of July, as barbecues were being rolled into place and ice chests were being filled with soft drinks and beer throughout Piedmont, the faithful and patriotic horseless carriage contingency began to line up on Highland Avenue for the 11:00 parade start. The smell of coffee and donuts was in the air, camaraderie was abounding, the cars were decked out



Cadillac, Bill Cassidy's 1914 Ford, the Haists' 1915 Studebaker, and Bob Rosen's 1915 Cadillac Seven Passenger Touring.



in stars and stripes for the occasion, and the weather was perfect. While the Brommers were busy passing out the signs for the cars, Ruth Sowell came by and distributed little tour bags with information and goodies for the mini-tour that was to take place immediately after the parade.



Several BAHCC members arrived without horseless carriages to cheer on the rest of our group, take photos, or to hitch a back seat ride, so there was a good crowd in total in spite of the scheduling conflict with the National Tour in Colorado. They included the Cerruti and Lundquist families, George McCrumb, and Esther Sernach and Mary Lou King.

Unfortunately, our group this year was scheduled right behind a very slow moving entry by the SPCA, and they had with them an assortment of cats and dogs for adoption and a bunch of fliers to hand out to any and every parade watcher who showed an interest, most of whom were children. The result was that several of our cars overheated, so after the parade several of our drivers preferred to go straight to the Morrisons' house rather than go on the mini-tour.



died in the Oakland area. We also were able to see the gravesite of Charles



Cars present were the Azevedos' 1906 Reo, the Dureins' 1908 Reo, the Schwartzes' 1910 Buick Roadster, the Brommers' 1912 Ford Commercial Car, the Sowell's' 1913



The rest of us proceeded to nearby Mountain View Cemetery, where a very kind docent had agreed to provide our group a special tour of certain gravesites that she related to the theme of the Fourth of July. Among the ones we visited were some from a section of Civil War Veterans. These were graves of veterans who had moved to California after the Civil War and had later



Crocker of the "Big Four" Western Pacific Railroad entrepreneurs as well as the gravesite of Henry J. Kaiser, and we heard of the many ways their ventures had served to assist with U.S. war efforts.

After this brief but interesting tour, we all ventured back to the Morrises' back yard for the barbecue, which featured Jamie Sowell as barbecue master chef. And most all present had brought something to add to the hamburgers and hot dogs—dishes such as salads, desserts and hors d'oeuvres. No one went away hungry!

I want to extend special thanks to Bob Rosen for chauffeuring a Piedmont city councilman and family in the parade, to the Sowells for all their help with the barbecue and mini-tour, to Bill and Bill for inviting Joe Chmielewski to ride along, to the Haists for opening their back seat to Esther Sernach and Mary Lou King, to the Haists and the Lundquist family for their photography, and to George McCrumb for assisting with the A.V. system at the Mountain View Cemetery presentation. —John Morrison





# Nuts & Bolts

by Bill Brommer

Once again we had the privilege of viewing Mark Cerruti's collection of automobiles, as well as, his growing collection of automobile memorabilia. No matter how many times you go there you will discover something new. There are signs everywhere, including up between the rafters, as we found out. The main goal of the visit was to see if we could get Mark's Maxwell started. Mark had put all new wiring in the car and installed two freshly charged, 6 volt batteries in the car. Yes, two 6 volt batteries! It seems this car uses 12 volts for starting and switches to 6 volts for running. We filled the radiator with water, put a gallon of gas in the tank, and hit the starter. No luck. After checking out all systems it was found that the magneto had no spark. Unable to coax a spark out of the magneto it was decided that it would probably have to be rebuilt. So, no luck starting the Maxwell this time - back to the drawing board. But fear not, we had another problem to solve. Lynn Kissel arrived a little late. It seems that his Kissell had stalled several times on his way to Mark's. So Lynn borrowed some tools and removed the carburetor from the car and proceeded to take it apart on the bench. Seems as though the gasket he had made was a bit on the wide side causing the float to stick in either the open or closed positions. After a little trimming on the gasket, the carburetor was put back together, installed in the car and Lynn was on his way. By the way, we did find out that the Kissell car does have glass lenses under the wicker baskets! It seems that Lynn forgot to put them back after the Good Guys Show.



