



Vol. XXXIX No. 4

Freewheelers Flyer

Driving the LGBT community since 1978

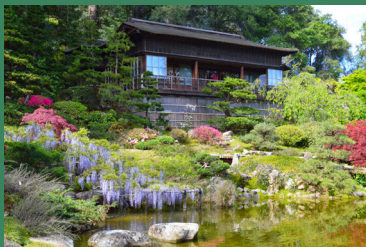
May 2017

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President's Message



Fellow Freewheelers Scott Mikkelson, Todd Darling and I headed south to Rancho Cucamonga last month to attend the "Unique Little Car Show" where Scott and Todd brought

their 1967 Amphicar and 1991 Nissan Figaro. Not only did we give rides in the Amphicar, I also saw my first Messerschmitt up close and personal...my, they are tiny! We also met up with Great Autos Members Mitch Braiman (who also brought a Figaro) and Chris Green at the Saturday car show.

This month, I plan to take my 1991 Mercedes down to the "Malaise Daze Car Show" sponsored by our Fresno Freewheeler, Bryan Davis. And while I'm proud to say we Freewheelers put on some great events every month for our members – including this month's Hakone Garden tour – it's always fun to attend other car shows in the Golden State and to meet new people with the collector car bug!

Just a reminder...West Coast Meet is coming up in July at the Cambria Pines Lodge. If you haven't registered yet, you can find a registration form in this issue of the Flyer or go to www.greatautos.org under the "Activities and Events" menu.

I look forward to seeing you at our May tour and hopefully are planning to attend our future events as well...see the upcoming events calendar. And if you do plan attend other car shows throughout the year, please feel free to do a little write-up for the newsletter and maybe include a photo or two. And while you're at it, share with your fellow car enthusiasts what a great club the Freewheelers is! Until we meet again...

Happy Motoring!

Marty Hanson
Club President

The Freewheelers Flyer is published monthly by the San Francisco Historical Automobile Society, C/O Jay Remick-Treasurer, 1588 Willow Oaks Drive, San Jose, CA 95125. Articles and/or photographs related to club events and/or vintage car happenings may be emailed to, and used at the discretion of the Newsletter Editor at flyereditor@thefreewheelers.net

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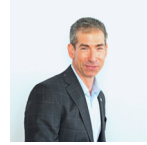
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Submissions should reach the Newsletter Editor or Webmaster by the 15th of the month prior to publishing.

Contributors to this Issue: Jay Remick, Marty Hanson

On the cover: 1961 Chrysler New Yorker owned by John Jung

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FREEWHEELER\$ 2016 TREASURY REPORT - *Jay Remick*

It was my pleasure to be treasurer for the Free-wheelers once again this past year - and what a year! We had a very successful West Coast Meet in 2016, membership remains at 230 (plus 120 partners), well attended events and enthusiastic volunteerism.

Assets at the beginning of the year were \$67,304 and at the end of the year were \$73,242. Below is a brief summary.

I can not over state the fact that most of the assets of the club are due to very generous donations of time, goods and services by our members.

Note that in the upcoming year, our printing services which were donated to the club can not be continued so we will have have spend an additional \$2000 to print the Flyer for the few members who still receive a hard copy.

During the year we were able to make donations of \$2,000. to the Rainbow Center in Concord where we hold our meetings and to fund their work in the community serving LBGTQ seniors, youth, HIV testing and counseling. (www.rainbowcc.org)

We also donated \$5,000 to Frameline as part of our strategic partnership initiative. Frameline distributes LBGTQ films and course curriculum to 1000 schools in all 50 states as well as distribution of film on Youtube, Amazon, and other outlets for anyone in the world to see over the internet. (www.frameline.org)

Any questions please do not hesitate to contact me at Jayremick@me.com 

BUDGET 2016

DUES	8708
EVENTS	980
MISC	19
WCM	42031
TOTAL INCOME	51738
EXPENSES	
INSURANCE	1877
FLYER & ROSTER	895
WEB SERVICE	70
PAYPAL & ONLINE -	
INVITATIONS	2022
AWARDS	450
OFFICE & MISC	329
WCM	33157
CHARITIBLE DONATIONS	7000
TOTAL EXPENSES	458000
NET	5938

ALTAMONT DRIVE TOUR!

