



CALIFORNIA
September 2015



*Bay Area
Horseless Carriage Club*



BAY AREA HORSELESS CARRIAGE CLUB

2015 BOARD OFFICERS

Board Chair	Ed Archer	510-537-7864
	1807 East Ave., Hayward, CA	94541
	karened4@att.net	
President	Eric Lundquist	650-888-5096
	250 Roblar Ave, Hillsborough, CA	94010
	eric@documentprocessors.com	
Board Member	Bill Schrambling	415-269-1168
	929Toulouse Way, Martinez CA	94553
	weschram@pacbell.net	
Board Member	Jon Alff	510-558-0142
	1719 - 10th, Berkeley, CA	94710
	jonalff@pacbell.net	
Secretary	Don Azevedo	925-301-5315
	3802 Briarcliff Dr, Pittsburg, CA	94565
	imnuts4fords@comcast.net	
Treasurer	Whitney Haist	925-899-4912
Membership	12 Sunrise Hill Rd, Orinda, CA	94563
	haist2@comcast.net	
Board Member	Jerry Robinson	510-332-9588
	875 - 57th St, Oakland, CA	94608
	gefrobinson@yahoo.com	
Board Member	Fred Byl	510-531-9181
	12961 Skyline Blvd, Oakland CA	94619
	fredmbyl@yahoo.com	
Board Member	Muriel Lundquist	650-342-7858
	250 Roblar Ave, Hillsborough, CA	94010
	muriel@documentprocessors.com	

COMMITTEE CHAIRMAN

Tour Chairs	Bill Schrambling & Jon Alff	415-269-1168
Gazette Editor	Muriel Lundquist	650-342-7858
Webmaster	Gerald Robinson	510-332-9588
Membership	Whitney Haist	925-899-4912
Authenticity	Bill Cassidy	510-451-4129
Hospitality	Joyce Azevedo	925-639-7314
Sunshine	Sue Durein	510-523-4993
Nuts and Bolts	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

Editors Notes:

The summer has been a fun time for many of our members touring with this club and others that they belong to. We thank those that have sent us articles and pictures of their times on the road with these wonderful antique automobiles. There are still a couple of events for the club so be sure to check the calendar and/or attend the meeting on September 2nd to find out what is planned. “Nuts and Bolts” has been quiet for the summer, but Doug promises to reveal what we will be doing on Saturday, September 5th at our meeting. If you have not had the chance to do so, now is the time to see what changes are happening with our web site. Jon and Jerry have been working to make it a better place and would love to hear from you about what you think? It is still a work in process.

It is always appreciated when articles come in early for publishing. The deadline remains the same - the 22nd of the month. If you have something to publish be sure to let the editor know so that space will be saved for you.

Many of us meet at the El Agavero Mexican Restaurant, 2071 Mountain Blvd, Montclair, before the Wednesday meeting. Hope to see you there!

M

PRESIDENTS MESSAGE



This summer has been unusually busy as you can see in this month's Gazette. August 6-8 – Jim and Kathy Ryan's Rambling trek to Quincy and Portola with the Azevedo's and Pava's from BAHCC attending.

August 8 – Saturday afternoon BAHCC car display at the Masonic Home in Union City. It was a beautiful day with 80 in attendance from the Home, plus 11 from BAHCC. (Eric and Muriel Lundquist, John and Carolee Morrison, Bill and Kaaren Brommer, Toni Wolleston and Ed and Karen Archer and guests Toni Dwight and Chris with their new baby.) Thanks to those that attended. The residents felt this was an event they would like to have annually. My question of each resident was "what was your first car". This brought back memories to most whose average age was 82, but surprisingly, none had cars as old as ours.

Monterey Motorsports – Ed Archer's wonderful story and photos about Laguna Seca raceway. See Gazette

Aug. 19th Historic Vehicle Association arrival in San Francisco in their Model T. Visit HistoricVehicle.org for their website. Article in Gazette.

History Park visit in San Jose upcoming Sept. 13th. See Gazette.

Casey's Birthday Party – Sept. 27 – Casey is Ed and Karen Archers beloved 1915 Model "T".

Most recently, sorry to announce the passing of Jack Passey, a superb car collector from Watsonville. We have toured Jack's collection twice, and enjoyed the book authored by Jack. We will miss you, Jack.

Thanks for all that have participated to make these events successful.

Next Meeting: Dinner at 6:00pm at El Agavero Mexican Restaurant in Montclair; Regular club meeting at 7:30 at the Piedmont Center. See you there.

Eric Lundquist, President.

BAHCC CLUB CALENDAR

Wed, Sept 2nd	General Meeting (Socializing at meeting hall at 7:00 pm, with meeting starting at 7:30 pm)	Piedmont Community Center
Sept 9th-12th	Bay Area Tour - Santa Cruz by Tour Chair Sam Gurnee & Lundquist <u>CANCELED due to road closures</u>	Santa Cruz, CA
Wed, Sept 16 th	Board Meeting	Location TBD
Sun, Sept. 27 th	Casey's Birthday Party (See flyer)	
Wed, October 7th	General Meeting With Speaker TBD (Socializing at meeting hall at 7:00 pm, with meeting starting at 7:30 pm)	Piedmont Community Center
October 7 - 10	Hershey Swap Meet	
Wed, October 21st	Board Meeting	Location TBD
October 2015	Halloween Tour	TBD
Wed, Nov 4th	General Meeting With Potluck at 6:30 pm	Piedmont Community Center
Wed Nov 18th	Board Meeting	Location TBD
Wed, Dec 9th	Holiday Party - Catered Dinner & Dance (cocktails at 6:30 pm, dinner at 7:30 pm)	Piedmont Community Center
Wed. Dec 16th	Board Meeting	Location TBD

Ryan's Ramble Tour August 6-9, 2015 by Joyce Azevedo



If you have ever been on a tour sponsored and organized by the Ryan family of Orangevale, CA, you know you are in for a good time and a substantial amount of touring time. There will be lots of miles, lots of things to see, and maps prepared with care and precision. Jim, Kathy and Matt Ryan did not disappoint those who came to expect this type of tour, headquartered this year in Quincy, CA, off Highway 70 in the Plumas National Forest area.

