



*Gaslight  
Gazette*

CALIFORNIA  
OCTOBER 2012



*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:**

As our touring season is coming to an end it is great to see the enthusiasm of our board in beginning to plan for next year. Make sure that you are a part of the planning by letting the board know your ideas and volunteering to help with some of the activities. New chair people are needed to share in some of the work that has been carried on by others this year. Be sure and let the board know that YOU want to help. Fred Byl is planning a different type of Nuts and Bolts Saturday gathering. Let's all get out and gather on the 6th of October at his home at 9:30. This will be an event for the whole family. Our Pot Luck is next month and we will have a 2nd auction that evening so start collecting car items to contribute or bake or sew something to auction.. Deadline for the November/December issue is October 25th this time so please have everything to the Editor by that date. It will be the last issue of the year as the editor will not be available to publish a December Gazette.



## Potluck, Election and Auction? Oh, My!

Remember that our semi-annual potluck, to be held at our November 7 meeting, is coming up soon. Our potlucks have been great fun and a different way to interact with your fellow members. Many of us bring more or less extravagant place settings and decorations, tasty items to share, and sometimes adult refreshments. But the most important thing to bring to our November potluck is **yourself**, to socialize over food and enjoy a sense of shared community with friends.

At the November meeting we will also elect new members to our board whose three-year terms will start in 2013. Serving on the board takes time and effort, but having dedicated club members on the board is critical for the smooth operation of our organization. Serving on the board is also rewarding in many ways. It results in closer and more personal interactions with other members on issues that make the wheels of our club go 'round. In education it is said that to truly learn a subject you need to teach it. For me, I've developed a deeper understanding and greater respect for the Bay Area Horseless Carriage through serving on the board and as your president.

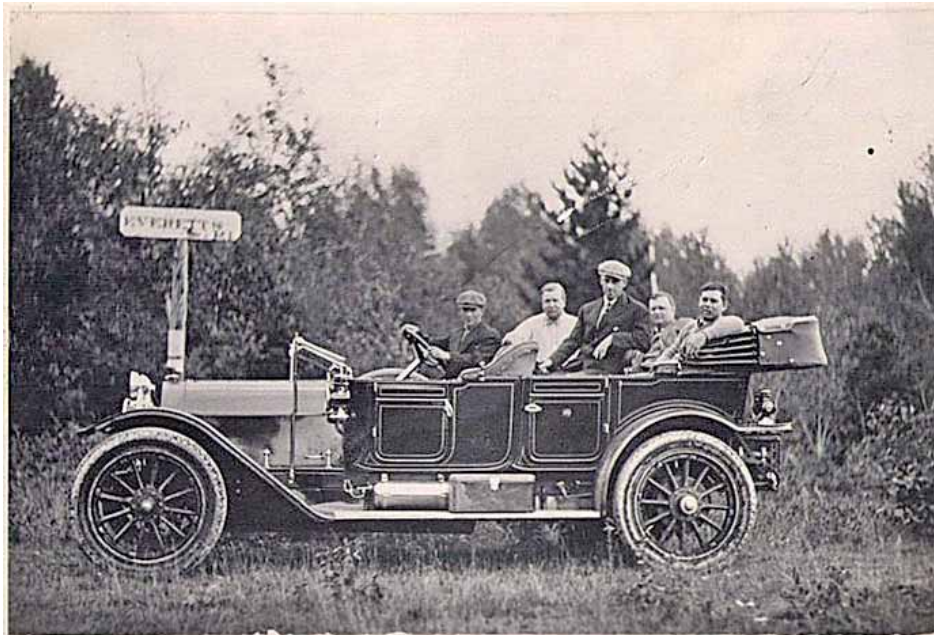
To make the November meeting even more exciting, we plan to have an auction. Many of us had so much fun during the auction at our potluck last April that we'd like to repeat it. Besides being exciting, our auctions have become an increasingly important source of revenue for the club. Why don't you start now to set aside items to donate? That item that is just taking up space and collecting dust in your home or shop might be of great value to someone else.

Does it sometimes seem to you that things are always in a constant state of flux? Things are always changing, and not always for the better? I suspect that this is part of my fascination with old cars as they allow me to romanticize of simpler times, even if that may not be completely true.

You may have heard that Jeanne and I purchased a home outside of Sacramento and that we will be leaving the San Francisco Bay Area November 1. Although Jeanne and I have been talking about moving even before retiring several years ago, this change seems to have come upon us quite suddenly.

