



*Bay Area  
Horseless Carriage Club*



# BAY AREA HORSELESS CARRIAGE CLUB



**Board Chair: Whitney Haist**

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925-253-1333 haist2@comcast.net



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**Authenticity: Ed Archer**

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**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:**

This is the last issue of the Gazette for 2012. I hope to be back publishing for the January issue, but it may be late. Be sure to put the dates for our Christmas Party in December and our January Meeting on your calendars now so that if the Gazette does not publish you will still remember to attend the events.

As of today, Eric has had a successful surgery and hopes to be back to normal in a couple of weeks, hopefully in time to welcome me home from my back surgery which happens next week. We are very lucky to have children so willing to help us out. Our daughter in New Zealand is even coming out on the 20th of November to help and all the kids will be taking care of the big family Thanksgiving celebration at our house this year. Eric and I will be missing the Potluck and Auction in November, but wish you all well and a very Happy Thanksgiving and a Merry Christmas.

## Potluck, Election and Auction November 7



Remember that our semi-annual potluck will be held at our November meeting. See the flyer in this issue of the newsletter for more details. Recall that we start our meeting earlier to allow extra time for setup.

At the November meeting we will elect new members to our 2013 board of directors. We owe our gratitude to those serving our community by running for the board, so please join me in thanking them and supporting them in the coming year. Keeping in mind our interest in the greater welfare of the club helps us to find the common ground as we work through future challenges that we face.

Have you identified some items for the auction at the November meeting? From my perspective, the more unusual the item the better auction item it makes. Help the club and clear some much needed space in your home or shop by donating some gems to our November auction.

I hope that you will keep Muriel Lundquist in your thoughts and prayers as she recovers from back surgery in November. I'm not sure that I can overstate the importance that the newsletter plays in the life and health of an organization like ours. The newsletter helps us communicate with one another, to channel our energies in common directions, and represent us to the larger community. Muriel and Eric have devoted uncounted time in support of the Bay Area Horseless Carriage Club and they deserve our heartfelt thanks for a job well done. Speedy recover, Muriel!

We're packing the cars and moving them down the road to our new digs in Cameron Park. Thanks to all of you for making a home for us in the Bay Area Horseless Carriage Club. I look forward to future opportunities to tour with the fine gentlemen and gentlewomen of one of the finest automotive organizations that I've ever been associated with.

Your president,  
Lynn Kissel



1912 KisselKar 50-HP fire chief's car, owned by Chris Bamford, Edmonton, Canada.



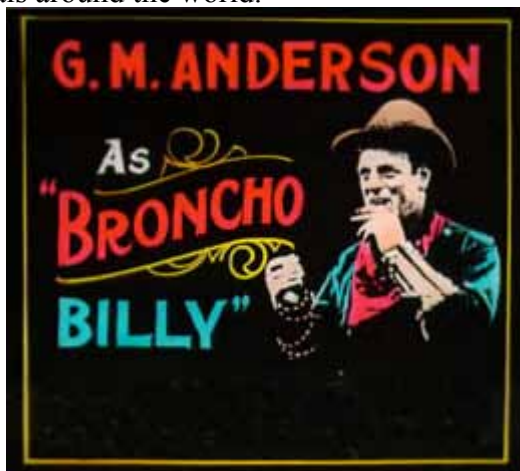
# Silent Film Making - is alive and well, in Niles, California.....

Just a little over 100 years ago G. M. "Bronco Billy" Anderson arrived in Niles, California with his cast and crew to establish the ESSANAY movie studio on the west coast. In four short years it was all gone. However, in that short time, careers were created for such stars as Charlie Chaplin and Gloria Swanson. Many lesser stars got their start there as well such as Ben Turpin and Eugene Paulette.

Fast forward to October 2012 and we find that a modern day cast and crew are filming a new silent film to honor "Bronco Billy". It involves a train ride, a train robbery, a street shoot-out, the arrival of a silent movie star and many more surprises. And it's all being done in black and white, just like in the good old days!

