



*Bay Area
Horseless Carriage Club*



BAY AREA HORSELESS CARRIAGE CLUB



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Project Car
Nuts and Bolts: Mike Lawrence

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:

Thank you to members for their contributions to our Gazette this month. This month is coming out about a week early as the editor will be traveling with family. Thanks for helping to make this happen.

The summer is quickly passing, but there are still fun tours and activities planned. Be sure to let us know about your touring adventures so that we can include them in our newsletter for others to enjoy your stories and fun times. Pictures are always welcome. We have a tour coming up the end of August that many are signed up for and in September the Watsonville Fly is September 1st, Antique Autos in History Park is September 8th and the Castro Valley Car Show is on September 14th. Don't forget our meeting on Wednesday September 4th at the Piedmont Community Center. The deadline for articles for the October Gazette is September 20th. See you at the meeting.



PRESIDENT'S MESSAGE

It's August and summer is half over! My summer has been really busy.

I have just returned from our annual 9 day motorcycle trip. There were four of us: my son Marty, son-in-law Harry and former cousin-in-law Adam. We camped and cooked all eight nights, got rained on once, had 2 showers, and covered 2,300 miles. Great bonding experience.

Tomorrow is the Board meeting, and Thursday is the start of the San Juan Bautista tour. I will have 2 Ts on the tour and family. Hope to see many of you there.

The Watsonville Fly in is labor day weekend, Sunday. Sounds like a fun event. Then the Castro Valley Car show on the 14th. Next general meeting is Wednesday, September 4th.

Jack Rabbit is still awaiting an engine transplant!

Yours in Touring

President Fred



Thomas Henry Jasper, passed away on June 28th, 2013. A master craftsman and magic story teller, Tom leaves a legacy of beautiful woodwork, and a treasure trove of hilarious stories. He lived a huge life, and left an even bigger footprint on our hearts and souls. Tom was survived by his beloved wife Lisa, and his three children, Rob, Heather, and Jon. A celebration of his life was held on Monday, July 22nd at 12 pm at the American Legion Hall in Newport Beach, Ca. Our club will remember Tom for his 1924 Model "T" Ford Depot Hack which he loved to drive on the streets of Alameda where the speed limit was 25mph and the folks would wave to him as he drove by. (Published in the Orange County Register 7-14-13.



Lisa and Tom celebrating the holidays with the BAHCC December 2011. We will miss you Tom.



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

Contributed by Bill Brommer



September Birthdays

LAWRENCE	Mike	9/14	9/14/84
ORTMAN (Life)	Bill	9/18	9/18/20
GULARTE	Lee	9/20	9/20/36
JONES	Donna	9/23	9/23/1944
BOYDEN	Jean	9/25	9/25

September Anniversaries

CERRUTI	Mark	Veronica	Sept. 6, 2003
BUTLER	Layden	Jean	Sept. 20, 1986
AZEVEDO	Don	Joyce	Sept. 21, 1974
HAIST	Whitney	Diane	Sept. 27, 1969



BAHCC Visits Mozart Auto Collection

On Wednesday, August 14, 2013, twenty some fortunate club members exercised an opportunity to view a most amazing personal automobile collection. It was that of John Mozart, a Silicon Valley real estate developer who has a collection of 200 some antique, classic and rare cars. In a new, beautiful, 25,000 square foot museum building, he displays about 75 of these at a time.

John allows select car clubs and other small groups to occasionally visit his private museum in Mountain View. This occasion coincided with the gala activities at this year's Pebble Beach Concourse D'Elegance. As an added treat, the Pebble Beach Motoring Classic arrived during our visit, on their way from Seattle, WA to Pebble Beach, a 1500 mile tour.

Of particular interest to our group were his "Brass Era" cars, representing about 25% of the total collection. Numerous Pierce Arrows, a Chadwick, Lozier, Stutz, Thomas, and others were on display in this beautiful showroom.



Also on display were low production luxury cars from the 20's and 30's (V12 Packard's, Deisenberg's, V16 Cadillac's, Bentleys, Rolls, Bugatti's, and two spectacular Alfa Romeos including a 2900 shown at: http://en.wikipedia.org/wiki/File:Alfa_Romeo_8C_2900B_1937.jpg)

Additionally there were 50's and 60's cars sports cars, including multiple Ferraris (a Testa Rossa and a 250 GTO with a combined worth of over \$30M plus a GTB LeMans winner, still with all of its racing patina), a Mercedes gull-wing, a Jag XKSS (http://en.wikipedia.org/wiki/Jaguar_XKSS), a Porsche 550 race car, etc.



The rest are an interesting mix. Three Indianapolis front-engined Offy-powered cars, a mid-50's Cadillac custom-built by GM for one of its executives, some race cars from the beginning of the 1900's and John's father's Porsche 911. John's father owned the first Porsche dealer in CA

Almost all of the cars are runners and most of the street-legal cars have current California registration plates as John drives them all regularly, including the race cars at classic race events!

Members in attendance were Eric and Muriel Lundquist, Don Johnson, John Morrison, Mark Cerruti, Tony Wolleson, Tom Holthaus, Donna Jones, Norman & Adria Schwartz, Whitney & Diane Haist, Bernard & Anne Metais, Paul Chapot, Mike Lawrence, Fred Pratt.

Photography in the museum is not permitted, the reason for no photos!

See ya down the road.
Whitney Haist

Field Meet Results

August 10th was the date and Diablo Valley College was the place for fun and games as we hosted an Antique Car Field Meet. Even though vehicle attendance



Don holding a car in his hand and Esther telling Norm "You're still not moving!"

was low with 7 cars competing, all had an enjoyable time. Events were Blindfold Obstacle Course, Blindfold Up and Back, Balloon Pop, Perfect Circle, Potato Stab and Draw a Car (blindfolded). At the end of the day, First Place



Joyce A wishing Don & Jerry good luck in the 1906 Reo

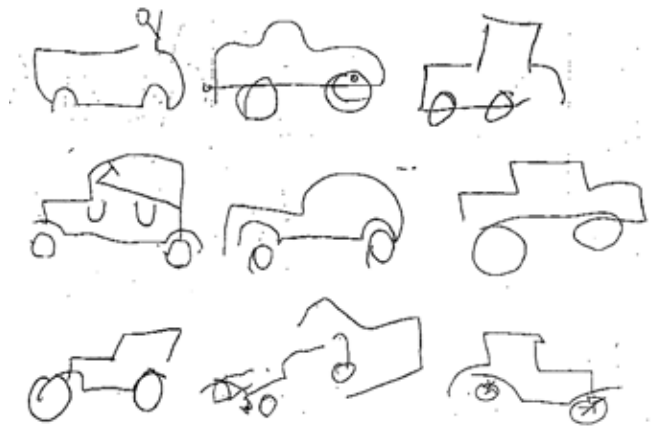
went to Bill and Kaaren Brommer in their Model T coupe. Bill excelled in the Blindfold Up and Back and Blindfold Obstacle Course with Kaaren's help.

