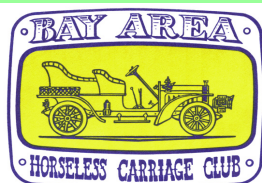




*Bay Area
Horseless Carriage Club*



BAY AREA HORSELESS CARRIAGE CLUB

2016 BOARD OFFICERS

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Web Master	Eric Lundquist	
Membership	Ed Archer	
Authenticity		
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	Bill Cassiday	510-451-4129
Sunshine	Susan Durein	510-523-4993
Nuts and Bolts	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:

Its hard to believe it is August and we are about halfway through summer. Our household has been busy with children and grandchildren around and it has been fun and eventful. We are looking forward to spending a couple of weeks vacationing in Quebec with friends in August. We have a home on a lake and it is very relaxing.

I miss some of the old traditions of our club and have fond memories of our August Ice Cream socials with Sue and Bill Ortman teaching us to hand crank the ice cream with our children and Esther being our wonderful hostess as we picniced in her back yard. after a short tour.

We still have lots of activities and a tour this month planned by Bill Schrambling. Be sure to read the information and come to the meeting to sign up or call Bill if you need more information. He has made great plans for all of us.

Nuts and Bolts will be Saturday, August 6th at Whitney's.

Dinner before the meeting for those interested at the El Agavero around 6pm, Montclair.



*From the West Wing
of the workshop.*

Summer is upon us and what better way to enjoy it than at the Independence Day Parade and Bar-B-Que at the Morrison's. Nobody seems to call it that anymore; it's now an anonymous "Fourth of July" holiday. I guess it's less offensive to the Red Coats that we ran out of here two hundred and thirty eight years ago. I don't get it. Regardless, thousands of happy people enjoyed watching our old cars and the old car owners enjoyed delicious burgers and hot dogs and salads and desserts at John and Carolee's.

There was no board meeting in July so I have no boring gossip to report, but there are some great tour plans in the works that you will read about in this exciting issue of the Gazette.

You will also read about a very productive Nuts and Bolts session at the Brommers where an engine was pulled, rod bushings tightened and the transmission removed. This attracted members from far and wide, with the "farthest traveled" award going to Dr. Robert Dudley Stone from Chico. I have seen the Stone's name in the roster for years. Dudley and Kelly have been members since 1989, but I first met him at the Stockton museum tour in April and again at the Brommers Nuts and Bolts. We'll look forward to seeing the Stones at future club events.

I learned something new from our member Anthony Dunlap who was driving a 1912 Model T Ford adapted for use by the U. S. Army in WW I. Did you know that the Army produced a manual with instructions on how to remove the stock Model T body and fabricate and use the car for military purposes? Anthony has used this manual to produce this interesting vehicle. He intends to exhibit this car at the Military Vehicle Preservation Association (MVPA) International Meet at the Alameda County Fairgrounds on August 11-13, 2016.

I wish I could say "I'll see you at the next meeting" but we will be away with visiting family (our daughter) during the first week August. John Morrison, VP, will be presiding.

See you down the road,

Whitney Haist

Prez.

Nuts & Bolts will be held on August 6th, 9:00 to 12:00am, at Whitney Haist's home. We will grind valves and fit to a block.

Check roster for address.

Report on the 2016 Piedmont Fourth of July / Mini-tour/BBQ

Co-hosted by the Morrisons and Sowell with Mini-tour by Bill Cassidy

The Fourth dawned with the weather favoring the crowd with sunshine during the parade and afterwards. It was nice and warm but not too hot. There was a strong turn-out of BAHCC members, the Archers, Azevedos, Brommers, Byls, Bill Cassidy and Bill Austen, Crowells, Anthony Dunlop, Greens, Haists, Harleys, Brian Harlamoff, Metais, Morrisons, Bob Rosen, Bill Schrambling, Norm, Adria and Julia Schwartz, the Sowell, and Tony Wollesen.

The Parade started promptly at 11:00 with the numerous open dignitary cars (City Council Members and families, School Superintendent and School Board Members and families, local politicians, Piedmont Support Groups and various other dignitaries. And wow, did they ride in style, including the use of four Pierce Arrows and many other gems, and for the first time a 1949 Chrysler Town and Country Woodie Convertible courtesy of the Crowells.

Then came our antique cars, as well as cars from the '20s, '30s, '40s, '50s, '60s, and '70s, each decade interspersed with neighborhood floats, various types of bands and marchers, and even a "Liberace Limo" with a pianist sticking up through the sunroof playing lively piano music. As for the collector cars, there were about 70 in all, quite a showing for a small town parade.

After going through the parade route, our BAHCC and guests' cars regrouped, and Bill Cassidy led us on a nice six-mile mini-tour of his design, ending up in our back yard for the traditional Fourth of July Barbecue of hamburgers, hotdogs, sausages, hors d'oeuvres, salads and desserts provided by everyone. (Thank you all!) And, this year, most members also brought new, unwrapped children's gifts which were later delivered to Children's Hospital in Oakland.

The camaraderie was superb and the festivities lasted a good three hours. There were about fifteen or more antique cars in the back yard to check out up close and swoon over.

We want to be sure to thank everyone because of how much the BAHCC's participation has done for the Piedmont Parade. Having done it for over 25 years now, our presence has drawn the interest of many other car collectors from around the Bay Area, and the result is a first class "rolling car show" each year-- one that the Piedmont citizens have come to cherish. The whole town literally turns out to be among the throngs of applauding spectators overflowing the sidewalks all along the parade route. So thank you all again very much. This day is our very favorite day of each year.

John and Carolee





Club members at the Morrissons after the parade and short tour.

WE DONE IT AGAIN!