Of the several car clubs to which we belong, we seem to have the most enjoyment touring with friends in our horseless carriage. I'm not sure what lasting impact we have had on the horseless carriage club, but I can assure you that the club has had a lasting impact on us!

Your president,  
Lynn Kissel



1911 KisselKar 6-cylinder 7-passenger touring near Everetts Point on the Eagle River in northern Wisconsin.

## SUNDAY AT THE PARK



It was just like a step back in history for those who attended the Antique Autos gathering in San Jose's Kelley Park on the 9th. This year the feature was aimed at 1 & 2 Cylinder Cars and Bill Brommer gave a short talk to illustrate what driving would have been like in the early 1900's. Eight wonderful owners shared their very special cars – 1907 Cadillac (Fred Bausch), 1908 Cadillac (Bill & Kaaren Brommer), 1906 Krotz (Karl Chulick), 1909 Reo (Ken & Mary Ann Ryan), 190? Buick (Norm & Adria Schwartz), 1911 Maxwell (Don

& Lillian Ritchey), 1906 Reo (Alex & Don Azevedo) and 1906 Cadillac (Tony Manoff). Our thanks to everyone. As usual there was something for everyone at this free event. A live Dixieland band, children's activities, antique collectibles, handcraft demonstrations, vintage fire equipment, every make and model of transportation – T's and A's and classics too. And, if you were of a mind to see a little action – you could take a ride on the trolley – out and about the park's borders. Those



interested in period architecture toured the beautiful buildings, watched the blacksmith at his anvil or shared an ice cream cone on this balmy summer day. A perfect ending to the day's events was the challenge of putting together a Model T – yes, Don Azevedo and his capable crew, once again played beat the clock - as a team effort - assembling his car in record time and driving away to the enthusiastic cheers of the crowd. Hurrah !



## *Nuts and Bolts*

### *Saturday, October 6, 2012*

You don't want to miss this... Fred Byl is planning something different for our next Nuts & Bolts event, a mini tour! Wives, friends, kids, grandkids are encouraged to attend as this will be a really fun and exciting event!

We will meet at the home of Nancy and Fred for a light breakfast on **Saturday, October 6, 2012**, at 9:30 A.M. They live at 12961 Skyline Blvd., Oakland, CA 94619; their telephone number is 510-531-9181, email 'fredmbyl@yahoo.com'. There is plenty of parking for trailers.

After some socializing we will tour to the Fall Meet of the Golden Gate Live Steamers. We are expected and showing of our cars is billed (pun intended) as part of the event. These enthusiasts operate a large-scale miniature railroad at Tilden Park in the hills above Berkeley. They are also anxious to show us their beautiful live-steam engines. We will have access to the steaming area and I expect that there may be opportunities for free rides around their extensive system. (We've visited the Golden Gate Live Steamers in the past and had a fun time. Like our club, they are interested in fine craftsmanship in machinery. You can visit their website at <http://www.goldengatelivesteamers.org/> for more information and pictures of some of their engines.)



Bring your own picnic lunch or obtain one at the site of the Fall Meet as there will be vendors and food available for purchase.

Sometime after lunch we will tour back to the Byl's or you can separately make your way home.

The Byl's are hoping to see you in early October. Why don't you send them a note or give them a call to let them know that you will be attending. I'm sure that it will help them with their planning.

The ***SEPTEMBER NUTS AND BOLTS*** was held at the Brommers shop. It was a small group this time learning about and finishing up resilvering projects. Gary Borges attended with Bill and Michael Brommer and Karen Archer brought by one of Ed's mirrors to be resilvered.

## ***NOVEMBER POTLUCK AND AUCTION***

*Look for details of the November Potluck and Auction in our next Gazette. Start getting together those treasures that you will be bringing to the auction. The proceeds help our club, but the event is always a fun chance to see what might be auctioned off this time by other members. Bring a friend - maybe they will be interested in joining the club.*

# *My 1911 Mitchell*

*by Mike Lawrence*



In roughly 1958 my grandfather, Marvin Olson, purchased the 1911 Mitchell out of Bakersfield. The car was taken home on a trailer in a complete mess. Over the next few years Marvin restored the car to its former glory. He constructed the all-wood body, painted it, and made the car mechanically sound all on his own.



