



*Bay Area  
Horseless Carriage Club*



# BAY AREA HORSELESS CARRIAGE CLUB

## 2014 BOARD OFFICERS

<b>Board Chair</b>	Fred Byl	510-531-9181
	12961 Skyline Blvd, Oakland, CA	94619
	fredmbyl@yahoo.com	
<b>President</b>	Ed Archer	510-537-7864
	1807 East Ave, Hayward, CA	94541
	karened4@att.net	
<b>Vice President</b>	Eric Lundquist	650-888-5097
	250 Roblar Ave, Hillsborough, CA	94010
	eric@documentreprocessors.com	
<b>Secretary</b>	Don Azevedo	925-301-5315
	3802 Briarcliff Dr, Pittsburg, CA	94565
	imnuts4fords@comcast.net	
<b>Treasurer</b>	Whitney Haist	925-899-4912
	12 Sunrise Hill Rd, Orinda, CA	94563
	haist2@comcast.net	
<b>Board Member</b>	Jerry Robinson	510-332-9588
	875 - 57th St, Oakland, CA	94608
	gefrobinson@yahoo.com	
<b>Board Member</b>	Doug Durein	510-523-4993
	3015 Gibbons Dr., Alameda, CA	94501
	dougdurein@gmail.com	
<b>Board Member</b>	Muriel Lundquist	650-342-7858
	250 Roblar Ave, Hillsborough, CA	94010
	muriel@documentreprocessors.com	

## COMMITTEE CHAIRMAN

<b>Tour Chair</b>	Doug Durein	510-523-4993
<b>Gazette Editor</b>	Muriel Lundquist	650-342-7858
<b>Webmaster</b>	Gerald Robinson	510-332-9588
<b>Membership</b>	Eric Lundquist	650-888-5097
<b>Authenticity</b>	Bill Cassiday	510-451-4129
<b>Hospitality</b>	Joyce Azevedo	925-639-7314
<b>Sunshine</b>	Sue Durein	510-523-4993
<b>Nuts and Bolts</b>	Gerald Robinson	510-332-9588

## 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 months of JULY and August.

**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:** Monthly. See calendar for schedule. Members welcome.

**ADDRESS:** c/o President **PHONE:** c/o President

**WEBSITE:** [www.BAHCC.org](http://www.BAHCC.org)

### Editors Notes:

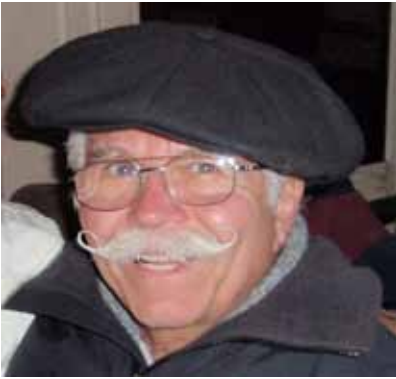
I hope you have all had a chance to get out and tour and share memories with other club members.

The Lundquists have been out of town a bit this month with family in Texas and helping with lots of babysitting. so touring has not been happening for us. We do have good news to report however, as we have two of our cars back and ready to drive. The Model T is fixed and is in prestine condition. Eric put it back into the Candy Store last week hoping to keep it clean. Our '23 is also back and ready to drive so we hope to see you on the road. Eric has also registered the Yellowstone bus for private driving now so you may also see us about with friends. He is driving around San Francisco today just for fun.

We enjoyed all your comments about the "clutch" article and have included one that was emailed in this newsletter. Please feel free to send any comments to the editor - whether corrections additons and we can share them with the rest of the club.

The next issue is combined for July/August and will go out the end of July. Please have articles and picture to me by the 15th of July if possible.