Over the hills and far away...

By Marty Hanson Photos by Peter Escobedo

A brisk, sunny morning greeted Freewheelers as we gathered in beautiful downtown Livermore for our first drive tour of 2017, artfully hosted by veteran Freewheelers Dave and Sueko Gilbert. Some street parking was available around the registration table and an off-street parking lot was also reserved for us for the day.

A nearby farmers market was a pleasant distraction for those early birds while we awaited

Some first-on-tour cars at the event included Robert Ecton's and Michael Cowles' 1958 Edsel Pacer 2-door hardtop, Rick Hunts' and Jamie Reece's 1966 Chrysler 300 2-door hardtop, Andy Kelchner's and Tom Grissinger's 1970 Opel GT Coupe, Scott Mikkelson's and Todd Darling's 1956 Continental Mark II, and Larry Shaug's 1981 Pontiac Trans Am. Dave and Sueko, and Ted Downer and Marc Williamson also brought their Edsels to the event, much

everyone's arrival; others enjoyed requisite coffee and donuts... apparently very much in demand as we soon ran out!

to the surprise and appreciation of local passersby who have probably never seen so many in one place.

Around 11:30, Dave Gilbert gathered everyone together to welcome them and provide a brief description of the tour. He also provided everyone with directions, a map of the route, and a few of their favorite eateries nearby for those who wished to remain for lunch after the drive. Personally, I've never seen such a well-organized tour – the directions were concise and coordinated with alphabetical references on the map so you always knew where you were. Trivia and historical tidbits were also included in the directions to provide some perspective on where we were



Scott Mikkelson's first on tour
1956 Continental Mark II

and what we were seeing.

Dave and Sueko led the tour in their Edsel Citation convertible. After a brief jaunt through town, we headed out onto Tesla Road and more wide-open country. We then drove up Patterson Pass Road; a fairly winding and narrow climb, the benefit of which kept most of the drivers on the

tour together and provided an opportunity to take in some of the breathtaking vistas along the route. We also passed by one of the oldest Wind Farms in the world...first building out the windmill technology in 1981. The Altamont Pass has the largest concentration of windmills worldwide with over 4,000 still in existence! (continued page 6)



1) Martin VonDurante chats up fellow Freewheelers 2) Rober Ecton and Michael Cowles first on tour Edsel Pacer 3) Andrew Smith in his Porsche 911 4) Martin Von Durante gives a wave 5) Larry Shaug's first on tour Pontiac Trans Am 6) Still time for social media 7) Ted, Rick and Stephen give smiles 8) Rick Hunts' first on tour 66 Chrysler 300 9) T-Birds represented on the drive tour as well!



Part way along the drive, Dave, Sueko and newsletter editor Peter Escobedo pulled into a turn out to snap some great pictures of the classic cars as we were coming over the pass. Our roughly 30-mile drive tour then took us full circle back to Tesla Road and to our original departure point where we still had reserved parking available. Many Free-wheelers remained after the drive tour to gather for lunch and camaraderie at some of the nearby restaurants. While some opted for Casa Orozco for Mexican cuisine; yours truly joined other fellow Freewheelers for some Italian delights at Strizzi's a few blocks away.

Many thanks to Dave and Sueko for putting together such a fun and interesting drive tour....and thanks too, to Mother Nature for providing such perfect driving weather! Needless to say (but I'll say it anyway), a good time was had by all! 



1) Leader of the pack: Ted and Marc Downer 2) Andy Kelchner's first on tour Opel GT 3) Roger Emmett's Pontiac GTO 4) John McCue's Rolls Royce Corniche 5) Freewheeler's gather at Livermore's Carnegie park.