Second Place went to Norman Schwartz in his 1911 Model 14B Buick. Norman excelled in the Potato Stab. Third Place was awarded to Ed and Kaaren Archer with their Model T Site Seeing Car. Ed showed us how to pop the balloons and go Forward and Back. Alex Azevedo grilled the hamburgers and hot dogs to nourish our famished bodies. It was a fun and satisfying day with lots of laughs. We had numerous area neighbors stop by and admire our cars and we even gave rides to a few. Take a look at the results of Draw a Car. No, small children did not draw these pictures.

Adults drew them (blindfolded). Try it and you will see how challenging it really is! The artists are Jon, Don J. Don A., Lindsey Bell, Bill B., Norman, Pam, Jerry and Ed.



Ed and Karen Archer



Draw a Car results - adults drew these blindfolded.



Don A explains "rules" Don and Pam



Mark Cerriti timing an event



Nice legs Ed!



Norm's 1911 Model 14B Buick



Azevedo's '14 Buick Model B-37



Brommer's 1926 Model T Ford



Don A's dismal attempt to miss the cones



Johnson's '23 Model T Roadster



Esther telling Norm "You're not moving"



Norm trying to POP the balloon in his Buick



Don A giving a "lady" a ride in the Reo



Don A. giving more rides



Site Seeing Bus with blindfold obstacle course in background



Don giving Norm and Esther final instructions for the blindfold obstacle course

Our club was lucky enough to be published not once but twice in one weekend in the San Francisco Chronicle. The Chronicle has a neighborhood edition which it publishes on the SF Peninsula as one version and an East Bay version which is delivered to homes in Oakland and the surrounding cities. Although the two articles cover much of the same material, the San Francisco Peninsula version featured Eric Lundquist and the East Bay Version featured Erika Kopland. I have included both articles in this Gazette for your enjoyment in case you missed them in the Sunday paper on July 28, 2013. The writer saw our display at the Makers Faire in San Mateo a couple of months ago and interviewed and took pictures after the event. Thanks Erika and Eric for helping to get the word out there about our cars and our club for future generations!





Car Evans / Special to The Chronicle

Eric Lundquist, a member of the Bay Area Horseless Carriage Club, opens the hood on his 1911 Ford.

Preserving the horseless carriage

By Mark Nelson

Eric and Muriel Lundquist, a Hillsborough couple married 41 years, constantly marvel at the technological genius of their time machines.

The latest — an all-electric, sleek, silver and silent Tesla S Series sports sedan — showcases the most modern advances in automotive design. The others — vintage Model Ts, Overlands, Cadillacs — look clunky by comparison, but they represent the best of a bygone era a century ago.

"You can't find more opposite driving experiences, but they're still cars," said Eric Lundquist, a mechanical engineer by training who started and sustained several successful businesses. "The Tesla runs like a dream, but those older cars are approaching 100 years and they're still running. Wow! They're amazing too."

The Lundquists are an active part of a gradually diminishing yet diehard breed of antique car buffs on the Peninsula, throughout the Bay

Area and nationwide who keep those first horseless carriages pattering along for posterity. It's not just about the cars, but also the camaraderie of belonging to a club dedicated to preserving an important part of the American heritage, sharing tools of the trade and touring together all over the place, sometimes dressed in Great Gatsby-like style.

"This hobby kind of gets into your blood. It's fun. Just talking about it makes me want to go out on a tour

somewhere," said Muriel Lundquist, a former 49ers cheerleader who produces the monthly "Gaslight Gazette" newsletter for the Bay Area Horseless Carriage Club, which has about 100 members, a dozen of whom live on the Peninsula. The regional group, like many others nationwide, is affiliated with the Horseless Carriage Club of America, with about 4,660 members total.

At the "Lundquist Warehouse" in Burlingame, which Eric Lundquist also calls,

"Eric's Toy Store," about 10 original, restored and replica models of old cars, fire engines and buses are stored, just waiting to be cranked up to get on the road again. In his adjacent office, cluttered with old oil cans, car drawings and model cars, sits a Ford Model T with a life-size replica of country singer Willie Nelson at the wheel and a human-sized frog doll dressed in a suit and tie in the passenger seat. This is a vestige of Mr. Toad's Tours, a former family-run tour business in



Erika Kopman, a member of the Horseless Carriage Club, sits for a portrait in her 1914 Ford Model T in Berkeley. Kopman's grandparents got her interested in the hobby and gave her the car when she was 12 years old.

LEAH MORAN / SPECIAL TO THE CHRONICLE

Antique car clubs parade

Last year, the Peninsula Old Time Auto Club, which welcomes anyone with a car at least 35 years old, hosted a parade and invited every vintage car club in the Bay Area to join. The parade and tour celebrated the 100th anniversary of both the club as well as the first segment of the California State Highway to be paved between San Bruno and Burlingame, which is now El Camino Real. Another parade is being organized this year on Aug. 7th. For more information on the parade, go to www.mpotac.org.

back brakes) too fast, you'll slide, and quickly wear out a flat spot in your tire. Tire punctures are a nightmare. When you get to your destination, you go, "Whew! I made it."

Talk about Mr. Toad's Wild Ride. Add to the mechanical challenges the Model T's other idiosyncrasies, such as their unique braking and transmission systems. Introduced as a cheap car for the masses by Henry Ford in 1908, the Model T's gas "pedal" is a hand throttle on the steering wheel, and the three pedals on the floor have to be pushed in or out to change gears, including reverse, or to brake. Try thinking about all that in a quick emergency.

Further, there's the sheer ergonomics — or lack thereof — to deal with in the Model Ts. The earlier models prized by so many purists have windshields but they do not have side windows, heaters or air conditioners. They also leak oil most everywhere. "You either roasted or froze, and if a lady wore a nice white dress she might have black oil stains on it by the time you got to your destination."

Nonetheless, all this just adds to the thrill, enjoyment and commiseration of these old-time, auto aficionados.