## FROM OUR PRESIDENT



If you missed the Blossom Tour, you blew it! Great tour and kudos to Tony Wolleson for pulling it off. I only got to attend the final banquet due to a date conflict with the Sonoma Motorsports Festival Historic Races but the array of cars that I saw that nite was a feast in itself. Tony put in a tremendous amount of time and effort to assure that everyone had an unforgettable experience and I'm sure it was.. Old news, but on April 18, we did our usual trip to San Francisco in our 1906 Locomobile, leaving at 3:30 AM(ugh!) for the 108<sup>th</sup> Anniversary of the 1906 San Francisco earthquake. The annual commemoration ceremony takes place at Lotta's Fountain on Market St. beginning at 4:45 AM and concludes with multitudes of sirens sounding off at 5:12 AM, the moment that the earthquake began. There was about 300 people there including the Mayor along with

several other dignitaries, and for the first time in thirty some years there were no 06 survivors in attendance. Two are still around, one is 108 and the other is 112 but neither of them were willing to attend. As usual, we were the only antique car in attendance. (Nobody else is that crazy. I had to get up at 1:30 AM in order to make it all happen). After the ceremony at Lotta's Fountain we all head up to the Mission district for the ceremonial painting of the main fire hydrant that was able to supply water to the city burning out of control. There were only a couple hydrants able to supply water after the devastating earthquake broke all the water mains. At the Mission hydrant everyone takes turns putting a fresh new coat of paint on it, spraying gold paint from a spray can, dedicating their spray in memory of their person of choice. From there, a small group of us always goes to breakfast, and since The Big Four restaurant atop Nob Hill was closed for remodeling, our group, all dressed in period attire drove through Golden Gate Park and on to breakfast, this year at Louies, a short distance up the hill from the cliff House, great ocean view and good food. Was kind of a brisk morning but clear as a bell and that Pacific Ocean was beautiful. Dressed in fur coats all but our faces were comfortable. Moving on.....Well, spring has sprung and to some degree the year is still just beginning. We're in California where the weather is great, so no excuse. Get that car out and join in on the fun. There's some great times to be had. Don't let another month go by while you procrastinate. No regrets! I'm out!

Ed

### JUNE AND JULY BIRTHDAYS

<b>MORRISON</b>	John	6/1
<b>HAIST</b>	Diane	6/2
<b>FORBES</b>	Tanya	6/3
<b>CROWELL</b>	Johnny	6/6
<b>HENNINGSEN</b>	Scott	6/7
<b>PRATT</b>	Fred	6/14
<b>DUREIN</b>	Doug	6/19
<b>MCCRUMB</b>	George	6/27
<b>ZILLMER</b>	Bruce	7/10
<b>SHELDON</b>	Wayne	7/12
<b>HIRONIMUS</b>	Judy	7/12
<b>WILLIAMS</b>	Esther	7/14
<b>LARSON</b>	Lynn	7/15
<b>HUND</b>	Bill	7/23
<b>O'NEILL</b>	John	7/24
<b>SHERMAN</b>	Fran	7/29



### JUNE AND JULY ANNIVERSARIES

<b>MCEACHERN</b>	Dan	Mary	June 6, 1987
<b>GULARTE</b>	Bill	Lee	June 13, 1954
<b>SWENSON</b>	Frank	Dailyn	June 15, 2006
<b>BYL</b>	Fred	Nancy	June 20, 1964
<b>LAWRENCE</b>	Mike	Renee	June 24, 2011
<b>CALDEIRA</b>	Chet	Kay	June 28, 1980
<b>SHERMAN</b>	George	Fran	June 26, 1946
<b>KOPMAN</b>	Erika	Ben	July 14, 2007
<b>SILVERA</b>	Dick	Jackie	July 25, 1981
<b>RYAN</b>	Matt	Patricia	July 29, 1988





## Nuts and Bolts Session - Saturday, May 10, 2014

By Ed Harley and Don Azevedo

A 1910 Buick Model 14, owned by Ed Harley (BAHCC member), was the focus of the Nuts and Bolts session on Saturday May 10, hosted by Doug Durian. 13 BAHCC members were present.

