



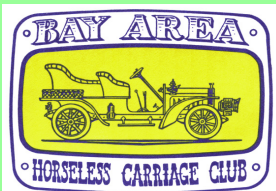
*Gaslight  
Gazette*

CALIFORNIA  
MAY 2016



*Bay Area  
Horseless Carriage Club*





# BAY AREA HORSELESS CARRIAGE CLUB

## 2016 BOARD OFFICERS

<b>Board Chair</b>	<b>Eric Lundquist</b>	650-888-5096
	250 Roblar Ave, Hillsborough, CA	94010
	eric@documentprocessors.com	
<b>President</b>	<b>Whitney Haist</b>	925-899-4912
	12 Sunshine Hill Road, Orinda, CA	94563
	haist2@comcast.net	
<b>Secretary</b>	<b>Don Azevedo</b>	925-301-5315
	3802 Briarcliff Dr. Pittsburg, CA	94565
	Imnuts4fords@comcast.net	
<b>VP &amp; Treasurer</b>	<b>Whitney Haist</b>	925-899-4912
	12 Sunshine Hill Rd. Orinda, CA	94563

## BOARD MEMBERS

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	Kared4@att.net	
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	<b>John Morrison</b>	510-407-0708
	1450 Grand Ave, Piedmont, CA	94610
	johnpmorrison@sbcglobal.net	

## COMMITTEE CHAIRMEN

<b>Tour Chairs</b>	Don Azevedo/Bill Schrambling	
<b>Gazette Editor</b>	Muriel Lundquist	
<b>Web Master</b>		
<b>Membership</b>	Ed Archer	
<b>Authenticity</b>		
<b>Hospitality</b>	Joyce Azevedo (temp)	925-639-7314
	Bill Cassidy	510-451-4129
<b>Sunshine</b>	Susan Durein	510-523-4993
<b>Nuts and Bolts</b>	Doug Durein	510-523-4993

## The BAY AREA HORSELESS CARRIAGE CLUB

"BAHCC" was founded in 1951 by and for the automobile antiquarians dedicated to the preservation of PRE - 1916 ancient motor vehicles. "BAHCC" is one of the numerous Regional Groups of the Horseless Carriage Club of America "HCCA" which has 4600 members nationwide. "HCCA" membership is required of all active touring Bay Area Horseless Carriage Club Members, but is not required for "Associate" members. New membership into our club is invited.

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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. 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:

I missed you all at the Pot Luck and auction, but understand that there was a very good turn out with 13 of our past presidents in attendance. Phyllis Pottle's clothing was part of the auction with the balance being sold in Bakersfield with proceeds going to the club. Thank you Phyllis. We miss seeing you at the meetings and hope that you will be able to join us on one of our activities this year.

Don't forget Blackhawk on May 1st and if you have not already signed up for the Blossom tour be sure to give Tony a call.

Again this month I am getting the Gazette out a week earlier due to travel plans. We will be taking some time off with brother Don and Pam for a couple of weeks down in Mexico for a much needed break. What better place to celebrate Cinco de Mayo and Eric's birthday.

May is a busy month for Tours so check last month's newsletter for details. The calendar has a listing also for your review.

Happy Touring!



## From the West Wing of the workshop.

Going once, going twice, SOLD! That's how we started the month with our annual Pot Luck Dinner and Auction. After the hammer fell on the last item, we raked in just over four hundred dollars in proceeds from the sale of donated items. The Pot Luck dinner is always a winner. Eric Lundquist noted that there were no less than thirteen past presidents in the room pointing to the dedication our members have for the club.

April showers bring May flowers. After some nice April showers, many of us had a wonderful time in the sun in beautiful Bakersfield, where our very own VP, John and Carolee Morrison were honored for their tireless service to our hobby. The official meet hat and cloisonné pin featured an image of the Morrison's Cadillac. Congratulations, John and Carolee. At the swap meet, fun was had by all, but our club was the big winner with the sale of vintage clothing donated by Phyllis Pottle and Mark Forbes. \$748 was added to our coffers due to their generosity.

The month of May brings several exciting events for our members and friends. May 1 will be Ed Harley's Blackhawk Museum show and tour. The Nut & Bolts gathering will be amid Mark Cerruti's fabulous sign and automobilia collection where we will try to get Mark's 1916 (made in Dec, 1915, of course) Maxwell perking again. That will be on May 7. Two weeks after that, we are all invited to Dave Pava's Shingle Springs tour on May 21 – 22. Two days later, of course, don't miss the Blossom Tour in and around Watsonville, San Juan Batista and Hollister.

I hope to see you all at the May general meeting which will be held on May 4 at the Piedmont Community Center.