Every day started out with an 8:30 a.m. driver's meeting and most often, an 8:45 a.m. departure. Day one was a 95 tour of the Indian Valley and was called a Barn Quilt Tour. Many residents of the Indian Valley area copy popular quilt blocks onto huge pieces of wood and affix them to their outer barn walls. Kathy had photographed the quilt samples prior to the tour and had a reference map for us to follow. Each had a name and location so we could follow along. If there was some history to go with the quilt square, it was noted on the "cheat sheet" so we could know the name of the block and to whom it was dedicated or in whose memory it was dedicated. It was fun to watch for these giant works of art while traveling down the roads.

Our first day was approximately 95 miles and the first real stop was the Indian Valley area, home of several communities. This area is rich in beauty and surrounded by a stunning mountain backdrop, dotted with ranches, old barns and grazing cattle. Indian Valley was the home of the mountain Maidu Indians prior to the arrival of the explorers and settlers. We stopped at the Indian Valley Museum on Cemetery Road in Taylorsville, with a catered lunch to follow at the Taylorsville Park. The Museum was established in 1973 to preserve the history of Indian Valley. Generous donations by folks in the valley are represented in a 4000 square foot museum, including Native American and historical items and a Gem and Mineral room. In this room, sculptured designs in stone are displayed for all to enjoy. One of the docents did much of the sculpting and carvings in the stones and they were magnificent works of art. The carved Liberty Bell, only about three inches high, was impressive.

From Indian Valley, we toured back to Quincy and prepared for a trip to the Greenhorn Creek Guest Ranch where a delicious dinner of barbecued ribs and chicken awaited us. There was a pond for fishing as well as hay wagon rides and horseshoe competition.

While there a small rainstorm splattered the cars and settled the dust on the roads surrounding the field where we were parked.

Saturday's tour was 90 miles and included a trip to Harvey Sheep and Forestry Farm and a coffee stop. The owners gave a demonstration of how their lumber mill works and an explanation of the family's multigenerational involvement in sheep ranching for food and wool. They explained the concept of "Guardian Dogs" that live with the sheep and help keep the herd protected. These are not family pets, they are working dogs who take their job seriously. No one was allowed to touch the dogs as they were "on the clock" taking care of business. The wool yarn and products were on display and were for sale. This was not wool as we think of it, but was soft and warm, not scratchy as I am used to.

After the farm, we traveled to Portola where there were many more historical places to visit. Portola is a city that is intersected by the Union Pacific Railroad and the Middle Fork Feather River. Before arriving at Portola, many stopped to visit the Jim Beckwourth Museum, a log cabin trading post build by the pioneer. (Beckwourth discovered the route through the Sierra Nevada, which is now Highway 70). The Railroad Museum in the town of Portola and a short train ride were a popular spot that day. We also met some local artisans who carved wooden bears and moose and sold their wares at the side of the road. Sadly, the day after we made our purchases, someone stole their trailer full of artwork so they are starting over.

Sunday's tour of 45 miles took us to Buck's Lake, a popular boating, fishing and swimming area. It is the centerpiece of recreation in Central Plumas County. With 17 miles of shoreline, there is something for everyone and is a very family-friendly vacation spot. The Buck's Lake Marina tours "We Rent Fun" pontoon boats, ski boats, stand up paddle boards and all sorts of opportunities for water recreation.

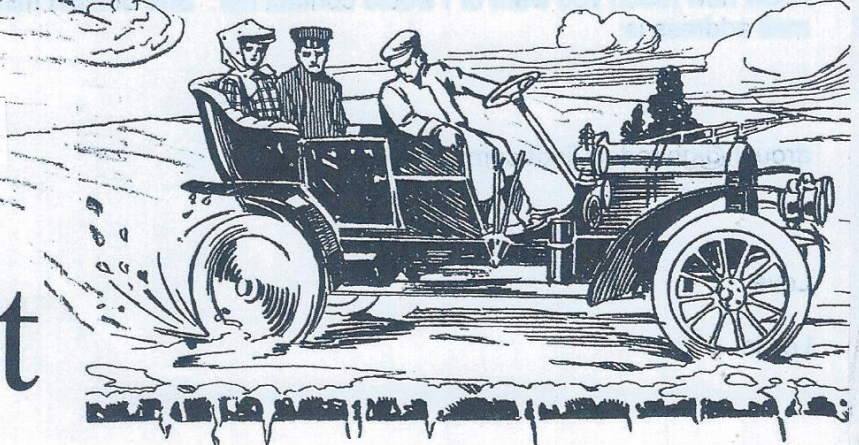
After a hot lunch at the Quincy Fairgrounds, we bid our fellow tourists goodbye. Those from the Bay Area HCC were Don & Joyce Azevedo, in their 1914 Model T touring and David and Patricia Pava, in their newly acquired 1915 Model T Roadster. Both cars made the entire tour with no problems, just a little adjustment here and there. Many members of the Northern California HCC were in attendance as well as this is the club where the Ryan family is most active.





Casey's 100th
Birthday party
Sept 27, 2015

Don't



Spin your wheels and miss out on all the fun.

This is a special invitation especially to all pre war cars and trucks to a grand party. You're attendance is the most important, car or not, c'mon down have some cake & watch the fun.

The Mighty Casey, who most of you know as Number 4, 1915 Ford race car, is throwing a party to celebrate his 100th Birthday this year and you're invited, cause Casey wants all his friends both old and young to be there. No disrespects, but all his friends need their caretakers to help them,.....you understand. Casey really misses getting together with his early day friends, some even that he competed against. Sammy Stutz, Myron the Mercer, Ferocious Freddy Fiat, and of course who could forget cuzzin Lizzy Ford! My.....what times! Sadly, the old puffer Stanley, was all apart in pieces due to neglectful caretakers at their last meeting,very depressing.....but moving on, Casey has made some everlasting relationships in the last 90 or so years and wants to get together with them on Sunday September 27th for some grand old fashioned Birthday Party games, along with a gigantic Birthday cake for all his friends caretakers. Casey feels strongly that all caretakers should be treated well at his centennial celebration, you know, in appreciation, showing gratitude to the poor souls that went to all the work to give Casey and his friends a second chance in life instead of ending up like poor Stanley. Please plan to attend, especially if you're a centenarian, Casey would love to share this special occasion with his other Centenarian friends, and gosh, sure would like to pal around again with Cleo the Reo, hope he can come. Why he's 107 this year! Sorta makes a body feel young! Well it's gonna be one heck of a party especially with those car games. Just like the good old days!