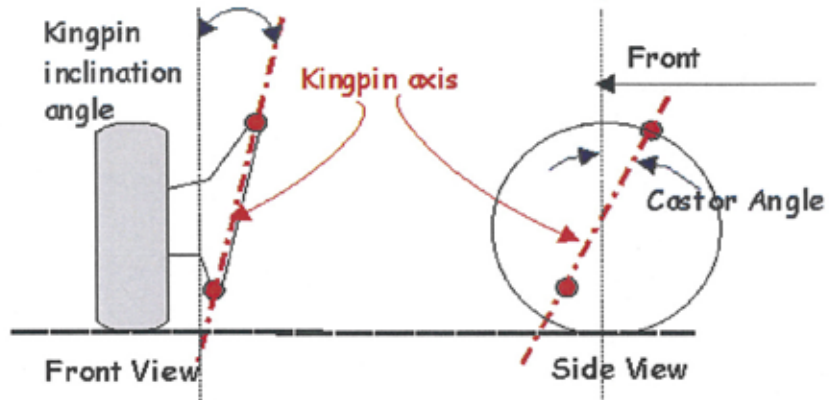
The objective of the session was to look at the front suspension geometry of the Buick and make any necessary adjustments. There are typically five factors to consider.

### 1) Kingpin Inclination Angle

**Objective:** To measure the angle of inclination of the kingpin from the vertical axis in the side-to-side direction. This angle is called the 'kingpin inclination angle'.

**Measurement Process:** By observation; look at the Kingpin from the front of the car.

**Desired Result:** The top of the kingpin should be inward and the bottom of the kingpin should be outward, relative to the imaginary vertical axis of the Kingpin. Unfortunately, the top of the kingpins on our antique automobiles are outward and the bottom of the kingpins are inward. The kingpin on our antique automobiles are usually at right angles to the spindle arm that supports the hub bearings. The only way to adjust the kingpin inclination angle is to bend the solid axle.



### 2) Kingpin Castor Angle

**Objective:** To measure the angle of cast of the kingpin from the vertical axis in the front-to-back direction. This angle is called the 'castor (or caster) angle'.

**Measurement Process:** By observation; look at the King pin downward, from directly above.

**Desired Result:** For antique cars, the top of the kingpin should be toward the back of the car and the bottom of the kingpin should be toward the front of the car, relative to the imaginary vertical axis of the Kingpin. If the kingpin is either vertical or the top is toward the front of the car, a shim can be placed between the axle and the springs if the car has longitudinal mounted springs. If you have transverse

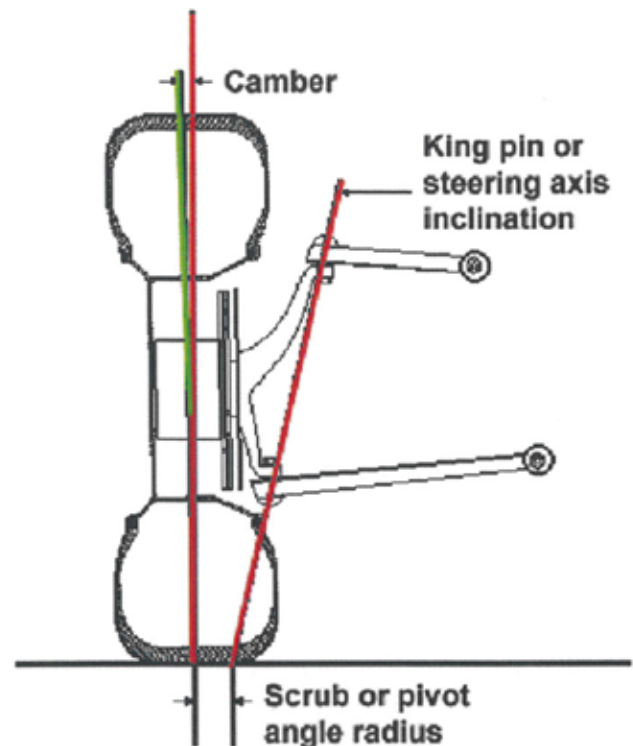
springs like a Model T, then inspect the spring shackles as they may be backwards. Cars with transverse springs sometimes have a wishbone or radius rods that could be adjustable.