Happy Motoring,

Whitney Haist

Prez

### May Birthdays

<b>LUNDQUIST</b>	Eric	505	5/5
<b>STONE</b>	Kelly	510	5/10
<b>LARSEN</b>	Gary	512	5/12
<b>MARIN</b>	Carol	515	5/15
<b>BROWN</b>	Bayard	519	5/19
<b>GURNEE</b>	"Sam"	521	5/21
<b>HAIST</b>	Whitney	524	5/24
<b>SCHRAMBLING</b>	Alaine Carter	526	5/26
<b>RYAN</b>	Patricia	529	5/29
<b>SILVERA</b>	Jackie	529	5/29
<b>SILVERA</b>	Dick	531	5/31



### May Anniversaries

<b>METAIS</b>	Bernard	Anne	May 1, 1964
<b>O'NEILL</b>	John	Carol	May 5, 1986
<b>FORBES</b>	Mark	Tanya	May 12
<b>MARIN</b>	Doug	Carol	May 20, 1972

# HCCA NATIONAL NEWS



**To:** Regional Groups (RG) and Affiliated Registries (AR) Contacts and Others  
**Re:** 2016 HCCA Officers, Function Groups and Committee Assignments  
**Issue:** 2016-04-18 #04

## 2016 HCCA Officers ...

**Chairman** – Karl Darby  
**President** – Carl Pate  
**Vice President** – Chris Paulsen  
**Secretary** – Bob Ladd  
**Treasurer** – Alex Huppe'

## Function Groups and Committee Assignments

- Finance** – Bruce MacMillian / Chairperson  
**Ways and Means** - Don Rising, Steve Cook  
**Investment Committee** – Bruce MacMillian, Alex Huppe', Steve Cook, Don Plumb
- Activities** – Ron Rising / Chairperson  
**2017 National Convention / Annual Meeting** – Chris Paulsen  
**2017 Board Nominations** – Skip Carpenter /MA, Don Plumb /OR, Chris Paulsen /KS, Ralph Tolman /GA  
**National Tours** - Don Rising ... Herb Singe Jr, John Littlefield, Steve Rinaldo  
**Hershey Tent** - Bob Ladd ... Steve Cook, *Gerry Chase*  
**Education**- Bob Ladd ... Chair  
**Public Education** - Ralph Tolman, Bob Ladd  
**HCEI Liaison** - Don Rising  
**HC Foundation Library Liaison** – John Littlefield  
**Merchandising** – John Littlefield ... Chair  
**East** – John Littlefield, Ralph Tolman, Karl Darby  
**West** – Wayne Simoni, Don Plumb, *Sharon Gooding*
- Regional Groups and Registries** – Wayne Simoni / Chairperson  
**New Member Development** – John Littlefield ... Chris Paulsen, Herb Singe Jr, Don Plumb  
**Communication / Relationship / Support** – Alex Huppe' ... Bob Ladd,  
**Publications / Newsletters and Web Sites** – Alex Huppe' ... Don Plumb, Steve Cook, and a volunteer (*Newsletter Editor*) ...  
**Award Programs** – Alex Huppe', *Gil Klecan*
- Communication** – Bob Ladd / Chairperson  
**Horseless Carriage Gazette** – Wayne Simoni ... Alex Huppe', Don Plumb, *John Meyer (Editor)*, *Marilyn Balduff, Alan Clendenen, Sharon Gooding, Chris Gorman, Cathy Gunther, Tom Gunther, Wynn Harter, Dikk Jones, Janis Jones, Bob Knaak, Red Ladner, John Manjor, Robert Ricewasser, Bobbie'dine Rodda, Larry Smith, Michael Sullivan, Robb Stewart*

**Non-Gazette Publications (HCCA National News / email notices)** – Bob Ladd ... Herb Singe Jr, Steve Cook  
**Publicity & Advertising** – Bob Ladd, Alex Huppe'  
**Internet/Website** - Steve Cook, Wayne Simoni, *Brad Balduff (Webmaster)*

- Governance** - Skip Carpenter / Chairperson  
**By Laws/Director's Handbook** - Herb Singe Jr, Bruce MacMillian  
**Parliamentarian** - Skip Carpenter  
**Insurance** - Carl Pate ... Herb Singe Jr, Ralph Tolman  
**Office Oversight / Conference Calls**– Wayne Simoni ... Chris Paulsen, *Sharon Gooding (Executive Secretary)*  
**Historian** - Herb Singe Jr ...
- Long Range Planning** – Karl Darby / Chairperson  
**Members** – Carl Pate, Chris Paulsen, Bob Ladd, Skip Carpenter, Steve Cook

**Footnotes:**  
HCCA "Board Associates" / *Italicized Text* ... They do not vote; (xxxxx) but their help and effort needs to be recognized  
HCCA Contractors – *Name* / Individuals provide a service to HCCA National (Office, Magazine, Website)

Progress and steps to improve services will be encouraged by the establishment of goals for the year. To make a difference in 2016, HCCA committees will in May determine what needs to accomplish during the coming year.

If any member would like to help and serve as an associate on a HCCA committee or run for a director position to make a difference in the club, contact the President or the chairperson of the 2017 Board Nomination committee. Since the HCCA is your club, step up and make a difference.

**Share, Educate and Pass It On...**

**Carlton Pate** / [anpcop@aol.com](mailto:anpcop@aol.com)

HCCA National President

## EARLY TRANSPORTATION AROUND THE SAN FRANCISCO BAY AREA



Eric asked if I knew of the “OAKLAND MOLE”. What was it and where was it? What did it have to do with the streetcar lines called the “KEY SYSTEM”? After Googling around. The MOLE is not a critter or a hole in the ground, but is the name for a breakwater or jetty. (Mole is now a little used word). The Oakland MOLE (jetty) was just south of the present East end of the San Francisco – Oakland Bay Bridge. It was built in the 1890’s over Bay mud flats to get to deep water for the ferry boats to take the electric street cars and railroad cars to San Francisco.

It went out over the water three miles making it the longest jetty in the world. The first two miles were on rock, and the last mile was a trellis with redwood pilings driven through the mud into bedrock. The base of the Bay Bridge was done the same way with a cap on top for the lower bases. The Oakland Mole had two street car tracks, and two “broad gauge” rails for Southern Pacific Railroad cars.