Don Johnson, formerly head of the Building Department

Cars continues on page W22



Left: The speedometer on a 1906 Locomobile Model H on display at the Candy Store in Burlingame tops out at 60 miles per hour. Right: The tail lamp on the 1911 Ford is lit using kerosene.



PHOTOS BY DAN EVANS / SPECIAL TO THE CHRONICLE

San Francisco.

It's clear that Eric Lundquist, a 6-foot-6 John Wayne look-alike loves all things about cars. Talk with him a while and you'll discover a man with an encyclopedic knowledge not only about the broad cultural evolution of cars but also the minute details of how they work, down to the Model T's "ingenious" 32 magnets that create al-

ternating currents for magnets to ignite the gas.

It really helps to be an engineer or at least have serious mechanical skills to maintain these older cars, especially the iconic, black and brass, pre-1916 Model Ts, which are still the most prevalent of the turn-of-the-century cars. It also helps to have nerves of steel to drive them.

The driver never knows

when or where something might break down, and has to be prepared to fix them on the spot in order to keep chugging along. "They are really temperamental," said Eric Lundquist, almost affectionately. "They don't stop when you want them to and they're undependable. The slightest little thing can make everything go haywire."

Because there is no temper-

ature gauge, drivers have to make sure the car is not overheating. There is also no gas gauge.

"When you are coming to a stop, you start stopping twice as far away as you would normally and hope nobody in front of you stops suddenly," he said. The tires are so skinny, if you go downhill too fast you can go out of control, and if you jam on the brakes (only

Club encourages car enthusiasts to restore vintage automobiles

Cars from page W21

for the City of Menlo Park, recalls returning home from his first "multi-day tour" in a 1915 Model T when the "idler arm went over center while making a long sweeping left turn, causing the steering to lock up and take the car into a sandstone bank," requiring six months of service work to repair the front end. "My obsession continues," he assures.

One of the most memorable nationally organized tours for the Lundquists was a 600-mile trek involving about 40 vehicles through Baja, California and Mexico, climbing from sea level to 4,000 feet, attracting curiosity seekers all along the way. As part of a U.S.-Mexico goodwill program, they gave top students rides and received police escorts along the way. "It was a ball," recalls Muriel Lundquist.

Occasionally, modern speed demons will try to tailgate these horseless carriages, which top out at 35 mph, or even run them off the road, but about "99 percent of the time" passersby show respectful intrigue for the cars, Muriel Lundquist said. However, it's increasingly difficult to drive them in urban areas where congestion, speed and hurried drivers challenge even the most experienced of the drivers. As a result, many of the day-long, weekend or week-long tours they organize are done in the country or around one of the plentiful car shows this time of year.

Muriel Lundquist points out that despite the challenges, hobbyists reinforce safety all the time, perform safety checks before tours, equip their cars with warning signs and flashers, and plan their tours well in advance.

A big part of the "genius" of the Model Ts in particular, said Eric Lundquist, is that the parts are relatively interchangeable through the various models up into the late



Dan Evans / Special to The Chronicle

Eric Lundquist turns the crank connected to the engine of his 1911 Ford.

1920s. There are several companies that supply these parts, which again can be used for various models and do-it-yourself tinkers only need basic specified tools such as wrenches and screw drivers to apply them. Regular "Nuts and Bolts" meetings are set up by enthusiasts where veterans help newcomers fix their car's latest headaches.

Mark and Kay Barchas also love the older cars, but the "semi-retired" couple prefers newer vintages, and have two Packards — a 1936 convertible couple and a 1940 Super Eight touring sedan, which was in the recent "Great Gatsby" movie. They're long-time and active members of the Redwood City-based Peninsula Old Time Auto Club, which has 115 member households.

The Barchas echo the same concern as the Lundquists that the future of old-time car clubs is uncertain. "Club membership generally isn't regenerating," said Mark. "As members increasingly get into their 80s and 90s, it gets harder and harder to find people who want to do the work of keeping them going. We'll be doing it though as long as we can."

Nonetheless, newcomers like Berkeley resident Erika Kopman, 31, keep refueling club membership with their youthful enthusiasm for yesterday's time machines. Erika, who along with her "thirty something" friend, Ryan Shelley, recently displayed her 1914 Model T Rumabout at the Maker's Faire in San Mateo.

"One reason we wanted to

go there is to get the word out to the younger crowd," said Erika Kopman, a graphic artist and member of BAHCC who has learned to work on her car through trial and error. "Personally, I don't think these cars or clubs will go away because it's so much fun owning them and getting to know others who have them," she added.

She became enthralled with the cars when she and her sister were children and were treated to rides in a 1912 Model T and a Buick owned by her grandparents in Oregon. They gave her the 1914 Model T when she turned 12. "I love all aspects of the hobby, from polishing the brass, to riding to the period clothes and waving to everybody as they go by." She drove to the Maker's

Faire through East Oakland, where a "low-rider" stopped her to compare the size of her tire rims and she got lots of "positive" honks and hollers when crossing the San Mateo Bridge going 35 mph.

"I love all aspects of the hobby, such as polishing the brass, riding in period clothes, preparing for the next mechanical breakdown or waving to everybody as they go by," Kopman said. "It's such a blast owning these old cars, and everyone involved with them is so generous with their knowledge, fun and sociable," said the perky graphic artist whose enthusiasm is infectious.

She emphasizes that Model Ts can be purchased for under \$10,000, and getting parts and learning maintenance are all relatively easy. "At the Maker's Faire, most people thought they were really expensive, and they can be for the really rare ones, but mostly they're very affordable."

Meanwhile, the Lundquists will continue to straddle the old and the new in their time machines. Muriel Lundquist "loves" her Tesla, which was "Motor Trend's" 2013 Car of the Year, runs on the equivalent of 15 cents per gallon and has more futuristic features than she could ever imagine. Yet, she still loves the springy, hopping, windy, throttling, oil-leaking and unpredictable rides of her horseless carriages too.

And Eric Lundquist? Well, he will continue to switch mental gears and machines when he gets behind the wheel of his 1916 Overland or his "regular" car, a recent Lincoln SUV. "I plan to keep rebuilding, upgrading and driving the older cars. I have to say though, when Tesla comes out with its all-electric SUV I will buy one of those. They're by far the finest cars on the road today."

Mark Nelson is a Bay Area freelance writer. E-mail: OnthePeninsula@sfgate.com.