### 3) Scrub Radius

**Objective:** To measure the distance in front view between the kingpin axis and the center of the contact patch, where both would theoretically touch the ground. This distance is called the 'scrub radius'. It can be positive, negative or neutral (ZERO). The term 'scrub radius' derives from the fact that either in a positive or negative mode, the tire does not turn on its centerline, it scrubs the road on a turn, increasing friction and meaning more effort to turn the wheel.

**Measurement Process:** By observation.

**Desired Result:** The Scrub Radius should be ZERO. For the 1910 Buick (and most antique cars), the steering axis inclination (kingpin) is vertical (when viewed from the front of the car) making the Kingpin



axis outside the tire area. This was the suspension design at that time, making this Buick difficult to turn, which is true. As vehicles became heavier with wider tires (more rubber on the road) the scrub radius became important in front end design.

### 4) Camber Angle

**Objective:** To measure the angle between the imaginary vertical axis of the wheel and the actual vertical axis of the wheel, when viewed from the front of the car. This angle is called the 'camber angle'. If the top of the wheel is farther out (away from the axle) than the bottom, this is called 'positive camber'; if the bottom of the wheel is farther out than the top, this is called 'negative camber'.

**Measurement Process:** Use a level to measure that the wheel is vertical.

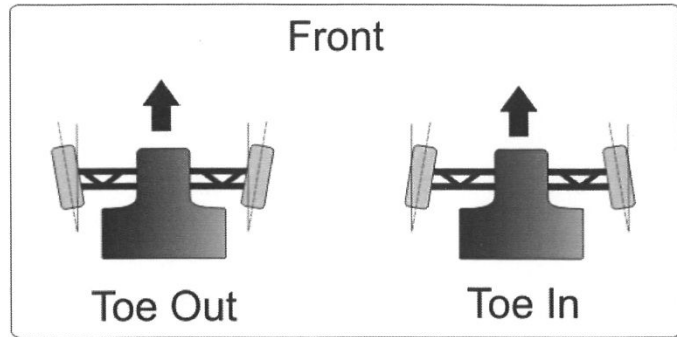
**Desired Result:** For maximum straight-line acceleration and the greatest traction, the camber angle should be ZERO degrees. The camber angle is set by the axle on antique cars and cannot be changed without bending the axle. Many antiques have positive camber. This helps the car stay on a crowned road.

## 5) Toe In/Out

**Objective:** To measure the alignment of the front tires.

**Measurement Process:** Use a ruler to measure the distance of the two front tires, front to front and to measure the distance of the two front tires, back to back.

**Desired Results:** For antique cars, the tires



should be 'toe-in', meaning that the front distance is less than the back distance by 1/8 to 1/4 inch. Toe in does cause a very minor amount of tire scrubbing, however is very beneficial in preventing a vehicle to "wander" on a straight road.

The factors discussed above are important to understand on antique automobiles; however there are other issues to check.

- Check for excessive clearance in the tie rod and drag link ends,
- Check for excessive clearance in the steering box (most steering boxes are adjustable),
- Check for any clearance in the steering shaft key and the steering wheel spider,
- Check for excessive clearance in the wheel hub bearings,
- Check for tightness in your wheel.

We were able to evaluate the front end on the Model 14 Buick and after making some adjustments, improved the steering and overall handling of the car on the road.