Four moles projected into the Bay. 1, ALAMEDA MOLE at the Alameda Naval Air Station had two railroad lines; 2, OAKLAND MOLE for Oakland “KEY” line and Southern Pacific; 3, BERKELEY MOLE at 40<sup>th</sup> and Shafter for the west terminus of the Sacramento-Northern RR line which transferred passengers to the KEY line; (The Sacramento-Northern RR had 185 miles of line and ran from Berkeley to Chico; 4, RICHMOND MOLE at Point Richmond for Southern Pacific and its “Interurban Electric Line” which ran on the KEY system tracks.

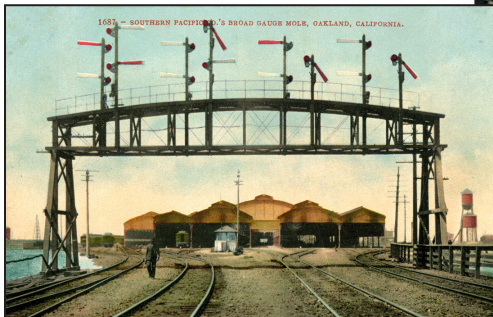
HOW IT ALL GOT STARTED: In the late 1890’s and early 1900’s Frances “Borax” Smith along with Frank Havens and Walter Blair purchased large tracts of land in Oakland, Berkeley, Piedmont and San Leandro. (Havens and Blair were Piedmont’s founding fathers). “Borax” Smith had been buying Smaller Electric Car lines and right of Ways to form a larger electric street car/commuter line known as the KEY LINE (later the KEY SYSTEM). The name “KEY” was because someone had put a set of keys on a the system map, with the Mole being the center, and the routes the spokes or keys.

The three formed the REALTY SYNDICATE to sell land to developers. Piedmont was sold as a resort as it “hot springs” and could offer summer homes for the San Franciscan’s. The HOT SPRINGS HOTEL was where the arch in the park currently stands. Both Haven’s and Blair had amusement parks. The REALTY COMPANY built two hotels, the CLAREMONT and the KEY ROUTE INN where the present Kaiser Hospital is located. Haven’s lost his interest in the CLARMONT, not in a poker game, but a game of checkers.

In the 1900’s the HORSELESS CARRIAGE was replacing the horse and buggy. San Francisco remained the center for finance and commerce since 1849. In April 1906, the devastating San Francisco earthquake sent thousands into the street, and destroyed 85% of its building (quake damage or the ensuing fire). The San Francisco Ferry Building survived, and continue to carry passengers to/from the East Bay. Many San Francisco residents relocated to Oakland.

The San Francisco Oakland Bay Bridge was completed in 1937, and at that same time General Motors and Standard Oil (CA) formed “The National City” lines using gasoline powered busses. They successfully bought or took control majority of the 50 nearby cities street car/commuter lines. In 1946 they gained control of the KEY SYSTEM which stopped local service in 1946, but continued to run KEY SYSTEM trains across the lower deck of the Bay Bridge until 1958. My dad’s friend was on the last ride in April 1958, and took moving pictures which I’ve seen.

George McCrumb gmac50@hotmail.com



## My First Antique Car Tour

by Chase Azevedo

When my mom & dad said we were going on a car tour, I thought they were taking me out in the Camry or the Pick-up. After dad loaded the black car (Model T) in the trailer, we did climb in the pick-up and go for a ride. At first I didn't know why we had to tow the car trailer behind us, but I guess cars like to get out once in awhile, just like we dogs do.

First we went to go see Sebastian Pool. Not sure who Sebastian is, but in his town, we stayed with some friends who had a big dog who seemed to always have the wiggles. Pepper (Springer Spaniel) looked like he had pepper on him and somehow, he had lost most of his tail. However, he shook his little stub of a tail so fast it was just a blur. I was okay with him, but didn't like him getting too close to my humans. Several times I told him "Back off dude".



After a good night's sleep, we left in the dark to drive to Petty Luma where we unloaded the black car and took off the Santa Rosa. (I never did see Santa there, but I thought I would see a kangaroo because we parked right next to the I-Hop.) I guess it was a secret where we were going because mom wrapped me up in a blanket and held me tight so I couldn't see a thing.

From Santa Rosa we drove toward the ocean and got rained on a little bit, but that wasn't too bad since mom had insisted dad put the top up on the car. There were some other dogs in another car, and they stayed dry because they not only had a top, they had windows and a heater in their car.

As we drove through some small towns, I peeked out from under my blanket and saw a place called Pig Alley in Duncan Mills. Mom wanted to shop there, but dad kept driving along without stopping. We arrived at the Fisherman's Festival at Bodega Bay ahead of the others because dad didn't notice they had stopped for champagne along the way. Oh well, I was still hunkered under the blanket and didn't see much more until we got to the ocean.

At the festival, there was a Touch Tank Tide Pool, a craft fair and Art show and exhibits. There were so many smells (the ocean, food, people and lots of other dogs.) There were boats zipping around in the harbor and the Sheriff Helicopter Rescue and Display was fun to watch. I also liked watching the Boat Parade and the Blessing of the Fleet. Mom took a few pictures of the others cars and some with me in our car.

At the end of the day, we drove back to Petty Luma then came home. I liked my first antique car tour, but as always, I liked being with my humans most of all.

Chase Azevedo



## Bakersfield 2016

The National Bakersfield Brass Swap Meet was the idea of Bruce Rimmer and Gil Klecan and this year's was the 25th annual.