SAVE THE DATE

AT A GLANCE: May event

What: *Hakone Japanese Gardens*
When: *Sunday, May 28th*
Where: *21000 Big Basin Way,
Saratoga, CA 95070*

Join your fellow Freewheelers on Sunday, May 28th for a leisurely tour of the beautiful Hakone Gardens in the quaint village of Saratoga. One of the National Trust for Historic Preservation's premier sites and 100 years old, Hakone is one of the oldest Japanese estate, retreat and gardens in the Western Hemisphere. Hakone has also been on the National Register of Historic Places since 2013. Eighteen acres of magnificent beauty is nestled in the verdant hills of Saratoga overlooking the Silicon Valley.

Hakone was also the filming location of the 2005 movie, *Memoirs of a Geisha*.

With springtime in the air the gardens are sure to be in full bloom for a beautiful afternoon experience.



After the excursion, there are many places to eat and have lunch in the picturesque downtown area of Saratoga, just a few minutes from Hakone.

Watch your email for the registration link to the event. All meeting location, fee and detailed directions will follow in the e-vite. Come out for a beautiful spring event.

OWNER'S PROFILE



1989
LINCOLN
Town Car

What a luxury car should be

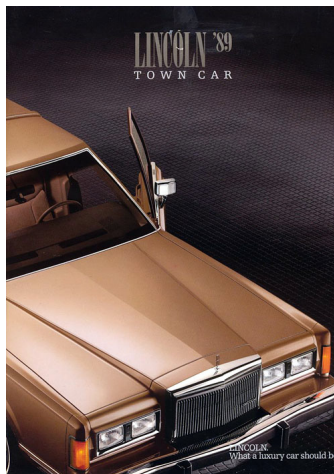
By Peter Escobedo
Photos By Peter Escobedo

Lincoln and Cadillac have been cross town rivals for almost a century but they do share one thing in common; Henry Martin Leland. Leland formed Cadillac in 1902 which was later purchased in 1909 by William Durant for his then burgeoning General Motors empire. Following the sale of Cadillac, Leland proceeded to build Liberty aircraft engines during World War I. Then with his son Wilfred he returned to the automotive industry and formed Lincoln- named after the 16th US president who was a hero of his. When this enterprise started facing financial trouble, Leland sold Lincoln to Henry Ford in 1922.

Starting with the model L, Lincoln went on to have many memorable nameplates including Series-K, Zephyr, Cosmopolitan, Continental and Mark series to name a few. The Town Car nomenclature

was introduced as a high end Continental interior option package for 1969 and Lincoln enjoyed good success with the option. Upgrades included special leather inserts and vinyl bolsters for seats, wood-like panels on the backs of the front seats, deeper cut-pile carpeting, dash and front fender nameplates- and for the golden anniversary, a set of keys and door mounted owner initials done in 22-carat gold. In 1972 the Town Car became a Continental sub model followed by the Town Coupe in 1973.

Club member Bryan Davis of Fresno, California is a fan of the '80s era Town Cars, what he refers to as 'the malaise era'. So much so he created a website called *Malaise Motors*, celebrating the much maligned, power choked



vehicles of the late 70s to early 90s.

"I started Malaise Motors on whim because I love just about everything with an engine". After the group on Facebook started to take off he began to search in earnest for a Malaise era ride both to enjoy and write about. Since his automotive proclivities are all over the map he wasn't looking for anything in particular. "I've always had a soft spot for the Panther Platform Lincolns. My grandparents had a four door Continental MKVI and I distinctly remember playing with the silvery trip computer buttons, later they had an '87 Town Car". So Lincolns played a big part in his upbringing.

