FREEWHEELERS CAR CLUB

Freewheelers Flyer

Vol. XXXIX No. 3

Driving the LGBT community since 1978

April 2017

Berkeley Botanical Gardens tour

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President's Message

Spring is here, and I heard it through the grapevine that one of our Founding Free-wheelers, Ray Menefee is alive and well, and living in Denver! Ray had an opportunity he could not pass up to relocate to Colorado and be closer to family and friends. He promises to come visit us for West Coast Meet and present the Lavender Dipstick Award. We wish him well in his new home!

And speaking of Spring, the Berkeley Gardens we toured last month was full of springtime color as were some of our first-on –tour cars including new member Ron Lenker's 1976 Triumph TR-6 roadster in pleasing purple and George Frye's 1973 Porsche 911-E Coupe in sunshine orange. Many thanks to Bob Kram-buhl for putting the tour together, and to Scott Mikkelson and Todd Darling for providing lunch!

Later this month we'll gather in the East Bay for a tour of Livermore, hosted by the venerable Dave and Sueko Gilbert...hope you can make it! Registration is in full-swing for West Coast Meet in Cambria in July, so send yours in today either with the form included in this newsletter or on the website.

And speaking of websites, if you've discovered you can't log into the Freewheelers website, please check to see if you've renewed your membership for 2017, as the password has been changed. If you've not renewed, please do...still a bargain at $35/year for "digital" membership (electronic newsletters and roster) or $50/year to receive hard-copy news-letters and roster in the mail. I'm looking forward to seeing you at upcoming events. Until then, happy motoring....

Marty Hanson

Club President

BOARD OF DIRECTORS - 2017

President
Marty Hanson, 916-202-2011
tempest_fury@comcast.net

Vice President
Scott Mikkelson, (916) 768-3465
rednblackgarage@aol.com

Digital Media/ Newsletter Editor
Peter Escobedo,
webmaster@thefreewheelers.net

Secretary
Christopher Slater, 408-599-9103
gladstone.cottage@gmail.com

Treasurer
Jay Remick, 831-601-8080
jayremick@me.com

Membership Director
Sueko Takahashi,925-373-1667
sueko.tbert@gmail.com

Club Photographer - A/V Tech
Bill Peachee, 925-525-5863
bpeachee@hotmail.com

Registration Director
Gregg Cannella, 925-899-5167
glamgfc@msn.com

Member at Large
Bill Hall, (510) 612-3300
bhall@advent.com

Member at Large
Michael Amodt, 408-202-8041
mickeyamo90@gmail.com

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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: Bob Krambuhl, Patrick Alucino, Brett Davison

Cover photo: Brett Davison

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WELCOME! NEW & RETURNING MEMBERS

Kyle Donohoe
San Francisco, CA
1992 BMW 525i Touring (wagon)

Matty Gilreath & Ivan Ashby
Rancho Cordova, CA
2015 Mini Cooper 2-Door Hardtop

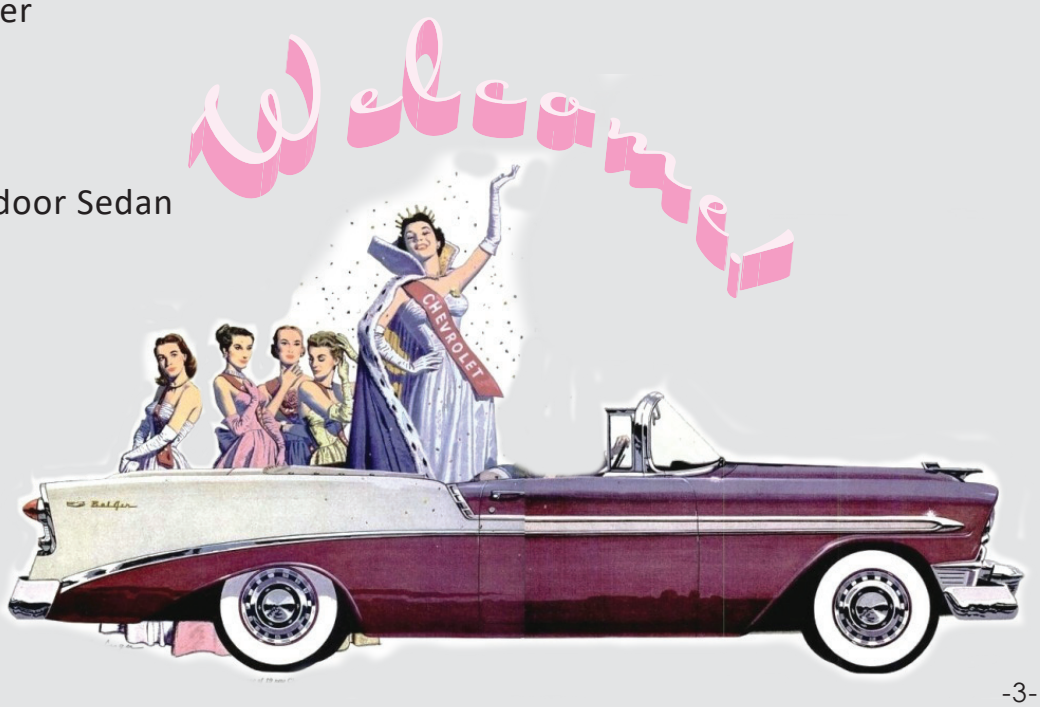
Ron Lenker
Rodeo, CA
1974 Triumph TR6 Roadster