When Bakersfield started in 1991 it was just after the terrible accident in which former National HCCA President Garyl Turley had been extremely injured in an old car accident while on tour-- one that left Garyl blinded for life. So Gil Klecan got the idea to start an award to be presented annually at Bakersfield and to call it the Garyl Turley Memorial Award (this done so that Garyl would be honored during his lifetime, not having to wait 'til afterwards). The criteria for the award is that it is given to an individual or a couple that has done a lot over a long period of time for the HCCA and for the hobby, both at the local and national levels.

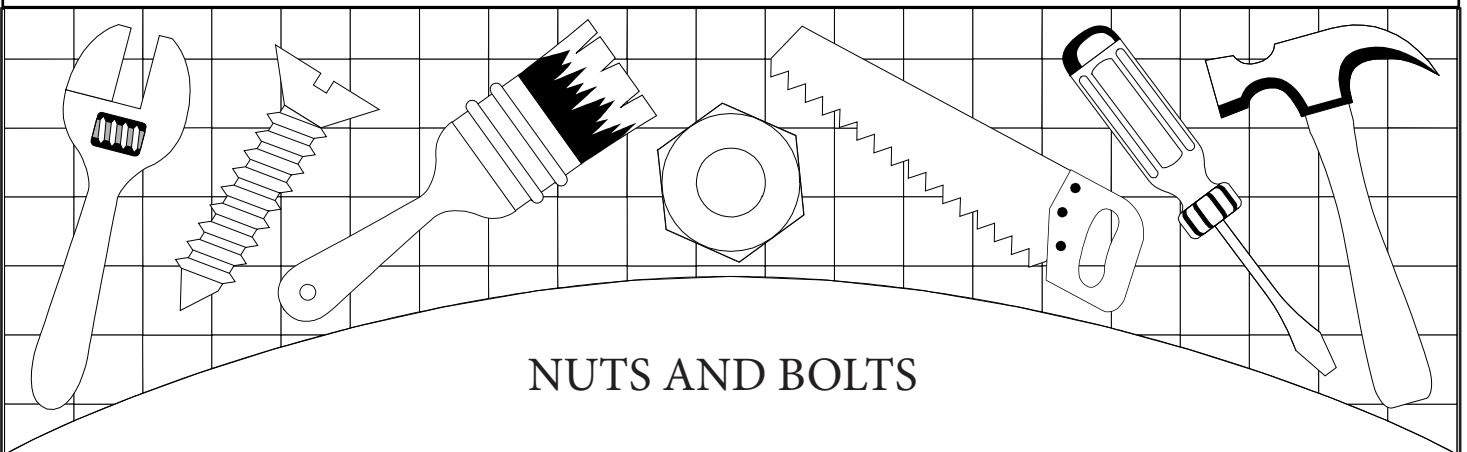
This year John and Carolee Morrison were the 25th annual recipients and their names were added to all the past recipients' names on the trophy. When one receives this award, a rendition of their favorite tour car goes on all the baseball caps that year for Bakersfield and the individual or couple is asked to give a talk at the Friday night dinner, the subject being how they got into the hobby and the highlights of their experiences in the club.

John talked about having always been a "car guy" since his teen years, flat head Mercuries at first, then meeting a fellow in his hometown of Vallejo who had restored a 1921 Nash Touring from a pile of rust, which inspired John to find purchase a 1919 Hudson pile of rust, then moving to Piedmont and meeting HCCA member Bud Lundell who convinced John to sell the Hudson project (went to Gary Borges) in favor of a barely running 1913 Cadillac project, then introducing John to the BAHCC and all its super fun members. Carolee then talked about John and Carolee's major accident near Soledad in May of 2010 in their 1912 Model T and the aftermath of their injuries and physical therapy, as well as Tony Wollesen's amazing work done on the wrecked car to repair virtually every part on it. (John and Carolee gave it to Tony rather than letting it be parted out.

A binder of photos of the history of the Ford (including Tony's repairing of it in detail), were also shown around at the dinner.

Maybe some time we can prevail on Carolee to describe the accident and aftermath at a BAHCC meeting as well. Word is that the crowd at the Bakersfield dinner were quite interested in what she had to say.

Submitted by John and Carolee Morrison and Whitney Haist



### NUTS AND BOLTS

The Nuts and Bolts session for May will be Saturday, May 6th at Mark Cerruti' garage where we will breathe life into a 100 year old Circa 1915 Maxwell

# Buying a watch in 1880...History

If you were in the market for a watch in 1880, would you know where to get one? You would go to a store, right?

Well, of course you could do that, but if you wanted one that was cheaper and a bit better than most of the store watches, you went to the train station!

Sound a bit funny? Well, for about 500 towns across the northern United States, that's where the best watches were found.

Why were the best watches found at the train station? The railroad company wasn't selling the watches, not at all. The telegraph operator was. Most of the time the telegraph operator was located in the railroad station because the telegraph lines followed the railroad tracks from town to town.

It was usually the shortest distance and the right-of-ways had already been secured for the rail line. Most of the station agents were also skilled telegraph operators

and that was the primary way that they communicated with the railroad.

They would know when trains left the previous station and when they were due at their next station. And it was the telegraph operator who had the watches.

As a matter of fact, they sold more of them than almost all the stores combined for a period of about 9 years. This was all arranged by "Richard," who was a

telegraph operator himself. He was on duty in the North Redwood, Minnesota train station one day when a load of watches arrived from the East. It was a huge crate of pocket watches. No one ever came to claim them.