So how did Bryan find his current Malaise Motor? "I was scrolling through Sacramento Craigslist when I found this Lincoln with what seemed to be a reasonable asking price located in Auburn so I took a drive up to check it out. The car was clean, I wanted it, the only problem being I wouldn't be able to come up with the funds in time to buy it". Bryan asked his grandparents for a short term loan, but they think old cars are a bit frivolous so that wasn't to be. Crestfallen, he texted the seller saying he couldn't come up with the money, but thanks anyway. "I wanted the car so I began taking mental inventory of things I could sell, my MG ? My daily driver ? My Honda Magna 750 motorcycle ? Of course, the problem with selling is that it



1989 Lincoln Town Car

*Price: 25,205
Engine: 302 V-8
Bhp: 150
Wght: 4,044*



takes time to find a buyer. Taking a long shot, I texted the seller to see if he'd consider trading my motorcycle for the car. As fate would have it, he wanted a bike for his wife. I trailered the Magna up to Auburn and we traded straight across".



"What I love most, the square rigged styling, the comfort and the effortless smooth torque of the 5.0 litre v8."

Bryan's owned the car since September of 2016. "It's a base model Town Car in Pastel Adobe".

When asked what his favorite feature about the car is; "the illuminated external thermometer on the driver's side view mirror". Of course. How very malaise. 

The Art of Goutte d'eau



Delahaye-Type-135

The purity of design. That is the concept of Goutte d'eau. Literally translated it means *water drop* in French and was the basis of a design movement in the early part of the twentieth century, most notably among French Carrosserie's.

Some of the more preeminent design ateliers to utilize this design approach were bespoke French coach builders like Figoni et Falaschi and Saoutchik. They created rolling masterpieces from automakers like Delahaye, Talbot-Lago, Bugatti, Renault, Delage, and Cadillac.

Typical of the era, the form was heavily influenced by the advances in aircraft design and aerodynamics. This resulted in the distinctive elliptical silhouettes and enveloppantes (tear-drop shaped pontoon fenders) which gave designs like those of Figoni Falaschi their characteristic fluid grace and inherent motion. In the pursuit of both aerodynamic form and function they even utilized fender skirts to fill not only the rear wheel openings but often those in the front

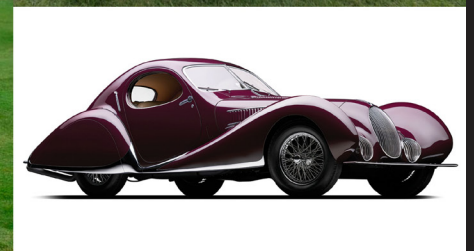
fenders as well. Other distinctive design features were windshields that were steeply raked back and headlights, door handles, and other body accoutrements that were fitted flush to the body. Giuseppe Figoni designed and patented hideaway tops and sunroofs so that his roadsters and drop-head coupes would not be cluttered by a folded top. Chrome hood ornaments and mouldings also echoed the streamlined, windswept design.

Today these moving master-

pieces are some of the most coveted automobiles among collectors. In 2010, the Delahaye 175 roadster sold at RM auction in Monterey for over 3.3 million dollars. The astonishing cost of such truly bespoke coachwork in its day was spectacular and continues to be so to this day.



Clockwise from top left: 1949 Delahaye 175 roadster by Saoutchik; 1935 Delahaye 135 by Figoni et Falaschi; 1937 Talbot-Lago T150-C SS Coupé aérodynamique by Figoni et Falaschi; 1948 Cadillac Series 62 by Saoutchik.





May 28th South Bay : Saratoga Hakone Gardens

A traditional Japanese estate garden in Saratoga, it is recognized as one of the oldest Japanese-style residential gardens in the Western Hemisphere and an enduring American treasure. RSVP via Freewheeler email. Check your inbox.



May 13th Central Valley : Fresno Malaise Daze Car show

Join in the fun in celebrating all things malaise at the first Malaise Daze car show. Show will start at noon at Full Circle Brewery located at 620 F street in Fresno. Vehicle entry fee is \$10. For more info contact Bryan Davis at malaisemotors@gmail.com. Free to the public.