**Monday, May 12, 2014**

**Hi Doug,**

**As Yogi Berra said. "I just want to thank everyone who made this day necessary." The day I am specifically referring to is the "Nuts and Bolts" session on Saturday, May 10 focusing on my 1910 Buick Model 14.**

**Collectively you and the other 12 attendees, explored, researched, examined, and discussed; then tightened - loosened, greased, adjusted, repaired, modified, and generally did whatever was necessary to make my car better.**

**I am most grateful to everyone.**

**Ed Harley  
BAHCC Member**

*Club members working together on Ed Harley's 1910 Buick Model 14  
at the May 10th session of Nuts and Bolts*





# 2014 Speedster Run Tour

## June 8, 2014

On Sunday, June 8, 2014, we'll plan to meet at the Brommer's Home (19529 Alana Road, Castro Valley, CA 94546) at 9:00 am – then proceeding from Castro Valley we will tour the back roads to meet the racers in Livermore at the scheduled lunch stop. Bring your own picnic lunch or purchase a box lunch for \$10.00 each. We need to arrive about 11:30 am - in time to see the first racers come in. Please note that this is NOT the lowland tour, but our own Bay Area Horseless Carriage Club Tour.





# Get the lead out! Exciting tour on June 8th

Don't miss the Brommer and Alff June 8th Tour to Livermore to see the antique speedsters and race cars in action during their Cross Country Endurance Run. We have the rare opportunity of advance notice of their lunch stop location, so are taking advantage this year. This tour catches the 30 or so Speedsters and race cars at their lunch stop in Livermore as they come in from their strenuous drive over Mt Hamilton. You'll also get the opportunity to see the 40 or so pre war era companion Lowland Tour cars as they arrive from the Santa Clara endurance run starting line, and settle in for lunch.

Our tour takes in all of this action which stems from the early morning start of the 45<sup>th</sup> annual running of the Santa Clara Valley Model T Ford Club Cross country Endurance Run and Lowland Tour that departed the starting line in Santa Clara at 8:00 AM that morning. After receiving the green flag, the Endurance Run cars headed for the tuff drive over Mt. Hamilton, while the companion, stock Lowland cars took an easier route in order to be at the park in Livermore when the speedsters and race cars arrive for lunch. You'll see a variety of speedsters and race cars as the run is not limited to just Fords, and that goes for the Lowland Tour cars as well. Cheer on some of our own members who participate in both the Endurance Run and Lowland Tour. You can either bring a picnic lunch or order in advance a box lunch. See the tour info. details on this tour elsewhere in the newsletter. Please be sure to RSVP to Bill Brommer or Jon Alff for this tour if you plan on attending.

## ***BAHCC CLUB CALENDAR***

<i><b>June. 1</b></i>	<i><b><u>Auburn Swap Meet</u></b></i>	<i><b>Auburn, CA</b></i>
<b>June 4</b>	<b>General Meeting (socializing at 7:00 pm, meeting at 7:30 pm)</b>	<b>Piedmont Center</b>
<b>June 7</b>	<b>June "Nuts &amp; Bolts" Bring Your Buddy Day - Model T Engine Up Close</b>	<b>Doug Durein's Shop</b>
<i><b>June. 8</b></i>	<i><b><u>Santa Clara Valley Model T Ford Club Low Land Tour and Endurance Run</u></b></i>	<i><b>Santa Clara, CA</b></i>
<i><b>June. 18</b></i>	<i><b><u>Board Meeting</u></b></i>	
<b>July 4</b>	<b>Parade &amp; Lunch &amp; Tour</b>	<b>Piedmont</b>
<b>July 19</b>	<b>July "Nuts &amp; Bolts" Working With Brass</b>	<b>Location TBA</b>
<b>August 6</b>	<b>General Meeting (socializing at 7:00 pm, meeting at 7:30 pm)</b>	<b>Piedmont Center</b>
<b>Aug. 9</b>	<b>Aug. "Nuts &amp; Bolts"</b>	<b>TBA</b>
<b>Aug. 15-17</b>	<b>Pebble Beach</b>	<b>????</b>
<b>Sep. 3</b>	<b>General Meeting (socializing at 7:00 pm, meeting at 7:30 pm)</b>	<b>Piedmont Center</b>
<b>Sep. 6</b>	<b>Sept Nuts &amp; Bolts - "Auto History Event" -</b>	<b>Berkeley CA</b>
<b>Sept. 14</b>	<b>Antique Autos In History</b>	<b>Santa Clara MTFCA</b>
<b>Sept. 17</b>	<b>Board Meeting</b>	<b>Location TBA</b>
<b>Sept. 26-28</b>	<b>Bay Area Tour 2014 – Twain Harte</b>	<b>Twain Harte</b>
<b>Oct. 1</b>	<b>General Meeting (socializing at 7:00 pm, meeting at 7:30 pm)</b>	<b>Piedmont Center</b>
<b>Oct. 8-11</b>	<b>AACA Eastern Regional Fall Meet (Hershey Swap Meet)</b>	<b>Hershey, PA</b>
<b>Oct. 11</b>	<b><u>Watsonville Fly In(see <u>Tour Chair Ed Archer</u></u></b>	<b>?????</b>
<b>Oct. 15</b>	<b>Board Meeting</b>	<b>TBA</b>
<b>Oct. ?</b>	<b>Halloween Tour</b>	<b>TBA</b>
<b>Nov. 5</b>	<b>Potluck, &amp; General Meeting (setup at 6:30 pm, dining at 7:00 pm)</b>	<b>Piedmont Center</b>
<b>Nov. ??</b>	<b>Holiday Mystery Tour</b>	<b>Board Members</b>
<b>Nov. 19</b>	<b>Joint Board Meeting</b>	<b>Location TBA</b>
<b>Dec. 3</b>	<b>Holiday Party - Catered! (cocktails at 6:30 pm, dinner at 7:30 pm)</b>	<b>Piedmont Center</b>