So Richard sent a telegram to the manufacturer and asked them what they wanted to do with the watches. The manufacturer didn't want to pay the freight back,

so they wired Richard to see if he could sell them. So Richard did. He sent a wire to every agent in the system asking them if they wanted a cheap, but good,

pocket watch. He sold the entire case in less than two days and at a handsome profit. That started it all. He ordered more watches from the watch company

and encouraged the telegraph operators to set up a display case in the station offering high quality watches for a cheap price to all the travelers. It worked!

It didn't take long for the word to spread and, before long, people other than travelers came to the train station to buy watches. Richard became so busy that

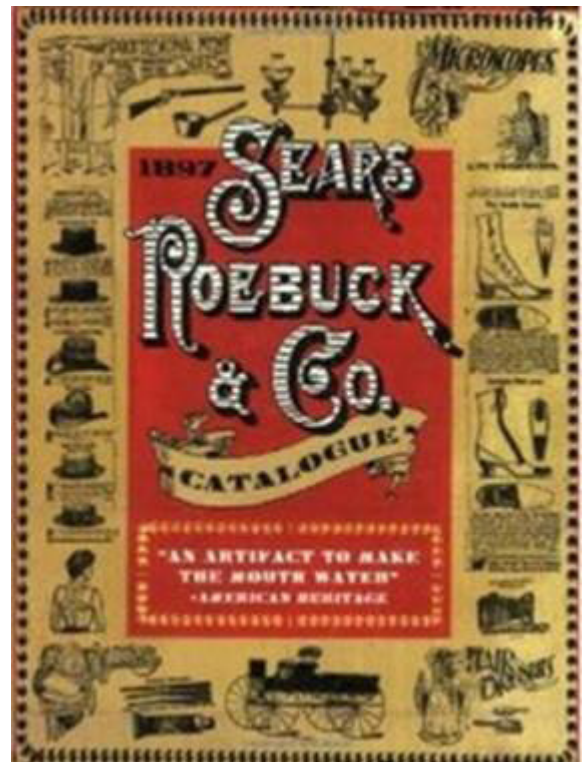
he had to hire a professional watch maker to help him with the orders. That was Alvah. And the rest is history as they say. The business took off and soon

expanded to many other lines of dry goods. Richard and Alvah left the train station and moved their company to Chicago -- and it's still there.

**YES, IT'S A LITTLE KNOWN FACT** that for a while in the 1880's, the biggest watch retailer in the country was at the train station.

It all started with a telegraph operator: **Richard Sears** and his partner **Alvah Roebuck!**

## Bet You Didn't Know That. Now that's History!



Contributed by: Norman Schwartz



NATIONAL GRIZZLY BEAR TOUR, SALINAS, CA.

APRIL 10 – 13<sup>TH</sup>, 2016

Reported by Nancy Byl

The National Grizzly Bear Tour in Salinas, Sunday-Wednesday, April 10 - 13th 2016. It was a lot of fun. There were only two members of the Bay Area Group: Donna Jones and Fred and Nancy Byl. The weather was a bit rainy until Wednesday but the scenery was wonderful. Nancy was whale watching on Sunday so Donna and Fred headed out in the 1915 Yellow Speedster with Donna serving as the guide as well as the windshield wiper. It was a pouring rain. They had a lot of laughs and a good lunch in San Juan Batista. On Monday there was a 150 mile tour to King City and beautiful greenery. There was a contrast between green and lush and dry and brown. The weather turned cold and windy on the return. On Tuesday, the tour was to Mt Sur where the lighthouse guard forgot to show up. In the meantime our windshield broke and we had trouble with our fan belt. It had been so fun on Monday that we invited our daughter and son in law to come Tuesday. Harry was driving and had to keep pulling over for repairs.

The tour was coordinated out of Motel 6 in Salinas. It was spartan and the help was a bit disorganized at the motel. Hard to appreciate staying in a location that rents rooms out to criminals transitioning from prison and street folks who need a place to stay. However, we also had our bikes and enjoyed riding our bikes before and after the tour.

Overall, we loved spending time with Donna. She is quite the social coordinator between people who are unacquainted with each other. We met some interesting folks from Southern California, Oregon and Utah. There was a lovely young gal who was taking pictures and we are looking forward to seeing her pictures. Everyone from the tour and additional people from the Bay Area traveled to the Bakersfield Swap Meet. Nancy had to work and Fred and Nancy are trying to get rid of things we do not need rather than buy new "antiques". Hope we see more of the Bay Area Group on the up and coming tours in May.

## **PG&E RATES – RATES FOR ELECTRIC CARS ARE SIGNIFICANTLY BETTER**

PG&E is phasing out their favorable lowest E7 Residential Rate schedule. E7 was an inducement for installation of their "Smart Meter" several years ago. Replacing E7 will be E1; E-TOU and EV (and maybe others). These "rates" are found under the "electric rate" heading of the "Tariff Book" page found at [pge.org/tariffs](http://pge.org/tariffs). The most common residential ones seem limited to these three options.

Our March 2016 residence electric bill was \$365.00 – 1476 kw. Calculations for the option rates are:

E-1 \$509.68 E-TOU \$401.69 and EV \$277.54. The EV rate requires an electric vehicle or hybrid.