San Francisco Chronicle

In the East Bay

Sunday, July 28, 2013 Section W E7

Driving down memory lane

Car club honors
antique automobiles
Page 24



Oakland chef shares spicy taco recipe, Page 6 Where to go this week, Page 12 Summer camps connects LGBT families, Page 20

YOU MAY WANT TO VIEW THESE ARTICLES AT 150% OR MORE TO BE ABLE TO READ THEM EASIER. I TRIED DIFFERENT RESOLUTIONS, BUT THE NEWSPAPER QUALITY PRINT WAS NOT VERY GOOD TO ENABLE A BETTER PRINT.

Preserving the horseless carriage

By Mark Nelson

Erika Kopman relies heavily on her zippy VW Jetta for everyday driving from her Berkeley home. When she really wants to pull out all the stops for a thrill ride, she gets behind the wheel of a most unhippy car — her 1914 Ford Model T Runabout two-seater.

She never knows what adventure the Model T will lead to, whether it's low-riders in East Oakland marveling at the large size of its tire rims, brakes giving out downhill or rubberneckers spotting a thumbs up as she sputters at 35 miles per hour over the windy San Mateo Bridge.

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Kopman, 31, is a relative newcomer to the gradually diminishing yet dishard breed of antique car buffs throughout the Bay Area and nationwide who keep these first horseless carriages puttering along for posterity and personal enjoyment. It's not just about the cars, but also the camaraderie of belonging to a club dedicated to preserving an important part of the American heritage, sharing tools of the trade and touring together all over the place, sometimes dressed in Great Gatsby-like style.

Kopman and fellow thirty-something enthusiast Ryan Shelley recently drove their Model Ts from the East Bay to the Maker's Faire in San Mateo, attracting "positive" hanks and hollers along the way, to help evangelize the hobby and rejuvenate interest in these important reminders of the



Photos by Laura Morton / Special to The Chronicle

Top: Erika Kopman, a member of the Bay Area Horseless Carriage Club, takes a drive in her 1914 Ford Model T in Berkeley. Bottom left: Kopman's 1914 Ford Model T sits in her driveway. She received the car as a gift from her grandparents when she was 12 years old. Bottom right: Kopman wears gloves and dresses in period clothes when she takes out her antique car.



American heritage and experience.

"One reason we wanted to go there is to get the word out to the younger crowd," said Kopman, a member of the Bay Area Horseless Carriage Club, which boasts about 100 members with about 75 percent

residing in the East Bay. "Personally, I don't think these cars or clubs will go away because it's so much fun owning them and getting to know others who have them."

The club meets monthly at the Piedmont Community Center and regularly gets to-



gether for tours, competitions, car shows, parades and fix-it meetings called "Nuts and Bolts." Kopman became enthralled with the cars when she and her sister were children and were treated to rides in a 1922 Model T and a Buick owned by her grandparents in

Oregon. They gave her the 1914 Model T when she turned 12.

She emphasizes that Model Ts can be purchased for under \$10,000, and getting parts and learning maintenance are all relatively easy. "At the Maker's Faire, most people thought they were really expensive,

and they can be for the really rare ones, but mostly they're very affordable."

Most club members are about twice Erika's age and older. Two of the more active members of are Eric and Muriel Lundquist, a Hillsborough couple married 44 years, who constantly marvel at the technological genius of their time machines.

The latest — an all-electric, sleek, silver and silent Tesla S Series sports sedan — showcases the most modern advances in automotive design. The other time machines — vintage Model Ts, Overlands, Cadillacs and more — look clunky by comparison but they're no less appreciated.

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San Diego's Sentinel for The Chronicle

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about all that is an emergency.

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One of the most memorable

Antique car clubs parade

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Another parade is being organized this year on Aug. 7th. For more information on the parade, go to www.pmotac.org.

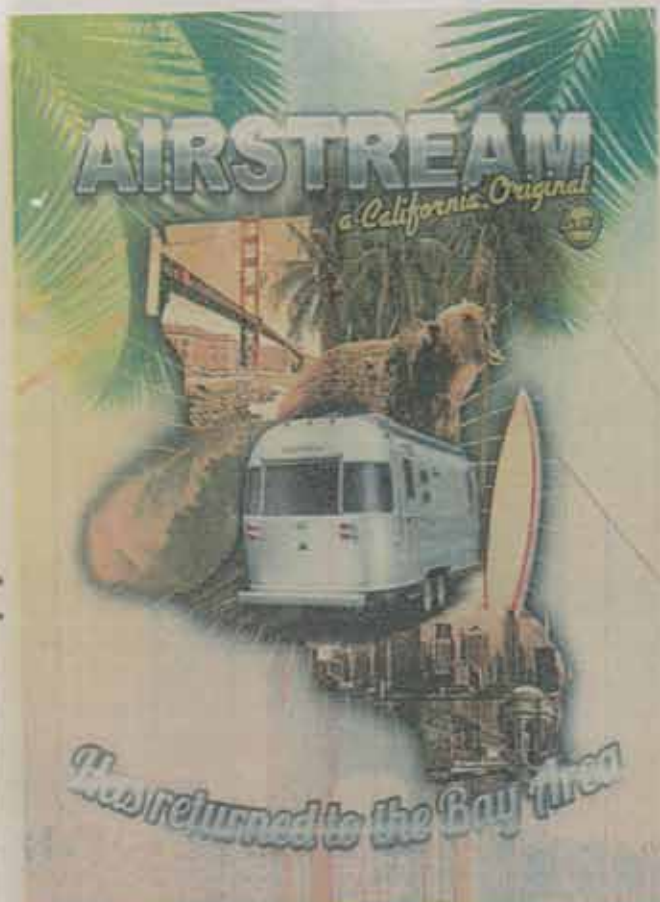
nationally organized tours for the Lundquists was a 600-mile trek involving about 40 vehicles through Baja California and Mexico, climbing from sea level to 4,000 feet, attracting curiosity seekers all along the way. As part of a U.S.-Mexico goodwill program, they gave top students rides and received police escorts along the way. "It was a ball," recalls Muriel Lundquist.

Occasionally, modern speed demons will try to tailgate these horseless carriages, which top out at 35 mph, or even run them off the road, but about "90 percent of the time" passersby show respectful intrigue for the cars, Muriel Lundquist said. However, it's increasingly difficult to drive them in urban areas where congestion, speed and hurried drivers challenge even the most experienced of the drivers. As a result, many of the daylong, weekend or weeklong tours they organize are done in the country or around one of the plentiful car shows this time of year.