My son Michael and I had the privilege of participating in the production of this film with our 1908 one- cylinder Cadillac touring car. Our car was to have been set dressing, in other words, only a static display. But when they saw the car arrive under it's own power, they decided to expand the part and make it a drive-on to the set. They did four takes and I hit my mark each time! Movie making is not very exciting. One spends a lot of time standing around waiting for the crew to set up the shot. And then there can be many retakes until the director is satisfied that he got it right. Sometimes the scene ends up on the cutting room floor. So many hours can be spent filming with only a few minutes actually being seen on the screen. Would we do it again – you bet. All in all it was a great experience and a lot of fun.

When the film is finished it will be shown at the theater in Niles. Be sure to go see it. After that, it will be entered in film festivals around the world.



Speed –  
Action! See you in the movies!





## BAHHC New member project car

So, you want new members? Would you like to see this club continue to the next generation? Lets build a pre '16 project car!

As a young member, I keep hearing talk about wanting more new young members. Well, these days one of the only ways to tour with a car is to inherit one, or is it?

Like everyone else I would like to see the Club continue to thrive into the next generation of touring members! In my youth, my father and I were members of the Golden Gate Live Steamers. The GGLS has a club owned steam train for new (and old) members to operate and learn to enjoy! Why don't we have the same benefits? I propose that we build a club owned Pre "16 Model T Ford project car.

Firstly it would show new and old members that you don't need to inherit a car to tour with. Secondly, it will show that it doesn't take \$50,000 to buy or restore a running touring car. Third, it will give new and old members the opportunity to restore, maintain, and operate a pre "16 model T. Current members with the ability and knowledge to restore cars can pass the torch to the next generation! Club members can alternate hosting "nuts and Bolts" sessions focusing on different portions of hands on automobile restoration. Lastly the Club will own the car to use for advertising, instruction, and promotional purposes.

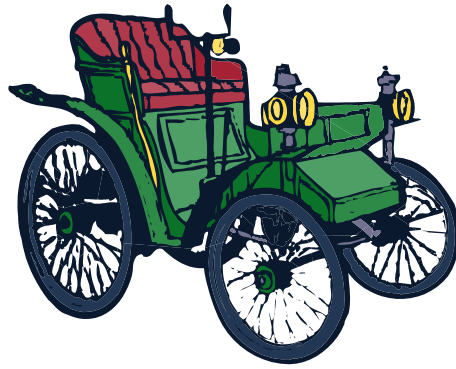
I would like to see the car built with a conservative budget to show that with enough interest, our members will provide. The knowledge and the skills of antique car restoration need to be passed along to others. I think our members have the skills to pass along. I first hand have experienced the generosity and knowledge of our members, and that help has been invaluable to getting my car back on the road.

Advertising this project to the automobile community is essential! The point to this project is to bring in new members. We need to advertise to the local community, high schools and college campuses offering automobile courses, as well as other local clubs? Spreading the word about this project is the key to getting fresh interest in the hobby and our club.

What's needed? Everything!! Now who is willing to help with donations?

By donations, I'm not talking money. What are club members willing to donate? Parts and restoration lessons for a pre '16 model T? Is anyone willing to help with advertising or Storage? I'd like this project to be a group effort including new and current members wanting to learn and teach with hands on experience. I am willing to accept e-mails to collect an inventory of donations (parts and experience) and submit the inventory to the board to ask permission to start this new member generator! Is anyone else willing to help? I feel that should this project take root we will need a small committee to balance the project and keep the wheels turning!

Have questions or want to donate your time and/or parts? Feel free to contact me @ Mike Lawrence  
kawiman187@yahoo.com  
510-541-7418.



# POTLUCK DINNER and AUCTION

(Gentlemen try to bring at least one auction item and Ladies bring items that the ladies might want to bid for also. Let's have fun while helping out the club treasury!)