Don Azevedo, Mike Lawrence, Norman and Julia Schwartz, and yours truly challenged the outdoors again in this year's 47th Annual Cross Country Endurance Run and Lowland Tour put on by the Santa Clara Valley Model T Ford Club. The weather couldn't have been better for a drive in speed cars without windshields and a few other amenities that we've all grown accustomed to. Y'know I've been going on this run for so many years, and this was not one of the better ones, that when it was over I just kind of felt like "ho hum" until I looked at the video taken by Ivan Jorgensen a couple days later. Even with the small turnout of speed cars, 21 signed up, 18 left the starting line, and what I considered a lackluster, shorter route, the Santa Clara Valley Model T Club Annual Endurance Run is still the best era driving event on the west coast for both stock Lowland Tour and Endurance Run cars. Always exciting seeing all the speed cars in action, occupants making enroute adjustments and repairs in order to finish. And for us speed car drivers and copilots, always interesting to see some of the unique "brand X", 51 total, lowland cars. So... you want spectacular? We had spectacular! That's the only way to describe this 47th annual 200 mile Cross Country Endurance Run and Lowland Tour on June 12th

I have to mention at this point that this story would not have been written were it not for cell phone cameras. As most of you will attest to, when we're out driving everyone is shooting pictures from their cars as they pass by. Well I often wonder what happens to the pictures. One of us in our 1915 race car while on the endurance run found its way to member Bill Schrambling and then editor Muriel saw it and said "where's the story?"

Saturday June 11th was the usual tech inspection for all entered speed cars, followed by the BBQ held at the Bertolotti car collection. Everyone was all geared up for the grueling 200 mile challenge prepared for them on Sunday over whatever grueling route they might encounter and have to conquer. Well so much for that! No Mt. Hamilton and beyond this year, instead a very mild route North out of Santa Clara staying close to and on the lower edge of the local mountain range to our East, through Niles Canyon (nice touch, the steam train was in action on the Niles Canyon Railroad), Sunol Pleasanton Rd., Dublin Canyon Rd., Palomares Canyon, out to the Dumbarton Bridge (Reserve just to the South, next door). Lunch in Niles, back up Niles Canyon, Calaveras Dam Rd. and to the finish line in Santa Clara. Of course our members, Don and Mike in Don's 1920 Ford, Norman and Julia in his 1925 Ford and Me with Howard Genrich in my 1915 Ford drove a trouble free day. Just flew through the whole route with a breeze and were quick to pick up our Official Certificate of Completion at the finish line. Unfortunately that's all they picked up at the awards ceremony other than me being awarded the best era dressed participant. Overall winner was Geoff and Terah Garcia of Oklahoma driving a 1925 Chevrolet speedster.

For antique racecars and speedster enthusiasts the S.C.V.M.T.F.C. Endurance Run and companion Lowland

Tour is a dream come true. The two events compliment each other, both serving a distinct purpose that without the other each would be "just another old car event". It is orchestrated as one might have been 90 or so years ago, with a comprehensive tech inspection, draw for poll positions, elaborate era style starting line, half way and finish line ceremonies. It's a timed event, the winner is the car that finishes closest to the "perfect" time. This year there was 4 check points enroute, All in all, can't help but have fun.



Klly Schott gets his card stamped at check point 2 by the lovable 7 year old Cora Jorgensen making it official



Don Azevedo and Mike Lawrence cruising by the Dumbarton wetlands into Check Point 2



Flagman Greg Teide prepares to drop the green flag at the starting line



Norman Schwartz and Daughter Julia entering check point 2 and the next stop is lunch at Niles



WWI Color Guard presenting the Colors of the National Anthem. L to R Greg Teide, Ed Archer, Gregg Greenwppd



Speed cars pulling into the starting line area in poll position formation to prepare for starting ceremonies. Norman and Julia, car 84



Ed and Howard leaving and John and Tom Magee coming into Check Point 2. John, age 16 won the Rookie of the Year award and as you can imagine has a very proud copilot, father Tom.

Pictures, courtesy of Ivan Jorgensen

July makes one think of snap crackle and pop,

A month to celebrate and obey the cop.

Fireworks are celebrated everywhere,

If only a small sparkler is there.

Remember to clean and shine up your old car,

As you carry your "Mayor" even if it is not very far.



Composed by Genelle Azevedo

MOON CAR CLUB OF ST LOUIS, VISITED BY THE DUREINS AND HAISTS IN JUNE 2016

The Moon Car Club of St Louis had a four day meet in June, for all automobiles manufactured in that city around the turn of the century. There were 140 makes produced, including trucks. There aren't many left, and definitely non still being produced.

The main Marquees you might know, and that were there, were Dorris, Gardner, Moon, dyke, Ruxton, Diana.

Susan and I felt we needed to take the Dyke "home" to where it was produced. Whitney and Diane Haist wanted to go with us, so we had a wonderful, actually six days together, in Kansas city and St Louis. They Amtraked and flew, we pulled the car trailer with the Dyke. The article follows:

The Moon Publically Rose High Over St. Louis

By Gerald Perschbacher
(LL.D.; all rights reserved on text and photos)

Among all the car makers who called St. Louis their sole home, none rose as high as Moon when it came to production. Logically, then, it fell to the well-organized Moon Car Club to pull off one of the most outstanding events to be held in the Midwest in recent memory.

Thousands of visitors were introduced to an array of several dozen pre-1932 cars on exhibit at two venues in St. Louis, Missouri, June 10-12. While the cars carried different brand names but all had one common link: made in St. Louis.



A Moon and Gardner, both from the 1920s, graced the Missouri History Museum in St. Louis, as part of the public display held by the Moon Car Club in June. The national meet held by the Moon club, invited other brands of cars made in the Midwestern city before 1932.