When; Sept. 27th, 2015 10:00 AM to 3:30 PM or so. Cake cutting around 1:30.

Where; 46515 Landing Pkwy. Fremont, CA. (Warren Ave. exit off I 880 and head West, or turn West on Warren Ave. off Warm Springs Blvd. go over the freeway and turn right on Landing Pkwy.)

Special parking and games for all cars 1941 and older, and plenty of trailer parking. Special Birthday gift to all of Casey's friends celebrating their 100th Birthday.

Your special gift to The Mighty Casey is your attendance.

Bring your own picnic lunch & liquid refreshments or there's fast food places within a mile.

Questions? Or RSVP Ed, Karen, Casey, 510 581 4911, Email karened4@att.net

Please RSVP if you're bringing a car, & especially if you're bringing a birthday car (1915).

If you've signed up at the car club meeting that's your RSVP

Historic racing at the Monterey Motorsports Reunion 2015

Racing an antique car is not for everyone, but if you own an antique race car there's that vision in your head of you behind the wheel on a race track dust flying, goggles down, you're in front of the pack with the swift wind blowing your neck scarf the crowd is cheering as you dive into the next turn. You can't help but think "I wonder what it would be like to really race this thing". But for most people common sense sticks its ugly head in and says "Don't be stupid, that is dangerous stuff, something could break, I might lose control". And sometimes that last statement may mean, "At the end of the pace lap, when the green flag starts waving and the adrenalin kicks in, I.... might lose control and do something stupid". Well either way it's something a person has to deal with when owning one of those things. I choose to try and ignore the common sense factor and instead my optimism kicks in.

So all that said we participated in another Historic race in Monterey at the world class Laguna Seca race track with our 1915 Ford race car. Before I go any further, let's talk a bit about the car. Our car was converted/built as a race car in 1915 and as is typical of race cars, was updated with new innovations, speed equipment, as they were tried and found successful, as new as 1920. Meaning the latest parts on the car are from the year 1920.

The Laguna Seca race track is a closed circuit track 2.2 miles long with 11 turns, typical of the tracks in the U.S. prior to 1919, the Vanderbilt Cup, Gordon Bennett, Grand Prize etc. all similar except we're on blacktop not dirt. Not that all the early races were on dirt, but a lot were. On this track there's not a long enough straightway for me to quite reach 80 mph. and as you know we have very little safety gear, so as you're on the track in a race approaching a car that you'd like to pass, that factor has to really be first and foremost in your head. You have to finish in order to win! It doesn't really matter what place you finish, just finish! Don't do something stupid! Wait for the safest possible place to pass, or don't! Sometimes it could take a lap or more in order to get around a car that's just a little slower than you, so sometimes, as hard as it may be to do, be patient. And be aware of the fact that with you on his tail "pushing" him, he may be pushing the throttle a little more than he should and do something stupid, like maybe spin out right in front of you. Not a good thing! That's just the way it is.

These historic races are really seriously organized. You have to pass a medical exam each year. You're required to pass a tech. inspection where they check the car out carefully, (He grabs my steering wheel, feels the play looks at me and say's "is that normal?") inspect the required equipment, stop light, current dated seat belts, fire extinguisher, side view mirror, current dated crash (I hate using that term)helmet, Nomex underwear and drivers suit, leather or fire proof gloves and shoes. These items are usually double checked as you line up on pre grid (the lane that you line up on before getting on the track).

I transport our race car to the track on the back of our 1924 Chevrolet one ton truck. Quite a site to see going down the road, an antique truck with an antique car loaded on the back, talk about double take from people lucky enough to see it pass by. Karen drives down modern on Thursday and stays through Sunday. Once I get there and through tech. we have a mandatory attend drivers meeting, 20 minute track practice sessions on Thursday, Friday, and then Saturday mornings practice session is a qualifying race to determine your poll position for the final race Saturday afternoon.

Both Thursday and Friday's sessions were troublesome for me. Thursday I finished the session but the engine was breaking up at peak rpms. Just barely noticeable but there. So I checked the magneto, readjusted the points, checked the spark plugs, replaced one that looked a little suspect and opened the gap a



little on all of them. (Longer story there, can't go into it here). Started the car and it seemed to run okay. Friday practice session I made a lap and a half and it tried to die out there, at high speed. I managed to nurse it back to my pit. I set there and revved it up a few times and it seemed fine so I decided to go back out on the track. About 30 feet later I couldn't keep it running at low rpm. What's that all about??? So I got it back to my pit space (They call it paddock space) and set there behind the wheel trying to think what could be wrong. Finally got out, changed out of my



modern race gear and back into my period attire and did a little more investigating on the magneto. Pulled the distributor cap and cleaned the little carbon button that rests on the rotor, with carb. cleaner as well as the inside of the cap. A couple of friends/drivers Gary Lucas and Bruce Hudkins were standing nearby so I asked them for a push to see if it would run, "but before we do that let me open up the low speed jet on the carburetor a half turn, to put it back where it was before I leaned it out a couple of days ago". A little background. I've been having problems accelerating from a stop with the engine loading up with fuel and blubbering for 10 seconds or so before clearing out and taking off, so decided to lean the low speed jet out a bit before heading to the races. So now I put it back to where it was. They pushed and it didn't start right away but then it backfired and fired up sounding normal. This time I took it on a strong test drive on some of the entrance roads around the track and it seemed fine. I thought "Well I'll know for sure tomorrow morning on the track".