Pg. 3 of your PG&E bill shows your "Rate Schedule". P&E Fresno 877-743-7782 helped with their rate options. For our home, switching to EV-A would have saved \$90.00 for March 2016 (and probably \$150.00/mo during Nov/Dec). "Hybrids" or "full electrics" qualify for "EV" rate. We switched to EV-A.

For those without "hybrid" or "full electrics", the next "best rate" seems to be the E-TOU "B" or "Time of Use". Each rate has its own "PEAK", "MID-PEAK" and "NON-PEAK" pricing depending on time of day. PG&E will do a rate analysis for your residence based on historical electric use and tell you the best rate. Also they will show you how you can "see" your daily and monthly usage on-line once you sign in under your account number. Fresno can help you figure out how to do that as well. Good support in Fresno.

Eric Lundquist

## Three Old Timers Reunite after 50 Years

In 1965 Bill Cassidy and I were in high school, drawn together by the interest in antique autos ( especially Model T's) . I had a T that Bill and I worked on after school when we had the time.

Down the street from me lived a man with antique autos. I knew who he was from a picture on the cover of one of the Triple A magazines, and seeing him out working on his car. The cover pictured an EMF, which he sold and then acquired a Pierce Arrow.

Well one Saturday Bill and I were coming back from working on my T ( it was stored in Berkeley). We were driving up my street and noticed the Pierce Arrow in its driveway getting its radiator flushed out. We had to stop.

Meeting the owner, Richard Squires was fantastic. He explained all about the car and showed us the ins and outs of the the great machine. After he finished flushing the radiator he asked us if we would like to go for a ride. Bill got in the front seat with Richard and I in the back. During the ride Bill had to signal turns since the car was right hand drive. This was the First time in our lives to ride in an antique automobile.....Wow!

I became good friends with Richard until he moved away to the Modesto area. I lost track of him and his great car.

April 23, 2016 Bill and I went with the BAHCC group to see the outstanding collection of Pat Craig's in Stockton, mostly Pierce Arrows. After being there for about an hour something made me think back to our first ride in an antique. I wondered if Pat knew Richard... so I went over to him and asked "If I mentioned the name Richard Squires would it mean anything to you"? He smiled at me and said that is Richards car next to you. Sure enough after more than fifty years here it was.... Bill Cassidy, Bill Austen, 1917 Pierce, back together.

They say there are "first" things in your life you never forget - I know one is you're first ride in an antique auto, no matter what make. Some of us are just luckier to have it be in a Pierce Arrow.

Knowing that car is in the capable hands of Pat Craig is so reassuring.

Thanks Pat.

Bill Austen





# LUST!



## **PRE-PURCHASE INSPECTIONS + VALUE APPRAISALS FOR VINTAGE MOTOR VEHICLES**

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Serving the collector car market since 1970 Over 22,000 evaluations performed  
Home office: San Francisco, California Nationwide service

# REMINDER:



Blackhawk Car Show and Diablo Country Tour  
 Sunday May 1, 2016 Danville, CA  
 7:00AM to 1:00 PM (including picnic lunch)

Suitable for ALL brass-era cars including one and two cylinders

**Car Show**



**Country Drive**



**Picnic Lunch**



You will be **ENERGIZED** by displaying your car and by talking with over 1000 other car owners and enthusiasts at the Blackhawk Museum's Cars and Coffee event.  
 3700 Blackhawk Plaza Circle  
 Danville, CA 94506

You will be **MESMERIZED** by the vistas and by the quiet as we tour in the shadows of Mount Diablo. Separate route for 1 & 2 Cylinder cars.  
**Period Attire Encouraged**

You will be **FERTILIZED** by a picnic lunch and a docent talk on the grounds of the Tassajara Grammar school, established in 1889.  
 (\$10 donation)  
 1650 Finley Road  
 Danville, CA 94506

**Reserve Now!**

Parade order	Car	Member Participants	Lunch Count
1	1906 Locomobile	Ed & Karen Archer	2
2	1908 Reo	Doug Durein	1
3	1910 Buick	Ed & Carolyn Harley	2
4	1910 Mitchell	Charles Ebers	2
5	1911 Hudson	Mark Forbes	1
6	1913 Buick	Jon & Amelia Alff	2
7	1914 Ford	Don & Joyce Azevedo	2
8	1914 Ford	Donna Jones	1
9	1915 Studebaker	Whitney & Diane Haist	2
10	1926 Ford	Bill & Karen Brommer	2
11	?? (car 1)	Johnny & Christine Crowell	2
12	?? (car 2)	Johnny & Christine Crowell	?
13	??	Gerald Robinson	1
		Lunch Only	
		Bill & Alaine Schrambling	2

Ed Harley, co-chair  
[eparley@pacbell.net](mailto:eparley@pacbell.net)  
 (925-838-7460)

Whitney Haist, co-chair  
[Haist@comcast.net](mailto:Haist@comcast.net)  
 (925-253-1333)

Meet at the **Danville Park n' Ride** (680 & Sycamore Valley Road) between 6:15AM and 6:45AM. Ample trailer parking space. Depart at 7:00AM. Return by 1:00PM

# Blossom Tour 2016

May 24 25th 26 and 27th 2016



## Greetings:

I would like to tell you about our upcoming tour. It will be held May 24 25 26 and 27, 2016. That's Tuesday through Friday. Tuesday is registration day. At two o'clock we will have a 20 to 30 mile round-trip tour in the Watsonville area. Early in the afternoon, five o'clock we will have cocktails and hors d'oeuvres. This will be served in the parking lot. Buffet dinner at six o'clock.