By the early 1960's he was touring with his family. Marvin was a member of the Santa Cruz Regional Group, as well as the Santa Clara Regional Group. He toured the car on many regional and national tours. It seems that the Santa Clara "Blossom Tour" was one of his favorites.

In the early 1990's Marvin passed the car down to his daughter and her husband, Nancy and Phil Lawrence. They spent many years touring with the car. I remember tours up to Santa Rosa and the Santa Clara Valley Lowland tour to Carmel. We also drove on many Bay Area HCC tours. It was on the Bay Area HCC Green Brass Tour in the late 1990's when it had a catastrophic rear end failure.



While still in high school taking automotive classes I decided to take the rear end apart to see what exactly had failed. Upon removal of the inspection cover, I found a crack on the rear end housing that had previously been repaired. The ring and pinion gear had separated and damaged one another. These parts had all been repaired once before when Marvin still owned the car. At that point I knew which parts needed to be replaced. After many hours of online research I found a group of Mitchell owners and enthusiasts who were able to point me the right direction for replacement parts. Several email and photos later, I had found what I needed in Phoenix, Arizona. In 2008 I hitched a ride from a relative heading back to Arizona. After driving 12 hours straight, I caught a few hours sleep, rented a U-Haul, and loaded up the 1911 Mitchell Roadster chassis and Mitchell Touring rear axle housing I purchased from Stan Block. Stan had these extras from completing his Mitchell Touring restoration. By the time I arrived home it was only 36 hours from when I left.

It wasn't until 2010 that I was able to locate the much-needed ring and pinion gear from fellow Mitchell owner in the Bay Area group and that really got the ball rolling. From there, working at an aerospace machine shop, I was able to make the bearing races needed for the third member. After refinishing the rear axle, pouring the babbit bearings, and machining the bearing races the ring and pinion gear were mounted and shimmed. The brakes had to be relined and the carburetor

needed a thorough cleaning. That next week was crunch time. I put it all back together just in time for the Bay Area HHC 4<sup>th</sup> of July Parade in 2010. Fellow member, Charles Ebers, was kind enough to show us the back roads seeing as we didn't yet own a trailer to get from Hayward to Piedmont. That was quite the adventure through the Oakland Hills. When we pulled into the parade route, the freshly lined brake shoes were smoking from all the hills.

Before the repairs I had never driven the car and its last tour on the road was in the late 1990's. The day I got it running Renee and I spent the afternoon driving the hills of Hayward. The car kept stalling out over and over while climbing hills and I was wracking my brain trying to figure out what I was doing wrong. After a tug from a friend up a hill we made it back to the garage. Upon further investigation I found out what was wrong. The car is equipped with an accessory lever that allows air into the intake manifold (why it's there I have NO clue!) but it sure made for an interesting time learning to drive the car. Thank goodness for friends and towropes!

Since it's debut with it's 3<sup>rd</sup> generation owner, the Mitchell has been on two Pumpkin Tours and 4<sup>th</sup> of July Parades in 2010 and 2011. I was able to take the car to a very special family gathering. My great aunt turned 100 in June of 2011 as did the car. I took my 100-year-old aunt for a ride to the Santa Cruz Boardwalk in a 100-year-old car! It was quite the event! The car was also used in our wedding in June 2011.

I would like to say a special thank you to my fellow Bay Area Club members for your endless support and assistance getting this car back out onto the road. It has been a real joy to have the car running again and we look forward to many future tours.



Renee and Mike at 4th of July Parade



Renee and Mike on their Wedding Day



Renee and Mike

### **Getting Old Are YOU?**

I very quietly confided to my best friend that I was having an affair. She turned to me and asked, "Are you having it catered"? And that, my friend, is the definition of "OLD"!

Reporters interviewing a 104-year old woman: "And what do you think is the best thing about being 104?" the reporter asked. She simply replied, "No peer pressure."

## **Chadwick # 141** **by Doug Marin**

In the late 1970's Mike Roberts was a close friend of Bill Harrah, and while Harrah didn't have a Chadwick car, Mike helped me find out that there were some Chadwick parts in the collection. When Mr. Harrah passed away it became obvious that the collection and all the parts would be sold off. I kept corresponding with the collection and finally received a letter that stated the Chadwick parts were for sale. After a quick trip to Reno, I decided to purchase the parts. I really didn't know what I would do with them but I felt as though it was a once in a lifetime opportunity.