# TAKE ME OUT TO THE BALLGAME



**THAT WAS DIANE'S REQUEST FOR HER BIRTHDAY ON JUNE SECOND. IT HAPPENED TO BE "TURN BACK THE CENTURY DAY" AT THE GIANTS STADIUM AND WE DELIVERED THE ANNOUNCER TO HOME PLATE IN OUR STUDEBAKER. NOW THAT'S A BIRTHDAY NOT TO BE FORGOTTEN!  
WHITNEY HAIST**



We were saddened to hear of the recent passing of Barbara Silveira. Our condolences go out to the family.

Here Barbara is seen last year July 2011 in the 4th of July Parade in Piedmont riding with JW .

We will miss you Barbara.

# Near Sightedness or How to Enjoy a Lifetime With Your Toolbox.....

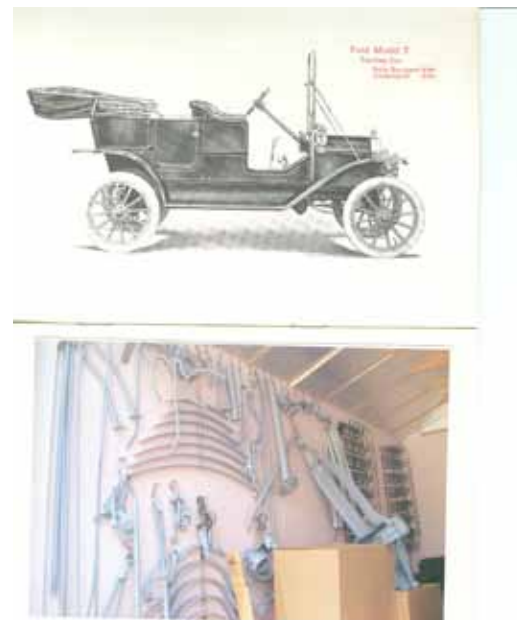
(In the beginning -our 1911 Model T Touring – Bill & Kaaren Brommer)

Everyone knows that to participate in any automobile restoration – first and foremost one must have true vision. Proof of our commitment is evident by the “before and after” photos. Other requisites on the list would be: good hand-eye coordination, native intelligence, a cool head, a keen eye, persistence in acquiring hen’s teeth and rare metal gears, a relatively clear space (in the beginning) to stack the stuff ( sorry, car parts), a passing knowledge of “how a car runs”, enthusiasm and lots and lots of hours to tinker --- that is, bring everything together in one place for research and road testing.

It never ceases to amaze me as to the full scope of what one must become familiar with to truly immerse oneself in a full antique car ground-up restoration. The authentication of parts alone takes a master researcher – if that’s your desire.

Then there’s primers and paints, fuels, gears, pins, chains, glass polishing, beveling and installation, upholstery (oh please, no sagging top), sanding, polishing, tires and tender tubes, wooden parts carved, laminated, bent, cut, sanded, reinforced and the never ending metal work of casting, drilling, forming, stretching and/or shrinking, turning and/or grinding, welding, soldering and always- always fitting !! (Personally, my favorite part is what to do with the “left over” parts. Oh dear.

Yes, it should be with great pride that an owner can take credit for a marvelous job well done – when the bright and shiny car stands finished and ready for the road and public admiration. That’s true vision.



# August Nuts and Bolts

On Saturday, August 4<sup>th</sup> @ 9:30 AM we are going to visit the Johnson's garage in Petaluma. The address is 1818 Maiden Lane, Petaluma; home phone, 707-782-0229. The plan is to remove and replace the radiator on Don's Model T Speedster. Around noon the Johnson's will host a Bar-B-Q lunch for all. SEE DRIVING DIRECTIONS BELOW

## Talk and Sew

Not interested in working on the Model T or talking about cars? Join Pam in the house to work on the Comfort Doll Project for victims of abuse. We'll be making 6" cloth dolls (easy) and catching up with each other while sewing. Not much of a sewer? Encourage the rest of us while we sew. Coffee and tea in the morning and, of course, lunch before heading home.

If you have any of the following items for your own use and/or to share it would be appreciated:

7"- 8" embroidery hoops

Light/medium weight fabric (plain, small floral, small prints)

Stuffing

Embroidery thread

Beads, buttons, small embellishments

Narrow lace (lace hem binding works well), narrow ribbons

Scissors

If you have any questions talk to Pam at the August 1<sup>st</sup> meeting or call her at 707-782-0229

RSVP: [dearlj@sbcglobal.net](mailto:dearlj@sbcglobal.net) or 707-782-0229

### Driving directions to 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 Dr. Then turn left onto Maiden Ln. 1818 is on your right.