Saturday morning the weather was perfect, maybe a little warm. I was near the back of the pack as we entered the track for our pace lap (29 cars in our class dating from 1911 to 1939), old #4 was running well and when we got the green flag I began my pursuit of working my way through the pack finally finishing in 8th position. Initially, first lap caught up with Wingard in his 1922 Delage and stayed with him for a lap and a half then finally as he took turn 2 wide, I was able to overtake him on the inside. Then there was Deluna in his 1917 Hall Scott, big car, long tail. Followed close for a couple of laps pretty near kissing his tail a couple of times on the turns. Our braking times were different and therefore I had to try and keep my distance as we entered a turn, and get close as we exit. A few times I got too close and had to brake again then try to close the gap as we pull out. He starts braking early and with wider tires has more traction than me, and I have to be sure he's through braking before I can accelerate, then as we pull out of the turn I'm too far behind him to be able to pull up and pass him before the next turn. Fortunately he pulled off the track before the end of our qualifying race so I was able to continue on and get my 8th position finish. So that put me in the 8th poll position for our final race. With all the newer faster cars in our class I was thrilled with that position. When I arrived back to the paddock/pit there to greet me was none other than Bay Area Horseless Carriage Club member Jon Alf. What a nice surprise. The pictures that accompany this story were taken by Jon. So if you like this story, thank Jon because without his pictures and asking me, there would have been no story. If you don't like the story call me and just tell me to get lost! Also greeting me after that race was Santa Clara Valley Model T Club members Bob and Pat Meneely who had been watching from behind the fence on the outside of turn 3. Found out that unbenowingly to me I was waving to them on my cool down lap after the checkered flag. Boy, nice to have a cheering section! So nice to see good friends.

Now.....for the rest of the story. Jon Alf really captured my frustrations in his pictures. You're bound to be a little "keyed up" before going out on the track for the final race, and I think that's normal, cause things could happen out there no matter how safe you're trying to be. Well, about 10 minutes before our race they begin to announce our call to the track, or pre grid. We should be changed into our race suits and be ready for that call. Our cars are parked in what's called pre war alley. A long row loaded with mostly pre war cars. If you don't get to pre grid before the cars go onto the track you end up starting at the back of the pack, 29th poll position! About 20 minutes before our final race I was standing there talking to Bruce and Gary and finally asked the time, and they said "20 minutes to go". Whoa! It's later than I thought. I better get changed. So I grabbed my stuff and went into my borrowed changing room, (their enclosed car trailer). When I came out, all the cars were gone! Just mine setting there. And I heard the announcer say 5 minutes to start. I have to get my car started, get behind the wheel, seat belt fastened, protective rag wrapped around the seat belt latching assy. to protect the finish on my wood steering wheel, get my helmet on, strap through the loops and tightened, then try to get my tight gloves on sweaty hands. Now I'm really "keyed up". Got the car started, and as I'm driving up to pre grid I'm trying to latch my seat belt, wrap it, put the helmet on (See the pictures) etc. what a fiasco! I got to pre grid with three minutes to go. Just enough time to settle down a bit, warm up the engine and head out on the track for our pace lap. I was polled on the inside beside Blains 1911 National that ran the Indy 500 in 1911 & 12 and when the green flag went



down I got the jump on him (Ford power to weight ratio plus my car is much newer) and managed to hold it going into turn 1 and 2 from there I kept creeping ahead and right on the tail of a 1934 MG stayed right on him for a lap or so before I found the opportunity to pass coming out of turn 11 and move on. Somewhere I passed another 34 MG and not sure who else, but on the fourth lap I was passed by Blains 1916 Auburn Sturtivant and a lap later a 1934 Ford sprint car. Fortunately for me some of the faster cars got bogged down in traffic and I was able to finish the race in 7th position, much higher than I had hoped. That's racing! Whatever problems you may encounter, you might be a faster car but when the checkered flag drops that's where you finish. What a great race! And although there's always a certain amount of pressure, lots of fun. I loaded old #4 back on the old truck Sunday morning which made for a nice display that day. Stayed for the awards ceremony and headed for home around 6 PM, arriving home at 11 PM. Nice drive home, a real step back in time.



15th Annual



Information you need to know. The date is Sunday, September 13, 2015. The show starts at 11:00 AM and closes at 4:00 PM and is located at History San Jose (635 Phelan Ave, San Jose, CA 95112). Participants (vehicles, craft and collectible exhibitors and early day gas exhibitors) should arrive between 8:00 AM and 10:30 AM. Modern vehicles are not permitted on History Park grounds between 11:00 AM and 4:00 PM.

Requirements for entering an antique vehicle. There is no registration nor fee required. Just bring your pre-1946 original or restored-to-original vehicle to the History Park gate (635 Phelan Ave, San Jose, CA 95112). A gate attendant will direct you from there.

Trailer information. If you trailer your vehicle, trailer parking will be the same as last year (San Jose Municipal Stadium parking lot, 454 E. Alma Ave.). The gate attendant at History Park will give you a map if you do not know where the stadium parking lot is located. History Park entrance is 0.5 miles from the trailer parking lot. There is no fee to park your trailer.

Plan your day around the following:

- 11:30 Swing Cats Dance Performance
- 12:00 Music by Toot Sweet Jazz Band
- 1:00 Presentation "Around the World in a 1928 Plymouth"
- 2:00 Presentation on Early Cadillacs
- 3:00 Costume Recognition
- 3:30 Drawing for Door Prizes

Other things to see and do:

- Early Day Gas Engine and Tractor Association displays
- Antique crafts demonstrations
- Antique collectibles displays
- Barbershop quartet
- Blacksmith shop demonstrations
- Trolley rides
- Open historic buildings
- Food by Peggy Sue's Restaurant
- Ice cream by O'Briens
- Kids activities

Admission: Free to participants and HSJ members. All others pay \$ 5. For more information, contact [Allan Greenberg](#) via e-mail or 408-997-0879.