Even a good many car collectors never may have seen a Moon, Gardner, Dorris, Dyke, Simple, Ruxton, or Windsor until the meet. Adding to the list of rarities were two Traffic trucks. Jeff Buckley, event chairman and a founder of the Moon Car Club, said, "The Great St. Louis Car Meet of 2016 was very well received at two public events at the Missouri History Museum and the Museum of Transportation." Other St. Louis makes were invited to this event due to the location and special theme.



Traffic trucks were made in St. Louis from 1917 to 1929. Most were powered by Continental engines.

According to the late John A. Conde of Detroit, St. Louis was a hub for vehicle manufacturing. He studied the subject and stated to this writer that at least a hundred makes of cars were



Judy Wolters, granddaughter A.L. Dyke, was allowed to pose at the wheel of a 1903 Dyke owned by Doug & Susan Durein. A.L. Dyke was renowned for his massive printing and distribution of early technical literature and for being the pioneer who launched the aftermarket car-parts business.

manufactured exclusively in the Midwestern city, known by 1900 as the fourth largest metropolitan area in the United States. Furthermore, in the 1800s St. Louis gained the designation as Gateway to the West for pioneer travelers, settlers, and California Gold Rush hopefuls who poured through the community to make travel connections westward. St. Louis was their last site to stock supplies plus necessary items for the arduous trip.

Dominating the St. Louis-made vintage vehicles at the recent meet were the hosting Moon brand and its companions. Moon (1906-1930) was the largest producer of cars made in the city and is likely the most remembered. Second is Gardner (1920-1931) which vied for the top post. Both were priced in the medium field, with select models edging into the high-price bracket over the years. Moon's companion cars were the East Coast Hol-Tan (Moon products sold to Hollander and Tangeman), the sporty Diana, the low-slung and extravagant Windsor designed by Howard "Dutch" Darrin, and the outstandingly rakish front-drive Ruxton, which preceded the front-drive Cord by months. Each of those companion brands was made in limited quantities. It should be added that Moon made the greater number of Ruxtons, while the Kissel car company also entered the agreement with New Era Motors. Production numbers show that Kissel made a few Ruxtons; Moon making the majority.



Fred Guyton motored to one event in an unrestored front-drive Ruxton with Dave Groerich, master mechanic.



After dinner, we had a surprise guest speaker, Judy Wolters, the granddaughter of A.L. Dyke who entertained us with stories she remembered about her grandfather and his passion about his early cars. Established in 1899, Dyke was the first American auto parts business and sold early kit cars.



We also had Carl Burst III tell us how he discovered that his grandfather was the last President of the Moon Motor Car Company. Finally, Moon Car Club member, Gerry Perschbacher talked about some of the documents he had that indicated the quarterly production numbers of many of the manufacturers of that time. All in all, it was a night to remember.



Great job, Jeff! Quality all the way—and others behind you can share in the joy.

Gerry Perschbacher (owner of a Moon, Windsor, Gardner and Moon club member)

When we originally got the flyer from the Moon Club, that they were putting together the meet in St Louis of automobiles manufactured in St Louis around the turn of the century, we were hooked. The meet was wonderful. We thought well planned, good use of the time, and especially the show and tell before the banquet. We loved the cars on display in front of the History Museum, and visitors certainly enjoyed seeing the cars and getting their questions answered. The drive to lunch and then afterwards, was fun for us, especially keeping up with the "big cars", and actually passing some who had problems. Not bad for a 113 year old automobile. Sundays show at the Transportation Museum was relaxing, fun to explain things to visitors, and a nice way to end the meet, even if it was a bit "warm". I hope A L Dyke was looking down, and I hope we made him proud to see his 113 year old car running with the big boys.

Doug Durein (owner of a 1903 Dyke Runabout) Alameda, CA

Linda and I loved the meet and the visits to the two collections. Fred was great to talk to and they both are doing more than their bit to save these historic cars and other mechanical accomplishments from the past. I have a love of trains and so thoroughly enjoyed the Saint Louis transportation Museum. They have an early diesel electric engine that was both huge and unknown to me. Their Big Boy steam engine was the first I have seen and was able to stand in the cab of the engine and look out of the small window that provided the engineers with scant evidence of what was ahead. And then there was the chance to ride in one of the old cars and see other old cars ahead. What an experience!

We greatly enjoyed meeting the other car owners and especially Ron and Linda. As to improve on the experience, I can only say that the weather was a little warm (though how you can control that is unclear). Altogether, an excellent job by you and the Moons and everyone else. Thank you very much for putting on this meet.

Joe Churchman (owner of a 6-58 Moon & Moon club member)

Sunday, June 12th:

The BIG Day had finally arrived for all the attendees to bring out their cars (some were brought to St. Louis in non-running condition). We had more made-in-St. Louis cars and even another Traffic truck show up on Sunday even though it was a record heat day of 98 degrees. The local CBS radio station KMOX had promoted the Sunday event on Friday and Saturday during their news broadcasts. We had a great turnout considering the record heat that day. We had 44 Cars and trucks on display including the Museum of Transportation's collection of made-in-St. Louis vehicles.



The Moon Car club merchandise tent.



Club member Roger Crask was our master chef with gourmet hotdogs.

Notice the barrel fan in the background. Roger found an electric outlet and a shade tree to do his cooking.