Muriel Lundquist points out that despite the challenges, hobbyists reinforce safety all the time, perform safety checks before tours, equip their cars with warning signs and flashers, and plan their tours well in advance.

A big part of the "genius" of the Model T is, in particular, said Eric Lundquist, is that the

Cars continues on page W25



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Bay Area
AIRSTREAM
 ADVENTURES

Combining the old with the new



Laura Moron / Special to The Chronicle

Erika Kopman, a member of the Horseless Carriage Club, sits for a portrait while taking a drive in her 1914 Ford Model T in Berkeley.

Cars from page W25

parts are relatively interchangeable through the various models up into the late 1930s. There are several companies that supply these parts, and do-it-yourself tinkerers only need basic specified tools such as wrenches and screw drivers to apply them. Regular "Nuts and Bolts" meetings are set up by enthusiasts where veterans help newcomers fix their car's latest headaches.

Mark and Kay Barbus also love the older cars, but the "semi-retired" couple prefers newer vintage, and have two Packards — a 1936 convertible couple and a 1940 Super Eight touring sedan, which was in the recent "Great Gatsby" movie. They're long time and active members of the Redwood City-based Peninsula Old Time Auto Club, which has about 15 member households.

The Barbus echo the same concern as the Lundquists that the future of old-time car clubs is uncertain. "Club membership generally isn't regenerating," said Mark. "As members increasingly get into their 60s and 90s, it gets harder and harder to find people who want to do the work of keeping them going. We'll be doing it though as long as we can."

Nonetheless, newcomers like Erika Kopman keep refueling club membership to keep the tradition moving forward. She is gearing up for the next big event on the BAHCC circuit in early August, a Field Meet where drivers test such skills as navigating around cones and seeing who can drive the slowest without stalling.

Meanwhile, the Lundquists will continue to straddle the old and the new in their time machines. Muriel Lundquist

"loves" her Tesla, which was "Motor Trend's" 2013 Car of the Year, runs on the equivalent of 1.5 cents per gallon and has more futuristic features than she could ever imagine. Yet, she still loves the springy, hopping, windy, thrilling, oil-leaking and unpredictable rides of her horseless carriages too.

And Eric Lundquist? Well, he will continue to switch mental gears and machines when he gets behind the wheel of his 1965 Overland or his "regular" car, a recent Lincoln SUV. "I plan to keep rebuilding, upgrading and driving the older cars. I have to say though, when Tesla comes out with its all-electric SUV I will buy one of those. They're by far the finest cars on the road today."

Mark Nelson is a Bay Area writer. Email: markn@sfchronicle.com

“Tell me about those wheels!”

by Erika Kopman

When I take out my 1914 Model T Ford I often get comments about its wheels with the unique spring like steel spokes. I once heard a rumor that there are only 4 sets left in the USA. Who knows how true it is, but they are definitely rare.



When my Grandfather, Ed Brown, gave me the car 20 years ago he had been told the wheels were made in Spokane, Washington. My Father, Michael Myers, then did some research at the local Law School and found the patent for the wheels by Simplex Auto Wheel Company in Spokane, Washington (not to be confused with the more famous Simplex Wire Wheel Co. from Michigan.) He also was able to track down their Articles of Incorporation.

Notice the image, on the next page, of the patent from January 1918 where the hub is the same but the steel spokes are bent differently. We suspect that during production the one smooth curve was easier to mass produce.

Just recently I did a quick search online and came across this article/advertisement (shown below) from the *The Spokesman-Review*, on June 4, 1922. It has the best and most accurate image of the wheels we have found to date. Thank you Google for digitizing old newspapers! The number of positive things the Simplex wheel is advertised to do is astonishing! I can't report on the effectiveness of the "shock absorber" when the wheels were new, but they currently give the same bumpy ride as traditional wooden wheels. However, the statement "that the life of the car is lengthened by their use" is certainly true; my Model T will be 100 next year!

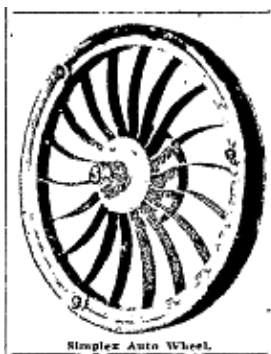
Simplex Wheel Invented Here

The Spokesman-Review, Spokane, Washington

June 4, 1922

Absorbs the Shock Within the Wheel at the Hub, Says Company.

"The Simplex Auto Wheel company is displaying at its office in the Symons building its all-steel automobile wheel, a shipment of which has just been received from Jackson, Mich., where they are produced at present," said M.O. Field, secretary, yesterday.



"Among the claims made for this wheel are: That it acts as a shock absorber by absorbing the shock at the hub within the wheel; that gives protection to all bearings as well as the entire chassis, the engine and the body of the car; that the tire mileage is greatly increased and that skidding is prevented; that the life of the car is lengthened by their use; that the cost of upkeep of the car is reduced; that it tends to preserve the highways because it holds the road, rolling over it instead of pounding the highway.

"The company plans the establishment of assembly plants in various parts of the United States and eventually in Canada, where patents are also held. Because the wheel is standard in every particular this is said to be done easily. The special resilient material used in the hub protects the spokes, making the wheel extra durable."

The Simplex company is a Washington corporation, the Spoke office being the corporation headquarters. The trustees are nearly all Spokane men. The inventor, W. A. Black, was for any years a resident of this city. The officer trustees are S.D. Lemley, president; M.O. Field, secretary-treasurer; J.H. Lewis, vice president; F.W. Lemley, C.H. Fleming, B.R. Dyson and L.W. Squires.