Visit: [SCVMTEC](#) and [History San Jose](#)

HISTORICAL VEHICLE ASSOCIATION ROAD TRIP CENTURY CELEBRATION



Celebrating the 100th anniversary of Edsel Ford's journey in a 1915 Model "T" was a group of five from the Historic Vehicle Association (HistoricVehicle.org) recreating a 3600 mile journey from Washington DC to San Francisco when Edsel was 21 years old. The HVA arrived August 19th and a story was in the San Francisco Chronicle. I wasn't familiar with HVA, and took a chance in calling them in Maryland, and spoke with HVA Historian, Casey Maxon, 24 years old. He and HVA President Mark Gessler (founder of HVA with assistance from Hagerty Insurance) completed their 39 day road trip, 90% of which was back roads, 60% was dirt or gravel roads. Casey said the trip was conceived three months ago done in a refurbished 1915 Model T donated to HVA in May 2015. The "T" drive train was completely rebuilt, and photos indicate a decent paint job and top. No major difficulties encountered, and each night the "T" spent in an enclosed trailer pulled by their trouble truck. The chase car was a new 2015 Ford Mustang convertible, however most of the group preferred to ride in the Model "T" I asked Casey about his prior experience driving Model "T"'s. He said that he drove around the block once, got the "hang of it", and then set off on the road trip as the principal drive. The group anticipated driving 200 miles per day, but soon realized this was "too optimistic", and settled for about 100 miles. The route was to follow the National Old Trails Road which include part of the Santa Fe Trail, and much of which is incorporated into Route 66. There were no pre-determined routes; instead the route was defined each morning by using "bicycle routes" as defined by Google Maps thus avoiding the main highways. Casey said that "Some of the Google route ended up on long dirt and gravel stretches ending at a locked gate, thus backtracking sometimes 30 miles". Maybe the bicycles could get past the locked gates, but not the Model T.

The group ended their journey at the Palace of Fine Arts in San Francisco which is the only building left from the 1915 Panama Pacific International Exposition commemorating the opening of the Panama Canal, and the rebirth of San Francisco after the 1906 earthquake. The Exposition lasted one year, brought in 15 million visitors, and incorporated a full scale Ford Model T assembly facility on site.

The Historic Vehicle Association boasts 375,000 members and has an excellent website which is worth a look. It is a new venture founded in 2009, and my interview with Casey Maxon, their historian was quite interesting and informative. Casey earned his college degree in automobile history, so I am sure you will be seeing much from Casey in the future.

The 1915 Ford will be on display at the Palace of Fine Arts until November.

Eric Lundquist



The 1915 Ford Model T as it arrived in SF at the Palace of Fine Arts (Casey Maxon/HVA)



Mark Gessler driving the "T" across the Bixby Creek Bridge on Rt 1 in Big Sur (Casey Maxon/HVA)



Searching for non-highway routes to Las Vegas, NV from Trinidad, CO (Casey Maxon/ HVA)



1915 Ford Model T team driving up Pikes's Peak in Colorado Springs, CO. (Casey Maxon/HVA)

MASONIC HOME VISIT ***AUGUST 8, 2015***

BAHCC members Ed and Karen Archer, John and Carolee Morrison, Tony Wolleston, Eric and Muriel Lundquist and Bill and Kaaren Brommer attended a “car show” for 80 of the residents of Acacia and Dakota Masonic Homes in Union City on Saturday August 8th.

The Masonic Home residents, average age 82, were seated at patio tables and our cars paraded in front of them. Acting as MC, Eric provided a description of the cars, some of its history and unique features, as well as a background on its owners. This 15-20 minute discussion was followed by a question and answer period, and then many individuals had a close look at each car, and talk with its owner.

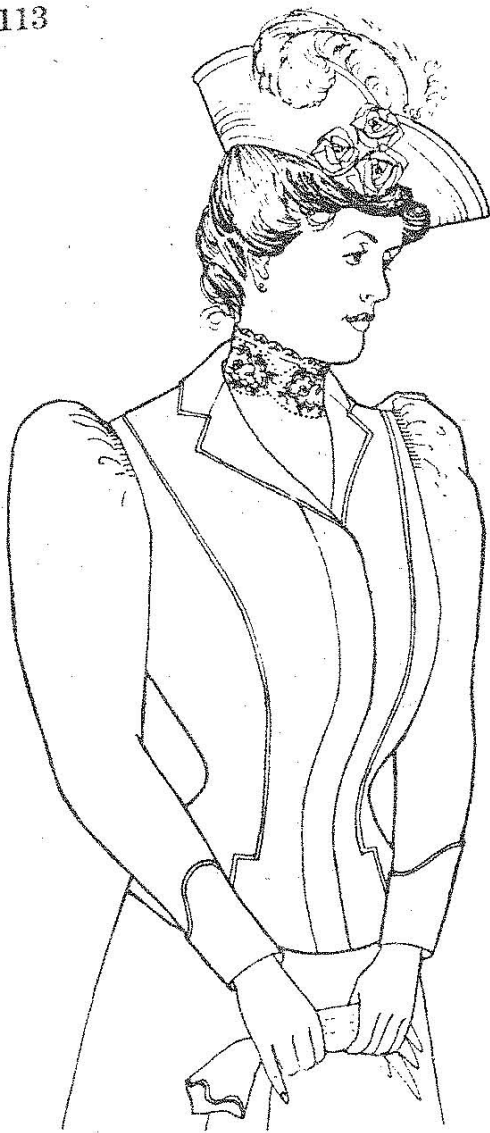
What was most interesting at this event was the ability to meet and talk with each of the 80 residents. I asked them what their first car was. Surprisingly, none of them had cars as old as ours, and none of them in later life had been exposed to “Horseless Carriages”.

Most recalled their first cars as being in the 1940’s, some 1950’s. One fellow said his first car was a Nashcan. Obviously he didn’t have much regard for the Nash auto referred to as Nashcan’s. The women remembered their first car as well, which I was surprised to learn as most families had only one car, yet apparently some of the women had their own cars. Something I hadn’t considered, although Muriel talks about her mother driving to Yosemite in the 1920’s.

The Masonic Home put on a great bar-b-que, and asked if we could make this either an annual event or bi-annual. In the future it could be combined with a tour of Niles/ Union City, etc., and then visit the Home for lunch. The residents surely enjoyed it, and so did Muriel and myself. Great opportunity to share our hobby.