1902 Dyke Runabout
John Nikedym



1903 Dyke Runabout
Doug Durein



1903 St. Louis Runabout
George Dorris III



1907 Simple Model C
Ed Shepard

NATIONAL PARKS AT 100

When odds of getting there were remote

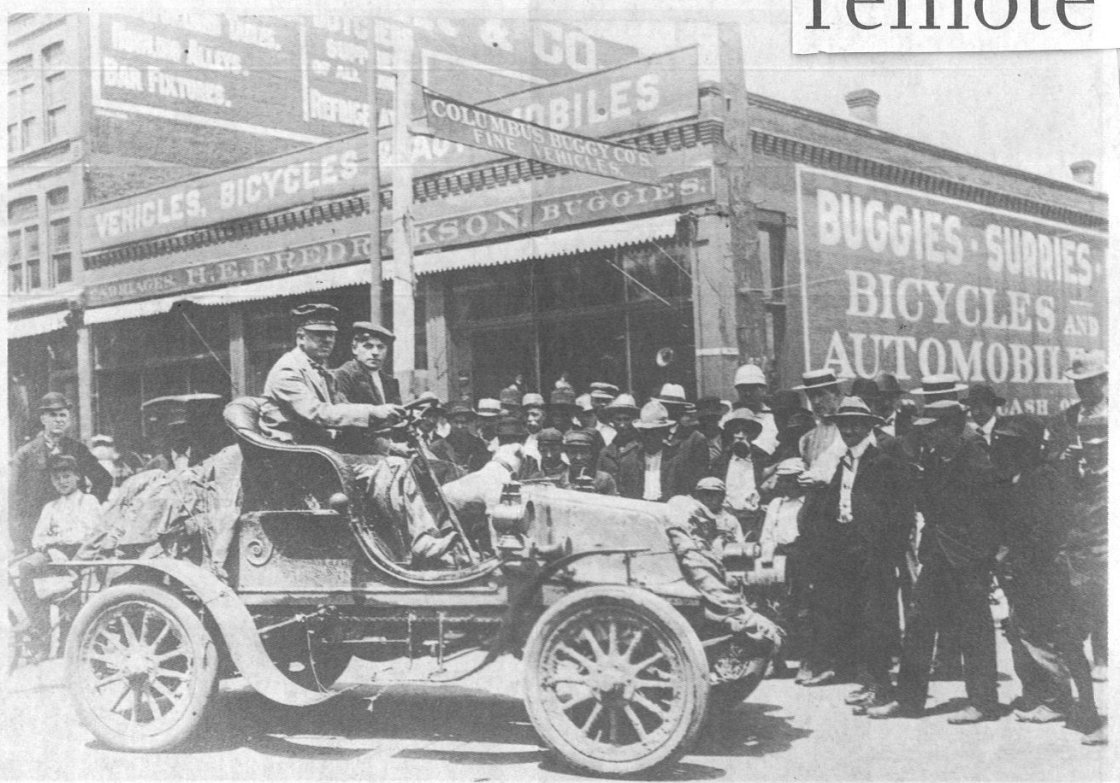
There's a perfectly logical reason why national parks throughout the West were so well preserved and protected in the early days for the enjoyment of everyone.

It was really difficult to get there.

And when you consider what the wear and tear of enjoyment does to a park, it was probably wise that the National Park Service picked places way out of reach. Or it would have been smart if it weren't for Americans and their pesky need to sally forth, seek out adventure, "Go West" and generally discover great places that are remote for a reason.

One could even argue that national parks were the earliest inspiration for the modern-day American road trip. Here are a few things to consider about the parks and how we got to them.

Yosemite in stages: In his book "In Search of the Golden West," Earl Pomeroy includes reporting by Frederick Law Olmsted in 1865 that tourists arrived at Yosemite "in the majority of cases quite overcome with the fatigue and unaccustomed hardship of the journey. Few persons, especially few women, are able to enjoy or profit from the scenery and air for days afterward." Years later, according to Pomeroy, a visitor named C.A. Stoddard referred to the Yosemite stage (even after the first road made it to the valley in 1874) as "the red instrument of torture" with its "well-named 'rack' and falsely named cushions."



RacingOne / ISC Archives via Getty Images

In 1903, physician Horatio Nelson Jackson (at wheel) and his driving partner, Sewall K. Crocker, became the first people to cross the U.S. in a newfangled automobile. They started in San Francisco.

Railroading to the rim: As it turns out, one of the few places left where you can take a train into a national park is at the Grand Canyon, where the two-hour-and-15-minute Grand Canyon Railway route from Williams, Ariz., stops at the front door of the (not coincidentally named) Grand Canyon Railway Hotel. Round trips range from \$65 to \$219 per person, depending on class of service (from Pullman to luxury dome) and time of year. When the rail line was established in 1901, the trip took three hours

and cost \$3.95 each way.

Father of the road trip: Probably the most publicized effort (indirectly) to use a car to get to national park lands in the West was by Dr. Horatio Nelson Jackson of Vermont, who, to win a \$50 bet over drinks at the University Club in San Francisco in 1903, became the first person to drive a car from California to New York. In an attempt to avoid the Nevada desert (and presumably the taller portions of the Sierra), Jackson and his driving partner, Sewall K. Crocker,

DEPARTURES Spud Hilton



er, and a pit bull named Bud (who had to be fitted for driving goggles) followed a route north through Northern California, southern Oregon and Idaho that took them

through vast tracts of the country that had never seen a car. Along the way, Jackson passed through more than a dozen of what would eventually become national forests and national monuments, and drove within sight of both Mount Shasta and Mount Lassen.

Rolling through Yellowstone: In the 1890s, East Coast tourists to Yellowstone were paying \$160 for a train trip to a station near the park entrance, then another \$40 for a five-day, dusty, bumpy stagecoach ride through

CONTRIBUTED BY: GEORGE MCCRUMB

City honors its top volunteers

Annual reception
celebrates work
of many

By Paisley Strellis

The City of Piedmont held its annual volunteer reception on Thursday, May 19, an event highlighted by the presentation of the City's Civic Volunteer of the Year Award to Carla Betts.