# 2014 BAY AREA TOUR



September 26-27-28

## TWAIN HARTE, CA

Tour the famous Southern Mines area of the  
California Mother Lode region  
on roads that seem to have been designed for our pre 1916 autos

Wildwood Inn

22960 Meadow Drive

Twain Harte, CA 95383

209-586-2900

[www.wildwoodinn.com](http://www.wildwoodinn.com)

BAHCC Rate - \$99.99/night

Book your room early - limited space

Tour deposit - \$50.00/person payable to BAHCC

Send payment to:

Charles Ebers

19189 Highlander Drive

Twain Harte, CA 95383

For information contact Charles Ebers

209-677-3057

[chasebers@msn.com](mailto:chasebers@msn.com)

### REGISTRATION FORM

Driver's name: \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

phone: \_\_\_\_\_

Passenger(s): \_\_\_\_\_

Car: Make: \_\_\_\_\_ Year: \_\_\_\_\_ Model: \_\_\_\_\_



# Hear Ye, Hear Ye

Mark Your Calendars and Plan to Attend our

**2014 ANTIQUE AUTO**

**FIELD MEET**

**SPONSORED BY THE**

**BAY AREA HORSELESS CARRIAGE CLUB**

**Saturday, August 23<sup>rd</sup> 10:00 to 2:00**

**Diablo Valley College, Pleasant Hill**

**Overflow Parking Lot North Side of Golf Club Road**

**Bring your 1931 or older car to participate or just watch**

**Fun events for all skill levels**

**Call Don Azevedo 925.301.5315 for more info**

# THE 2014 BLOSSOM TOUR

MAY 15, 16, & 17, 2014

BY Joyce Azevedo

Apple pie and coffee, cake and ice cream, meat and potatoes. Some things are better when combined with something else. Such was the case of the "blended" HCCA and Nickel Registry groups when the Santa Clara Valley HCCA group sponsored the Blossom Tour, headquartered in beautiful Woodland, California on May 15-17, 2014 with an early bird tour of Old Sacramento on May 14..

Chairman Tony Wolleson and friends planned some excellent routes that members of both groups found interesting. Wednesday's tour to Old Sacramento was a delight to all who were there. Many classrooms of fourth grade school children, who were studying California history, were there for the day, so they got to view the old cars as a special treat they had not expected. We were more than happy to answer their questions and show them our cars. The highlight of the day was the underground tour of Sacramento which took us to the original sites of many businesses that were in the area in the 1860s. After being flooded many times, the townspeople decided to raise the levee, move the confluence of the American and Sacramento Rivers up steam about 2 miles, and to jack up all the existing buildings high enough to escape future floods which put them directly on top of the original buildings. Our docent Michael was either from Ireland, or has practiced enough to stay in character throughout the entire one-hour tour. We learned much about the history of the town and its people groups.