Eric Lundquist

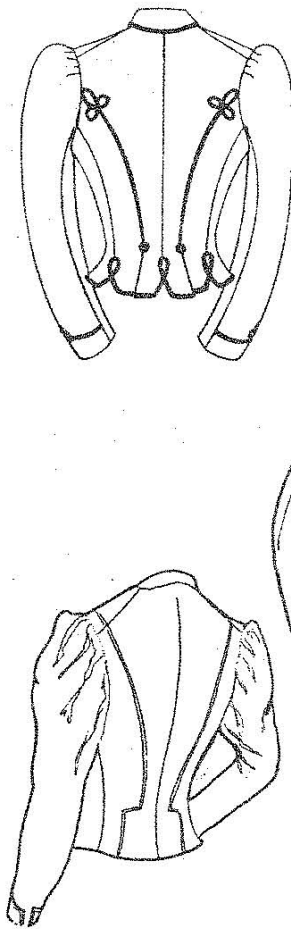




Spectator Jacket

Fig. 113 1907 Black Wool Jacket made of soft plain weave wool. This jacket is another classic which has been repeated in the 30's and 40's and is once again popular. The sleeves are particularly interesting because the cap is not simply gathered but symmetrically pleated using cartridge pleats.

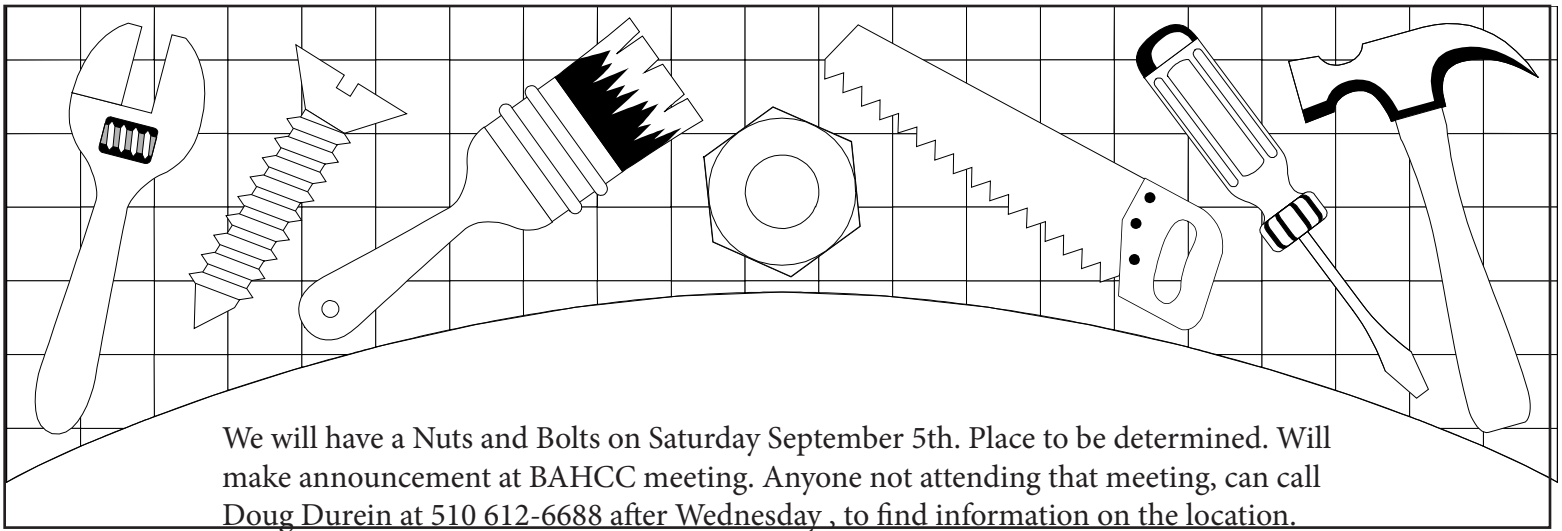
In addition to the unusual sleeve, the front and back seams are top stitched in such a way as to slim the figure by drawing the eye to the stitching. The buttons are hidden by the front fly closing.



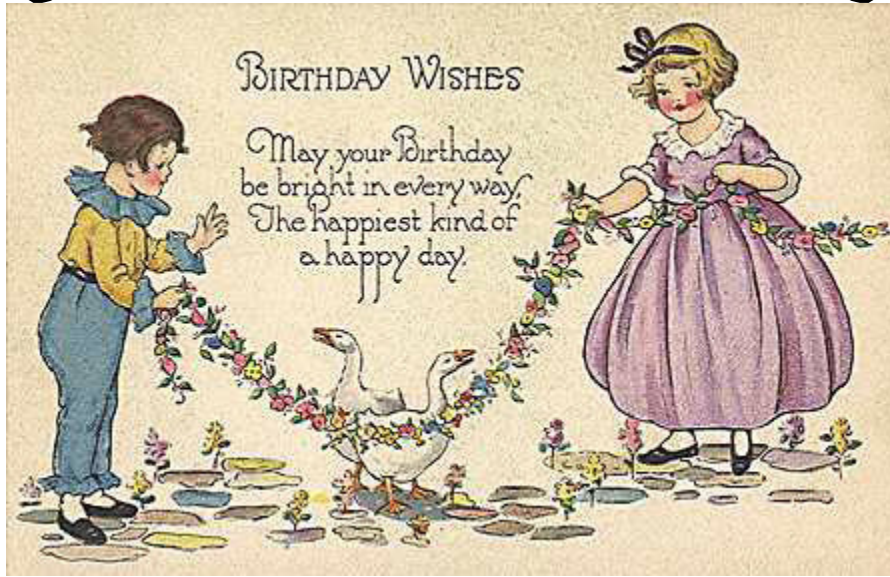
Edwardian Dress Jacket

Fig. 210 No catalogue of Victorian and Edwardian Fashions would be complete without the tailored jackets of the New Woman. The New Woman was a different aspect of the Edwardian ideal of fashion. She preferred the less frilly and more tailored garment. According to Elizabeth Ewing, author of *History of 20th Century Fashion*, it was the tailored jacket which gave rise to the delicate lingerie blouses.