Staff Photos

Betty C. Howard Award winner John Morrison and City Volunteer of the Year Carla Betts at the City's volunteer reception.

ON MAY 19TH JOHN MORRISON RECEIVED THE "BETTY HOWARD" SERVICE AWARD FROM THE CITY OF PIEDMONT RECREATION DEPARTMENT. THE AWARD IS NAME FOR A RECREATION SECRETARY WHO STAYED FOR 30 YEARS..

THIS IS THE CITY'S HIGHEST RECOGNITION AWARD FOR VOLUNTEERS. A THANK YOU FOR JOHN'S YEARS OF GETTING THE CARRIAGE CLUB'S CARS FOR THE 4TH OF JULY PARADE.

CLARA BETTS GOT THE CIVIC AWARD FOR 20 YEARS FOR PUTTING THE 4TH JULY PARADE TOGETHER.

It's August, a very warm, sunny month,

Tours, trips, vacations and even deer hunts.

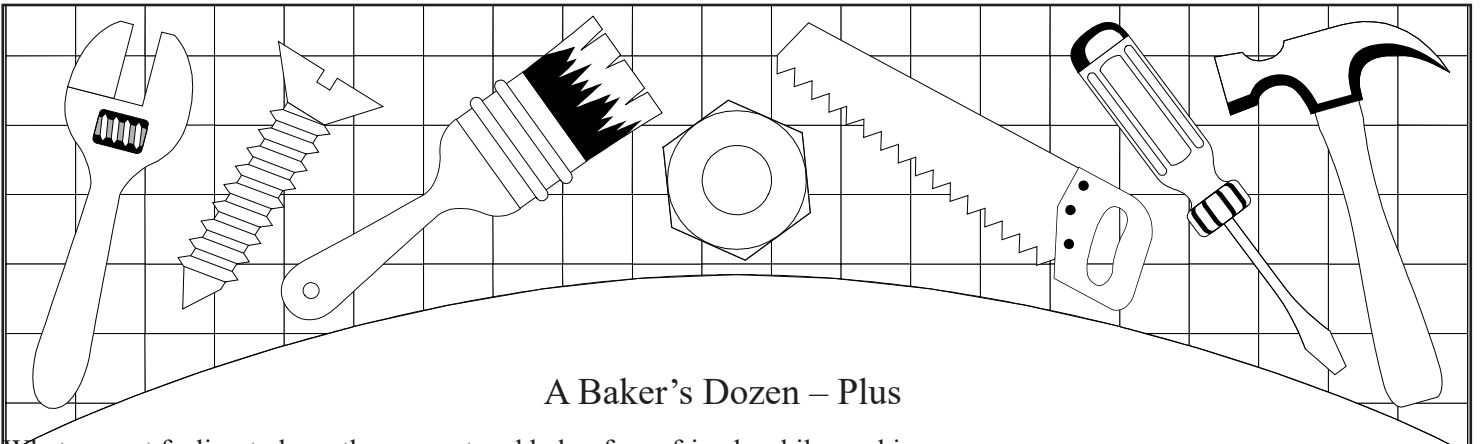
As you take a friend down the Lake,

The kids are always ready for a break.

You see the cows resting in the shade,

Wondering when and where the old horse and buggies are layed.

Submitted by Genelle Azevedo



A Baker's Dozen – Plus

What a great feeling to have the support and help of you friends while working on your favorite car project – case in point, an engine extraction from the 1912 Model T Delivery Car.

That's what happened last Saturday, July the 9 th, at the Brommer household. The weather held all day with clear blue skies and light breezes. And, there was the added bonus of viewing Bill and Michael's current creation – a NEW 1912 Model T Delivery Car body still mounted on the work trolley. That's Michael Brommer explaining some wood work details to Mike Franchi. So with a fresh

supply of doughnuts, coffee, juice and fruit – to give everyone energy – the project started! Who knew this simple job would take so many tools – even some custom-made extractors. We owe everyone a BIG THANK YOU!! for getting their hands greasy and bagging all the dismantled parts. Bill says it's been eleven (11) years since the original restoration. And just like magic, the engine is on the stand and the second phase can move forward to the clutch assembly, starter installation, steering shaft/gear checks and finally the re-install of the engine. A thorough mechanical check confirmed that the Kevlar bands are indeed wearing well.

Don and Ed talked everyone through “plasta-gauge” – it's uses and application for setting bearing clearances. The pictures tell it all. A “nuts and bolts” gathering can be a great opportunity to talk through problems and solutions, get some hands-on experience and enjoy talking with your car buddies.

Again, our thanks to Doug, Don and Ed for taking care of the details, extra equipment and sharing their tech energy for those who attended: Don Azevedo, Whitney Haist, Doug Durein, Bill Cassiday, Bill Schrambling, Ed Harley, Jim Lukash, R.Dudley Stone, Rich Green, Steve Jackson, Eric Larson, Ed Archer, Gery Robinson, Mike Franchi, Michael Brommer and Bill Brommer (Kaaren, too).



**16th Annual
Antique Autos in History Park
Article for News Media
by Allan J. Greenberg**



Antique Autos in History Park returns to History Park in San Jose for the 16th year on Sunday, September 11 from 11 a.m. to 4 p.m. As in previous years, the event offers every member of the family something to see and do.

The event opens with a dancing pair from the Swing Cats Rhythm Revue performing Swing and Charleston dances. Following will be the return of the Toot Sweet Jazz Band playing music from the '20s and 30's.