June Peninsula - Colma Cemetery tour

A first for the Freewheelers as we embark on a cemetery tour in the notorious "city of the dead". Stay tuned for more information.

July West Coast Meet, Cambria CA

All events subject to change.



FOR SALE 1957 CONTINENTAL MARK II

This car is in mostly-unrestored condition (except for some interior repair and an exterior repaint a few decades ago). Feels tight and reliable on the road, drives wonderfully. Contains 2 of the very-few Mark II options – A/C and color-keyed Seat-Belts. Starmist White with White Leather/Brown Welting interior. CA car with NO RUST. 92k miles, Almost \$5k recently invested. Contact Richard in Hayward at 510-538-3762. Asking \$60k

Gilbert (2)



FOR SALE 1964 IMPERIAL

Estate sale car. Good for project. Located in Santa Rosa. For additional information contact: RON @ 707-355 2990 re: '64 imperial

Chiotti (3)

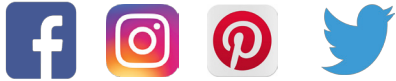
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car, equipment, etc.	3 for Free, then \$10/insertion	Ad for car, equipment, etc.	n/a	n/a
Business Card Size	n/a	Business Card Size	\$30 per insertion,\$250/yr. (11 issues)	\$35 per insertion, \$300/year
Quarter Page Size	n/a	Quarter Page Size	\$60 per insertion, \$500/yr. (11 issues)	\$70 per insertion, \$600/year



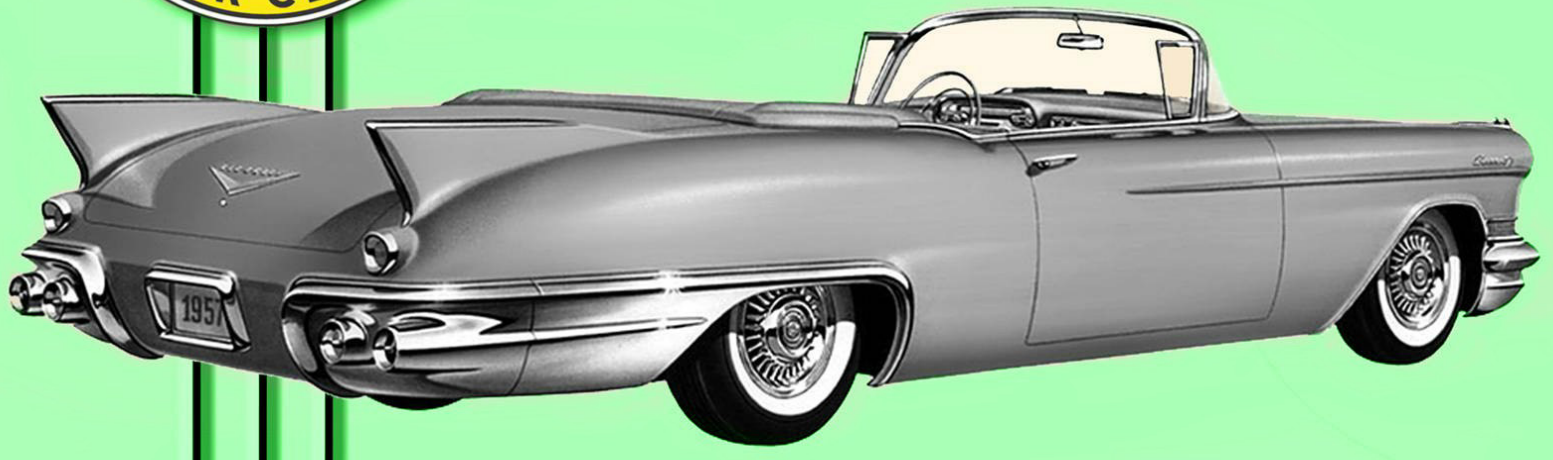
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Driving our community since 1978

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