I had received many responses to my want ads, and several were from another enthusiast, Gary, in Pennsylvania. He called me up one day and told me that while at a swap meet he had a conversation with a vendor. The vendor had told him that rumor had it that upstairs in the Chadwick family homestead there was a box full of the factory original blue prints. I contacted Chadwick's son, Herb, and was able to borrow and copy the full set of original blueprints. The drawings provided all the information I needed for the parts I didn't have.

My brother Curt, Roland Zilmer, and I got together. Roland needed a radiator for his Pierce, Curt needed one for his Lozier, and I needed one for the Chadwick. We made new cores as a group. Long story short, after about 500 hours, I had a finished radiator.

I knew nothing about making patterns for castings. Our pump business had connections with foundries, I spent a great deal of time with pattern makers and read several books on the subject of making castings. I started out making simple patterns for easily cast parts. As time went on I learned how to make more difficult parts. Most time spent on the car was during break time or lunch time at work. Things progressed slowly but eventually I mocked up the chassis with a cardboard body complete with a cardboard gas tank. With a lot of imagination one could see a car at the end. There were many many days when only youthful ignorance kept me going!

I cast new wheel hubs and brake drums so that the wood could be made. I was able to find a shop that was reproducing the 27" Firestone rims, fellow bands, and wheel clamps. After a long time the rims and associated parts finally arrived. I had the Vintage Wheel Shop make up wood portions of the wheels.

Betts Spring Company in San Leandro reproduced the leaf springs. As usual, even though I replicated the blue prints, the springs needed to go back and get re-arched. All of the missing suspension parts had to be made, that took a long time. After about 6 years total my reward was that my cardboard mock up was now a roller! Still a long way to go but it looked a little more like a car.

In the late 1980's I was able to assemble the transmission. It had all new gears, shafts, and bearings. I set it up in the back room of the our shop and powered it with an electric motor, ran it everyday for about weeks and weeks. It was pretty noisy when I first started, but by the end all gears worked properly and it was much quieter.

Mounted in the chassis, it was really starting to look like a car. Curt and I started working on the engine in the early 1990's. It needed a complete rebuild. All rotating and mechanical parts were inspected and refurbished as needed. The finished engine has new rods, pistons, rings, valves, lifters, all bearings, etc.

The engine was fully assembled in early 1996. It had been 16 years since I had purchased the parts from Harrah's and finally it was time to see if it would run. The chassis was up on wheels with most all of the other mechanical parts attached. I bolted a temporary wood firewall to hold the ignition coil assy. A 2 gallon gas tank off a rototiller was strapped to the firewall so that the gas would be gravity feed. Everything was checked again, oil and water filled, it was ready to go! We even had a fire extinguisher ready, just in case.....

While the engine turned, it wasn't easy. New rings that didn't want to slide, new bearings that were on the tight side, and 714 cubic inches that really didn't want to move. I started cranking. The owner's manual said "never crank the engine with the ignition turned on." Being a total unknown I would pull the crank 6 or 7 times, then switch the ignition on, move the spark lever until the coil would buzz. Finally we heard the faintest sparkplug fire.....Several more attempts and then it started. It ran for about 15 seconds, we tried to adjust the choke but leaned it out too much. More cranking, the goal was to run it for about 10 to 15 minutes, get it good and hot, and then let everything cool. It started again, this time it stayed running. I quickly discovered that the coil was wired incorrectly, while it did run the ignition, it was also electrifying the whole chassis with full spark plug voltage! You couldn't touch the car.

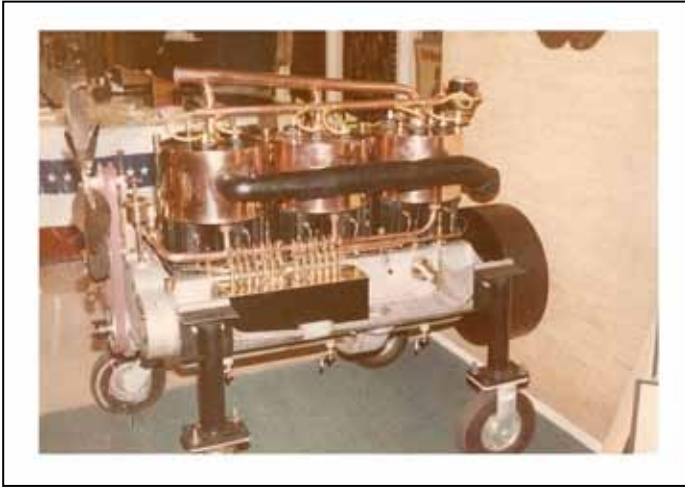
The next few months were spent making things a little more permanent. I finally figured out how the coil should be wired. Then the balky magneto was replaced with another one, the second being much more reliable.