And on the grass area between the Hotel and the Empire Fire House, demonstrations and displays of early day crafts and collectibles will be presented.

For antique auto enthusiasts, the streets of History Park will be covered with up to 200 vehicles from the late 1800s to 1945. This year the featured autos are very early Lincolns which will be on display behind the light tower and many of them will be described by their owners. Some other very rare antique autos will be on display in the Park, such as Stutz, Pierce Arrow, Mitchell, White, Stanley, Rio and Franklin to mention a few.

On display this year will be the first auto produced in the city of San Jose -- an 1899 Osen & Hunt. When Willow Glen resident and antique auto buff, Dan Erceg, heard that the only surviving Osen & Hunt auto could now be purchased from an estate in Redwood City, it became his mission to acquire the car for the San Jose History Museum so it could be permanently displayed and take its proper place in San Jose history. Upon hearing of this plan and loving the idea, retired San Jose fire captain, 96-year young Sam Seibert, offered to fund the purchase and promptly donated the ancient gas buggy to History San Jose. Be sure to hear Dan and Sam describe its history, where it was found, and how it was acquired. And if you are lucky, you may even see the 117-year old Osen & Hunt driven through the vintage streets of History Park.

During the event visitors to the Park will be entertained by a strolling Barbershop Quartet. Strolling also are many participants and visitors dressed in period clothing including members of the Portrait of the Past organization.

Located around the Park will be members of the Early Day Gas and Tractor Association showing their early "hit & miss" engines that powered everything including saws, water pumps, farm equipment and washing machines.

The blacksmiths will be demonstrating making tools and ornamental items and the print shop will be demonstrating early day printing. Most of the homes will be open with docents available to answer any questions.

Vehicles permitted on the grounds of History Park during the event are pre-1946 original or restored-to-original. There is no registration required nor fee to enter for participants.

The fee for visitors to Antique Autos in History Park is \$5 for all above the age of 2 year. Parking is available for a fee in the City of San Jose parking lots. History San Jose is located at 635 Phelan Ave, San Jose, CA. 95112.

Antique Autos in History Park is presented by the Santa Clara Valley Model T Ford Club and History San Jose. For more information go to www.scvmt-fc.org or www.historysanjose.org or call (408)287-2290.





The Point Richmond tour in August.

The tour will start at Miramonte High School in Orinda (at 750 Moraga Way) at 10AM on Saturday, August 27 to end at the Ford Factory in Point Richmond (approximately 50 miles round trip). The high school has plenty of room for trailer parking and coffee and donuts will be provided at 9:15AM until the cars leave.

Moraga Way northbound becomes San Pablo Dam Road and the tour will proceed to Appian Way in El Sobrante, where the tour will turn right and proceed north to Fitzgerald. Fitzgerald then becomes the Richmond Parkway westbound where the tour will eventually turn south on Castro to go to downtown Point Richmond. Once in Point Richmond, not only will the tour enjoy the sights of old Point Richmond, but drive by the recently restored Richmond Plunge (called the *Natatorium* and a real indication of Point Richmond at one time) and actually drive by the locally famous *Wigwags* (of the remaining 300 US or so old railroad crossings that predate the more modern crossing arms) on the way east to west Cutting Blvd. The tour will then go south at Harbor Blvd to then end up at the Ford factory at water's edge and the Rosie the Riveter Home Front WWII National Park and visitor's center. The Assemble restaurant is adjacent to the center and gets good reviews from tour members in earlier visits.

Ford Motor Company built the 500,000 square feet plant that commenced assembling vehicles in 1930 and was converted to assembling Jeeps and other carriers in WWII. Ford then continued assembling vehicles until 1953 and it was closed in 1956. It was badly damaged in the Loma Prieta earthquake and restored to house businesses and make the Crane Way Pavilion a modern event center all next to the visitor's center. While tour members will be able to see the SS Red Oak Victory troop and cargo carrier west and across the water from the Crane Way Pavilion, it will close at 2PM on Saturday and stands ready for another tour taking in more of Point Richmond and the incredible water views there.

The tour will then retrace its route until it gets to Cutting Blvd., where it will turn right and north on Canal Blvd. driving back to the Richmond Parkway to otherwise return to Miramonte High School after the members have enjoyed both the incredible views and an astonishing visitor's center with exhibits, movies, and talks sufficient to take up the afternoon. Because the site is on the water, it can be quite brisk and extra clothing for the afternoon there is recommended.

Bill Schrambling

Make reservations by calling or emailing Bill Schrambling or come to the August meeting to sign up. 415-269-1168 weschram@pacbell.net

BAHCC CLUB CALENDAR

8/3/16	BAHCC Club Meeting
8/6/16	Nuts and Bolts - Haist
8/17/16	BAHCC Board Meeting
8/28/16	Point Richmond Tour
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

JULY AND AUGUST ANNIVERSARIES



KOPMAN	Erika	Ben	July 14, 2007
SILVERA	Dick	Jackie	July 25, 1981
RYAN	Matt	Patricia	July 29, 1988
SOWELL	Walter	Ruth	Aug. 2, 1980
ZINSER	Mike	Elaine Merrill	Aug. 3, 2002
DUREIN	Doug	Susan	Aug. 8, 1964
GURNEE	"Sam"	Anne	Aug. 17, 1958
PRATT	Fred	Scheryn	Aug. 26, 1967



JULY AND AUGUST BIRTHDAYS

ZILLMER	Bruce	7/10
SHELDON	Wayne	7/12
HIRONIMUS	Judy	7/12
WILLIAMS	Esther	7/14
LARSON	Lynn	7/15
HUND	Bill	7/23
O'NEILL	John	7/24
SHERMAN	Fran	7/29
BOYDEN	Jim	8/7
CASSIDAY	Bill	8/8
REAK	Ron	8/13
SOWELL	Walter	8/18
JOHNSON	Don	8/20
KING	Mary Lou	8/20
RIGGS	Jane	8/20
BROMMER	Bill	8/24
ZINSER	Elaine Merrill	8/26

AUTOMOBILES FOR SALE



1916 Overland Model 83 (built in 1915; Model 83B produced starting Jan. 2016).

\$18500. Keyser clutch. 35hp - 4 cylinder. New tires, wheels.