Simplex Wheel Patent #1,277,537

9/3/1918

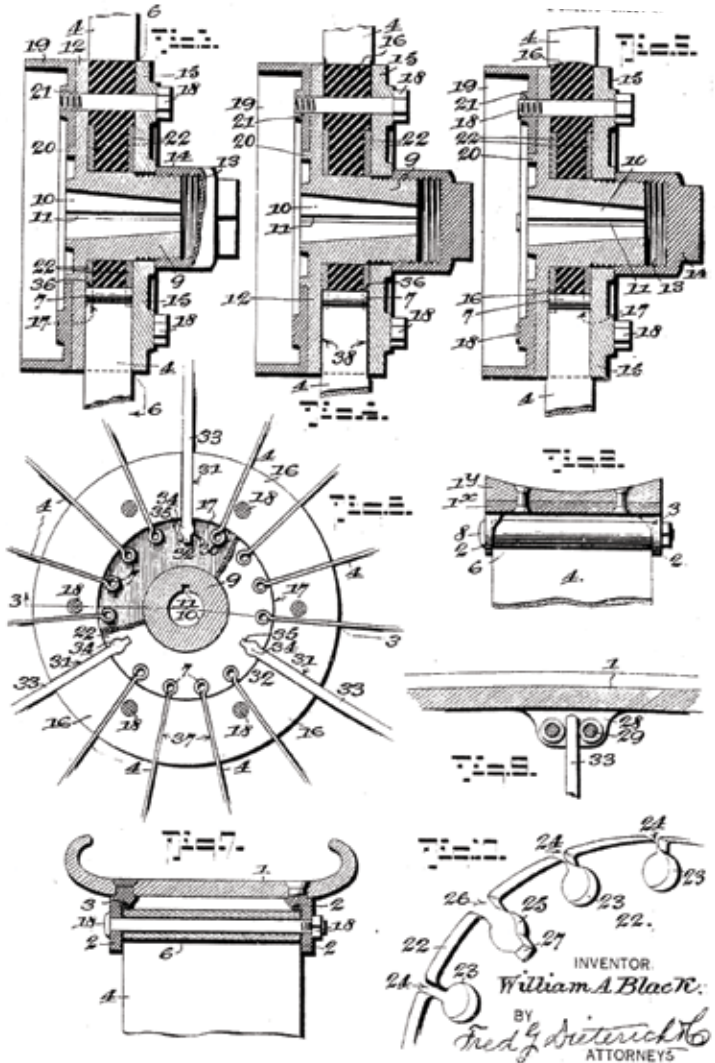
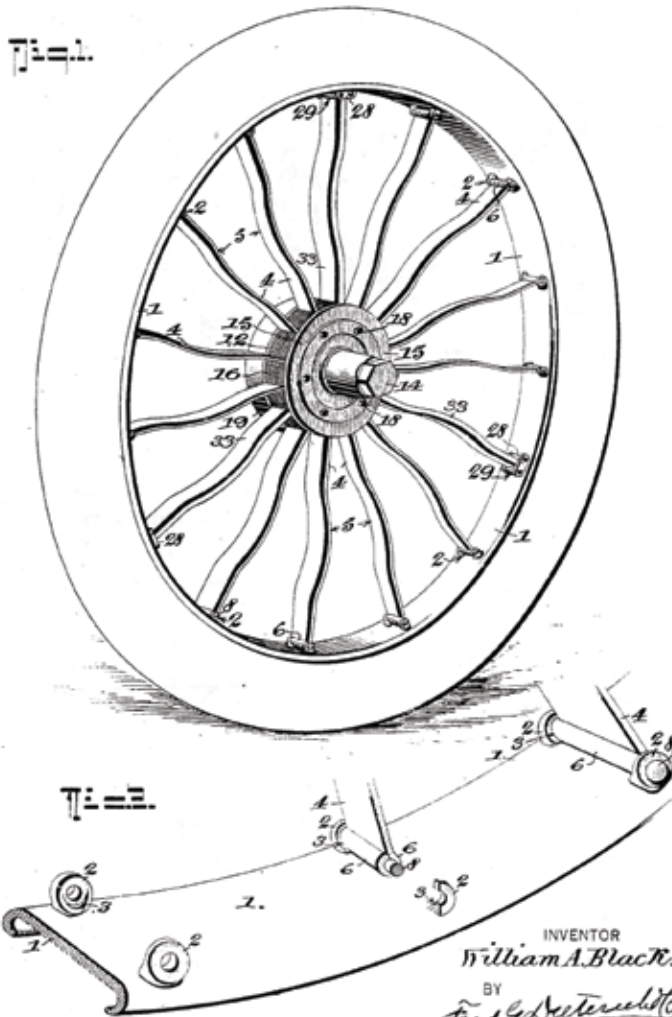
W. A. BLACK.

RESILIENT WHEEL.

APPLICATION FILED JAN. 16, 1918.

Patented Sept. 3, 1918.

1,277,537.



INVENTOR
William A. Black.
BY
Fred G. Dietrich
ATTORNEYS

INVENTOR
William A. Black.
BY
Fred G. Dietrich
ATTORNEYS

Articles of Incorporation
OF THE
"Simplex Auto Wheel Company"

Place of business. Spokane

Time of existence. 50 years.

Capital Stock, \$ 1,000,000.-

State of Washington, ss.

Filed for record in the office of the Secretary
of State OCT 17 1917

at 3 57 o'clock P. M.

Recorded in Book 113 Page 602

DOMESTIC CORPORATIONS

Bay Area Horseless Carriage Club

Minutes of General Meeting

Wednesday, August 7, 2013

Officers Present: Board Chair / Vice President, Ed Archer and Secretary, Mark Cerruti

Vice President Archer called the meeting to order at 7:43 p.m.

Guests: Jerry Grulkey stopped by for a visit. Jerry invited members to visit the Antique Powerland Museum in Brooks, Oregon. Jerry described the museum in some detail and explained that it is actually 15 smaller museums in one.

George and Beatrice Campbell were visiting from Sonora. George was the brother-in-law of late club member Joe Chmielewski and inherited all three of Joe's Model T Fords.

Gerald Robinson introduced himself and said he had recently purchased Joe Anino's 1909 Buick.

Jon Alff introduced himself and his wife Amelia. Jon & Amelia have a 1913 Buick.

Ed Harley introduced himself. Ed has a 1910 Buick that his grandfather bought new! The car has been in the family ever since.

Ed Archer asked if there are any additions or corrections to the Minutes of the June General Meeting. There were none.

Treasurer's Report: Ed Archer reported on behalf of absent Treasurer, Whitney Haist. Ed relayed that the club is "healthy" and recited the current bank account balances.

Sunshine: Doug Durein reported that member Tom Jasper passed away in late June. Tom is survived by his wife Lisa. Tom's Model T Ford Depot Hack is for sale.

Tours & Authenticity: Don Azevedo reported that the 4th of July Parade in Piedmont was once again, a great success. Don thanked John & Carolee Morrison for their efforts organizing the tour and picnic. John added that there were about 65 cars in the parade this year, including a dozen or so from our club.

Donna Jones reported on the Model T Ford Club International tour in Kanab, Utah. Donna attended the tour driving her 1914 Roadster. Around 200 other Model T's participated in the 5-day tour, which visited many scenic places, including the Grand Canyon and Zion National Park.