It took me a couple more years to complete the list of all missing chassis components (pedals, linkage, gas tank, chain cases, etc.) Finally, in 2003 the chassis was complete enough to go for a ride. It was a real thrill to sit on my temporary seat and let the clutch out the first time. The car moved under its own power. The celebration was short as now it needed a body, and all the other sheet metal pieces.

I started on the body. I have never worked sheet metal before, so just like the pattern making process I read books and talked to some guys who had done similar projects. I tackled the seats first, I ended up making a total of 6 seats. The first four were discarded but each time something new was learned. Finally the seats were finished and I started on the body. There is a large bulge on one side of the hood and it took a long time to make the shape just right. After riveting all the small brackets and braces it was done. What a difference in the appearance.

Last year my wife Carol was sick and tired of "the project". She urged me to enter it in the Orinda Car Show. There were many small details that had to be worked out but it was time to stop procrastinating and get the car running. We intended to drive the car home a week before the show but the clutch slipped so badly that it wouldn't pull a hill. After readjusting the clutch the car was all set. We towed it to the show, enjoyed a great day, and participated in the short tour afterwards. The car performed just as it should. After that day it became our car, no longer my project, and we're looking forward to when it is completely finished.





1980 HCCA National Convention, Emeryville, Ca.



2011, almost complete



Late 1980's early 1990's, next to Ron Tierney's 1915 Locomobile 38.



Orinda Car Show, 2011



1990'



Radiator, 1982

# BAHCC ACTIVITY CALENDAR

|                    |  |  |
|--------------------|--|--|
| Oct. 3             | Board Meeting starting at 5:00 pm  | Fred Byl                                       |
| Oct. 3             | General Meeting (socializing at 7:00 pm, meeting at 7:30 pm)   | Piedmont Community Center                      |
| Oct. 6             | Nuts and Bolts Tour (Meet at Byl's residence at 9:30 am; tour to Golden Gate Live Steamers Fall Meet to show them our cars and inspect their steam engines.) | 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                                    |
| <del>Oct. 24</del> | <del>Pumpkin Tour [cancelled 09/19/12]</del>   | <del>Doug Durein, Sacramento River-Delta</del> |
| Nov. 7             | Potluck, Auction & General Meeting (setup at 6:30 pm, dining at 7:00 pm)   | Piedmont Community Center                      |
| Nov. 14            | Joint Board Meeting (one week earlier than normal due to date of Thanksgiving)   | San Ramon                                      |
| Dec. 8             | Holiday Party & Dinner/Dance (cocktails at 6:30 pm, dinner at 7:30 pm)   | Piedmont Community Center                      |

## OCTOBER BIRTHDAYS

|                 |           |       |          |
|-----------------|-----------|-------|----------|
| <b>CROWELL</b>  | Henrietta | 10/01 | 10/01/44 |
| <b>BYL</b>      | Fred      | 10/3  | 10/3     |
| <b>LAGORIO</b>  | James     | 10/6  | 10/6     |
| <b>HOLTHAUS</b> | Barbara   | 10/07 | 10/7/32  |
| <b>CROWELL</b>  | Wes       | 10/11 | 10/11/46 |
| <b>SILVEIRA</b> | J W       | 10/17 | 10/17    |
| <b>SOWELL</b>   | Ruth      | 10/21 | 10/21/58 |
| <b>NELSON</b>   | Bill      | 10/21 | 10/21/24 |
| <b>GREEN</b>    | Ellen     | 10/23 | 10/23    |
| <b>CALDEIRA</b> | Kay       | 10/28 | 10/28/40 |

## NO OCTOBER ANNIVERSARIES REPORTED



### ADDRESS CHANGE:

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# Bay Area Horseless Carriage Club

## Minutes of General Meeting

Wednesday, September 5, 2012

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

President Kissel called the meeting to order at 7:35 p.m.

Minutes from the August General Meeting were approved.