1914 Ford Model T "C" Cab - fresh from restoration,

Electric Start. Ruxtel.

\$30,000



1910 Ford Model T "Captains" Firetruck - fresh from restoration.

Electric Start. \$30,000.

Contact Eric Lundquist for more info 650-888-5096

Ed Archer has a friend with a true "Barn find" and wants to sell it. It's a 1905-6 Reo one cylinder Runabout. Last run and been in dry storage since the 1930s. Solid body, original upholstery, surface rust on fenders. Price around \$12,000.00. Contact Tim Doran 707 845 2003.



HCCA NATIONAL NEWS



Re: PA Board Meeting, Membership, New Member Promotion, New Century Plaque Address, Hershey Merchandise, Promotion QR Code, HCCA Club Information, Get Involved

Issue: 2016-07-05 #07

- **Board Meeting, Strasburg PA** – At the board meeting the HCCA directors discussed ... Business Resumption Plans, Status of a new HCCA QR Code, Adoption of a Conflict of Interest Policy, Requests for new local clubs, and Efforts to define, clarify and simplify club information for members on topics like Membership, Touring, Insurance and Touring risk management.
 - **Membership pays for** ... Do you know that your dues pay for more than a great magazine? Because of the high standards that HCCA demands, the organization's insurance coverage is designed to offer protection to all officers, directors, event leaders and all members of the organization for a long list of different liability situations. The HCCA has two policies to protect the club and its members from different types of situations (personal liability, advertising injury, misrepresentation, improper allocation of resources, contractual mismanagement, conflicts of interest, discrimination of membership criteria and many others). Most members are not concerned about insurance until it is needed, and then it is too late. To keep the liability insurance to a level that is needed, the costs of the service needs to be paid and efforts need to be taken to minimize unreasonable risks.
 - **New Membership Promotion** – *New Special US Membership Offer for 1915* – For a limited time, individuals can become new members (if there were not a member in the last 5 years) of the HCCA for \$19.15 for the first year (Reduction of 57% ... Savings of over \$25 off the regular membership rate).
 - **New Century Plaque Address** – On July 26, 2016, the administrator of the program, **Carl Pate** is moving from CT to [26 Washington St, Rocky Hill, NJ 08553](#). During the August transition, there may be some delays in mailing out of new Century plaques.
 - **Hershey Merchandise** – Because it has become harder to find volunteers for storage and movement of HCCA Store inventory, we are considering some great merchandise value at the Hershey event this year ... So make plans to attend and find a bargain.
 - **Promotional QR Code** – To reach out to the different nonmembers and promote the HCCA organization and what we stand for, we are designing a new code that when scanned will lead the viewer to a special introduction before the web site. The code will be placed on stickers and available to members ... There will be a digital version that members can download for their own use.
 - **HCCA Club Information** – HCCA is working to further improve communication by converting its club information to digital files for member access. The test file is being loaded with files for review by Directors in the fall of 2016.
 - **Get Involved / Find Solutions** – Some members think that the HCCA does not adjust to the times or care about its members ... Over the past 4 years, I can think of many changes that have been made at the National level to be give members what they want and improve the organization. If you have a concern, ask questions and then find a solution on how to fix the item or make something better.
- My Challenge to Every HCCA Member ...***
Find a way to make a difference at your local club or HCCA National.
GET INVOLVED!

Share, Educate and Pass It On...

Carlton Pate / anpcop@aol.com

HCCA National President

BAHCC Board Meeting Minutes

The BAHCC Board met at John Morrison's home on Wednesday, May 18, 2016. The meeting was called to order by President Whitney Haist at 7:46 p.m. All Board members were present except Bill Schrambling.

Minutes: The minutes of the last Board meeting (April) were approved.

Treasurer's Report: Whitney reported the following funds being recently added to the treasury:

- \$397 – Club parts auction (included the sale of clothes before the auction donated by Phyllis Pottle)
- \$748 - Sale of clothes at Bakersfield donated by Phyllis and Mark Forbes.
- \$25 – Sale of something else.

All submitted bills have been paid. To date the costs for the Gaslight Gazette have been \$1,704. The treasurer's report was accepted.

Membership Report: The Board discussed the recent museum trip to Stockton and appreciated the time and effort Pat Craig extended to the Club for the tour of his museum. The Board voted unanimously to extend honorary BAHCC membership to Pat and Katie for the 2016 calendar year.

Tours and Activities: The next club activity will be the Piedmont 4th of July parade and party at John and Carolee Morrison's home. We will ask people attending the party to bring a new gift for the children at the Oakland Children's Hospital. The gifts will be loaded into antique cars and be delivered at the end of the day to the hospital.

The Club has been invited to Forest Hill Farms on Sunday, October 23. We will try to incorporate a Halloween-theme tour with the display of cars at Forest Hill Farms.

The Board recently helped Contra Costa College with shirts for the automotive department. We wanted to show the students one of our cars and the old-school technology. They are in the middle of final and we will schedule a visit in the fall when classes start back up. Whitney has the contact information.

Nuts and Bolts: The last Nuts and Bolts at Mark Cerruti's shop were one of the best sessions yet. We hope it receives the appropriate write up in the Gaslight Gazette.