Wednesday's tour will be in the San Juan Batista and Hollister area, that evening dinner will be on your own

Thursday will be a bus trip. The bus will leave at 8:30 to 9 AM. We will see three of the best private car museums in the Bay Area.

Friday's tour will be in the Watsonville area. Coffee stopped and the lunch stop. Afternoon will make a couple of stops. Then back to the hotel in the mid-afternoon. For those who need to pack up before the evening banquet at the Pajaro Golf Club.

Get your deposit in soon to guarantee your place on the tour.

Hope to see you there. Tour chairmen: Sam Gurnee and Tony Wollesen 408 264- 2444

# BAHCC Calendar of EVENTS

5/1/16	Blackhawk Cars and Coffee and BAHCC Tour/Picnic
5/4/16	BAHCC Club Meeting
5/7/16	Nuts and Bolts
5/9,12	Western Gaslight 1 & 2 Cylinder Tour Oakdale, CA
5/18/16	BAHCC Board Meeting
5/21,22	Pava Tour Shingle Springs
5/24-5/29	Blossom Tour, Watsonville, SCVHCCA
6/1/16	BAHCC Club Meeting
6/4/16	Nuts and Bolts
6/5/16	Auburn Swap Meet
6/12/16	Santa Clara Valley Model T Ford Endurance Run
6/15/16	BAHCC Board Meeting
7/4/16	Piedmont Parade
7/22,24	Ryan's Ramble Washington
8/3/16	BAHCC Club Meeting
8/6/16	Nuts and Bolts
8/17/16	BAHCC Board Meeting
9/7/16	BAHCC Club Meeting
9/10/16	Nuts and Bolts
9/11/16	Antique Autos in History Park
9/21/16	BAHCC Board Meeting
10/5/16	BAHCC Club Meeting
10/5-10/8	Hershey
10/8/16	Nuts and Bolts
10/19/16	BAHCC Board Meeting
11/2/16	BAHCC Club Meeting/Pot Luck Dinner
11/5/16	Nuts and Bolts
11/16/16	BAHCC Joint Board Meeting
12/14/16	BAHCC Christmas Party

## ROSTER CORRECTIONS REPORTED BY ED ARCHER:

There's a mistake in the phone number for Curtis Marin in the new directory. The correct number for Curtis Marin is 925 945 6955.

Gary Borges correct phone numbers are 209 227 0337 and 209 684 0316.

## **BAHCC Board Meeting Minutes**

**March 16, 2016**

The BAHCC Board met at Whitney Haist's home on Wednesday, March, 16, 2016. The meeting was called to order by Vice-President Whitney Haist at 7:45 p.m. All Board members were present. Guests included Diane Haist and Carolee Morrison.

After the February Board meeting, the Board members received a letter of resignation from President Jon Alff. Per the Club's By-Laws, the resignation is effective upon receipt of the written notice. The Board appreciated Jon's enthusiasm and extensive efforts for the Club. Whitney called for nominations for President. After a brief discussion, Whitney was nominated for President. Motion passed unanimously. Whitney appointed John Morrison to serve as Vice President.

**Minutes:** The minutes of the last Board meeting (February) were accepted as written.

**Treasurer's Report:** Whitney provided a draft of the in-progress 2016 budget. Whitney also circulated copies of the March 2016 reconciled Wells Fargo Bank statements and balance sheet for the first quarter of 2016. The reports were reviewed by the Board and approved.

**Membership Report:** Eric Lundquist has maintained the membership data base and created the roster in past years. The Board acknowledged and thanked Eric and Muriel for the work they have provided in the past

Numerous Board Members need to be involved when dues are paid, members' personal information changes or when new membership applications are received. The Board agreed on the following task assignments:

- Membership Chairman – Receive dues payment and submit to Treasurer, update roster, maintain membership list, order badges for new members
- Treasurer – dues deposit
- Web Master – Update roster and master E-mail list on the web site

The roster will be made by the current membership chairman, Ed Archer. Apparently Ed's computer is not compatible with the existing data base program and Ed is having great technical difficulties. Don volunteered to help with formatting and data retrieval or re-building the data base if needed as we need to finish the club roster. The deadline for the newsletter is quickly approaching and it is doubtful whether the roster can be finished and included in the mailing of the newsletter. Ed Archer intends to have the roster available at the April Club meeting. He will mail the roster to those not normally attending the meetings. The roster will identify active members, life members, and those only subscribing to our newsletter. Ed will forward our membership list to the National Office as required.

The Board recognizes the fact we have great difficulty in making modifications to our web site. The solution of the web site issue has a high priority.

Ed has a large list of members that need name badges. He will be ordering name badges very soon.

**Tours and Activities:** Nothing new to report.

**Nuts and Bolts:** Nothing new to report.

**Web Site:** Nothing new to report.

**Gaslight Gazette:** Nothing new to report.

**Authenticity Report:** Nothing new to report.

**Unfinished Business:** We have normally purchased the pin-type name badges from a local supplier. Whitney provided an alternative option from an out-of-state firm that has a magnetic back. Ed compared the pricing and reported the magnetic-backed badge costs less than the locally-furnished pin-backed badges. The Board liked the magnetic-backed badges and approved the purchase.