***JULY AND AUGUST BIRTHDAYS***



<b>ZILLMER</b>	Bruce	7/10
<b>HIRONIMUS</b>	Judy	7/12
<b>SHELDON</b>	Wayne	7/12
<b>SERNACH</b>	Esther	7/14
<b>HUND</b>	Bill	7/23
<b>O'NEILL</b>	John	7/24
<b>SHERMAN</b>	Fran	7/24
<b>JASPER</b>	Lisa	8/1
<b>BOYDEN</b>	Jim	8/7
<b>CASSIDAY</b>	Bill	8/8
<b>REAK</b>	Ron	8/13
<b>SOWELL</b>	Walter	8/18
<b>KING</b>	Mary Lou	8/20
<b>RIGGS</b>	Jane	8/20
<b>JOHNSON</b>	Don	8/20
<b>BROMMER</b>	Bill	8/24
<b>RYAN</b>	Jim	8/28

***JULY AND AUGUST ANNIVERSARIES***



<b>KOPMAN</b>	Erika	Ben	July 14, 2007
<b>SILVERA</b>	Dick	Jackie	July 25, 1981
<b>RYAN</b>	Matt	Patricia	July 29, 1988
<b>SOWELL</b>	Walter	Ruth	Aug. 2, 1980
<b>DUREIN</b>	Doug	Susan	Aug. 8, 1964
<b>GURNEE</b>	"Sam"	Anne	Aug. 17, 1958
<b>PRATT</b>	Fred	Scheryn	Aug. 26, 1967

***WANTED:***

K and R Wilke at [bounder94@hotmail.com](mailto:bounder94@hotmail.com) is looking for a timing chain for an 8 cyl Lycoming engine. The chain measures 24 1/2 long. 1 1/4 wide, 49 pins or links. Egge shows this as part number TC424. Their's is on back order.

Kermit Wilke



# ***BAHCC ACTIVITY CALENDAR***

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
Sep. 5	General Meeting	Piedmont
Sep. 8	Nuts and Bolts (Resilvering Part 2) [	Bill Brommer, Castro Valley
Sep. 9	<i>Antique Autos in History Park</i>	John Morrison, San Jose
Oct. 3	General Meeting	Piedmont
Oct. 6	Nuts and Bolts Seminar	Fred Byl, Oakland
Oct. 9-13	39th Old California Tour (hosted by the Santa Cruz Regional Group - 831-423-7877	Walker Woolever, Greenfield
Oct. 10-13	AACA Eastern Regional Fall Meet (Hershey Swap Meet)	Hershey, PA
Nov. 7	Potluck, Auction & General Meeting	Piedmont
Nov. 14	Joint Board Meeting (one week earlier than normal due to date of Thanksgiving)	San Ramon
Dec. 8	Holiday Party & Dinner/Dance	Piedmont

## ***MEMBERS MOVING AND NEW ADDRESS:***

DAVID AND PATRICIA PAVA have moved to Shingle Springs  
4801 Jubilee Trail  
Shingle Springs, CA 95682

Their email and cell phone numbers remain the same.

\*\*\*\*\*

Charles Ebers - also moving to Twain Hart  
Look for new address when available



## 1909 Graduation Dollar Dresses



According to a 1910 *New York Times* article, "dollar dresses" were a project of Washington Irving High School, New York. Too many girls were spending a fortune (i.e., between \$10 and \$75) on commencement dresses. The school disapproved and the dressmaking department issued a challenge — girls should make their own

commencement dresses for \$1 or less. The *N.Y. Times* heartily approved, and insisted that "More than 1,000 persons saw the girls graduate, but not one person was found who was able to pick out one of the twenty-seven girls whose dress had been made complete for less than \$1."

# Bay Area Horseless Carriage Club

## Minutes of General Meeting

Wednesday, June 6, 2012

President Kissel called the meeting to order at 7:32 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 May General Meeting were approved.

**Guests:** No Guests.

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

**President's Report:** President Kissel attended the "GoodGuys" car show in Pleasanton and reported that the large crowd enjoyed great weather. Lynn said there were lots of interesting cars including 4 "horseless carriages," 50% of which were "Kissels!"