On Thursday a short tour around the outskirts of Woodland ended up at Don's Diner in town for a delightful brunch. The historic pieces on the walls kept everyone entertained for the time they were there. Afterwards, the entourage toured to U.C. Davis where they shared the cars of yesteryear with the Mechanical Engineering Students of today. In turn, the students shared how they were working to improve the technology of modern day automobiles for tomorrow

Thursday evening was deemed "Heavy Hors d'oeuvres night" and it was substantial enough that no one need go out to dinner. This event was held at the home of Mark Reiff, owner of "Reiff's Gas Station" which is his personal residence in Woodland. The home, garage and backyard have been transformed into a 50's gas station and soda fountain and it was a delightful place to visit and sit down for a meal. The temperature in Woodland topped out at 102 that day so cool drinks were a hot commodity at the dinner.

Our heavy touring day was Friday with a 130 mile route on our schedule. We navigated the Sacramento River Road to West Sacramento then skirted around town to another River Road which took us to the idyllic town of Rio Vista where we feasted at a Mexican smorgasbord near the Marina as we watched the river and a few boats roll by. Our afternoon tour took us to "Windmill Row" a country road, west of Rio Vista. There we saw the awesome technology of wind-powered turbines, latching onto the sustainable, renewable energy source of the wind. We all agreed it would be wonderful if we could eventually run our cars on this kind of power.

If Friday was heavy touring day, we would have to call Saturday our heavy-eating day. A brief tour to Winters and the beautiful home of Jerry and Terri Neil for a coffee break (that served up more like



Host, Mark Reiff



Bar and Patio



Reiff's Gass station home



Some of the 30-40 gas pumps

a Sunday brunch at a luxurious resort) was next on our touring agenda. We viewed their wonderful collection of autos and memorabilia as well as visited their new "gas station" which Jerry recently completed. To our amazement and our amusement, we returned to our cars to find that Jerry had put some colorful signs on almost all of the cars, announcing they were "Good Runners-\$500. Or Best Offer" or "Easy Terms Available-Let's Talk". We all had a good laugh and went on to our next stop, the Yolo Land & Cattle co., also known as Stone Ranch, a working cattle ranch south of Esparto. There we had a fabulous sit-down rib-eye steak dinner with all the fixings. We heard a little history of the ranch from the son of the owner Henry "Hank" Stone, who had founded the ranch.



After lunch, the group returned to Woodland to lounge in the pool or hot tub before going to dinner at Ludy's, a very popular barbecue place in Woodland. We parked our cars along "Dead Cat Alley" and were treated to a tasty buffet on the covered patio behind Ludy's.



Our thanks to Chairman, Tony Wolleson, and his associates from the Santa Clara HCCA. They did a wonderful job putting on this tour which was a delight to attend. Where else can you see seven Pierce Arrows, a brass Mercedes, two Locomobiles, a Marmon, Cadillacs, Buicks Model Ts, a Kissel and a Stevens Dureya? Just to mention a FEW! With 92 people in attendance, it would be impossible to name them and not leave someone out.



P.S. On a sad note, one of the Bakersfield members who toured with us, passed away after his return home from the tour. Tony Costamagna, husband of Mary, was 73 years old. Tony was an outgoing, fun-loving man who loved his old cars. He will be sincerely missed by anyone who had the good fortune of knowing him.



5/7/2014

Meeting called to order at 7:30 by President Ed Archer.

**Visitors and Guests:** This evening Mike Rehan from Rio Vista was visiting our club. Mike has a number of Model Ts and needs help in getting them on the road.