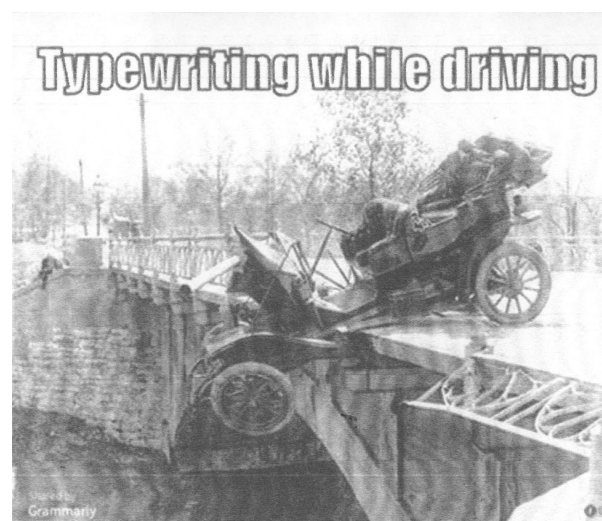
**New Business:** Whitney express concern with member's personal information (addresses) being on the public domain for individuals that are not members. Whitney wanted to have addresses removed from our Gaslight Gazette publication. Muriel believes the National requires regional groups to have full contact information of the officers. Don will contact the National and ask for the definition of full contact information.

Next Board meeting will be at John Morrison's home on April 20th. Other Board meeting locations will be:

May	To be decided
June	Schrambling
July	no Board meeting
August	Azevedo
September	Byl
October	Morrison
November	Joint Board Meeting Brass Door
December	no Board meeting

The meeting was adjourned at 9:25. Snacks and refreshments were provided by Whitney and Diane.

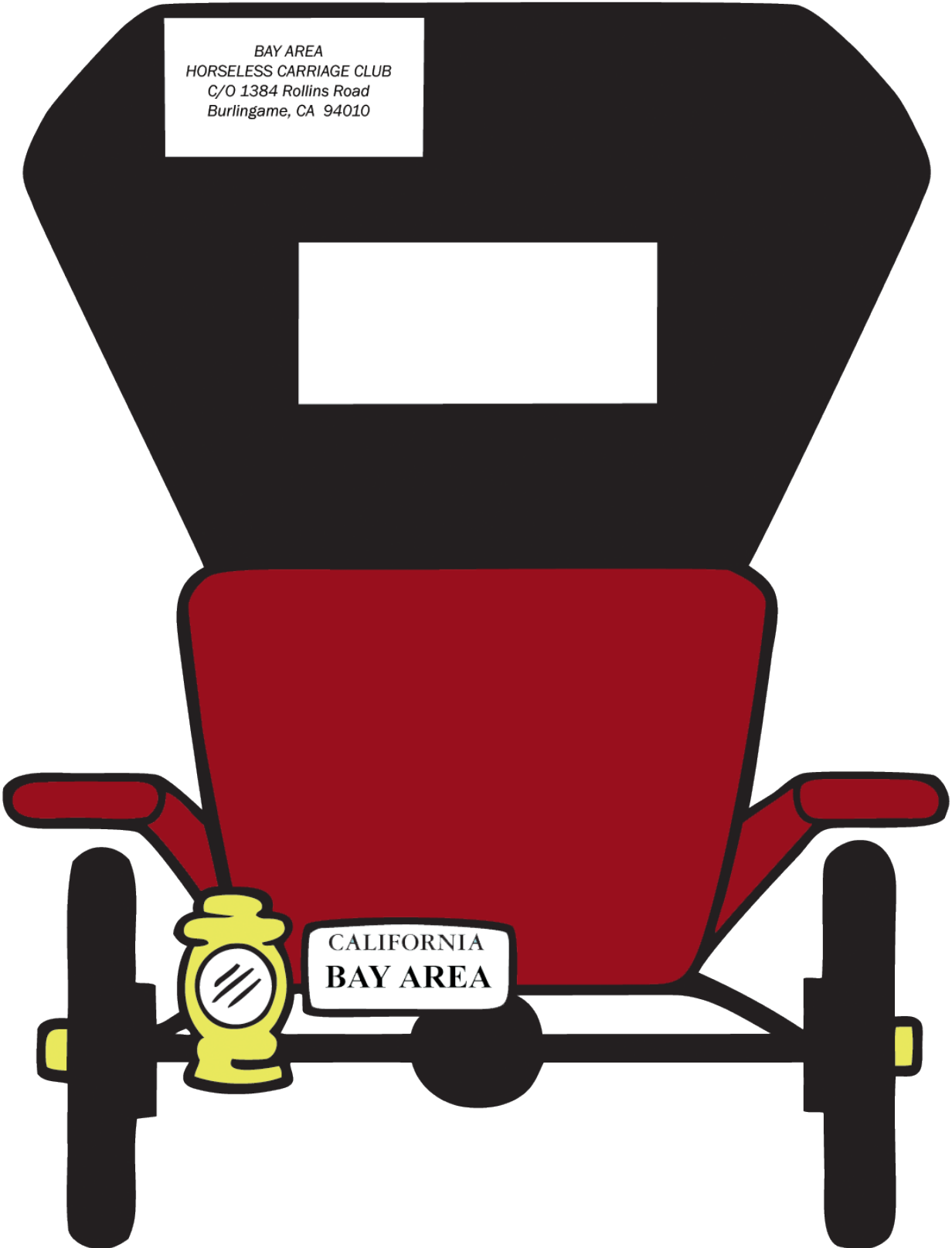
Respectfully submitted by Secretary Don Azevedo



**NO TEXTING AND DRIVING**

Shared by George McCrumb

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



CALIFORNIA  
BAY AREA