**Vice Presidential Report:** VP Fred Byl reported that he is providing the evening's dessert, which he collected on the way to the meeting, on his motorcycle. The dessert he had purchased earlier was eaten by raccoons!

**Treasurer's Report:** Treasurer David Pava reviewed the club's financial numbers. Nothing new to report, fiscally speaking. . . . David announced that he and

Patricia have sold their home in Walnut Creek and have purchased a new home in Shingle Springs. David gave a brief description of the property, which is on 5 acres and includes a 5-car garage! (*House w/ living area assumed, but not mentioned.*) David will plant a portion of the property in grapes and make wine. David said he has been a member of the BAHCC since 1975, with many of those years serving as Treasurer. David said he will leave his post as Treasurer, but will not be leaving the club. He and Charles Ebers, who also recently fled the foothills, are planning a car tour for next year. President Kissel and the members thanked David for his long service to the club.

**Tours & Authenticity:** Don Azevedo reported on the joint Spring Tour with the Nickel-Era Club. Don said the tour was fantastic and ran through a long list of great cars that were on the tour, not often seen. The list included a Duesenberg, 4-Pierce Arrows, a couple of Cadillacs, a Durant, an Overland and others. In addition to the cars and the touring, Don recapped a visit to Lazze's sheet metal shop, watching old-time movies at a silent movie museum in Niles and a tour of the Blackhawk Museum. Don added that each driver received a personalized chauffeur's badge.

Fred Byl, who attended the tour, recounted that he was driving behind Tony Wollesen and got "lost magnificently." Fred added that Patterson Pass road is a "great drive."

Ed Archer announced a car tour in Petaluma, on June 24<sup>th</sup>. The tour is being organized by Don Johnson and will be held jointly with the Santa Rosa Regional Group. The tour will commence at the Johnson Residence, then head to Tomales Bay for lunch. Don Azevedo suggested organizing a "convoy" from the East Bay to Petaluma.

John Morrison said he has 10 cars signed up for the Piedmont 4<sup>th</sup> of July Parade. After the parade, a short car tour will visit some homes designed by fabled architect, Julia Morgan.

Ed Archer reviewed plans for the HCCA National Car Tour, being held in Colorado at the beginning of July.

Doug Durein announced plans for the "Delta Tour," tentatively scheduled for June 22<sup>nd</sup> in Oakley. Hosts, Steve & Diane Hoffman, will lead the tour in their 1912 Buick.

More information to follow via email blast.

Ed Archer mentioned the SCVMTFC Lowland Car Tour this Sunday, in San Jose.

Lynn Kissel reminded members of an upcoming car tour on August 7<sup>th</sup> in Burlingame. The tour will mark the 100th anniversary of the dedication of the California State Highway System.

**Membership and Nuts & Bolts:** Bill Brommer announced plans for this Saturday's Nuts & Bolts. The event will be held at the Cerruti Garage in Danville. Mark will once again attempt to start his 1916 Maxwell.

**Gazette Report:** Muriel Lundquist thanked members for their submissions.

Muriel urge members to submit future correspondence as early as possible.

**Sunshine:** Doug Durein had nothing to report.

**Communications:** George McCrumb reported on the recent opening of the Lemay Car Museum in Tacoma, Washington. George added that is the world's largest automobile museum with over 3000 cars!