**November 7, 2012**

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

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

#### FOOD INSTRUCTIONS:

MAIN DISH ---- P-Z

SALAD----- A-G

DESSERT----- H-O

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

**Secret chefs will prepare the Ham.**

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

**Remember to wear you name tags!**

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



## **BAY AREA HORSELESS CARRIAGE CLUB**

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

**SATURDAY, DECEMBER 8th, 2012**

**Piedmont Community Hall, 711 Highland Ave., Piedmont**

6:30 COCKTAILS

7:30 DINNER

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

***\$40.00 per person or \$80.00 per couple***

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

***RESERVATION DEADLINE: DECEMBER 1st***

**Please bring one wrapped gift per person attending  
and clearly label them as a Man's or Woman's gift.  
\$15.00 limit per gift.**



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

Or mail your check and reservation to Treasurer, Whitney Haist

12 Sunrise, Orinda, CA 94563

Make your checks payable to BAHCC

Or Email: [johnpmorrison@sbcglobal.net](mailto:johnpmorrison@sbcglobal.net)

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



## **“One Penny a Mile”**

1962 VW Slogan

Picture of 1962 VW



## **“Imported from Detroit**

2013 Chrysler advertising slogan

Picture of 2013 Chrysler 300



A year ago, I crafted an article critical of the government mandate of raising the 27.5 miles per gallon fleet average for cars by 20xx to 34.5 mpg. My masterpiece was passed to BAHCC’s Dr. Bernard Metais, who gave it a thumbs down citing poor artistic license, wrong spin, etc. Bernard had never “poo poo’ed” anything before, but that piece went into the compactor.

Now, having just returned from a few days in Canada, I came up with a different approach, a comparison of 50 years in automotive improvement, from the early days learning to drive on my mother’s 1958 Volkswagen that touted 30 miles per gallon (gas was \$0.30 per gallon), when VW’s 1962 slogan was “One Penny a Mile” and comparison to the current offerings by Detroit, now 31 mpg for a full sized Chrysler 300 sedan.

50+ years ago, as a 14 year old, I recall our minister (who had two Fiats, one a 500 and the other a 600 (wagon) saying that having two Fiat’s was the only way on his salary that both he and his wife could have their own car. So, the need for high fuel mileage was as popular then as it is today, maybe even more so with gasoline now at \$4.50 per gallon.



In the mid to late 1950’s, most of the cars in the US were “American Made” large sedans, probably averaging 14-18 mpg. The first foreign imports (Europe) were small gasoline efficient cars, e.g. VW Beetle (1954), Renault Dauphine (1959 on), Peugeot (402-402 models?), DKW, Volvo 122 and 422, Morris Minor, and Fiat. They were priced “low” – VW - \$1600 but their main appeal was the gas mileage, 30+ mpg, roughly twice that of a US sedan.

Until 1973 gas prices remained at \$0.30=\$0.35 per gallon but in 1973 the first “oil embargo” caused gas to jump to \$0.55 per gallon, overnight. In 1973 I owned a large Dodge gasoline powered dump truck (413 Chrysler V8 – 4/5 mpg). The higher gas price put my operating costs far above those who owned diesel powered equipment. My favorite dump truck was retired. Uneconomical.

Also, in the early 1970’s new “Emission requirements” to reduce pollution caused manufacturers to scramble to convert engines to meet the standards. The modified engines (1971-1976) were the poorest running engines ever produced; gas mileage went down instead of up, (from 20/15 to 14/10 mpg). Horsepower dropped from 350-375 horsepower (V-8 Chrysler, Cadillac, Olds in 1969-1970) to 140-160 horsepower in 1973 for the same engine causing the cost per mile to go up. Fortunately the rise was gradual, and gas prices stayed at \$0.55-\$0.75 for a long time thereafter. There was more demand for fuel efficient cars, satisfied by more imports, mainly from Japan.

In the 1980’s GM fiddled with diesels (Chevrolet, Olds and Cadillac) but failed miserably although the diesels mileage figures of 20-25 mpg on GM’s 350 cid V-8 block compared to their gasoline 350 which provided 15 mpg. Mercedes, the main European diesel in the US offered an unimpressive 4 cylinder and mild 5 cylinder. Mercedes was more expensive, and generally fell out of favor due to smell and sluggishness.



In the mid 1980's the US manufacturers downsized cars, and abandoned the V-8 engine, in favor of V-6 cylinder fuel injected, computerized engines which finally achieved the 20/23 mile per gallon range, however gone were the large sedans. Foreign imports boasted 25-35 miles per gallon, but these cars were even smaller than the US equivalent, and most had in line 4 cylinder engines. Even the US "compacts" had 4 cylinder engines.