Bryan Raab-Davis
Fresno, CA
1971 MG B-GT Hatchback
1989 Lincoln Town Car 4-door Sedan

Stephen Burch & Gregg Colf
Alameda, CA

Jim Watson
Atwater, CA
1965 Cadillac Sedan DeVille 4-door Hardtop

Steve Weir & John Hemm
Concord, CA
1949 Packard 120 Touring Sedan



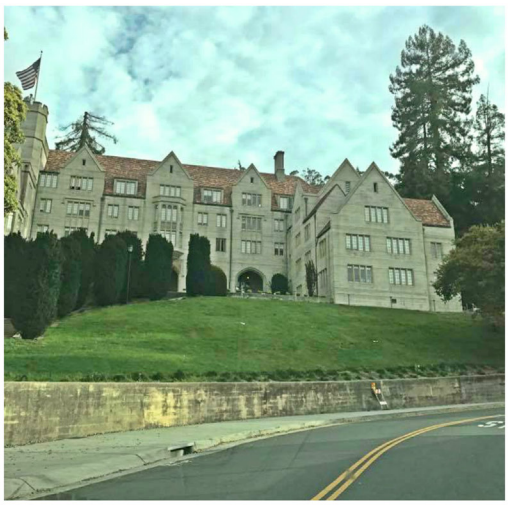
FLEUR DE FREEWHEELERS

By Bob Krambuhl
Photos by Brett Davison

The day may have started out a little cloudy and cool but the Freewheelers were already amassing at the UC Berkeley Botanical Garden parking lot at 8:45 in the morning. Fortunately, the sun began peeking through the clouds as more and more members began to fill up the parking lot.

There were some first-on-tour cars at the event as well, including David Sacha's and Bruce Fowler's 1976 Cadillac Eldorado Convertible, Ron Lenker's 1974 Triumph TR6 2-Door Convertible, George Frye's 1973 Porsche 911E Coupe, and Christopher Reynolds' 1977 Lincoln Continental 4-foot Stretch Limousine.

Pretty soon over 50 Freewheelers were conversing, drinking coffee and eating donuts. We had over an hour to kick tires and enjoy each other's company and fortunately the sun came out for the rest of the morning's garden tours to commence without a hitch. The tours were set to begin at 10:30 and run for a little over an hour. Just before they began, club members gathered to recieve instructions and maps of Tilden Park for a self guided driving tour. This tour would be through the park that was just over the hill from the Botanical Garden.



Our group was divided up into four smaller tours, each led by a docent through the beautiful gardens. We got to see many plants unique to the area as well as native species indigenous to California. The tours were each specialized to the group and at the end of the tour we were shown unique plants that were available for purchase. Several members took advantage of the opportunity and went home with some great souvenirs.

With their maps in hand, drivers then headed up and over the top of the hill to tour Tilden Park . The highlighted route took us through the grounds passing many points of interest although the winding road was steep and proved to be somewhat challenging for some of the vintage cars.

Finally, everyone arrived at the Fern Picnic area. With our own paved lot to park in everyone had a perfect spot to showcase thier rides. Scott Mikkelson and Todd Darling had put together some great lunches for all of us. They did an incredible job, making sandwiches, drinks, snacks and home made cookies! All of us had a place to sit and socialize, either at a table or on the grassy hill above the tables.