**Guests:** Donna Jones introduced her friend Rusty, visiting from Central Point.

Lynn Kissel pointed out the TV monitor in the room, which was running a slide show of the Colorado Spring Tour, the 100-year celebration of California Highways System tour and pictures of his new shop.

**Board Chair Report:** Whitney Haist reported that as an experiment, the October Board Meeting has been moved to October 5<sup>th</sup>, and will start much earlier than usual, at 5 o'clock. The meeting will be held at the Piedmont community Center and will precede the General Meeting. As usual, the General Membership is welcome to attend. Ed Archer remarked that he thinks the move is a mistake. He added that people are still working at that hour and the decision makes a Board Position less attractive. Lynn Kissel confessed that any decision will have consequences and added that the meeting is a one-time experiment. John Morrison informed members that there will likely be additional charges for the Community Center rental and then offered his Guesthouse for future meetings.

**President's Report:** President Kissel reminded members that there will be an auction following the November 7<sup>th</sup> General Meeting. Lynn remarked that the April auction was such a success, the Board decided to add a second auction.

Lynn announced that he and his wife Jeanne have purchased a home in the Sacramento area and will be moving in November. The property includes a large shop and a 5-car garage.

**Vice Presidential Report:** VP Fred Byl reported that Eric Lundquist is recovering nicely after some minor surgery. Gazette Editor, Muriel Lundquist, will be out for a while as she is scheduled to undergo a minor medical procedure.

Fred announced that he is hosting Nuts & Bolts on October 6<sup>th</sup>. Fred is considering turning the event into a joint mini-car tour that will visit live steam locomotives in Tilden Park. The day will begin at Fred's place in Oakland, where Fred will attempt to start his hit & miss engine.

**Treasurer's Report:** Treasurer Whitney Haist reported that the budget is balanced! The cost-cutting measures of 2011 have worked, too well maybe. Whitney thinks we can relax the "iron fist" that has gripped our treasury the last year or two. Whitney is working on a quarterly budget that he will present to the Board in October. Bill Brommer's idea of offering a scholarship at a local college will be pursued.

**Tours & Authenticity:** John Morrison reported that we only have a few cars signed up for Antique Autos in History Park, but many other car clubs will be there as well. John added that this year 1 & 2 cylinder cars will be featured and there will be a lecture by Bill Brommer. Other attractions include a talk about Winton's, assembly of a Model T Ford in less than 8 minutes and a period dance demonstration. Tony Wollesen remarked that he spoke to the History Park organizer Alan Greenberg. Alan compared organizing the event to planning a wedding for his daughter, every year!

Ed Archer reported that the October Pumpkin Tour has been cancelled.

Lynn Kissel mentioned the Ironstone Concours later in the month. Lynn said he will attend the event and charity auction and attempt to procure a 9-litre bottle of wine that depicts his 1924 Kissel Speedster.

**Hospitality:** For the second month in a row, Jeanne Kissel thanked the Brommer's for the evening's refreshments. Due to the impending departure of the Kissel's later this year, Jeanne is looking for a new person to take over Hospitality and added that it's really not that much work.

**Membership and Nuts & Bolts:** Bill Brommer announced that he will host this Saturday's Nuts & Bolts at his shop in Castro Valley. The event is part II of resilvering headlight reflectors. As a bonus, Bill exclaimed, you'll get to hear his 1906 Cadillac run! President Kissel presented Bill with a box of safety glasses that will now be standard equipment at future Nuts & Bolts gatherings.

**Sunshine:** Doug Durein reported that Bill Ortman is ill.

**Communications:** Lynn Kissel asked if everyone received the email notice he sent out last month announcing the passing of long-time member Joe Chmielewski.

**Show & Tell:** Pam Johnson shared a newspaper article about Johnny Crowell and his new 1925 Mercer, which debuted at Pebble Beach last month.

Don Johnson told the group of his latest acquisition, a 1925 Ford Model T roadster. Don brought in an odd-looking cast iron tool that came with the car. A member identified it as a tire-rim spreader. The car also came with an open trailer that is now for sale.

Don Azevedo mentioned that a friend, south of the Bay Area, has several Ford Model T's for sale.

Mike Lawrence brought in a box of Star-Tron fuel additive samples. Mike explained that the product helps to keep your fuel system clean.

The meeting closed at 8:35 p.m.

Respectfully submitted,

Mark Cerruti, Secretary

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



CALIFORNIA  
BAY AREA