So where is this going? Well, the first article that Messour Bernard torpedoed was critical of the government mandates, and specifically "myself, being a mechanical engineer by schooling, couldn't see how the manufacturers could possibly improve fuel economy, almost double to a fleet average of 27.5 mpg, without having cars as small as roller skates.

But, as Winston Churchill said, "I changed my mind", and the recent engineering developments by Chrysler lead me to change my mind also. Yes, it was possible to get 27.5 mpg, and Chryslers new "Penta V-6 engine (introduced in 2010), did it" for a full sized sedan, not a roller-skate.

In Canada, this week I rented a new 2013 Chrysler 300 sedan with 293 hp Penta V-6 with VVT (Variable Valve Timing), computer ignition, 8 speed transmission. My highway average was 31.6 mpg cruising at 65 mph in a full sized sedan. The 300 sedan is similar to three Dodge Journey's (7 passenger AWD SUV) purchased by our company last year which have the same engine but with 6 speed transmission. The Journey's average fuel economy is 25 mpg, which I thought at the time was "beyond" possibilities also.

So, I say, 'Imported in Detroit', by Chrysler' – yes, we can expect a full size car to achieve 30 miles per gallon, the same as the 1958-1962 Volkswagen did 50 years ago, except then the VW was a compact car, and the Chrysler is a full sized luxury cruiser. Impressive, and "go government" for making the automakers continue to improve their engines with computers and American ingenuity and technology.

Comparisons:

Vehicle	1958-1962 VW Beetle Coupe	2012-2013 Chrysler 300 Sedan
Weight	1800 # - 4 passenger	3800 # - 5 passenger
Engine	Flat 4 cylinder – gasoline 1192 cc	V-6 engine – gasoline – 3600 cc
Horsepower	36/40 hp with solid lifter valves	293 hp with variable valve timing
Ignition	"Bosch" distributor with 6v coil	Computerized 12 volt
Transmission	4 speed manual	8 speed automatic
Gas Mileage	30 mpg (no gas gauge 1958 model)	31 mpg
0-60 mph	Yes	6 seconds or less
Comforts	Heater, roll down windows	A/C, electric windows, power seats
Price	\$1600.00 (1958), \$25000 now	\$27500 base model now

Article by: Eric Lundquist

WE FONDLY REMEMBER---

Long-time Bay-Area-Horseless-Carriage-Club member and friend Bill Ortman passed away Sunday, Oct. 7, 2012, in his home. He has been in declining health the last few years and he had turned 94 about three weeks ago. For a great many years Bill and his late wife, Sue were a very dynamic and involved couple within our club, attending virtually all BAHCC events, as well as the events of other regional groups.

Barbara Holthaus died on Oct. 8, 2012, after a long bout with Parkinson's disease. Barbara is the wife Bay-Area-Horseless-Carriage-Club member Donald Holthaus and mother of members Tom and Mark Holthaus.

# Bay Area Horseless Carriage Club

## Minutes of General Meeting

Wednesday, October 3, 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 7:32 p.m.

**Guests:** Former member, Jerry Grulkey was present. Mike Lawrence reintroduced his wife Renee. Mike and Renee announced that sometime in April of next year, a new member will be joining the club. . . (*much applause*)

Minutes from the September General Meeting were approved.

**Board Chair Report:** Whitney Haist deferred his report to the next issue of the Gaslight Gazette.

**President's Report:** President Kissel reviewed plans for the November General Meeting, which will include a Potluck dinner followed by an Auction. The second Auction was added due to the success of the April Auction.

Lynn announced that the Joint-Board Meeting on November 14<sup>th</sup> will be at the Brass Door Restaurant in San Ramon.

Lynn reminded members that he and his wife Jeanne will be moving to Cameron Park in November.

**New Business:** Mike Lawrence proposed that the club undertake the building or restoration of an antique car. Mike gave a detailed outline of the proposed project that could possibly provide a multitude of services. The high-profile project could be used to attract new members, pass on skills to future hobbyists and become a staple of the monthly Nuts & Bolts seminars. Mike would like to set up a small committee to explore the possibility of this endeavor. The committee would need to find a suitable car (*or parts*) that someone is willing to donate, find a place to work on the car and figure out what to do with the car when it's completed. The proposal elicited many positive comments and ideas from the membership.