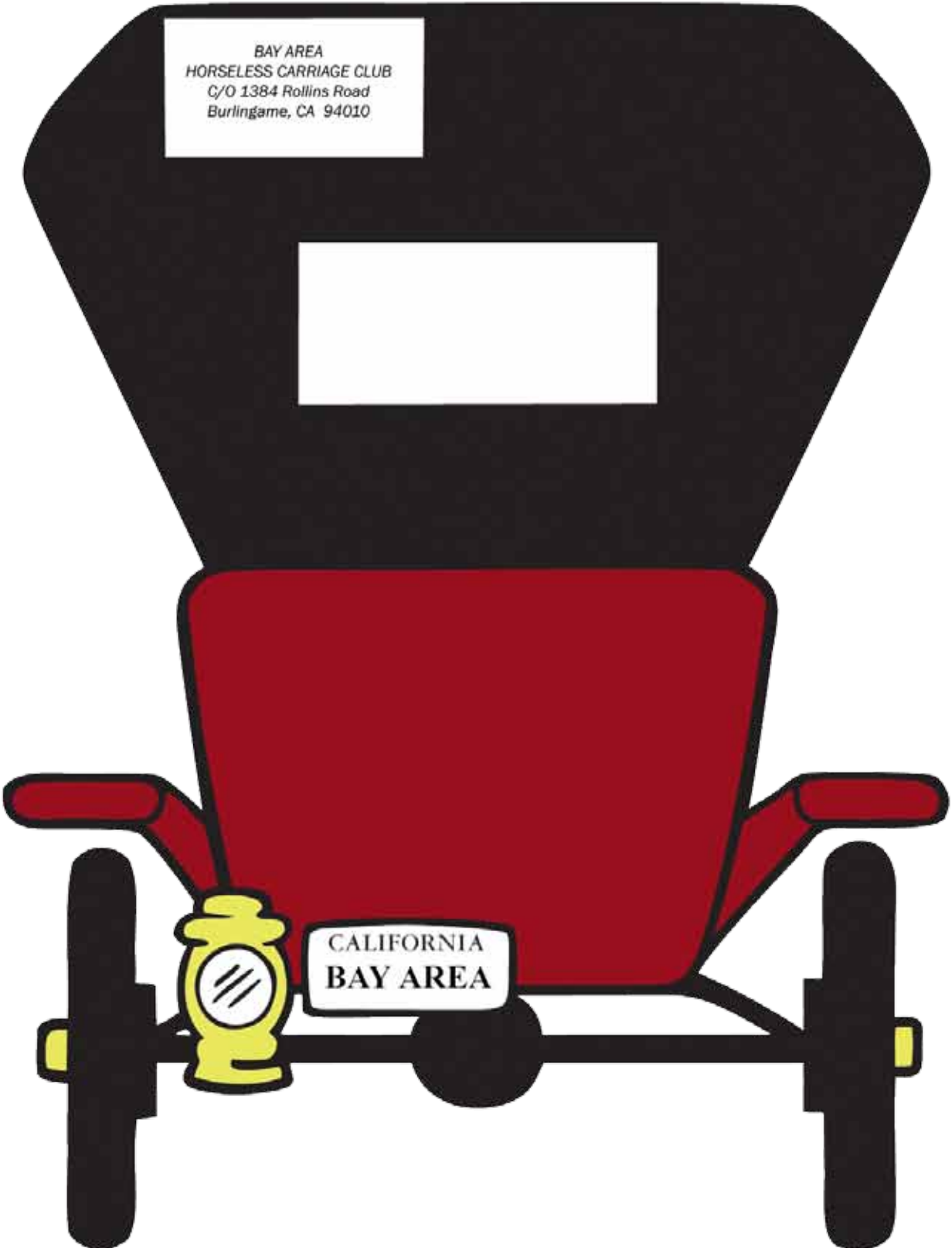
**Show & Tell:** Lynn Kissel had work done on the wheels of one of his cars by "Team III Wheels" of San Leandro and rated it as a good experience. - - - Whitney Haist, accompanied by birthday-girl Diane, attended the SF Giants vs Cubs "Turn Back The Century Game" on June 2<sup>nd</sup>. Players wore old-timey uniforms and pre-game festivities included Whitney & Diane taking a lap around the field in their 1915 Studebaker. - - - Doug Durein displayed his latest acquisition, an antique mouse-trap made in France about 100 years ago. In keeping with true French style, a mouse falling prey to the trap, met a gruesome end. - - - Don Azevedo shared an old set of babbiting tools - - - Mark Cerruti brought in an old Maxwell Service sign that had been painted over years ago. Tony Wollesen recommended 2000-grit sandpaper to remove the old over-painting. - - - Ed Archer recapped his participation in the "Sonoma Historic Races" the previous weekend. Ed said he received an award for "Excellence in Presentation" for bringing his 1915 Ford Speedster on the back of his 1924 Chevrolet Truck. And of course, he finished the race. - - - Lynn Kissel asked if any members have had carburetor problems due to the increase of ethanol in today's gasoline. Many members responded.

President Kissel declared the meeting adjourned. The meeting closed at 8:52 p.m.

Respectfully submitted,

Mark Cerruti, Secretary

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



CALIFORNIA  
BAY AREA