When we were done with lunch, we loaded up our cars and headed home. Another successful tour for the Freewheelers! STOP

33RD ANNUAL WEST COAST MEET ✳ Cambria Pines, California ✳ July 6-9, 2017

REGISTER by mail or online

BY MAIL (pay with a check):
Complete this form and mail it, along with your check (payable to Great Autos of Yesteryear), to:

Gene Matson and Rich Seymour
West Coast Meet 2017
P.O. Box 460276
Escondido, CA 92046

ONLINE (pay via PayPal):
Go to our website greatautos.org

- ✳ Use the "Activities and Events" menu
- ✳ Select "West Coast Meet 2017 – Register & Pay" from the menu
- ✳ Follow on-screen instructions
- ✳ Pay. PayPal ID required ($5 per person convenience fee applies)

REGISTRANT

Please print all information clearly

Name _____
(INCLUDE NICKNAME IN PARENTHESES AFTER NAME)

Spouse/Partner _____
(INCLUDE NICKNAME IN PARENTHESES AFTER NAME)

Car Club Affiliation _____ Arrival Date _____

Address _____ Day Phone _____

City/State/Zip _____ Eve Phone _____

Email _____ Mobile Phone _____

Hotel name _____ Reservation name _____

GUESTS

(Spouse/partner in the section above, other guests below)

Name (1) _____ Name (2) _____

CARS

(For additional cars, please enter information on back and check here) ☐

(1) Year_____ Make/Model_____Bodystyle_____ Owner's Name on Placard _____

(2) Year_____ Make/Model_____Bodystyle_____ Owner's Name on Placard _____

Accommodations provided by **Cambria Pines Lodge**

2905 Burton Dr.
Cambria, CA 93428
(805) 927-4200

Other local lodging options can be found on the website cambriachamber.org.

You must be registered for the event to be a registered guest at the hotel. If you are not registered by 6/5/17, your hotel registration will be cancelled.

EVENT FEES

Register early!

Weekend Activity Fee_____tickets @ $115 each. . . . . $ _____
Includes Souvenir pin and the Saturday night dinner and awards show
Saturday dinner entrees (quantity & guest name): BEEF | CHICKEN | VEGETARIAN

LATE Fee_____ @ $25 per person after June 5, 2017 . . . . . $ _____

Friday "Magic of Cambria" Drive Tour (includes lunch) @ $20 each . . . . . $ _____
(Specify lunch quantity & guest names) NON-VEGETARIAN | VEGETARIAN

Friday Evening "Cauldron of Culinary Delights" dinner tickets @ $40 each $ _____
Friday dinner entrees (quantity & guest names): MIXED GRILL | VEGETARIAN

Souvenir T-shirts @ $20 each (size & quantity) _____M _____L _____XL _____XXL $ _____

Include a check (payable to Great Autos of Yesteryear). . . . TOTAL ENCLOSED $ _____

Registration deadline is Monday, June 5, 2017. Any registration forms postmarked after then will accrue a $25 per person late fee added to the activity fee. Space is limited, so register now! If registering/paying online, a $5 per person convenience fee will be added to each Weekend Activity Fee ticket. CANCELLATION POLICY: 100% refund if requested by June 5, 2017, minus a $10 administration fee, a 50% refund if requested by June 30, 2017. No refunds after June 30, 2017. Registration questions? Email Gene and Rich at Register4WCM2017@gmail.com or call them at (760) 749-9468

HOLD HARMLESS AGREEMENT: The undersigned, desiring to enter and participate in West Coast Meet 2017, to be held July 6, 7, 8 and 9, 2017, at the Cambria Pines Lodge in Cambria, California, does hereby tender his/her application to participate. If this application is accepted, the undersigned and registrant, having suitable automobile insurance, and his or her guests assume liability from and shall indemnify and hold harmless Great Autos of Yesteryear, Inc., and its members, officers, directors, employees, agents, servants, invites and assigns from and against any and all liabilities arising from said event. The undersigned holds the aforementioned harmless and indemnifies them against judgments whatsoever arising, directly or indirectly, out of or in conjunction with participation in said event. Event registration required for Cambria Pines Lodge hotel stay.