Tony Wollesen reported on the Pierce Arrow Society's annual meet, which he attended last month in Minden, Nevada. Tony enjoyed the touring despite the rain.

Visitor Jon Alff reported on the Lincoln Highway Tour. Jon traveled all the way to Nebraska, experiencing some pretty dusty roads between Ely, Nevada & Salt Lake City.

Johnny Crowell reported that he also participated in the Lincoln Highway Tour, starting in New York City and driving the other direction.

Joyce Azevedo reported that she and Don attended a 1 & 2 cylinder tour in the Jacksonville, Oregon area and enjoyed a very relaxing tour with beautiful scenery. Joyce added that a tour participant broke his arm while cranking "Buttercup," his 1914 Buick!

Don Azevedo invited members to bring their cars to the upcoming Field Meet, scheduled for Saturday at Diablo Valley College in Pleasant Hill. Driving Blindfold, the Perfect Circle, and the Potato Stab are just a few of the games Don has planned. Barbequed hamburgers and hotdogs will be available for \$1.

Ed Archer laid out plans for the Watsonville Fly-in scheduled for September 1st. Ed warned he only has two of the twenty allotted spaces available and offered them to the group.

Bill Brommer urged members to sign up for the Castro Valley Fall Festival car show, scheduled for September 14th. The \$25 entry fee for the car show will be paid by

the club as a way to enhance our 501(c)(3) tax status. Entrants of the car show will receive one t-shirt and a lunch. The car show benefits local Regional Occupational Programs. Participants will gather at Bill's house at 8am, then convoy to the show.

Don Azevedo mentioned that the very popular Antique Autos at History Park will occur on September 8th.

Adria Schwartz announced the Halloween Tour, set for October 10th. The tour is still in the planning stages but will terminate at the Schwartz's "Haunted" Garage in Martinez, where guests will enjoy snacks and "pumpkin everything."

Nuts & Bolts: Mike Lawrence petitioned members to host future Nuts & Bolts. Mike needs sign-ups for the remainder of the year. Visitor and potential new member Gerald Robinson volunteered to host the event for August. The 25th was tentatively chosen, but an email-blast will be sent out to everyone to confirm the time and place.

Gazette Report: Pam Johnson reported that Muriel Lundquist, who was on the way to the meeting, encountered terrible traffic and returned home. Pam mentioned that Erika Kopman is scheduled to provide a car article for the next issue of the Gazette.

New Business: Don Azevedo was pleased to present Esther Sernach with an honorary Life-Time Membership. (*much applause*) Don handed the invisible facsimile version of the certificate to Esther, promising to bring the real

Show & Tell: Ericka Kopman showed the group two newspaper articles from the San Francisco Chronicle, one to the next meeting. Esther has been a member of the club since 1957! reporting on the club's participation in the recent Maker's Faire. One was in the East Bay Edition and the other appeared in the Peninsula Edition.

Norman Schwartz offered members some French-language car magazines that he received from a friend in France.

John Morrison heard a new way to refer to an old person with gray hair. A "Q-Tip."

Don Johnson brought in a "whatsit." Several members identified the object correctly as a Piston Groove Cleaner.

Doug Durein brought in a "whatsit" as well. The name and purpose of the ornate handheld wooden spring-loaded device, remains a mystery! Doug also showed the group an old advertising flyer pitching "Newmastic Tire Filler." Filling your tires with the compound Newmastic, would reputedly reduce tire maintenance and extend tire life.

Norman Schwartz presented a "whatsit" too. The shiny metal device, which looked like a giant garlic press, was correctly identified as an Ice Cube Crusher.

Johnny Crowell grumbled that he had recently replaced 6 perfectly good tires on his car, only to have three of the new tubes fail on the Lincoln Highway Tour. Ed Archer said he only uses old tires on his cars because all the antique-reproduction tires are made overseas and are of poor quality. Tony Wollesen shared his trick for fixing old tires, instructing members to replace common car tire tubes with truck tire tubes. Tony added that the tube size should be 1-inch smaller than normal, to allow for expansion.

Mike Lawrence said he has a friend who is having ignition trouble with his 1915 Imperial. Mike asked if anyone in the group can provide help with the car.

Ed Archer asked if there were any birthdays or anniversaries to celebrate this month? Several birthdays were recognized, including Bill Cassidy's, which occurs the following day. All present sang the "Happy Birthday" song to Bill. Tomorrow will also mark the 49th wedding anniversary of Doug & Susan Durein. (*much applause*)

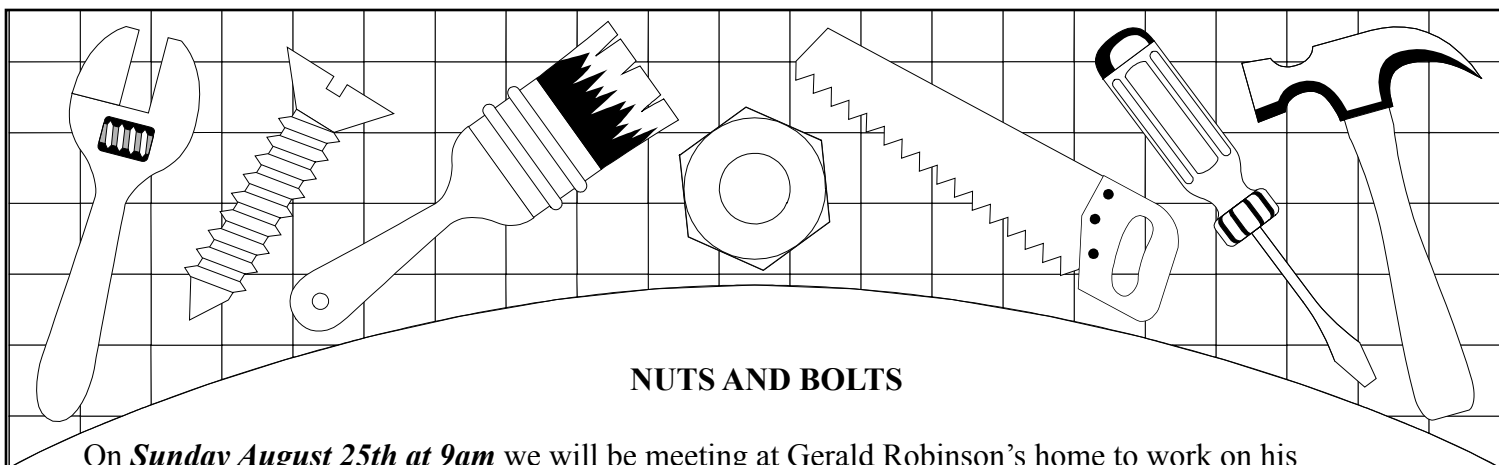
Ed Archer reminded the group of the next Board Meeting to be held at the Byl's home on August 21st. Ed added that, as usual, the meeting is open to all members.