**Vice Presidential Report:** VP Fred Byl reminded members that he is hosting Nuts & Bolts on October 6<sup>th</sup>. The event will commence at Fred's place in Oakland, where attendees will enjoy coffee & doughnuts while watching Fred start his old Witte diesel engine. Later, an old car tour will travel to nearby Tilden Park and visit the scaled-down locomotives operated by the "Golden Gate Live Steamers." Fred mentioned that he is looking for a small group of club members to volunteer to operate the bar at the upcoming Holiday Party.

**Treasurer's Report:** Treasurer Whitney Haist reported the club is still solvent and sitting on a fair amount of cash. Whitney added that he had received no feedback since his last report, so will hold the financial course steady.

**Tours & Authenticity:** Ed Archer reported on another successful "Antique Autos in History Park," which attracted about 180-or-so pre-war cars last month in San Jose. Host of the local cable show "Car Guy Channel," Mike Hennessy, roamed the grounds with his mic & camera crew, interviewing participants for upcoming tv episodes. Don Azevedo and crew, surrounded by a large crowd, assembled a Model T Ford in about 9 minutes. Bill Brommer gave a presentation on 1 & 2 cylinder cars. The event included many attractions and displays too numerous to mention.

Ed added that the big Hershey Swap Meet is next week.

**Hospitality:** Jeanne Kissel announced that due to her impending move to Cameron Park, she will be "walking away" from Hospitality after the November General Meeting and is hoping someone will step-up and take it over.

Members thanked Pam & Don Johnson for the evening's dessert.

**Membership and Nuts & Bolts:** Bill Brommer had nothing new to report.

**Gazette Report:** Muriel Lundquist said she needs submissions for the November Gazette as early as possible as she will be undergoing back surgery and wants to get as much work done ahead of time as possible. Muriel reported that she shares our publication with other clubs and receives a lot of positive feedback and added that the compliments are nice to hear. Muriel wished Fred Byl a Happy Birthday.

**Sunshine:** Joyce Azevedo reported that Esther Sernach's daughter is in the hospital. Esther herself, is doing fine and has almost completed her move to Rossmoor. Esther plans to attend a future meeting where she will offer her vintage clothing collection for sale.

**Communications:** Eric Lundquist relayed that he and his wife Muriel, along with Don and Pam Johnson, recently visited the Pava's at their new home in Shingle Springs. Eric reported that the place is "just beautiful."

Whitney Haist said he recently heard from a woman in San Mateo that has a 1924 or '25 Model T Ford pick-up in her garden that is for sale. Some accounts are that the old Ford is pretty rusty.

**Show & Tell:** Former member Jerry Grulkey dropped in to inform members of the Northwest Vintage Car and Motorcycle Museum, located in Brooks, Oregon. Jerry, who now lives in Oregon, is heavily involved in the museum and holds a position on the Board of Directors. The museum grounds, which encompass 40 acres, also include displays of trucks, tractors & trains. In addition, the museum has reconstructed a vintage gas station and features many other displays too numerous to mention. Jerry invited members to come and visit, especially during their "Big Meet" which occurs on the last weekend of July.

Bill Austen brought in a bunch of old newspaper clippings from the 1960s, '70s & '80s. The clippings were from local papers featuring contemporary photos and stories of old cars. A few former and current members appeared in the clippings, including Al & Alice Luis in their 1915 White.

Joyce Azevedo showed the group a quilt she made of various fabrics featuring antique cars. The quilt is a birthday, anniversary and Christmas gift for her husband Don. Anna MacCallen helped with the stitching.

Don Azevedo mentioned that a friend in Morgan Hill recently passed away and the Estate has several Model T Fords for sale.

The meeting closed at 8:32 p.m.

Respectfully submitted,

Mark Cerruti, Secretary

# Bay Area Horseless Carriage Club

## Minutes of Board Meeting

Wednesday, October 3, 2012

Meeting opened at 5:15 p.m. at the Morrison's Party House in Piedmont.