Applicant Signature _____ **Date** _____

☐ **Contact me about volunteering to help with this event**

SAVE THE DATE

AT A GLANCE: April event :: Tri-Valley

What:
Altamont Hills Drive-tour, Livermore Downtown Lunch.
When:
Sunday April 23rd, 10:30 AM
Where:
Carnegie Park, 2155 Third Street, Livermore 94550
Fee:
$5/person includes Coffee & Donuts.
RSVP:
RSVP via email. Check your mailbox for information.

As the weather brightens, come on out to the far East Bay for the first Freewheelers 2017 drive-tour. At 10:30, we'll begin at the historic 1911 Carnegie Park square in downtown Livermore for the usual coffee-donut kick-off. Its Carnegie Building is a fine example of Greek-Revival architecture, first used as our Library and now as a Heritage Museum & Art Gallery. (Also while here, try a browse for something a bit healthier than donuts at the small Farmer's Market which happens nearby.) At 11:30, we'll set off for a leisurely drive-tour (with directions) through southeastern Livermore vineyard areas, then up into the green & grassy backroad hills of the Altamont Pass, complete with up-close Windmills (and their electrical substation) along our path. And YES there are just a couple of precipitous segments of said path, so double-check those fluid levels, brakes, tire pressures and etc! Within 1.5 hours the directions will lead us all back to our initial Carnegie Park square meeting point to park for lunch. From there we'll walk 2 blocks into downtown Livermore's tasty Eatery district for lunch on our own. (A list of some of our faves will be provided.) OR! Have a picnic where you park around Carnegie Square on one of its outdoor tables or grassy lawns with your own bringings. Hope to see you there!
DIRECTIONS: Take the N Livermore Ave exit south from I-580. Drive Livermore Ave for approx 1.5 miles into downtown Livermore to a RIGHT turn onto 3rd Street. Drive 3rd Street for 1.5 blocks to Carnegie Park square on the left. Parking for Classics: Any open spot on 3rd St or its perpendicular "J" St, or in the US Bank lot across 3rd St from the Carnegie square. Parking for others: Anywhere else among the many free spots on the streets surrounding Carnegie Park.