The original from which the pattern has been drafted is a tailor's sample. The outer cloth is black twisted wool, the lining is black cotton sateen and the trim is a black wool braid.



We will have a Nuts and Bolts on Saturday September 5th. Place to be determined. Will make announcement at BAHCC meeting. Anyone not attending that meeting, can call Doug Durein at 510 612-6688 after Wednesday , to find information on the location.



September Birthdays

LAWRENCE	Mike	9/14
ZINSER	Mike	9/15
ROBINSON	Gerald	9/16
GULARTE	Lee	9/20
JONES	Donna	9/23
BOYDEN	Jean	9/25
STEELE	Rick	9/29



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

JERRY SEZAR

INVITES YOU TO OUR **LAST....**

ANNUAL **OPEN HOUSE**

AT THE

Hot rod **SHOP**



SEPTEMBER 12, 2015

10-4 SATURDAY

3060 KNIGHTSEN AVENUE, KNIGHTSEN CA 94548

CAR SHOW*BBQ*SHOP TOURS

Featuring **Bad Boy Bruce & the Blues Mob**

Contact Jerry or Stephanie 925-625-1073

News from Your Board

A Bylaw Review Committee has been reviewing the Club Bylaws to insure they are current and support the Club's desires and direction. No earth-shattering changes were made, mostly clarifications and simplifications. The three most important changes are the allowance of one associate member on the Board, the increase membership of the Board from 7 to 9 members and the inclusion of the newsletter editor as a Board member. The Bylaw committee recommendation the changes to the Board and after careful review the recommendations were adopted. Below is the summary of changes we have made to the bylaws. A copy of the new Bylaws is available on the web site or at the August Club meeting.

Article 1, Section 1 GENERAL PURPOSES:

We added education to the purpose of the club.

Article 4, Membership, Section 2, RESTRICTIONS:

We combined LIFE MEMBER and HONORARY MEMBER into one HONORARY LIFE MEMBER and added some verbiage.

Article 4, Membership, Section 3 – PRIVILEGES:

We allowed up to one associate member be allowed on the Board.

Article 4, Membership, Section 7, SUSPENSION, EXPULSION, REINSTATEMENT BY BOARD OF DIRECTORS:

We removed the requirement of attending two club functions per fiscal year

Article 7, Directors, Section 1 ELECTION (a) and (b):

Changed the number of Board members from 7 to 9 and allowed the president to appoint a Chairman of the Board if the past president does not remain on the Board after serving as president.

Article 9, Officers, Section 1, TYPES OF OFFICERS:

We limited the officers of the club as Chairman of the Board, President, Vice President, Secretary and Treasurer.

Article 9, Officers, Section 2, SUBORDINATE OFFICERS:

We eliminated subordinate officers.

Article 10, Duties of Officers, Section 1, CHAIRMAN OF THE BOARD:

We eliminated the duty of the Chairman of the Board of compiling and issuing a roster of members.

Article 11, Duties of Chairmen:

We created a new section for the various chairmen as they are not officers of the Club. Chairmen that must be Board members include Tour Chairman, Authenticity Chairman, Membership Chairman and Newsletter Editor. Other chairmen positions may be filled by club members not on the Board.



Long time Watsonville resident, John Rudolph Passey, Jr., better known as Jack Passey, Jr., has passed away on August 22, 2015 in his home under Hospice care. Jack was born in Ogden, Utah on November 22, 1926. In his 88 years, he is best known for his passion for collecting and preserving classic cars. He generously shared his knowledge and passion with all those around him. In addition to collecting cars, Jack was a brother (William Boyd Passey 1928-1953), an award winning high-hurdler at San Jose State, served his country during WWII, ran his own mechanic shop, helped his dad (John Rudolph Passey, Sr.) with real estate deals, was a dedicated son, father and dog lover, opened Passey's Flight Hanger hobby shop in Freedom, CA, and helped other people assemble great car collections. Jack relocated from San Jose, CA to Watsonville, CA in 1971. He has traveled many miles in his favorite classic cars and helped to make it possible for others to enjoy their cars by offering advice and working with the State of California to keep laws in check for collectors.

Jack leaves behind his wife, Mona (Threlkeld) Passey, children and their spouses Bill and Tanya (Thorpe) Passey, Lisa (Passey) and Randall Chaffin, Patrick and Vina' (Heinrich) Threlkeld, five grandchildren, Emily Passey, Kyle Passey, Brandon Chaffin, Nathan Chaffin and Ava Threlkeld, his puppy dog, Jenny, his pussy cat Mousetrap, and four grand-dogs Andy, Zoe, Maya and Sunny. Jack felt like he was very honored during his life with special parties, tours and events and from all the various car clubs he has belonged to through the years. Per Jack's request, there will not be a service or memorial, he was glad to receive so many accolades and enjoy many great people during his life. In lieu of gifts or flowers, please consider donating to Hospice Care of Santa Cruz County.

BAHCC MEETING MINUTES OF AUGUST 5, 2015

The June meeting of the Bay Area Horseless Carriage Club was called to order at 7:33 by President Eric Lundquist.

Visitors and Guests: Mikael Rehan of Antioch was a visitor and interested in joining the Club. Mike has a couple of Model T Fords and would like some advice/assistance in getting them back on the road.

Minutes: Don read the minutes from the June meeting. It was noted the date for the tour to the Masonic Home will be August 8th and not the 9th. The minutes were accepted as corrected.

Treasury Report: Monies received for the Bay Area Tour that has been cancelled have been returned. The treasury currently has more funds than we had at this time last year.

Membership Report: No membership report.

Gaslight Gazette Report: Muriel was thankful for all of the contributions she has received for the newsletter.

Nuts and Bolts: Doug reported we will not have a Nuts and Bolts session in August, but will have sessions in September and October.

Tours and Events:

John Morrison reported on the 4th of July in Piedmont, the tour that followed and the great party at the Morrison's home. The London to Brighton portion of the tour was a very nice touch.