**Members Present:** Ed & Karen Archer, Bill & Kaaren Brommer, Fred & Nancy Byl, Mark Cerruti, Whitney Haist, Lynn & Jeanne Kissel, Eric & Muriel Lundquist and John & Carolee Morrison.

**President's Report:** President Kissel started the meeting by stating that he reviewed the club's By-laws and concluded that we are not following the By-laws. Lynn remarked that we need to either adhere to the By-laws or change the By-laws to reflect what we're doing. Lynn recommended that next year, we set up a task force to examine the issue.

Lynn reviewed plans for the November 7<sup>th</sup> General Meeting. VP Fred Byl agreed to run the Board Election, which will follow the Potluck Dinner. The November General Meeting will conclude with an Auction.

President Kissel reminded members of the Joint-Board Meeting at the Brass Door Restaurant in San Ramon on November 14<sup>th</sup>.

Lynn closed his report by saying that he plans to attend the November General Meeting and the Board Meeting, but may not be around much after that due to his move to Cameron Park.

**Holiday Party:** John Morrison said he will put together a budget for the Holiday Party and consider that fewer people will likely attend the event than last year.

The Board agreed to keep the cover charge at \$40 per person and set the deadline for reservations at December 1<sup>st</sup>. Whitney Haist agreed to collect the money.

John added that he's happy to coordinate the event but would like help finding volunteers to staff the bar.

Considering our declining membership and the certainty that the event will lose upwards of \$1000, Eric Lundquist wondered if for next year, we should reconsider how we structure the Holiday Party? . . . The members launched into a long discussion regarding the future of the event.

**Board Election:** President Kissel reviewed the Board Slate for 2013. Lynn reported that 3 current Board Members are staying on, while 3 general members have agreed to serve on the Board. Lynn remarked that despite making numerous phone calls, one Board position remains vacant. Lynn asked for suggestions on who might fill that last position.

**Treasurer's Report:** Whitney Haist had nothing new to add to his previous report.

**Roster:** Lynn regards our Roster as "fragmented" at best. Various members maintain a Roster for different reasons, none of which are the same. Members agreed that it is logical to have one Master Roster that is accessible only to members, who hold a position in the club that necessitates access to the information. Members also agreed that the Roster posted on the Website should only provide the most basic information.

To help members understand how the Roster got to where it is today, Muriel Lundquist gave a brief history of the Roster. Eric Lundquist volunteered to take sole possession the Roster and get it back on track.

**New Business:** Lynn Kissel received a proposal from Mike Lawrence regarding the building of an antique car. Lynn informed members that Mike plans to present his ideas at the General Meeting.

Meeting closed at 6:36 p.m.

Respectfully submitted,

Mark Cerruti, Secretary



## November / December Birthdays

BILLINGSLEY	Ken	11/1	11/1
JOHNSON	Pam	11/7	11/7
BYL	Nancy	11/12	11/12
MORRIS	Mike	11/15	11/15
CALDEIRA	Chet	11/17	11/17/36
HOFFMAN	Steve	11/27	11/27/49
RIGGS	Lloyd	11/28	11/28/32
GREEN	Richard	12/7	12/7
RYAN	Kathy	12/11	12/11
STONE	Robert	12/18	12/18
MCEACHERN	Mary	12/21	12/21
HOLTHAUS	Tom	12/23	12/23
METAIS	Bernard	12/23	12/23/30
AZEVEDO	Joyce	12/26	12/26/53
BORBA	Bill	12/26	12/26/19
REAK	Bea	12/27	12/27
BUTLER	Layden	12/29	12/29/47

## November December Anniversaries

CROWELL	Johnny	Christine	Nov. 18, 1995
STONE	Robert	Kelly	Nov. 19, 1995
LAGORIO	James	Barbara Tognoli	Nov. 19, 2011
MORRISON	John	Carolee	Nov. 27, 1982
GREEN	Richard	Ellen	Dec. 13, 1969
LUNDQUIST	Eric	Muriel	Dec. 14, 1968

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



CALIFORNIA  
BAY AREA