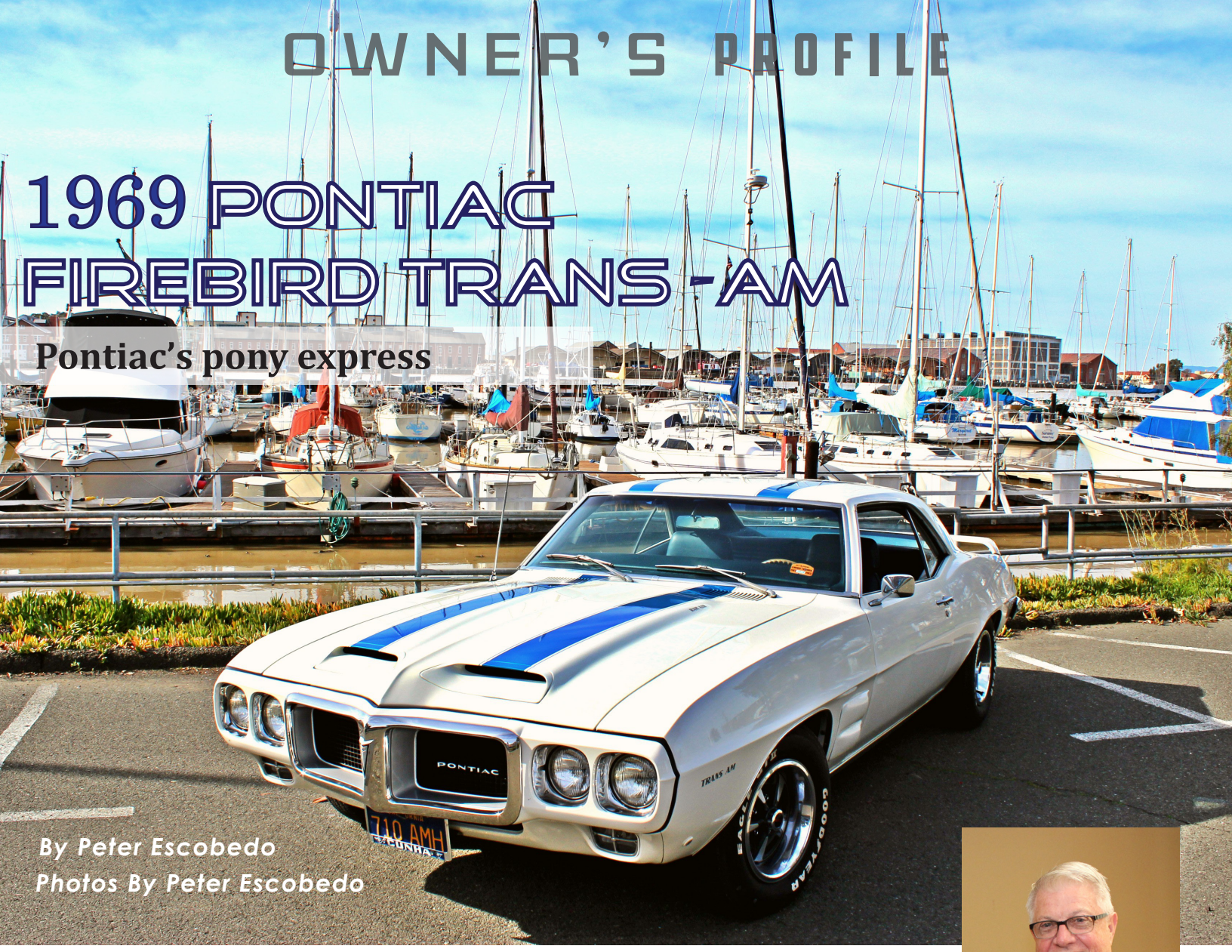
WEST COAST MEET 2017

THE MAGIC OF "*Bewitched*" IS ONLY THREE MONTHS AWAY!
By Patrick Aulicino

Yes, it's hard to believe but the 33rd West Coast Meet will be upon us faster than you can say Gladys Kravitz! As of this writing, there are still rooms available at Cambria Pines, and in the event of a sellout our registration chairs Gene Matson and Rich Seymour will coordinate the waiting list as they did in 2015! Who could ask for more, you say? Well, typically those who attend this event DO ask for more each year and your planning committee is busy at work, putting together all those little touches that make each West Coast Meet so memorable. So, don't delay – submit your registration either online via PayPal or through the mail – , dust off that Impala or Bel Air, and get ready to be a part of all the fun this July!

1969 PONTIAC FIREBIRD TRANS-AM

Pontiac's pony express



By Peter Escobedo
Photos By Peter Escobedo

Making its debut about five months after the Chevrolet Camaro in 1967, the Pontiac Firebird hit the ground running in the pony car segment. For 1969 there was a below the belt restyle, new split grille and a plethora of new federally ordered safety items but the hottest and most significant Firebird for '69 was the $725 Trans Am option. It was loosely inspired by the Firebirds of the Sports Car Club of America's Trans American road racing series. Special badges, white paint, twin blue dorsal racing stripes and a decklid spoiler identified the bad boy pony car. A 335-bhp Ram Air III 400 gave it great performance, coupled with a heavily fortified chassis and brakes made for excellent roadability.

Only 697 T/A's were built for '69 including a mere eight convertibles and nine cars with the optional 345-bhp *Ram Air IV* engine but the T/A would end up being destined for far greater sales very soon.

Charles Kennedy of Oakland, California is the proud owner of our featured Trans Am. He's owned the car since 2002 when the original owner passed away and left the car to him in her will. "She was a Lady who I met in college and became life long friends with. Her husband was a contractor and raced Alfa Romeos. His pit crew worked at Cunha Pontiac in Berkeley and that is how he had come to own the Trans Am". The thing Charles likes most about the car is the way it handles. "I have had other muscle cars and there is no comparison when it comes to the way the Trans Am handles"

The handling and overall civilized nature of the car, Charles claims, is its best feature. That was accomplished with variable ration power steering, heavy duty sway bars, close ratio Hurst linkage and a perfect match of engine, transmission and differential ratios. All of that lends itself to being a dream to drive on gently winding roads. Although Charles didn't exactly seek the car out, it is in his opinion the most beautiful of the Muscle Cars.

"It's a very, very nice driver which can be, and is, very much enjoyed."