**Health and Welfare:** Don Doug Durein reporting for Susan stated there had been no major mishaps with our members. She had sent thoughtful greeting cards to Johnny C. and Don A.

**Meeting Minutes:** Hearing no objections, last month's minutes that were presented in the Gaslight Gazette were approved as written.

**Treasurer's Report:** Whitney reported all bills are paid and all dues have been collected. Whitney had developed a budget which will allow the club to make it through the end of the year without financial problems.

**Tours/Activities:**

**Past** – Tony W. reported on the Western Gaslight 1 and 2 Cylinder Tour that was recently held in Livermore. A report was also given on the Bakersfield tour and swap meet.

**Future** – Tony W. gave a synopsis of the upcoming Blossom Tour sponsored by the Santa Clara Horseless Carriage Club to be held in Woodland. There will be three full days of touring with an optional fourth day. The tour is about full with 45 to 50 cars and 100 people. Activities include a trip to Old Sacramento and an underground tour of the original Sacramento, Visit to the College of Mechanical Engineering at U. C. Davis, refreshments and eats at Mark Reiff's Gas Station/home, trip along the river to Rio Vista, a visit to another nostalgic garage of Terri and Jerry Neil, lunch on a working cattle ranch and a final banquet in Woodland. A full four days is planned.

Bill Brommer and John Alf are planning a tour from Castro Valley to Livermore on Sunday, June 8<sup>th</sup> to meet the Model T Ford Endurance Run participants at their lunch stop.

The Club will again participate in the Piedmont 4<sup>th</sup> of July Parade with a short tour after the parade and then a party and BBQ at John and Carolee's home.

Our Field Meet will be held on Saturday, August 23 at Diablo Valley College in Pleasant Hill.

The Bay Area Tour will be in Twain Harte September 26-28. Bill Austen reported the tour plans are almost finished promising to be a great time for all. The host motel is now filled, but there are other accommodations within a few miles.

**Nuts and Bolts:** This Saturday we will meet at Doug's Garage and evaluate the front end of a 2-cylinder Buick.

**Web Site Report:** The web site is having some trouble on sending out group e-mails. We are working on the solution.

**Newsletter Report:** Muriel asked for more write-ups on tours and events. Whoever is the chairman of an event should ask a participant to prepare an article for the newsletter. -

**Authenticity:** Nothing to report.

**Unfinished Business:** The parts auction last month netted a cool \$518.80 for the treasury. Thanks to all that waved their paddle and to those who donated the goods.

**New Business:** President Archer shared a sign he prepared that the club might make for all members cars that would be laminated so it could be stored under the seat. The sign would present the information about the car and who the owners are. Bill B. showed what had been prepared when our cars were shown at Good Guys a few years ago complete with a PVC pipe stand. The Board will consider the options at the next Board meeting.

**Board Meeting:** The next Board meeting is scheduled for May 21<sup>st</sup> at Gerry's home in Oakland. All interested members are welcome to attend.

**Birthdays:** The members cheered for Eric L. and Whitney for having birthdays in the month of May. Eric's birthday was on

the 5<sup>th</sup> and Whitney's will be on the 24<sup>th</sup>.

**Communications:** No communications were shared with the group.

**Sharing Time:** Don A. showed some magic when a strong rare earth magnet is dropped through a copper pipe. A flux current is created in the copper pipe by the moving magnet which slows the dropping magnet.

Eric shared a cone clutch from his Overland that had been recently relined by Bob Knack and promised to work smoothly when installed.

The business meeting adjourned at 8:30 at which time refreshments by Don and Joyce were enjoyed.

**Entertainment:** After partaking in food and beverage, Bill Austen shared a very interesting talk on antique phonographs showing both early cylinder and disk players.

Respectively submitted by

Don Azevedo, Secretary

Bill Austen demonstrating his phonographs >



## Travels:

While in Branson, MO a couple of weeks ago, Eric and Muriel visited the new auto museum. Below are a couple of the photos they took at the museum.



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



CALIFORNIA  
BAY AREA