Ed thanked the Brommers for the evening's dessert.

Vice President Ed Archer declared the meeting closed at 8:48 p.m.

Respectfully submitted,

Mark Cerruti, Secretary



NUTS AND BOLTS

On **Sunday August 25th at 9am** we will be meeting at Gerald Robinson's home to work on his disassembled 1909 Buick model 10's engine. We plan to measure bearing clearances, piston/ cylinder wall clearances, and see what is necessary to reassemble the engine.

Gerald lives at 875 57th street in Oakland 94608. If you have any questions feel free to contact Gerald at 510-332-9588. (I know it's the same day as the Ryan Ramble but we are simply out of options.)

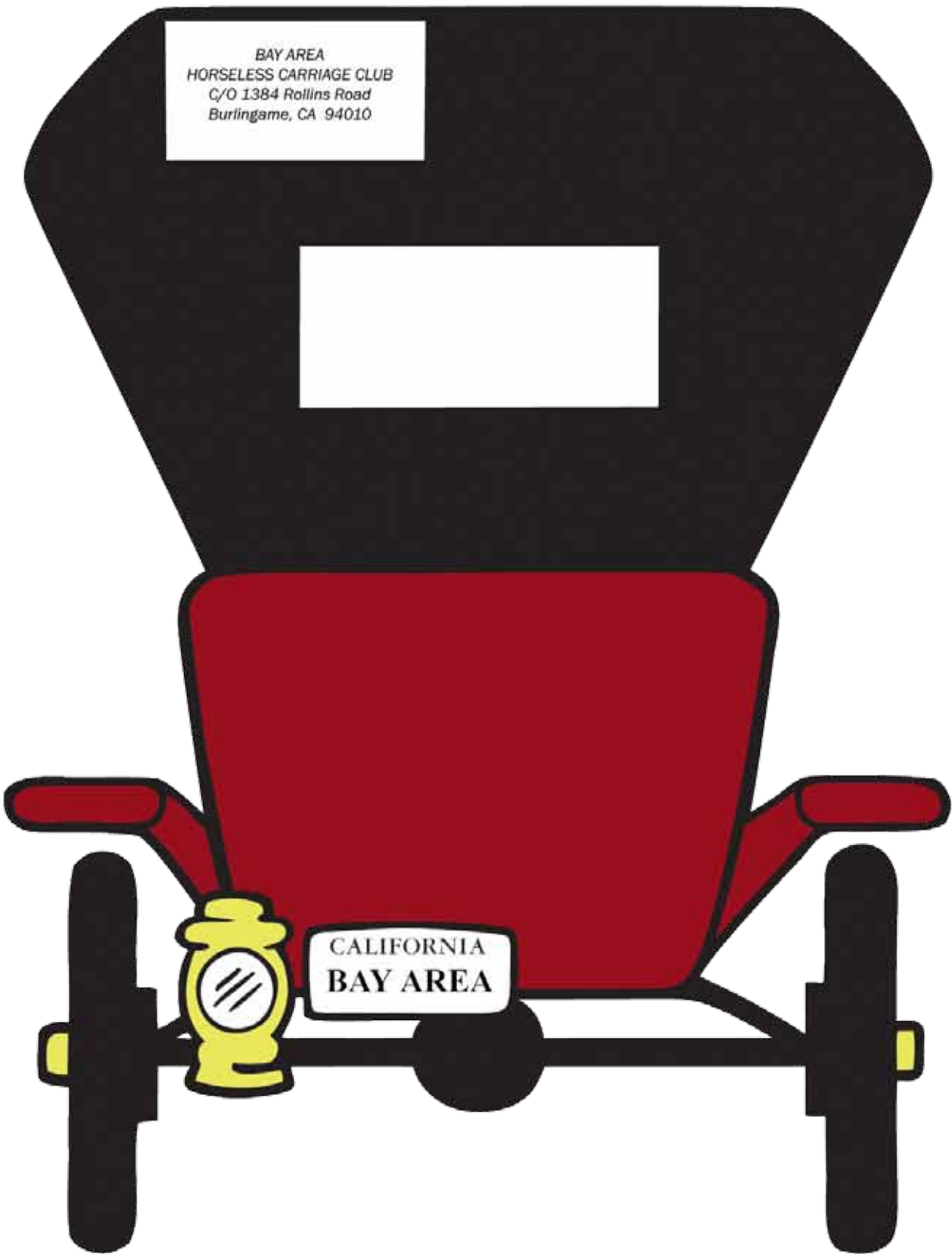
Sunday September 15th 9am we will be meeting at Jon Altf's home for our Nuts and Bolts. Jon's address is 540 39th St. in Richmond. Jon is planning to serve lunch so, if you would like to attend please RSVP. 510-558-0142

Thanks,
Mike Lawrence
510-541-7418

BAHCC CALENDAR OF EVENTS

Sep. 1	Watsonville Fly In	Archer
Sep. 14	Castro Valley Car Show	Brommer, Archer
Sep. 4	General Meeting (socializing at 7:00 pm, meeting at 7:30 pm)	Piedmont Community Center
Sep. 8	<u><i>Antique Autos in History Park</i></u>	Morrison, Hoffman, Durein, Cassidy
Oct. 2	General Meeting (socializing at 7:00 pm, meeting at 7:30 pm)	Piedmont Community Center
Oct. 20	Halloween Tour	Schwartz, A. Azevedo, D. Azevedo, Haist
Oct. 9-12	<i>AACA Eastern Regional Fall Meet (Hershey Swap Meet)</i>	Hershey, PA
Nov. 6	Potluck, Auction & General Meeting (setup at 6:30 pm, dining at 7:00 pm)	Piedmont Community Center
Nov. ??	Holiday Mystery Tour	Board Members
Nov. 20	Joint Board Meeting	San Ramon
Dec. 14	Holiday Party & Dinner/Dance (cocktails at 6:30 pm, dinner at 7:30 pm)	Piedmont Community Center

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