Charles' T/A is one of the just under 700 units built in the first year of the model's production. This particular car is equipped with the Ram Air III motor and they all came in Cameo White with blue racing stripes. "Luckily, mine came with blue interior which works perfectly with the blue stripe. I did some of the restoration work myself with a lot of help from pros". All which makes for one of the hottest ponies on the road.

1969 Pontiac Firebird Trans-Am

Base Price: 2,999.00
Weight: 3,080 (Firebird)
Wheelbase: 108.1 inches
Production: 697
Engine: 400 cu.inch
BHP: 335 @ 5,000 RPM
1/4-mile: 15.4 seconds @ 93 MPH

Source: Encyclopedia of American Cars

LA SALLE

the junior Cadillac

Cadillac's romantic companion make stemmed from the desire of legendary GM president Alfred P. Sloan to offer a car for every pocket book, the basic philosophy that made GM the giant it is today. In the mid '20s, Sloan detected a price gap between Buick and Cadillac, and assigned the name LaSalle, honoring another French explorer like Cadillac, René Robert Cavelier, Sieur de La Salle, and introduced its junior series in 1927 on a wheelbase shorter than that of its senior cars. It was all part of the great period of expansion that brought forth a host of such cars like Pontiac, Oakland, Viking, Oldsmobile, and Marquette to satisfy a market that looked like it would grow forever.

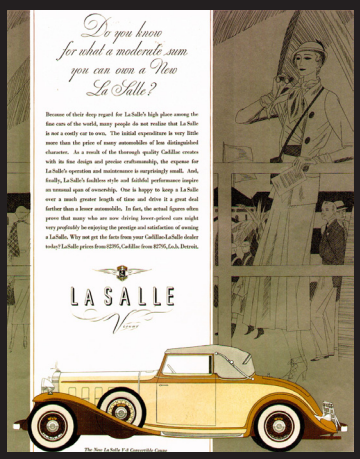
A big attraction of that first LaSalle was elegant body design by Harley Earl, a talented young West Coast designer reared in the "carriage trade", whom Sloan hired specifically to shape the new line. LaSalle amply fulfilled GM's hopes, and launched Earl on an illustrious 30-year career as the company's dean of design. In its first year, LaSalle accounted for 25 percent of Cadillac sales. By 1929 it was outselling its big sister.

The LaSalle was offered in a full range of body styles, including Fisher and Fleetwood Metal Body-built custom designs. The open cars could also be ordered in tri-tone color combinations, at a time when dark colors like black and navy blue were still the most familiar colors produced by manufacturers. Earl's design even included a nod to the inspirational Hispano-Suiza, with the marque's circled trademark "LaS" cast into the horizontal tie bar between the front lights.

In the depression racked '30s LaSalle provided the sales volume that helped Cadillac survive. In rock bottom 1933, LaSalle accounted for roughly half of Cadillac's sales.

By 1940 however, LaSalle had been crowded out of its once exclusive price niche. Although its 1940 product line was broad, from the $1240 Series 50 coupe to the $1895 Special convertible sedan, a Series 62 Cadillac could be had for as little as $1685 that year. Buicks listed between $895-$2199. It now seemed more logical to offer a lower priced Cadillac, replacing the LaSalle with a Cadillac Series 61.

The decision to drop LaSalle ultimately proved correct. The Series 61 sold 29,250 units its first year but remained in premium price territory to prevent it from cheapening the Cadillac image. Postwar prosperity rendered LaSalle unnecessary and by that point Cadillac had become America's luxury sales leader by far.



Deco design of early La Salle's

CALENDAR

CLASSIFIEDS

April
Tri-Valley - Livermore
Altamont Hills Drive-tour
As the weather brightens, come on out to the far East (Bay) for the first Freewheelers 2017 drive-tour. See "Save the date" in this issue for more information.

May
South Bay - Saratoga
Hakone Gardens
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.Eighteen acres of magnificent beauty is nestled in the verdant hills of Saratoga overlooking Silicon Valley.

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
See page seven for more info.

All events subject to change.

As a benefit of membership, Members may run classified ads (for sale) in the Flyer/on the website at no charge. Send information to the Newsletter Editor. For rates for non-members and business solicitations, contact the Promotions Director. To place an ad, please contact the Promotions Director or Treasurer.