Tony reported on the Cars and Coffee Car Show at Blackhawk and the enjoyable tour that followed. The lunch at the one-room school house gave us a great insight to the early days of schooling in Contra Costa County. Ed Harley planned a fantastic tour for us to enjoy; however, Tony reported getting a flat tire soon after he headed for home in his Pierce Arrow.

Eric invited everyone to the tour in Union City this Saturday to the Masonic Home to display our cars, meet the members that live on the premises and partake in a bar-be-que in our honor.

Eric explained the reasons behind the unfortunate cancellation of the Bay Area Tour planned for September.

Ed announced a Birthday Party for Casey, his 1915 Model T Ford race car. The party will be in Fremont on September 27th. The party will have events for the cars like the old time field meets. More information will be available next month.

Health and Welfare: Doug reported he did not have any news of members having health problems.

Authenticity Report: Nothing to report.

Webmaster Report: Jon reported the public side of the web site is working; however, there are problems with the membership page that Jon is addressing with our consultant.

Unfinished Business:

The Club Bylaws have been revised by the Board. Copies of the new Bylaws were provided to members.

New Business:

The Piedmont Community Center where we meet every month is scheduled to be shut down for facility repairs in January and February. The City has possible options for our meetings that are being evaluated.

Whitney recently received an honor of being invited to show his car in the Pebble Beach Concours D' Elegance with his Duryea. Numerous other members plan on attending the popular event.

Bill Brommer came to the meeting with his newly purchased 1952 Studebaker.

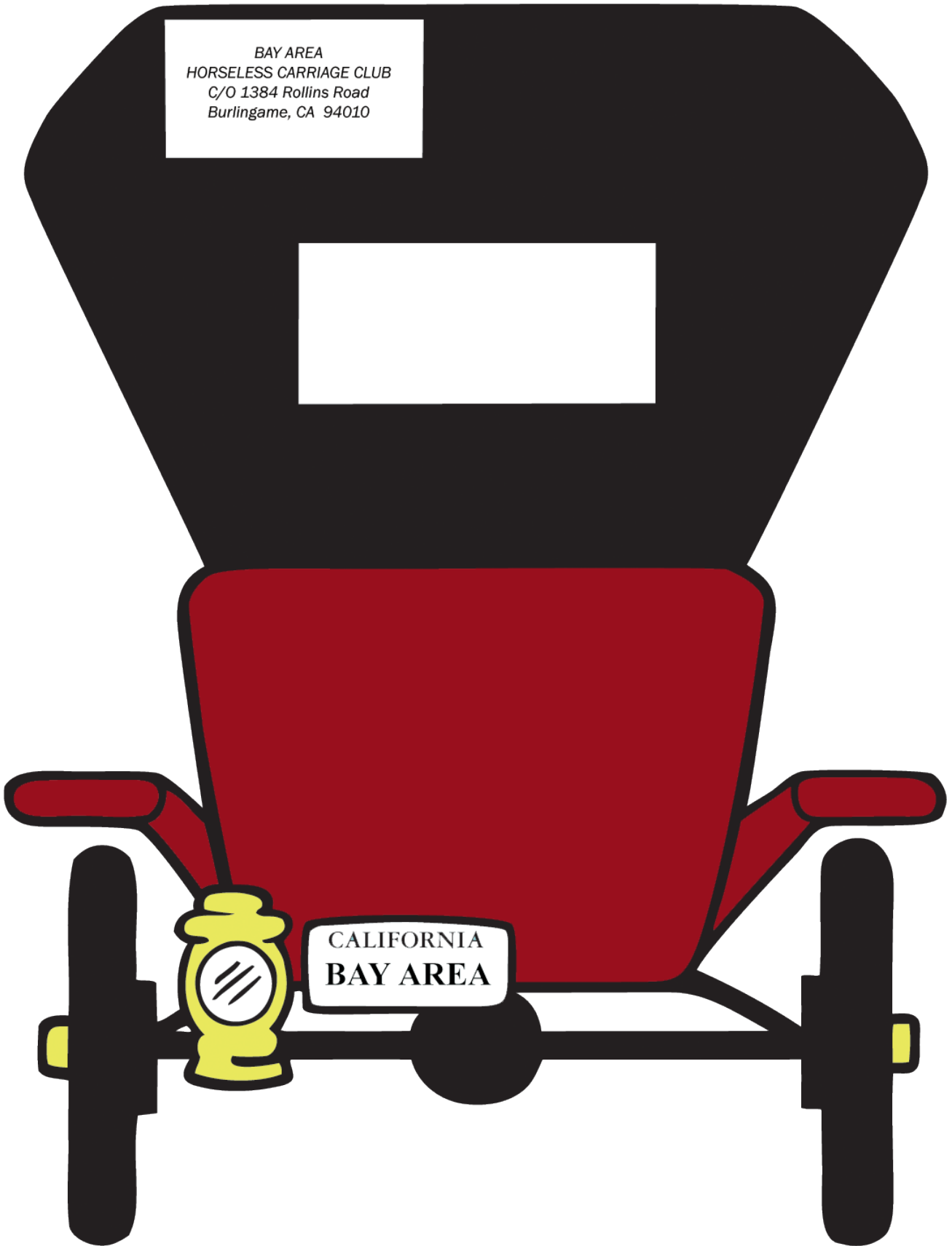
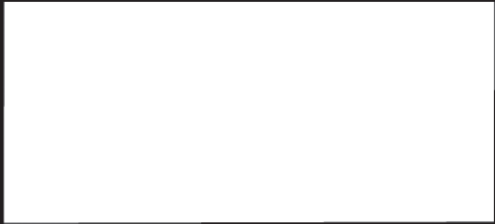
Ed gave a short talk on the MTFCA National Tour near Calgary. Ed and Karen had quite an adventure with running over a deer, serious inclement weather and a broken hub, just to mention a few highlights of the trip. All in all, it was a good trip with some moments of enjoyment. Next time Ed might consider trailering his race car to the tour instead of driving it.

Delicious treats for the evening were provided by Jon and Amilia Alff.

The meeting was adjourned at 8:50.

Don Azevedo, BAHCC Secretary

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



CALIFORNIA
BAY AREA