The Club has had a request to get a vintage White truck running for a non-club member that will be selling the vehicle. The Club decided the Nuts and Bolts sessions are basically for Club members and their cars and decided to decline the request.

Web Site: Eric Lundquist has volunteered to be the Club web master for the rest of the year. The Board accepted this offer. The Board authorized up to \$500 expenses to Mark Wheeler for possible assistance with the web site. Eric stated changes to the web site are very easy once the procedure was explained to him. The Board gave Eric a number of changes that need to be made to the web site including roster entries, membership application inconsistencies, member spotlight questionnaire and calendar updates. Eric will make these changes.

Gaslight Gazette: Muriel reported the deadline for the next Gaslight Gazette is May 22. Muriel has received some poetry from Genelle Azevedo for the Gaslight Gazette.

Authenticity Report: Nothing to report.

Unfinished Business: Nothing to report.

New Business: Nothing to report.

Next Board meeting will be at Bill Schrambling home on June 15th. Other Board meeting locations will be:

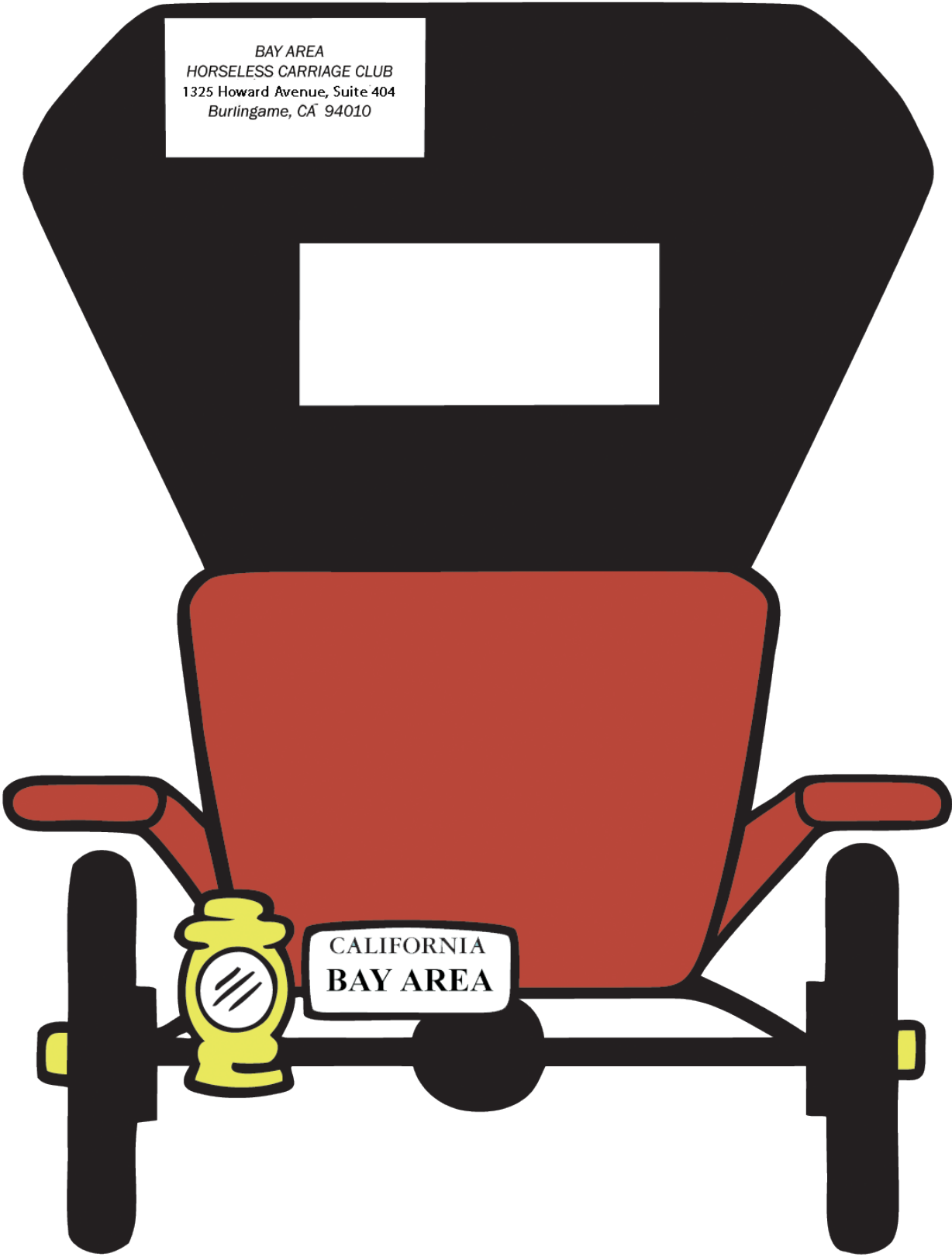
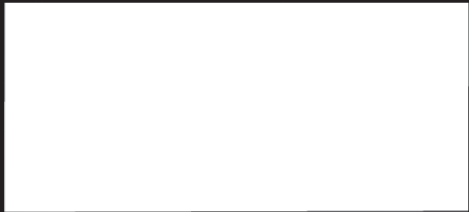
July	no Board meeting
August	Azevedo
September	Byl
October	Morrison
November	Joint Board Meeting Brass Door
December	no Board meeting

The meeting was adjourned at 8:55. Snacks and refreshments were provided by Whitney.

Respectfully submitted by

Secretary Don Azevedo

BAY AREA
HORSELESS CARRIAGE CLUB
1325 Howard Avenue, Suite 404
Burlingame, CA 94010



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