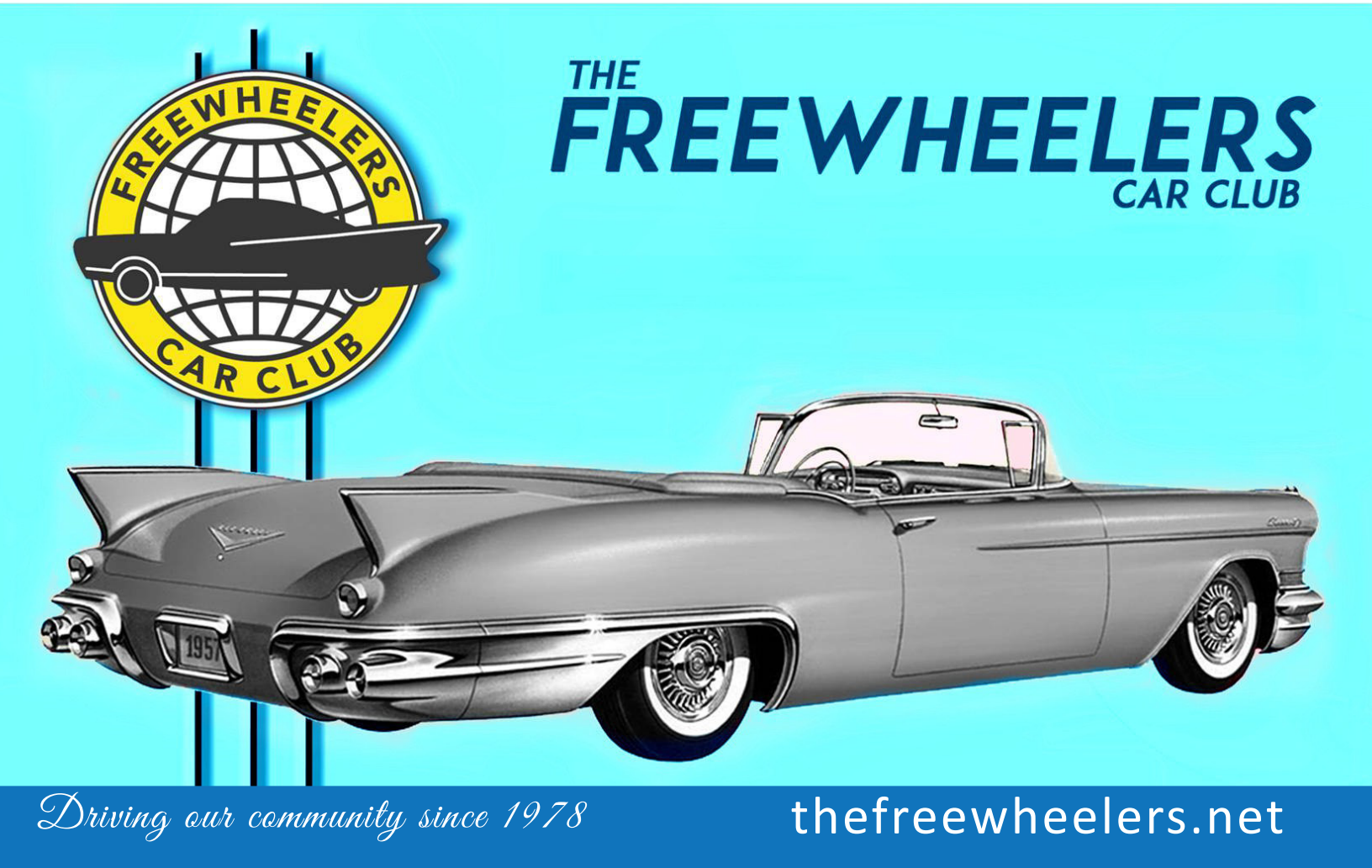
FOR SALE
1957 CONTINENTAL MARK II
This car is in mostly-unrestored condition (except for some interior repair and an exterior repaint a few decades ago). Feels tight and reliable on the road, drives wonderfully. Contains 2 of the very-few Mark II options – A/C and color-keyed Seat-Belts. Starmist White 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 (1)

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 (2)

TYPE OF AD	MEMBERS: NON COMMERCIAL	NON MEMBERS, NON COMMERCIAL	Members: Commercial	Non-Members: Commercial
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

The Freewheelers Car Club
San Francisco Historical Automobile Society
c/o 1588 Willow Oaks Drive
San Jose, CA 95125-4452

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